



Telescope

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MEMBERSHIP NOTES •

This issue of *Telescope* marks the 40th Anniversary of the sinking of the str. *Carl D. Bradley* on November 18, 1958 in northern Lake Michigan. In tracing the *Bradley's* history, we have chosen to reprint articles from marine journals, newspapers and from Michigan Limestone's *Screenings* so that our readers can experience the elation of those who witnessed the *Bradley's* launch and maiden voyage into Calcite Harbor as well as reliving her fateful last trip in Lake Michigan.

Many of the publications and photos used in this issue were courtesy of Jim and Pat Stayer and Tim Juhl of Out of the Blue Productions. Their historical file on the *Carl D. Bradley* was extensive and allowed us to devote this entire issue to the *Bradley*.

OUR COVER PICTURE . . . The *Carl D. Bradley*, showing the wear and tear of thirty-one seasons, and the brand new *Edmund Fitzgerald* pass each other in the Fall of 1958. The *Fitz* entered service late in the year the *Bradley* sank, and for a brief six weeks that autumn their crews shared the deceptive beauty of the open lake. All too soon they would both be gone.

From a painting by Robert McGreevy

(Prints of this painting are available from the museum gift store. For additional information on this artwork, contact Bob at WWW.McGreevy.com)

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Visit our Website at: http://www.oakland.edu/boatnerd/_Great_Lakes_&_Seaway_Shipping_Web_Page

Most members have complemented us on the new design of *Telescope*. Due to modern technology which keeps costs low, we can print color photos on the front and back cover without having to raise our membership dues. We hope this new format will allow us to use more photos from our members.

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LAUNCH OF THE SELF-UNLOADER CARL D. BRADLEY

Reprinted from
Marine Review
May, 1927

On April 9, there was launched at American Ship Building Co.'s yard at Lorain, Ohio, the longest vessel ever built on the Great Lakes, the *Carl D. Bradley*. The ship has the further distinction of being fitted with turbine electric machinery. In this respect, she is the second vessel so fitted on the Great Lakes, the first being the *T. W. Robinson*, also owned by the Bradley Transportation Co. and similar in general features to the present boat.

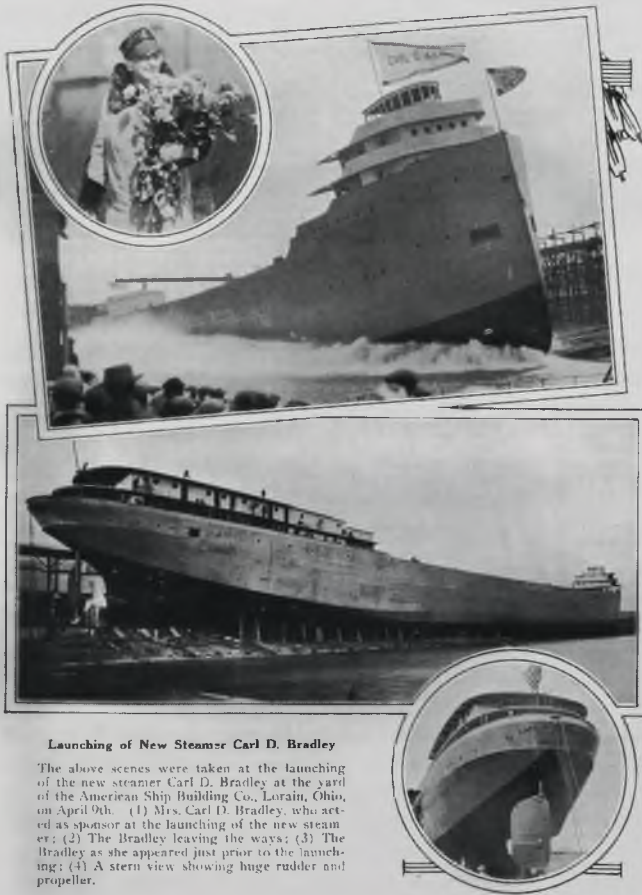
The vessel was successfully launched on a beautiful clear day and christened by Mrs. Carl D. Bradley in honor of her husband, who as president of the Bradley Transportation Co. had the vision and the

courage to go far ahead of his time in the construction of these boats.

The *Carl D. Bradley* is a self-unloader and will be used in the limestone carrying trade between Rogers City, Michigan and ports on Lake Erie. The electrical equipment for this vessel including the main power plant is being furnished by the General Electric Co. Electricity for operating the main propulsion motors and auxiliary motors will be furnished by a complete turbine generator power plant normally rated at 4200 shaft horsepower and having a maximum rating of 4800 shaft horsepower. The *Carl D. Bradley* will be about 9500 gross tons and is 638 feet in length, 65 feet in width, and 33 feet deep. Steam is furnished by two Babcock & Wilcox water-tube boilers fitted with Westinghouse automatic stokers and with induced and forced draft. There is a single electric motor driving a single propeller.

After the launching which took place shortly before noon, the large company of guests returned to Cleveland and attended a luncheon at the Hollenden Hotel. Mr. Bradley spoke of early beginnings of the stone trade only 12 or 13 years ago. He outlined briefly the progress which has taken place in the development of the self-unloader boat up to the present as represented in this latest vessel. After the luncheon, moving pictures were shown of the launching and of the events immediately preceding and after.

Mr. Bradley deserves great credit for the progressiveness he has shown in the development of the self-unloading Great Lakes stone carrier. There were times no doubt when opinion was set against the possibility of using this type of drive. The successful performance of the first vessel so fitted it fully proved the correctness of his judgement and made his conviction all the stronger that for his type of vessel the kind of power plant chosen will best serve the purpose.



Launching of New Steamer Carl D. Bradley

The above scenes were taken at the launching of the new steamer Carl D. Bradley at the yard of the American Ship Building Co., Lorain, Ohio, on April 9th. (1) Mrs. Carl D. Bradley, who acted as sponsor at the launching of the new steamer; (2) The Bradley leaving the ways; (3) The Bradley as she appeared just prior to the launching; (4) A stern view showing huge rudder and propeller.

1927 – DO YOU REMEMBER?

Reprinted from
M.L. Screenings
Winter 1958-59



You can almost hear the "ooh-ga" of car horns as Rogers City welcomed the new Str. Carl D. Bradley in July, 1927.

(ML Editor's note: The first arrival of the Steamer *Carl D. Bradley* at Calcite Plant was a festive occasion. This story describing the event is reprinted here from the August 1927 issue of *Calcite Screenings*.)

At exactly eight o'clock in the morning of July 28th, the new steamer *Carl D. Bradley*, latest addition to the Bradley Transportation Company's fleet and which has just been completed at the yards of the American Ship Building Company of Lorain, poked her big nose around Adams point for a first sight of Calcite harbor and a short time later was given a warm welcome by hundreds of plant employees and people from Rogers City, who came down to the docks for a sight of the handsome new steamer.

"Operations at the plant were suspended for several hours to give all the employees an opportunity to witness the arrival of the new boat. Automobiles

were made to park outside the Fines side of the loading slip in order to keep a clear space where the boat landed and which was completely filled with eager spectators. Hundreds of flags placed on the numerous buildings, locomotives, trucks, etc., fluttered in the morning breeze and the whole affair presented a holiday appearance.

"The new tug *Rogers City* with the Rogers City Community Band and Mrs. Carl D. Bradley and her guests on board, steamed out to meet the *Bradley* and escorted her into the loading slip amid the shrieking of whistles and the waving of flags by the spectators.

"Village President Rudolph Dueltgen Sr. greeted the boat party as they landed and expressed feelingly the warm interest of the community in the Company and its welfare and commented on the huge achievement completed in the arrival of the magnificent new boat. Carl D. Bradley, President,



President Carl D. Bradley thanked the crowd of employees and townspeople for the warm welcome given the new ship.

responded in his usual hearty manner on the part of the organization. Justly proud of the magnificent boat which bears his name, Mr. Bradley told of her construction and paid tributes to her qualities, not failing to give credit to her officers and crew and to the men who have built her.

He expressed a warm appreciation of the welcome given the *Bradley* by the plant employees and the people of Rogers City . . .

"The new steamer *Bradley* is the longest freighter on the Great Lakes and is the largest of numerous

unloader type of boats which have been built in recent years for the stone trade. The boat is 638 feet 9 inches long and has a beam of 65 feet, 33 feet in depth and is 77 feet from the top of the pilot house to the keel. The unloading boom over which the stone travels is 160 feet in length . . .

"Modern aids to navigation are also a part of her equipment, the gyro compass, the gyro pilot (Metal Mike) radio direction finders and similar equipment make the *Bradley* the last word in freighter construction."



Banners waved, horns blew, and a band played as tugs escorted the *Bradley* into the harbor at Rogers City.



THE CREW



DECK CREW



LOOKING FORWARD



LOOKING AFT



THE PILOT HOUSE



THE LAUNCHING



Fit-Out at Lorain 1927

Reprint from Calcite Screenings, August 1927



CARL D. BRADLEY
PRESIDENT

MRS CARL D. BRADLEY
SPONSORESS

The Steamer Carl D. Bradley bore the name of a Michigan Limestone pioneer. Mr. Bradley went to Rogers City in 1912 as General Manager and became President of Michigan Limestone & Chemical Company in 1920. Mr. Bradley foresaw the great industrial need for limestone and developed an organization and facilities to produce it. He also organized the fleet of self-unloader vessels that bears his name, to carry limestone from the Calcite Plant to industrial users throughout the great lakes region.

A friendly, dynamic, generous man, he built the community of Rogers City as well as the business he directed. He was a leader in the development of Rogers City Schools, churches and other civic affairs. He was once quoted as saying, "You ask me why I am working to make Rogers City the best town in the world? Why, its because I live here myself. I'm selfish. I want the best neighborhood in the world!" The community mourned his passing in March, 1928.



WM. J. MACLEAN
FLEET CAPTAIN

H. B. MOORE
FLEET ENGINEER

Steamer CARL D. BRADLEY
LENGTH 638 FT BEAM 65 FT DEPTH 35 FT
CAPACITY 13,000 TONS
LAUNCHED APRIL 9 1927.



Trecoar Collection, Dossin Museum

QUEEN OF THE LAKES



Trecear Collection, Dossin Museum

After her successful launch, the *Carl D. Bradley* became the new "Queen of the Lakes" and set new cargo records. In 1929, she set a new cargo record for limestone when she loaded 18,114 tons at Calcite for delivery at Gary, Indiana. During the Depression, the *Bradley* remained active as did four other fleetmates.

With the outbreak of World War II, shipping on the lakes was in great demand, new ships were built and plans for larger ships measuring nearly 700 feet were planned for the future. The government replaced the old Weitzel Lock (built in 1881) at the Soo and constructed the McArthur Lock (800 feet long by 80 feet wide). On July 11, 1943, the *Carl D. Bradley* was the first vessel through the new lock. Among the numerous guests on board was Congressman Fred Bradley, son of the late Carl D. Bradley, and sponsor of the bill naming the new lock after Gen. Douglas McArthur.

The *Bradley* lost her "Queen of the Lakes" title in 1949 when the *Str. Wilfred Sykes* was launched at Lorain, Ohio.

The 1958 season began slow for the *Bradley* boats. The *Carl D. Bradley* started her season in late April. In May she struck bottom at Cedarville harbor. A small leak was detected, perhaps a loose rivet, but no repairs were ordered. The *Bradley* would remain in service until July when she was laid up for three months. She returned to service when business improved in October.

When the *Bradley* grounded again in Cedarville in early November, a fourteen-inch crack was discovered between two keel plates. After delivering her cargo, she returned to Calcite for workmen welded a steel patch over the fracture. She was out of service less than twenty-four hours and departed to meet the cargo demands in the late season.

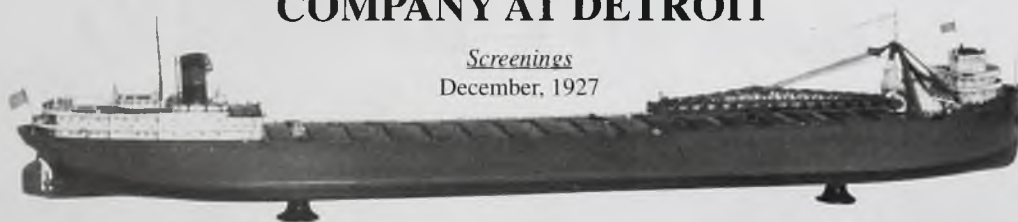
Photo by Glenn L. Palmer, Dossin Museum Collection



McDonald Collection / Dossin Museum

Steamer Carl D. Bradley loading guests for dedication trip thru MacArthur Lock, Sunday, July 11, 1943.

THIRD ANNUAL BRADLEY TRANSPORTATION COMPANY AT DETROIT



Screenings
December, 1927

Model of the *Steamer Carl D. Bradley* Presented to President Bradley

The fleet officers of the Bradley Transportation Company together with officials of the Company and officials of the Michigan Limestone & Chemical Company and their guests attended the annual banquet held Wednesday, December 13th at the Hotel Fort Shelby in Detroit.

The guests included officials of the Company, of our customers, and officials and operating men from various Transportation Companies interested in the delivery of stone from Calcite.

Representatives of our Buffalo and Detroit plants were present as well as representatives of legal firms with which we have become associated in business . .

In the past these banquets, which make a most fitting and desirable closing of the year's operation, have gone through more or less methodically, but this banquet stands out above all past and probably superior to any in the future in the unusual feature of the presentation of a model of the Steamer Carl D. Bradley to Mr. Carl D. Bradley, President of the Company.

Years ago the idea of presenting Mr. Carl Bradley with a model of one of the self-unloading steamers originated and while we say that execution of the idea was fortunately delayed, it perhaps would be better to say that it was fortunate that this was not completed until this time, thus affording an opportunity to make this model of the latest, largest and most modern self-unloading steamer of our fleet. The new electric driven steamer *Carl D. Bradley*, which boat was launched April 9, 1927, made her maiden trip on July 26th, arriving in Calcite on July 28th.

Licensed officers of the Bradley Transportation Company fleet inaugurated the subscription for the purpose of constructing this model and construction was begun in July, 1927, by Mr. B. E. Foster of the American Ship Building Company, Cleveland, Ohio. The model was completed early in December and was built to a scale of three thirty-seconds of an inch to the foot and is therefore five feet long with width in proportion. All appurtenance are fitted even to the

radio direction finder and in detail is very complete with finish in our own color, limestone gray . . .

During construction the model drew no small amount of attention in Cleveland and invitations to show it in prominent downtown business windows had to be refused, regrettably, because of the necessity of keeping the secret.

The presentation was a complete surprise to Mr. Bradley. The presentation address was made by Mr. F.L. Leckie of the firm of Holden, Duncan & Leckie. Cleveland Marine attorneys.

The model was placed in the banquet hall and was completely hidden by flowers and screens. Upon signal from Mr. Leckie, the screens were removed by Fleet Captain William J. MacLean and Fleet Engineer Harry B. Moore and thereby this testimonial of the employees and of the friends and associates of Mr. Bradley met his view for the first time. The surprise was complete and Mr. Bradley adequately expressed his appreciation and surprise upon a completion of Mr. Leckie's address. His short address and the very touching moments occupied by this presentation will be long remembered by those present. . .

After the meeting the fleet men returned to their boats to complete lay-up and officials of the Companies attended to various business matters before returning to Rogers City.

This article would not seem complete without an expression here from those actively interested in the completion of the model. The wonderful enthusiasm and financial support accorded the undertaking by employees of both companies and friends and associates of Mr. Bradley made it a great pleasure to accomplish the completion of the idea.

Editor's note: In attempting to photograph the Bradley ship model for this article, we were unable to locate it in the museum or private collection. If anyone has information, please contact Telescope at Dossin Museum, 100 Strand on Belle Isle, Detroit, Michigan 48207.

DETROIT FREE PRESS

November 19, 1958

SHIP SINKS IN STORM ON LAKE; 35 ABOARD

Evidence Points to Explosion

Giant Search Finds No Sign of Life

Other stories and pictures
on Page 4.

Special to the Free Press

CHARLEVOIX — The Carl D. Bradley, a 615-foot cargo ship with 35 men aboard, broke in two and sank Tuesday night in the raging waters of northern Lake Michigan.

Hours later, no survivors had been found despite a herculean search which continued through the stormy night.

Tossed by mountainous waves, the Bradley went to the bottom about 12 miles west southwest of Gull Island within minutes after sending a "May Day" distress signal at 5:31 p.m.

One report said the ship struck a reef. The first rescue ship to reach the scene, 70

miles southwest of the Straits of Mackinac, reported evidence of a tremendous explosion.

OTHER SHIPS fought winds of 50 to 65 miles an hour and waves of 30 to 35 feet to reach the disaster scene.

Temperatures were in the upper 30s but falling. Winds

up to 35 miles an hour were expected to continue through Wednesday morning.

The ship, with a capacity of 14,800 gross tons, was sailing empty from Buffington, Ind., near Gary, to its home port of Rogers City on Lake Huron.

OFFICIALS of the Bradley

Transportation Lines, of Rogers City, owners of the ship, told the families of the crew members late Tuesday that the ship was lost.

"The only thing you can do now is pray," the families were told.

A German freighter, the Christian Sartori, was the first



COAST GUARD SPEARHEADS RESCUE EFFORT

Reprinted from
M.L. Screenings
Winter 1958-59

"The 'May Day' distress call from the *Str. Carl D. Bradley* touched off one of the most difficult and dramatic search and rescue operations in the history of the Great Lakes. Hurricane force winds and huge waves made even routine ship and plane movements extremely hazardous.

The following information was summarized from material based on a United States Coast Guard log and provides an hour-by-hour account of the all-out land, sea and air rescue effort.

November 18, 1958

6:20 p.m. Coast Guard cutter *Sundew*, a 180-foot buoy tender and search-rescue vessel, left Charlevoix, Michigan for the disaster scene. Small rescue boats already enroute from Beaver Island and Charlevoix lifeboat stations were forced to return by heavy weather.

– Coast Guard cutter *Hollyhock*, a 175-foot buoy tender, left Sturgeon Bay, Wisconsin for the disaster area.

– A two-engine Coast Guard sea-plane, which was enroute from Chicago to Traverse City, Michigan was directed to the disaster area.

... German motor vessel *Christian Sartori* was reported in the Bradley disaster area.

7:00 p.m. Sea plane arrived at the scene. Flares were used in an effort to improve visibility for observers in the plane.

– *Christian Sartori* reported negative results of initial search of disaster area.

8:00 p.m. Traverse City Air Station reported winds of 58 to 60 miles per hour with gusts up to 68 miles per hour.

9:52 p.m. Coast Guard sea plane returned to Traverse City for a new supply of flares.

10:15 p.m. Steamers *Elton Hoyt 2nd* and *Robert C. Stanley* were reported proceeding to the search area.

10:40 p.m. Coast Guard cutter *Sundew* arrived and began a search.

November 19, 1958

2:30 a.m. Coast Guard cutter *Hollyhock* joined the search.

7:50 a.m. Three Coast Guard helicopters left Traverse City for the search area.

– A Gruman Albatross left Selfridge Air Force Base to join the land, sea and air search.

– A Navy PV2 was enroute from Glenview Naval Air Station to join the search.

8:23 a.m. Coast Guard cutters *Sundew* and *Hollyhock* reported winds at 30 p.p.h., diminishing seas, water temperature of 50 degrees.



Coast Guard cutter *Sundew* returns to her base in Charlevoix from disaster area carrying two survivors, a liferaft, and bodies of 8 Bradley crewmen



Lt. Commander Harold Muth talks with news men after directing the rescue efforts from Cutter *Sundew*



Reprint from the Detroit Times, November 20, 1958

- 8:55 a.m. First confirmed report of survivors. Sundew reported pickup of two survivors on a raft between High and Gull Islands. Survivors identified as First Mate Elmer Fleming and Deckwatchman Frank Mays.
- 9:20 a.m. Aircraft spotted capsized lifeboat two miles from liferaft. Sundew was proceeding to pick up lifeboat . . .
- 1:56 p.m. *Sundew* enroute to Charlevoix with survivors.
- 5:19 p.m. Aircraft left disaster area . . . search to resume at first light on November 20.

November 20, 1958

- 4:03 a.m. *Sundew* and *Hollyhock* left Charlevoix for search area.
- 7:24 a.m. Coast Guard plane left Traverse City to resume search.
- 9:30 a.m. Coast Guard helicopter left Traverse City with personnel for ground searches of nearby island.
 - Ground search of Gull Island discovered one life jacket and a considerable amount of debris on the southwest shore. Several life jackets were discovered on southwest shore of High

- Island. Capsized lifeboat recovered in waters off south end of High Island.
- Whiskey Island search negative except for some debris in the water. Swan Island, negative. Garden Island, negative.
- 6:23 p.m. Aircraft returned to Traverse City air station.
- 6:27 p.m. Surface craft return to Charlevoix. Search to resume at first light on November 21.

November 21, 1958

- 5:16 a.m. *Sundew* and *Hollyhock* enroute to search area.
- 8:20 a.m. Helicopter and sea plane left for search area.
 - Helicopter ordered to stand by on Beaver Island to investigate findings of surface craft.
- 9:21 a.m. Beaver Island and Charlevoix patrol boats on the scene.
- 12:11 p.m. All search efforts negative.
- 4:24 p.m. All surface units ordered to discontinue search at the completion of daylight operations.
 - Coast Guard planes from Traverse City continued daily air searches of the area.

A Community Comes Together To Take Care Of Their Shipmates

When the "Mayday" call was radioed from the *Carl D. Bradley*, the U.S. Coast Guard began rescue operations while the marine communities along the shoreline waited for hopeful news.

In Rogers City, Michigan, homeport of the *Bradley*, families received word of the sinking from company officials. As word spread, it seemed everyone had a relative or close friend on the ship. According to Harry Whitely, Jr., editor of the weekly newspaper in Rogers City, "Twenty-five of the men aboard that vessel were Rogers City men," he said. "We had 360 men working nine vessels here. You can

then were reduced to daily air flights over the area.

Thirty years later, Richard D. Wright, nephew of First Mate Elmer Fleming recalled the tragedy in Rogers City.

"My recollections of the night of November 18, 1958, and the following day seem as vivid now as thirty years ago. I had just turned seventeen on the 5th of November. Deer season was three days old, and a couple of us kids had skipped school and went deer hunting. A snow storm had blown in that morning and as it turned out, the witch of November was a vengeful witch.



Captains Nauts, Chain, Monroe, Miller and Malocha (l to r) helped make Christmas merry for children of Bradley men.

imagine what this means to us. It's a real tragedy; it affects all of us who live here, directly or indirectly. They're either wives or sweethearts of someone out there. We're just hoping, waiting and praying."

With the recovery of the liferaft and two survivors, First Mate Elmer Fleming and Deckwatchman, Frank Mays, hopes soared for finding others. However, as the Coast Guard worked through the afternoon, no more survivors were found. Air and sea operations continued through November 21st and

When I returned home from the woods, my dad wasn't home (it was just my dad and I), so I went to the local show. The movie hadn't started more than a half-hour when the lights came on and Police Chief Web Winfield made the announcement, "A *Bradley* boat was missing" and we were to return to our homes and tune in WHAK radio. By the time I had walked home, dad was there and we tuned in WHAK. He had a brother-in-law on the *Bradley* (Elmer Fleming). My mother had died and Elmer was her youngest brother

- a small child when she left home. The news on the radio was little help due to no information getting through from Charlevoix.

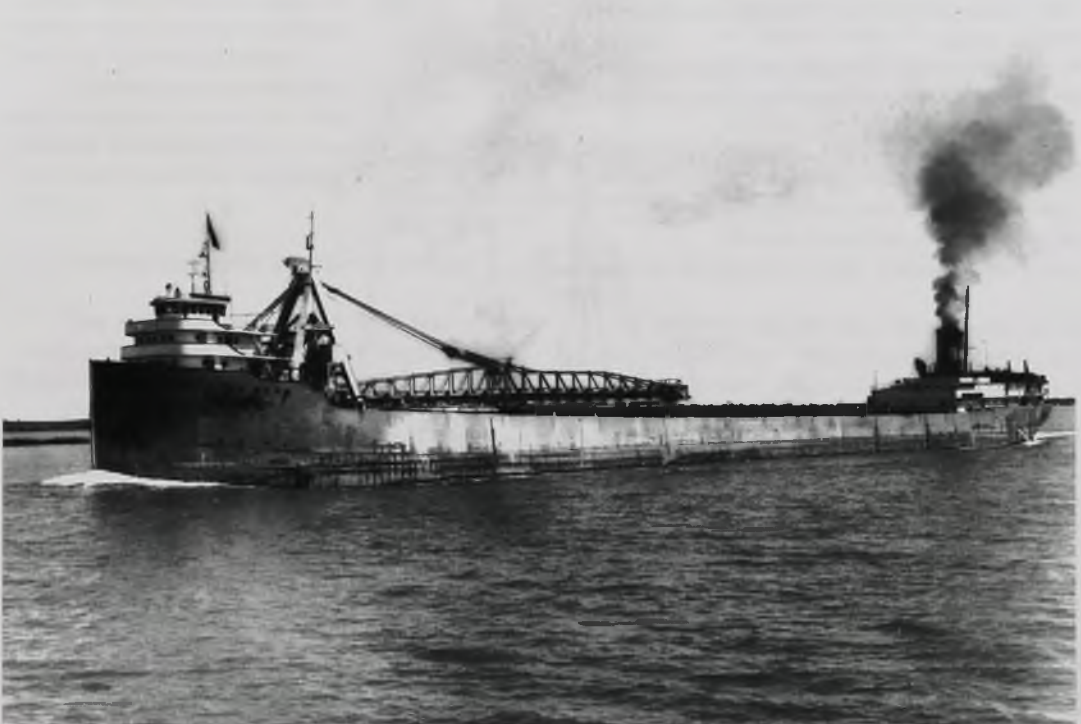
The next morning I walked to the bus stop out in front of Frank and Marly Mays and their neighbors Joe and Cecilia Krawczak. I was met at the bus stop by Mark and Raye Heller, their dad was on the Bradley. Once arriving at school, my buddy Mick Tulgetske asked another friend of ours, Jerry Schefke if he would drive over to Charlevoix to identify Mick's brother Earl if they found him. By this time hope was nonexistent.

My cousin Doug Fleming stopped to tell me his dad and Frank Mays were found alive. Our school public address system announced that a man had been picked up with a "breadth of life". It turned out to be Gary Strezelecki. I had talked with Gary the week before as he was out walking his German shepherd pup. About this time a crew list was made public. Our town only had a population of 3800, and the lives were so enmeshed, it's hard to describe. Mick Tulgetske had a brother missing, his future wife's father was on the *Bradley*. My uncle Elmer Fleming and shipmate Gary Strezelecki were classmates. It was the beginning of a nightmare that is still real today.

About 10 a.m. an announcement was made about a lifeboat found on Gull Island. Again hope was raised. Maybe some had made it to the islands and were warming up in beach shacks. Then they announced the recovery of victims. The witch had taken her due . . .

Saturday, November 22, 1958 was declared a day of mourning in Rogers City. Four ships in the Bradley fleet remained in port so crewmen could attend services while the other four vessels docked at Cedarville, South Chicago, Connecticut and Buffalo for shipboard memorial services.

The Michigan Limestone Division established the Carl D. Bradley Ship Disaster Children's Fund to aide the children. Money flowed in from around the lakes totaling over \$154,000. The crew of the Bradley boat *Irvin L. Clymer* summarized everyone's feelings when they wrote, "The men of the ships of the Bradley fleet have always been very close, perhaps because of their maritime calling, and perhaps because most of us are closely associated as friends and neighbors. The same friendship that existed between men of the fleet, extends to the families of those who have been lost. We stand ready to be helpful in any way we can in these sad hours."



FIRST TO CASUALTY DESCRIBES SHIP BLAST

The Detroit Times, through ship-to-shore radio telephone, obtained the following account of the Lake Michigan disaster from Capt. Paul Mueller, skipper of the German vessel that was the first to reach the scene. Mueller's story was translated for a Times reporter by Guenther Laste, an aide to the German consulate in Detroit.

"We were only about three miles from the *Carl Bradley* when we heard a terrible explosion.

I saw smoke billowing from the ship as she appeared to be breaking up.

My ship, the *Christian Sartori*, bound from Hamburg to Chicago with general cargo, was making slow progress through heavy seas. We were going perhaps four to five knots.

Immediately we turned toward the *Bradley*. Our progress was painfully slow.

Watching steadily through the binoculars, we could see the ship rolling helplessly, but it was difficult to see because of the smoke and waves.

When we arrived, we saw only a large tank in the water and something that appeared to be a raincoat in the water. Some other small bits of wreckage.

My crew lined the rails, but we saw no one. It took us much time to get there and it was now dark. We saw no one.

What was the explosion, of course, I cannot say. Perhaps the lake water hitting the hot boilers.

(Elmer Fleming, First Mate of the *Bradley*, who was one of the two survivors, has said there was no explosion, but he was in the water before the blast described by Capt. Mueller occurred. The German captain was observing closely with glasses.)

We stayed on the scene, making search patterns, but the weather was so bad we could not see far.

In the dark, we continued to search, shooting up flares to light the area, watching perhaps a flashlight in the water. For ten hours we searched back and forth. At 3:00 a.m. today we left and headed for Sturgeon Bay (WI.)

We on this ship are very happy to hear that some of the men have been rescued. It was not a pleasant feeling for us to find nothing but that floating tank.

We thought for a long time that all hands must have been lost in such weather. We saw no lifeboats and it seemed impossible for a swimmer to survive.

We searched anyway. We wish we could have done more."

Reprinted from the Detroit Times, November 19, 1958.



Two Tell Ship Wreck Horror Pair Cling To Raft All Night

by

Wayne Thomis

Reprinted from

Chicago Daily Tribune

November 20, 1958

"Charlevoix, Mich., Nov. 19 - First there were four, then three, and finally two men clinging with numb hands to the wind and waterswept surface of a raft tossing in house high waves.

Four times in the course of a night of horror, the little raft was pitched upside down by the angry waters. The two men rode it out and a dawn rescue left them the only survivors of the 35-man crew of the *Carl D. Bradley*. They sat up in their beds in Charlevoix Hospital here Wednesday to describe their ordeal.

They were in remarkably good physical condition, considering what they had been through, but were suffering from shock and found it difficult to talk - particularly when it came to telling about their two shipmates lost from the raft in the night.

Their beds were wheeled into an assembly room for the interview and wheeled back when their physician said they could talk no more.

Spotted by Copter, Rescued by Cutter

They are Elmer Fleming, 43, First Mate of the *Bradley*, and Frank Mays, 26, deckhand, both of Rogers City, Mich., home port of the *Bradley*.

They and their raft were spotted by a helicopter shortly after dawn Wednesday and half an hour later were hauled aboard the Coast Guard cutter *Sundew* near High Island, three miles from the place where the *Bradley* broke up and sank Tuesday afternoon under the buffeting of winds and water.

The *Sundew* brought the two men and bodies of eight others here Wednesday afternoon, leaving the search for other bodies to two other Coast Guard vessels and several fishing boats and planes. Late in the day radio word was received that the cutter

Hollyhock had taken ten bodies aboard and that fifteen members of the crew were still unaccounted for.

Hope was virtually abandoned that others of the crew may be alive.

Heard Heavy Thud; Stern Sagged

Fleming and Mays spoke up alternately in the interview, with Fleming doing most of the talking. Mays was below deck in the conveyor belt room when the ship began coming apart. Fleming was in the pilot house with the *Bradley's* skipper, Capt. Roland Bryan. The skipper was among those lost.

Fleming said: "I heard a heavy thud from somewhere in the ship and an alarm began to clang. I spun around and looked back aft down the deck. I saw the stern of the boat was sagging and knew we were in trouble."

Fleming said he and the skipper immediately sent off a "May Day" disaster call on the radio and that he

got on the ship to shore radio and called the Coast Guard.

"It turned out that the Coast Guard heard me all up and down the lakes," Flemming said. "I had no life jacket and about that time a fellow brought me a ring buoy. I didn't want a ring buoy and stepped out on the deck where I saw we were awash already.

Four Climb Up On Raft

"There was a raft right on deck where I was standing and I stepped over to see it was going to float. I stepped into water and picked up one end of the raft. At that moment the ship lurched and I was projected upside with the raft. We went sidewise into the water. I came up about a foot from the raft and grabbed it."



Frank Mays, left, and Elmer Fleming rest in Charlevoix hospital after surviving all-night ordeal on raft.



THE RAFT: Survivors, though soaked and chilled, attempt to cling to the raft. This small open platform offered no shelter from the weather and constantly turned over sending the men into the frigid seas. *FROM A PAINTING BY ROBERT MCGREEVY.*

Mays took up the story. He had rushed to the deck at the first alarm, he said, and been tossed overboard by the lurching vessel. He came up about four feet from Fleming and swam to the raft. Two others reached the raft, he said.

"We looked back at the ship from the raft,"

Never So Cold In His Life

Asked what happened to the two men who joined Mays and himself on the raft, Fleming gulped with emotion.

"We lost them during the night," he said. "The raft flipped completely over near midnight and only one of them came back then."

Mays took up the narrative. "The raft flipped over three or four times during the night," he said. "After the last flip, Fleming and I were the only persons to make it back and we were alone the rest of the time. I was never so cold in my life." "I didn't notice the cold at first," Fleming chimed in, "but later I got so numb I was afraid I couldn't hang on to the raft with my hands."

"I really never had any doubts, but that we'd make

it," he added. "I remember clinging face down, holding on as hard as I could, and thinking when daylight comes, they'll rescue us."

Prayed All Night Long

"I was pretty busy praying almost all night long, and we said several times we must have help from above," Mays said.

Dr. Lawrence Grate, attending the two men at the hospital said neither man had any frostbite, but had survived only because of extreme hardihood. He said the water temperature was in the low 50's and the air temperature in the middle 30's. He predicted both will be released in a day or so after observation for shock.

United States Coast Guard Commodore Harold Muth, skipper of the *Sundew*, described the rescue. He had left Traverse City on short notice with three-fourths of a normal crew upon getting news of the disaster and had arrived in the vicinity of Gull Island in the night. The helicopter, which spotted the raft directed the *Sundew* to it.

Haul Up Men and Raft

Muth decided upon a direct recovery of men and raft rather than on an attempt to transfer the men by small boats. A boom was swung out and grappling hooks dropped and the men were lifted aboard the *Sundew*. They got blankets, coffee, hot soup, hot baths, and rubdowns in the order named.

The raft was a standard survival raft, composed of a wooden platform, 12 feet long by 5-1/2 feet wide, built upon two parallel steel tanks. The platform was constructed of strips of redwood two inches wide, with gaps between them to let water through. It has a railing three inches high to which are attached numerous stout handlines.

The raft is so constructed that it will right itself if overturned by waves, it was said.

Returning From Gary

The *Bradley* was 638 feet long - one of the longest vessels in lake service - and probably owed its breakup to its length and the fact it was riding high in the water because of an empty hold. It was returning to Rogers City after delivering ore at Buffington Harbor, Gary, Indiana

Norman Hoeft, manager of the Bradley Transit Lines, owner of the ship and a subsidiary of the United State Steel Corporation, came here Wednesday night. He said there will be a company inquiry into the tragedy and that the Coast Guard will also conduct an inquiry in accordance with standard civil admiralty procedure.

Relatives and neighbors from Rogers City began arriving here late in the day. One Rogers City arrival said he had figured that fifty-six children had been left fatherless by the tragedy.



BRADLEY ON THE BOTTOM: The ship rests upright in 364 feet of water. Although broken in two, both sections are believed to be still connected by the heavy interior conveyor belt. *FROM A PAINTING BY ROBERT MCGREEVY.*

Presque Isle County Advance EXTRA

Eighth Year—No. 47

Rogers City, Michigan — The Limestone City

Thursday, November 20, 1958

Death Strikes Many Of These Homes

The heavy load of death has been the cause of many of these new members. Never before has the community suffered a loss like this and never has there been such a concentration of sympathy as for those who have lost loved ones.

Following are some members:

Charles Edward Berge, born October 22, 1902. Employed by the Canadian, Ontario, Canada, 2222. Employed by the Canadian, Ontario, Canada, 2222. Employed by the Canadian, Ontario, Canada, 2222.

William J. Berge, born October 22, 1902. Employed by the Canadian, Ontario, Canada, 2222. Employed by the Canadian, Ontario, Canada, 2222.

John J. Berge, born October 22, 1902. Employed by the Canadian, Ontario, Canada, 2222. Employed by the Canadian, Ontario, Canada, 2222.

John J. Berge, born October 22, 1902. Employed by the Canadian, Ontario, Canada, 2222. Employed by the Canadian, Ontario, Canada, 2222.

Ill-fated Ship Which Sank In Lake Michigan



The SS Bradley, which sank in Lake Michigan, is shown in this photograph. The ship was carrying a large amount of lumber and other supplies. The sinking occurred on Wednesday morning, November 19, 1958.

Community Faces Worst Tragedy In Its History As Death Toll Mounts

Tragedy struck at the hearts and homes of friends and relatives of the thirty-five men aboard the SS Carl D. Bradley, when the startling news spread quickly throughout the community that the big oak-timberer of the Bradley fleet had sunk in Lake Michigan early Tuesday evening.

A dramatic message from Captain Roland Bryan, "The ship is breaking in half," was received here in Rogers City by Central Radio and was the first news of impending disaster.

A German freighter, the SS Carl D. Bradley, was visible within ten miles and sped to the scene. Coast Guard cutters, along with other vessels, converged on the area but failed to report the finding of any survivors. The report reported in the aftermath of a violent explosion and advised that they had found no survivors and a large load floating in the water.

Hours throughout the week, the night as relatives of the victims, some of them in the form of their loved ones. A visit to the Michigan Limestone office was made by the relatives of the victims and the Michigan Limestone office was made by the relatives of the victims.

Coast Guard Cutter Sunday Rescues Two From Floating Raft Wednesday Morning

Two men were rescued from a raft floating in Lake Michigan on Wednesday morning by the Coast Guard cutter USCGC Spencer. The cutter was on patrol in the area and spotted the raft about 10 miles from Rogers City. The two men, who were identified as Paul Bern and Roland Bryan, were found on the raft and were taken aboard the cutter. They were in good health and were taken to the hospital in Rogers City.

Expression Of Sympathy By Limestone Div. Head

The head of the Michigan Limestone Division, Mr. J. H. ... expressed his sympathy for the victims of the SS Bradley disaster. He stated that the Michigan Limestone Division is deeply concerned about the tragedy and is doing everything possible to assist the families of the victims. He also stated that the Michigan Limestone Division is providing financial assistance to the families of the victims.

Survivor

A survivor of the SS Bradley disaster, Paul Bern, was interviewed by the press. He stated that he was the only person to survive the sinking of the ship. He described the sinking as a "hellish" experience and stated that he was lucky to have survived. He also stated that he was taken care of by the Coast Guard and is now recovering in the hospital.

Joy Comes To Mays Family

The Mays family in Rogers City is overjoyed to have received news that their son, Paul Mays, is still alive. Paul was one of the two men rescued from the raft by the Coast Guard cutter. The family had been told that Paul had died, but they were informed that he was still alive and was being treated in the hospital. The family is now in Rogers City to be with Paul.

Newsmen Converge On Rogers City To Cover Story Of Ship Tragedy

Newsmen from all over Michigan converged on Rogers City during the night to cover the story of the SS Bradley disaster. The newsmen were interested in the details of the sinking and the rescue of the survivors. They were also interested in the impact of the disaster on the community. The newsmen were provided with information by the local authorities and the Coast Guard.

Funeral

A funeral was held for the victims of the SS Bradley disaster. The funeral was attended by many people from the community. The funeral was a somber affair and was a tribute to the victims of the tragedy. The funeral was held in Rogers City and was a significant event for the community.



From left to right: Paul Bern, Roland Bryan, and other survivors of the SS Bradley disaster. The portraits show the men who were rescued from the raft and are now recovering in the hospital.

FINDINGS OF FACT

USCG MARINE BOARD OF INVESTIGATION

M.V. CARL D. BRADLEY

7 JULY, 1959

The *Carl D. Bradley* departed Gary, Indiana, bound for Calcite, Michigan, at approximately 2200 on 17 November, 1958. Prior to departure, the Master and Mate had knowledge of the weather forecast, which at 2000 warned of whole gale winds (50-65 mph) from the south, shifting to southwest. At the time of departure, the wind was fresh (25-35 mph) from the south and there was no sea.

When the *Carl D. Bradley* was secured for sea, special attention was given to the hatch clamps and boom stays, because of the impending weather. The vessel was in a light condition with the forward tanks only partially ballasted. The ballasting of the after tanks (5, 6 and 7, and Trim) was handled by the engineering force, and the amount of water in the after tanks during this voyage could not be determined. However, normal practice was to have the vessel ballasted full aft to get the propeller down, and the vessel would, therefore, have had a draft between 17'6" and 18' aft. The forward draft was not measured at the time of departure. The above was the normal ballasting procedure for departing port without cargo.

At 0400 pm 18 November, 1958, the *Carl D. Bradley* passed Milwaukee at a distance of 11 miles, making approximately 15 mph, and was abeam Sheboygan at 0700, a distance of seven miles. Two lake freighters, *S.S. Governor Miller* and *Richard Trimble*, were running parallel with the *Carl D. Bradley* and closer to shore. The wind increased steadily after 0400, and during the 4-8 watch, the water ballast was increased to the maximum practical condition of 10, 16, 18 and 18 feet in tanks #1, 2, 3, and 4 respectively. The vessel remained ballasted in this manner until the casualty.

The *Carl D. Bradley* continued up the Wisconsin shore at distances off varying from five to twelve miles. From a point off Cana Island, a course of 046 degrees true was set across northern Lake Michigan toward a point midway between Seul Choix Point and Lansing Shoal. Sometime prior to 1600 speed had been reduced by about 10 rpm so that the vessel was making approximately 14-15 mph. At 1519 a fix was plotted by the Second Mate from visual bearings, and this position indicated the vessel to be slightly to the south of the line drawn on the chart for the route across Lake Michigan.

At 1600, when First Mate Elmer Fleming came on watch, the master was on the bridge and in charge of the navigation. The *Carl D. Bradley* was past Poverty Island on course 046 degrees true and was riding comfortably with a heavy following seas slightly on the starboard quarter. The wind had increased to whole gale force (60-65 mph) and had shifted to southwest.

The *S.S. Johnstown*, ahead of the *Carl D. Bradley* by several hours, passed Boulder Reef at about 1317, and had reported encountering a very heavy sea there at that time. The only other lake freighter which reported passing Boulder Reef was the *S.S. Charles L. Hutchinson*, which passed the reef at 0554 on the 18th, downbound and loaded. This vessel reduced speed at 0700, because of heavy seas. All other lake vessels that reported having been in the northern Lake Michigan area at this time reported that they had sought shelter, and at least eight vessels were anchored or proceeding to anchor at the time of the casualty, either in Green Bay, at Garden Island, or in the Straits of Mackinac.

Sometime after 1600, the radar was placed in operation, and was used for all subsequent navigation, except for an RDF bearing of 051 degrees true obtained on Lansing Shoal sometime before 1700. After the fix obtained at 1519 was plotted on the chart, no later positions were plotted. However, radar observations indicated that on the course being steered (046 degrees true), the vessel would clear Boulder Reef and Gull Island by at least five miles. At about 1720, radar ranges were taken on the north end of the South Fox Island, and on Point aux Barques, which again showed the vessel to be slightly to the right of the course line drawn on the chart.

Within one-half hour before the casualty, both survivors, Fleming and Mays, had occasion to traverse the length of the vessel from the forward house to the after house on weather deck, and neither one saw nor heard anything out of the ordinary which would have caused them to be concerned with the safety of the vessel. In addition, Mays also went aft to the engine room and returned to the fore part of the vessel through the tunnel, and, again, neither saw nor heard anything unusual. Up to the time of the casualty, the vessel was

riding easily, taking no water over the deck, and with so smooth a motion that the sideboards were not necessary on the mess table. Accordingly, persons on board were not aware of any reason to be concerned for the safety of the vessel.

The bulkhead at the forward end of the engine and boiler spaces, "BLK #173" was fitted with a dogged watertight door which opened forward into the tunnel. This door was normally kept closed, although rarely in ever completely dogged. Just prior to the casualty, when Mays was aft to pump water from the sump at the after end of the tunnel, he used this door, and when last leaving it, tightened at least one dog. The sumping of the water in the tunnel was regularly assigned duty of the deck watch to be performed each watch, and on this occasion Mays found no more than the normal amount of water in the tunnel.

At approximately 1730, without warning, a sound described as a thud was heard on the bridge of the *Carl D. Bradley*. The thud, which Fleming could not more adequately describe, was followed by a vibration similar to that which is felt in a vessel pounding into a sea, with the propeller out of the water, but the thud was such as to cause Fleming to instinctively realize that the vessel was in serious trouble. Looking aft, Fleming noted that the stern of the *Carl D. Bradley* was sagging.

After pumping the sump aft, Mays proceeded through the tunnel on the tank top to the conveyor room forward and was there when he also heard the thud which he was totally unable to describe. However, he too, realized that the vessel was in serious trouble and ran immediately for the ladder leading topside. As he departed this compartment, he neither heard nor saw that section of the vessel being flooded.

Back on the bridge, the Master immediately sounded the general alarm and began to blow the whistle, while Fleming broadcast "May Day" on channel 51. This broadcast, which was immediately answered by radio station WAD, Port Washington, Wisconsin, gave the *Carl D. Bradley's* position as 12 miles southwest of Gull Island. Upon request by WAD, the *Carl D. Bradley* verified this position. There had been just enough time to put out two "May Day" messages before the power failed and the lights forward went out. There were no further signals heard from the *Carl D. Bradley*. The "May Day" was heard and recorded by a large number of stations, including the Coast Guard Lifeboat Station at Charlevoix, Michigan, and primary radio station NMD at Chesterfield, Ohio.

At 1730, the *Carl D. Bradley* was still on course at 046 degrees true, was riding easily and making about 14.5 mph. The vessel was ballasted to the

maximum practical extent with estimated drafts of 13'9" forward and 17'6" aft. The wind was southwest 55-65 mph, and the sea was heavy, steep and about 25 feet high from 1/2 point on the starboard quarter. The appropriate air and water temperatures were 40 degrees F and 50 degrees F, respectively. The sun had set at 1710 and there was still 14 minutes of twilight which would end at 1744.

The German M/V *Christian Sartori*, a 254' general cargo vessel, was at 1730 about four miles distant from the *Carl D. Bradley*, and although the *Christian Sartori* did not hear the "May Day", officers on the bridge witnessed the casualty. The *Christian Sartori*, southbound, passed Lansing Shoal at 1200. The *Johnstown* later reported sighting her at about 1400, one to two miles off her portside, when the *Johnstown* was abeam Gull Island Light, distance three to four miles on course 050 degrees true. This put the *Christian Sartori* approximately five miles off Gull Island. At about 1700, the *Christian Sartori* was on course 215 degrees true making about two mph when she sighted the *Carl D. Bradley* ahead 10-15 degrees on her starboard bow. At 1720, the *Christian Sartori* came right to course 20 degrees true to pass the *Carl D. Bradley* on her portside, and by 1730 the *Christian Sartori* was approximately six miles distant from Gull Island, bearing 260 degrees true from Gull Island Light, with the *Carl D. Bradley* 10-15 degrees on her port bow. The only side light of the *Carl D. Bradley* was her red light, and at no time was the green light visible to the *Christian Sartori*.

When the alarm sounded, the crew responded quickly and sought to abandon ship. With the exception of the Second Mate, who tried to go aft toward the boat deck, those forward donned life jackets and went to the 15-person emergency life raft of the pilot house. Men aft were observed to be on the boat deck and lowering the starboard lifeboat. The two lifeboats were 25-person boats on the boat deck aft and were equipped with quadrantal-type mechanical davits, Manila falls, and common hooks.

Two or three minutes after the thud and after the stern had been noted to sag, the vessel heaved upward near hatch #10 and broke in two resulting in two sections approximately 300' in length, 65' wide, and 9' high, including the deck houses and superstructure. As the sections parted, the forward end of the stern section, with the lights still on, swung to port, and the after end of the bow section swung to starboard. The bow section, maintaining an even keel, settled from the after end until the spar (weather) deck was completely submerged, then listed to port, rolled over, and sank. The liferaft floated free.

The stern section settled from the forward end

on an even keel and then plunged, still on an even keel, with the counter going down last. The starboard lifeboat swung forward on its falls. Whether the boat was completely launched before the sinking could not be determined. When recovered, it was upside down, and there was no evidence that it had been occupied. As the section plunged, there was a sudden eruption of steam, bright flame and smoke.

The first indication of anything unusual about the *Carl D. Bradley*, as noticed by the *Christian Sartori*, was about 1730 when the lights in the forward end were observed to go out. This was followed several minutes later by an explosion with considerable illumination and heavy smoke. When the smoke cleared, the *Carl D. Bradley* had disappeared from view and, whereas they had been getting a good image on the radar, there was now none. The *Christian Sartori* changed course to 195 degrees true and headed toward the *Carl D. Bradley's* position and began a search for survivors, which lasted until relieved at 0200, 19 November. Searching proved negative. Approximately one hour after the casualty, the *Christian Sartori* sighted flares on the water about one mile off her port bow between the ship and Boulder Reef Buoy and in line with the buoy.

The following Coast Guard units participated in SAR emergency:

Plum Island Lifeboat Station - Heard "May Day" at 1730 and dispatched *CG-40300* at 1800. Due to heavy seas, this boat was unable to proceed and was recalled at 1900, arriving back at 2000.

Charlevoix Lifeboat Station - Heard "May Day" at 1731 and dispatched *CG-36392* at 1815. This small boat was recalled at 1855 on the recommendation of Commanding Officer, *CGC Sundew*, due to heavy weather.

Beaver Island Moorings - *CG-36505* held in readiness and was not dispatched to the scene, due to the prevailing weather conditions and inexperience of the available personnel.

USCGC Sundew (WAGL 404) - Moored at Charlevoix, Michigan, in a 12-hour stand-by status. The *Sundew* was alerted at 1740 by the Group Commander, Charlevoix Group. The *Sundew* got underway at 1820 and arrived in the search area at 2240. The Commanding Officer, *CSC Sundew*, took over operational control of the search and coordinated the efforts of all units from this time on.

CG Air Station, Traverse City, Michigan - This unit had one aircraft, UF 1273, returning from an air search in southern Lake Michigan and one air craft, UF 2135, in a maintenance status. In addition, the station had two helicopters ready for flight; however, these were held in readiness, due to prevailing weather

conditions. UF 2173 was directed to proceed to the scene and arrived at 1915. The ceiling in the search was 2,000 feet, and this aircraft was used throughout the night in the search and also to provide flare illumination for the surface vessels. A total of eighty-eight flares were dropped during the night of 18-19 November. At daybreak, three HO3S helicopters joined in the search, and the UF 2135 was dispatched to Beaver Island to provide gasoline for the helicopters.

CGC Hollyhock (WAGL 220) - Moored at Sturgeon Bay, Wisconsin, in a two-hour stand-by status. The *Hollyhock* was alerted at 1815 by Operations, Ninth Coast Guard District, Cleveland, Ohio, and was underway at 1830. The *Hollyhock* arrived on the scene at 0230 and reported to the *Sundew*.

The *S.S. Robert C. Stanley*, anchored at Garden Island, heard the "May Day", got underway at 1824, and proceeded to the search area, arriving at midnight. This vessel was joined by other lake vessels and numerous military and civilian aircraft as the weather moderated and daylight on the 19th commenced. *CG-40561*, from Beaver Island Moorings, and *CG-40499*, from the Charlevoix Lifeboat Station, joined the search on 19 November.

Four crewman, including Fleming and Mays, were able to board the liferaft, which drifted rapidly away from the scene of the disaster. During the night, the other two were lost overboard as the raft flipped over several times in the heavy seas. The sea anchor also parted, leaving the raft completely at the mercy of the elements. At 0825 on 19 November, the *Sundew* sighted the raft with the two survivors, and Fleming and Mays were rescued at 0837 at a position 5-1/4 miles northeast of Gull Island. An overturned lifeboat was sighted at 0930 at a position four miles east of Gull Island. This boat was not occupied and was later recovered off the southeast tip of High Island on the 21st. During the day, seventeen bodies were recovered by the Coast Guard units in the area adjacent to and north of Gull Island. Each body recovered had an approved cork life jacket, as did the two survivors.

Signed Joseph A. Kerrins
Rear Admiral, U.S. Coast Guard, Chairman

Charles E. Leising
Commander, U.S. Coast Guard - Member

Joseph Change
Commander, U.S. Coast Guard - Member

Garth H. Read
Lt. Commander, U.S. Coast Guard
Member and Recorder

FORTY YEARS LATER: A SPECIAL TRIBUTE

On November 28, 1998, Out of the Blue Productions presented an evening program in memory of the *Carl D. Bradley*. A short video was shown on the *Bradley's* history as well as underwater footage.

The unique and special part of the program was the appearance of *Bradley* survivors Frank Mays and Capt. Harold Muth, retired Commander of the *USCG Sundew*.

Frank Mays spoke of joining the *Bradley* fleet in 1957 and served as Deckwatchman on the *Bradley*. Just before the sinking, he walked the entire length of the ship and nothing appeared out of the ordinary. When the *Bradley* broke apart, Mays stated that it was only six minutes from the sound of the ship's alarm until he was thrown into the water and came up near the liferaft. As he clung to the liferaft with First Mate Elmer Fleming, he knew they would have to remain awake until daylight for rescuers to find them.

Capt. Harold Muth spoke of gathering the *Sundew's* crew and was underway within forty minutes. Working with the *Christian Sartori*, they criss-crossed the wreck area in the worst seas that Muth had ever seen. When the *Sartori* was released from the search, other vessels and aircraft joined the search. At daylight the next day, the *Sundew* would receive news of two survivors and also the bad news of other *Bradley* shipmates. As Capt. Muth returned to Charlevoix, he knew families and friends of the *Bradley* crew would be along the harbor entrance. When the *Sundew* docked, Muth noted that the survivors "must of had help from above".

This special program was the first time that both men had met since the sinking and rescue forty years ago. At the close of the program, a memorial service was held. A ship's bell was rung each time one of the thirty-five crew names were read.



Frank Mays, 1998, alongside the *Cedarville* and *Carl D. Bradley* memorial.

Photo by Tim Juhl



The *Christian Sartori*

Photo by Ralph Roberts

In remembrance of . . .

**33 Crewmen
lost in sinking of Str.
Carl D. Bradley**



ROLAND O. BRYAN
Captain



JOHN F. FOGELSONGER
Second Mate



CARL R. BARTELL
Third Mate



EDWARD N. VALLEE
Conveyorman



LEO M. PROMO, JR.
Asst. Conveyorman



RAYMOND J. KOWALSKI
Wheelman



JOSEPH KRAWCZAK
Wheelman



EARL P. TULGESKE, JR.
Wheelman



ALVA H. BUDNICK
Watchman



PAUL GREENGTSKI
Watchman



MELVILLE W. CHR.
Watchman



RICHARD J. BOOK
Deckwalch



GARY L. STRIELECKI
Deckwalch



DUANE BERG
Deckhand



DENNIS B. MEREDITH
Deckhand



GARY N. FRIKE
Deckhand



RAYMOND G. BUEHLER
Chief Engineer



JOHN L. BAUERS
1st Asst. Engineer



ALFRED F. BOEHMER
2nd Asst. Engineer



KEITH H. SCHULER
3rd Asst. Engineer



WILLIAM T. ELLIOTT
Repairman



CLELAND E. GAGER
Oiler



PAUL R. HORN
Oiler



FLOYD A. MacDUGALL
Oiler



CLYDE M. ENOS
Stokerman



ERHARDT O. FELAX
Stokerman



PAUL C. HELLER
Stokerman



DENNIS M. JOPPICH
Wiper



JOHN IOHO
Steward



ALFRED G. PLARSKI
Second Cook



DOUGLAS B. BELLMORE
Porter



BERNARD J. SENEFKE
Porter



JAMES L. SELKE
Porter

GREAT LAKES & SEAWAY NEWS



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<u>Vessel Name</u>	<u>Lav-Up</u>	<u>Port Dock</u>	<u>Date</u>
Algoma Central			
Agawa Canyon	St. Catharines	Port Weller Dry Docks	12/19
John B. Aird	Hamilton	Pier 8	12/22
Algobay	Port Colborne	Wharf 10 Welland Canal	12/23
Algocape	Sorel	Omnimar	12/24
Algocen	Montreal	56 South	12/30
Algogulf	Montreal	56 South	12/31
Algoisle	Windsor	Morterm	12/30
Algolake	Thunder Bay	Pascal Engineering	12/15
Algomarine	Thunder Bay	Keefer	01/01
Algonorth	Sarnia	North Slip	12/26
Algotario	Hamilton	Dofasco Ore Dock	12/28
Algoport	Hamilton	Pier 8	12/23
Algorail	Sarnia	North Slip	01/10
Algoriver	Hamilton	Pier 10 South	12/16
Algooso	Sarnia	Government Dock	01/08
Algosound	Montreal	Old Port Slip #1	12/27
Algosteel	Sault Ste Marie	Algoma Steel	01/08
Algoville	Montreal	Elevator 4	
Algoway	Sarnia	Reids (Old Sydney Smith Dock)	01/08
Algowest	Hamilton	Eastport Pier (behind James Norris)	12/21
Algowood	Montreal	10 West Elevator #5	12/17
Capt. Henry Jackman	Sarnia	North Slip	01/10
Sauniere	Halifax	Dry Dock	01/13

GREAT LAKES & SEAWAY NEWS •

Algoma Tankers Ltd.

Algoeast		Running on Eastern Seaboard
Algofax		Running on Eastern Seaboard
Algonova	Sarnia	Still Sailing
Algosar		Running on Eastern Seaboard
Algoscotia		Running on Eastern Seaboard

American Steamship

Indiana Harbor	Sturgeon Bay	Municipal Dock	01/12
George A Stinson	Duluth	Port Terminal	01/11
St. Clair	Duluth	Hallett Dock #5	12/27
W. J. McCarthy, Jr	Sturgeon Bay	Bay Shipbuilding	12/24
American Mariner	Toledo	CSX # 4 Dock	12/28
H. Lee White	Duluth	Hallett Dock 5	12/20
Charles E. Wilson	Sturgeon Bay, WI	Bay Shipbuilding	12/09
American Republic	Toledo	TWI Dock	12/27
John J. Boland	Superior	Fraser Shipyard	12/27
Buffalo	Toledo	CSX (C Coal Dock, No. 2 slip	01/10
Sam Laud	Toledo	Old Interlake Iron dock	12/19

Andrie, Inc.

Integrity	Detroit	Lafarge	01/27
Halifax	Thunder Bay	Pascal Engineering	01/04
H.M. Griffith	Port Colborne	Pier 18.2 Fuel Dock	01/08
Manitoulin	Huron	Peavey Elevator (Congra)	01/08
J.W. McGiffin	St. Catharines	Port Weller Dry Docks new forebody	12/24
Nanticoke		Running on Eastern Seaboard	
Jean Parisien	Montreal	Section #56	01/12
M.A.C. Gagne (former Saguenay)	Thunder Bay, C.N.	Ore Dock - Moved Nov. 10,1997	
	had been in Toronto since 11/30/92. Now used to hold dredging materials		
Tadoussac	Midland, Ontario	ADM elevator dock	12/29
Tarantau	Toronto	Cherry street turning basin	12/23/96
Sarah Spencer (barge)	Port Colborne	Robin Hood Elevator	12/13

Bethlehem Steel

Burns Harbor	Milwaukee	Mooring Basin	01/11
Stewart J Cort	Milwaukee	Inner Mooring Basin	01/07

Canada Steamship Lines

Louis R. Desmarais	Port Colborne	Lock 8 South East	12/31
Atlantic Erie		Running on Eastern Seaboard	

• GREAT LAKES & SEAWAY NEWS

Atlantic Huron	Montreal	Shed # 4	01/07
English River	Toronto	LaFarge Cement	?
Ferbec	Montreal	Shed 25	01/16
Frontenac	Thunder Bay	Keefer	12/29

Cement Transit Company

Medusa Conquest	Chicago	Southdown Dock	01/29
Medusa Challenger	Milwaukee	Southdown Dock	01/05

Cleveland Tankers

Gemini		operating as required by demand
Saturn		operating as required by demand

Coastwise Trading Company

Michigan/Great Lakes	operates year-round
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Desgagnes Transport Inc.

Amelia Desgagnes	Quebec	Pier #103	12/?
Catherine Desgagnes	Quebec	Section 107	01/13
Cecilia Desgagnes		operating year-round	
Jacques Desgagnes	St.Joseph-de-la-Rive, Quebec		12/11
Mathilda Desgagnes	St.Joseph-de-la-Rive, Quebec		11/04
Melissa Desgagnes	Quebec Harbour	Pier #107	01/05

Enerchem Transport Inc.

EnerChem Catalyst	Sorel, Quebec	#17 Richelieu River	12/29
EnerChem Refiner	Sorel, Quebec	#18 Richelieu River	12/19
EnerChem Trader	Montreal	Shed 5	12/25

Erie Sand Steamship Company

Richard Reiss	Erie, PA.	Mounfort Terminal	12/19
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Inland Lakes Management, Inc.

J.A.W. Iglehart	South Chicago	Lafarge	01/27
Paul H Townsend	Milwaukee	Miller Yard	12/30
E.M. Ford	Saginaw, LaFarge - Sept. 1996 long term used for storage		
S.T. Crapo	Green Bay, North Leight Dock - Last sailed Sept. 1996 towed to Green Bay in 1997, used for storage		
Alpena	Cleveland	Lafarge dock	12/21
J.B. Ford	South Chicago, LaFarge - 15 Nov. 1985 Milwaukee long term used for storage		

GREAT LAKES & SEAWAY NEWS •

Central Marine Logistics, Inc. (formerly Inland Steel)

Edward L. Ryerson	Sturgeon Bay, WI	Bay Shipbuilding	12/12
Joseph L Block	Sturgeon Bay, WI	Bay Shipbuilding	01/27
Wilfred Sykes	Sturgeon Bay	Bay Shipbuilding	01/18
Adam E. Cornelius	Sturgeon Bay, WI	Bay Shipbuilding	01/24

Interlake Steamship Company

Paul R Tregurtha	Superior, WI	Superior Midwest Energy Terminal	01/12
James R Barker	Erie, PA	Metro Machine	01/17
Mesabi Miner	Sturgeon Bay, WI	Bay Shipbuilding	01/17
Charles M Beeghly	Superior, WI	Fraser Shipyards	01/13
Elton Hoyt 2nd	Detroit, MI	Rouge Steel	01/12
Herbert C Jackson	Detroit, MI	Rouge Steel	01/13
Barge Pathfinder	Menominee, MI	KWarehousing	01/18
Tug Dorothy Ann	Escanaba, MI	C. Reiss Dock	New build

Lakes Shipping Company

Lee A. Tregurtha	Superior, WI	Fraser Shipyards	01/11
Kaye E Barker	Superior, WI	Fraser Shipyards	01/13
John Sherwin	Superior municipal dock	Long term lay-up since Nov. 16,1981.	

Lower Lakes Towing

Cuyahoga	Port Stanley	West side of harbour	01/08
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Kinsman Lines

Kinsman Independent	Buffalo	Lake and Rail Elevator	12/21
Kinsman Enterprise	Buffalo	General Mills Frontier Elevator	12/13/95

Lake Michigan Car Ferry

Badger	Ludington	LMC Slip 2	10/11
Spartan	Ludington	LMC Slip 3	Long term Jan.20,1979

Oglebay Norton

Columbia Star	Toledo	Torco Dock	01/07
Armco	Toledo	C#1	01/02
Reserve	Toledo	Lakefront #3	12/29
Middletown	Superior	Fraser Shipyards	01/05
Courtney Burton	Toledo	Lakefront # 2 Dock	12/23
Fred R. White	Sturgeon Bay	Bay Shipbuilding	01/08
Wolverine	Toledo	Hocking Valley Dock	12/23

• GREAT LAKES & SEAWAY NEWS

Joseph H Frantz	Toledo	Hocking Valley	12/16
Buckeye	Toledo	Toledo Shipyard	12/15
Oglebay Norton	Toledo	Transworld Terminal	01/07
David Z. Norton	Cleveland	Ontario Stone # 4	12/25
Earl W. Oglebay	Cleveland	Ontario Stone # 4	12/24

PShipping Division

Mapleglen	Owen Sound	East Wall	01/03
Oakglen	Owen Sound	East Wall	12/29

N.M. Paterson Sons

Cartierdoc	Montreal	Section M-2	12/23
Comeaudoc	Montreal	Jetty #1	Long term Dec. 4, 1996
Mantadoc	Montreal	Elevator 4	12/23
Paterson	Sarnia	Cargill Elevator	01/11
Windoc	Thunder Bay	Keefer Terminal	12/22
Quedoc	Thunder Bay	Western Dock	Long term Dec.20,1991
Vandoc	Thunder Bay	Western Dock	Long term Dec.21,1991

Pere Marquette Shipping

Barge Pere Marquette 41/tug Undaunted	Ludington	Laman stone dock	12/11
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St. Mary's Cement

Tug Triton and barge St. Mary's Cement	Milwaukee	Blue Circle Cement	12/22
Tug Sea Eagle II and barge St. Mary's Cement II	Port Colborne	Lock 8 South East	?

Upper Lakes Group Inc.

Canadian Century	Port Colborne	Wharf 16	12/16
Canadian Enterprise	Thunder Bay	Pascal Engineering	12/26
Canadian Transfer	St. Catharines	Port Weller Dry Docks	12/30
Canadian Leader	Hamilton	?	12/21
Canadian Mariner	Toronto	Pier 35	12/19
Canadian Miner	Hamilton	Dofasco Coal Dock	12/?
Canadian Navigator	Hamilton	EastPort Pier	12/23
Canadian Olympic	Port Colborne	Pier 18.2 Fuel Dock	01/16
Canadian Progress	Port Colborne	Wharf 16	?
Canadian Prospector	Thunder Bay	Pascal Engineering	12/20
Canadian Provider	Hamilton	EastPort Pier	12/26
Canadian Ranger	Windsor	Morterm	12/22
Canadian Trader	Toronto	Redpath Sugar	12/23

GREAT LAKES & SEAWAY NEWS •

Canadian Transport	Nanticoke	Ontario Hydro	01/15
Canadian Venture	Montreal	Shed #3	12/29
Canadian Voyager	Toronto	Pier 51	12/19
Gordon C. Leitch	Montreal	Jety #1 Old Port	12/31
James Norris	Hamilton	EastPort Pier	12/09
Montrealais	Montreal	Section M-6	12/27
Quebecois	Toronto	Pier 51	12/20
Seaway Queen	Toronto	Pier 35	12/21
Stephen B. Roman	Toronto	Section 343	01/04

Upper Lakes Barge

McKee Sons Olive L. Moore	Escanaba	North Reiss Dock	12/31
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Upper Lakes Towing

Joseph H. Thompson Jr.	Escanaba	Reiss Coal Dock	01/01
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USS Great Lakes Fleet

Edgar B. Speer	Duluth	Port terminal	01/16
Edwin H. Gott	Sturgeon Bay	Bay Shipbuilding	01/17
Roger Blough	Duluth	Port terminal	01/09
Presque Isle	Duluth	Port Terminal	01/11
John G. Munson	Superior	Fraser Shipyard	12/17
Arthur M. Anderson	Superior	Fraser Shipyard	12/28
Cason J. Callaway	Sturgeon Bay	Bay Shipbuilding	12/04
Philip R. Clarke	Sturgeon Bay	Bay Shipbuilding	12/20
George A. Sloan	Sturgeon Bay	Bay Shipbuilding	01/01
Myron C Taylor	Sturgeon Bay	Bay Shipbuilding	12/12
Calcite II	Sturgeon Bay	Bay Shipbuilding	12/19

Thanks to "Great Lakes & Shipping Online" www.boatnerd.com

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Schultheiss ncschult@oakland.edu <http://www.oakland.edu/boatnerd/> _Great Lakes Seaway Shipping Web Page_
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CALENDAR OF EVENTS 1999
DOSSIN GREAT LAKES MUSEUM /
GREAT LAKES MARITIME INSTITUTE

- April 21 Exhibit Opening – "Maritime Folk Art" The Model Gallery will house an eclectic collection of sailor's art which includes paintings, models, knot tying, ships in bottles, poetry, and other nautical pieces.
- April 24 G.L.M.I. Maritime Artists Show – A special show and sale by two Great Lakes Marine Artists in DeRoy Hall. Mr. Leo Kuschel will be showing his painting of Great Lakes lighthouses and Mr. Harvey Nissley will have on exhibit his detailed ship models.
Fee: \$2.00 non-members, G.L.M.I. Members Free.
- May 22 G.L.M.I. Maritime Artists Show – A special show and sale by two Great Lakes Marine Artists in DeRoy Hall. Capt. William Graham will be exhibiting his photographs of Great Lakes vessels. The other artist to be announced.
Fee: \$2.00 non-members, G.L.M.I. Members Free
- June 26 G.L.M.I. Maritime Artists Show – A special show and sale by two Great Lakes Marine Artists in DeRoy Hall. Mr. Dave Maize will be exhibiting his photographs of Great Lakes vessels. The other artist to be announced.
Fee: \$2.00 non-members, G.L.M.I. Members Free.

We are pleased to announce that we sold 2,900 raffle tickets for the freighter trip. The winner, along with five friends, of the trip on the *Courtney Burton* was won by Jim Russell of Algonac who purchased his ticket at the July 4th Festival on Harsen's Island. Congratulations and have a great time!

Back Cover Photo: Arriving at her home port of Rogers City, Michigan, on the morning of July 28, 1927, the *Bradley* is in full dress and waits for the Company tugs to guide her stern first into her slip, an operation she will perform over the next 31 years. *FROM A PAINTING BY ROBERT MCGREEVY*

For additional information on the artwork, please contact Robert McGreevy at WWW.McGreevy.com.

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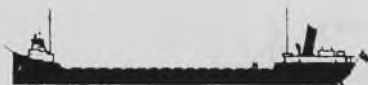
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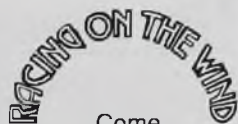
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Telescope ©, the Institute's journal is published six times per year and covers Great Lakes topics. The Editors welcome the opportunity to review manuscripts on Great Lakes marine history for publication.

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