

Coast Guard station will get new hangar

By MARTY SOMMERNESS
Record-Eagle staff writer

WASHINGTON — The U.S. Coast Guard air station at Traverse City will get a new hangar, thanks to the Department of Transportation and Congress.

The department's budget bill, which was approved this week by Congress, includes \$3.5 million for the new hangar and \$17.9 million for two new Great Lakes tugboats.

Coast Guard officials in Washington said the present hangar, built during World War II, is a fire hazard. The new hangar will be used to consolidate maintenance and administrative functions and provide additional fuel storage, they said.

"They hope to start construction in the spring," said Lt. Cmdr. Eric Staut of the Traverse City station.

The new hangar will be built on the field between the multi-purpose building and the present hangar. Since

plans for the structure are not complete, Staut said he did not know when the Coast Guard would start taking bids on the building.

The new hangar, which will replace the present structure, will probably be smaller and have more offices than its predecessor, he said.

"It's not been determined yet what will happen (to the present hangar)," Staut said. "That's all up in the air."

The new building has been in the works for some time, but had been delayed because "we didn't know what aircraft we'd be hangering in there," he said.

After the decision was made to replace the Coast Guard's HU-16 seaplanes with the non-amphibious, twin-jet engine Falcon, the way for the new hangar was clear.

The station, which serves the entire Great Lakes basin, is manned by 20 officers and 118 enlisted men.

According to Lt. Charles Winfrey of the ninth district Coast Guard headquarters in Cleveland, Ohio, the

two new tugboats should be on duty in the Great Lakes by Christmas of 1978.

The tugs are being built by the "modular method" at a shipyard in Tacoma, Wash.

"Instead of laying a keel and building around the keel, they build it in various modules and then weld the modules together," Winfrey said.

The two 140-foot icebreaking tugs will replace two of the five, less efficient, 110-foot tugboats currently in use on the Great Lakes by the Coast Guard.

The 110-foot tugs, which are about 35 years old, are crewed by 14 men, as opposed to the 17 men needed to operate the new tugs. On each of the older tugs is based at Chicago, Ill., Grand Haven, Sault Ste. Marie, Cleveland, Ohio, and Buffalo, N. Y.

The two tugs that are replaced will probably be scrapped, Winfrey said.

Sen. Robert Griffin, R-Mich., and Rep. Phillip Ruppe, R-11, had sought funding for three new tugs, but a congressional conference committee cut the number to two.

1977
#2

City news briefs

Coast Guard hangar funds OK'd

WASHINGTON — The Senate Commerce Committee Thursday approved legislation which includes funds for icebreakers on the Great Lakes and for a new Coast Guard hangar at the air station in Traverse City.

The fiscal year 1978 authorization for the Coast Guard includes \$3.5 million to replace the Coast Guard Hangar at the Traverse City Air Station.

An aide to Sen. Robert P. Griffin, R-Mich., who had requested the funds, said the new facility will consolidate the maintenance and administrative functions and provide additional fuel storage.

The current facility, which dates from before World War II, is judged to be a fire hazard.

Also added to the bill by Griffin was \$60 million for an icebreaker to replace the aged Westwind and \$18 million for two additional 140-foot icebreaking tugboats.

The funds are to be used in fiscal year 1978, which begins Oct. 1.

Ruppe seeks more money for lakes Coast Guard fleet

WASHINGTON (UPI) — U.S. Rep. Phillip Ruppe, R-Mich., asked the House Appropriations Committee today to increase expenditures for Coast Guard activities on the Great Lakes.

Ruppe said in a prepared statement there is a particular need for funds to expand the Coast Guard's Portage Search and Rescue Station near Calumet, Mich., and to increase the rate of replacement for icebreaking tugs, which is currently one per year.

"... the fleet of existing tugs is deteriorating rapidly, a situation which causes a rise in the costs of operating and maintaining the fleet," he said. "As the replacement fleet would be more efficient, a quicker rate of replacement of existing vessels

would mean a cut in current operations costs."

Ruppe said more funds are also needed for the search and rescue station, currently manned by the Coast Guard Auxiliary.

"Though recreational boating has increased in the area, a trailer once used as a base of operations has been taken away, communications with other bases have deteriorated and there is no boat at the station larger than the 19-foot craft used for aids to navigation work," he said.

Specifically, he asked for funding to base 13 Coast Guard troops at the station, while retaining auxiliary assistance. First-year cost would be about \$20,000 a man, he said.



Rep. Phillip Ruppe
... fleet deteriorating

Officials detail plans to handle oil mishaps

By BILL PRITCHARD
Record-Eagle staff writer

TRAVERSE CITY — Casting oil on waters means trouble.

Michigan experienced some 1.5 million gallons worth of petroleum product spill on land and water during 1976, according to a state official.

Representatives of the Coast Guard, Amoco Production Co. and the Michigan Department of Natural Resources (DNR) told local business people Wednesday about safeguards, clean-up tools and penalties that come into play in the issue of oil spills on large and small waters. They spoke at the Chamber of Commerce's Early Bird Breakfast.

"Industry and the carriers of oil are our best friends when it comes to spills" and the protection of the environment, said Cdr. Charles Corbett of the Coast Guard.

The officer said oil carriers on the Great Lakes do their best to avoid spills from their vessels.

Corbett described pollution clean-up plans which have been developed by the Coast Guard with other federal, state and local agencies. Those ranged from a regional response team which can spend up to \$1 million on its own authority, to a national team with a \$35-million authorization.

The national team's biggest expenditure in the Great Lakes was \$8.5 million on a spill in Alexandria Bay, Minn., he said.

Spills "don't occur very often," said David Dennis of the DNR, but they added up to 1.5 million gallons in the state last year from all sources and many types of petroleum products. That includes pipelines, service stations, oil-using industry, oil-carrying vessels, storage facilities and tanker trucks, Dennis said. Quick clean-up is particularly crucial if ground water is in danger of pollution since it may affect community water supplies he said.

The DNR maintains a 24-hour emergency pollution system linked to the federal Environmental Protection Agency (EPA). The DNR handles most of the action on inland waterway spills — which are the EPA's jurisdiction, he said, because the federal environment agency has too small a staff to cover all the incidents.

The DNR also recommends enforcement action to the state's attorney general if necessary, the state man said.

Amoco's oil-carrying vessels are

aged, but well-maintained and well-equipped for pollution control and navigation, said Howard Miller, chief of the company's lake transportation. The oldest ship is the Amoco Illinois, which was launched in 1919. The youngest, the Amoco Indiana, began its lakes career in 1937.

At the Whiting, Ill. terminal, the ships' home, Amoco has available the best pollution control equipment, Miller said.

There "just doesn't seem to be any better than what we have," he said.

Miller commented that the pollution control picture would even be better if each terminal the ships visited had a plan worked out with other businesses

and government agencies in their areas for reacting to spills.

The Amoco vessels' leak to a small degree, he said, because their hulls are riveted rather than welded. The rivets tend to work loose and allow the cargo to leak out the rivet holes, Miller said.

But the spills haven't been much, he added, only three gallons in Grand Traverse Bay in 1976 and three other small spills in other areas.

Amoco's most nervous moment last year came when the Amoco Indiana got caught in the ice and grounded at the mouth of the bay here, he said.

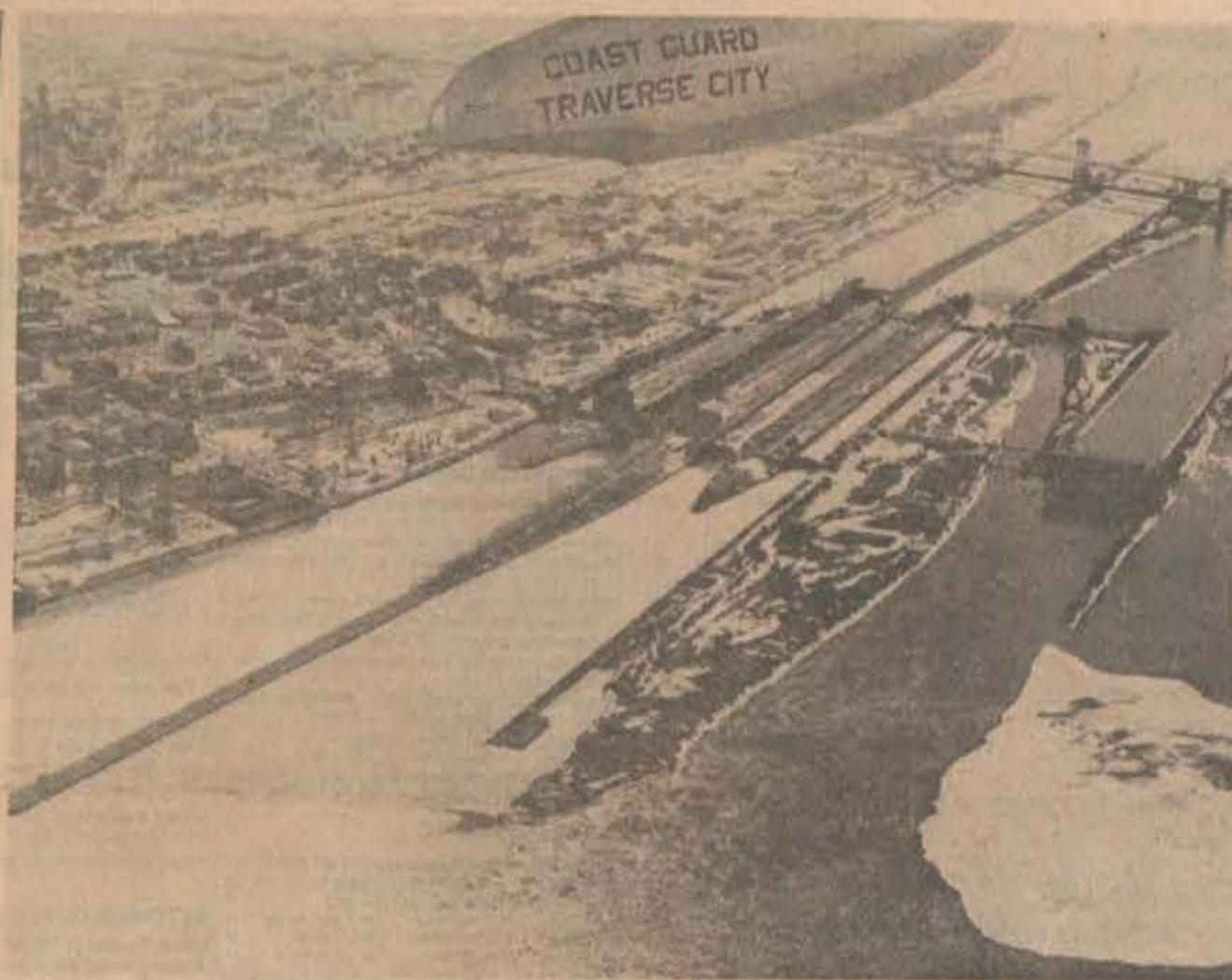
The ships have double bottoms and 18 watertight compartments to minimize the danger of spills, even if the hulls are damaged, Miller said.



Howard Miller of Amoco Production Co. (left) and Cdr. Charles Corbett (right) of the Coast Guard confer after speaking on oil spills in the Great Lakes at a Chamber of Commerce Early Bird Breakfast Wednesday. (Record-Eagle photo by Bill Pritchard)



"BONEYARD BOUND — The Grumman HU-16 Albatross, a familiar sight in the skies over Traverse City, is being phased out by the Coast Guard. The 25-year-old aircraft are reaching the end of their safe flying days. This one, No. 7236, has 10,600 flight hours and will be retired to the "boneyard" in another 400 hours. Going through a major inspection, which they all receive every 200 days, the planes will eventually be replaced by jet aircraft. (Record-Eagle photo by John L. Russell)



The Soo Locks, closed in January and February, reopened March 15

Winter Makes Its Last Stand

Special to the Free Press

TRAVERSE CITY — The crushing winter of 1976-77 is melting into spring in southern Michigan, but for the U.S. Coast Guard air station here there is still plenty of winter work.

Though the Soo Locks between Lake Huron and Lake Superior opened March 15 after two months' winter rest, ice two feet thick clogs the Straits of Mackinac, where the ice has broken and large ice floes bob through the upper Great Lakes.

Personnel at the Coast Guard station here patrol the entire Great Lakes Basin, mapping ice patterns and noting ship positions with an average of four weekly missions.

Information gleaned from the patrols is sent to the Ice Navigation Center in Cleveland, where it's passed on to shipping companies and U.S. and Canadian government agencies.

Spring brings special problems for the 18 pilots and their crews. An unsuspecting ice fisherman for instance, may find himself heading for open water on a broken ice floe,

and the Coast Guard will have to dispatch a helicopter to pluck him off.

Routine patrols can become nightmares, though that happens more often in a winter such as the one just past which filled the skies with record blinding snows.

AND IT WASN'T JUST snow this winter which caused problems. For the first time in several years the cold locked up the lakes. Wind blew ice drifts off the lakes to shore, contributing to a damage toll of over \$100,000.

Lt. Kathy Kleby at Ninth Coast Guard District Headquarters in Cleveland had some other estimates. Winter wreaked \$700,000 in damage to vessels and \$2.4 million to navigational aids. The toll could go higher with ice and cold very reluctantly losing their grip.

Tankers heading into Traverse City across Grand Traverse Bay still need ice breakers to help them through, and Coast Guard officials in Cleveland estimate it will probably be the end of April before ice problems stop plaguing the northern ships.

But even in good weather, the Coast Guard will be busy. As Staut spoke over the telephone Friday he was interrupted by another call. Coast Guard flyers were needed for emergency transport of a patient from Grayling to Saginaw.

Photos by John L. Russell



Lt. R. E. Loog copies an ice chart after a reconnaissance flight.



Ice floes (the larger pieces here are 450 yards across) are a spring hazard in the Great Lakes. Ships must travel slowly to avoid being damaged.



The HU16e, nicknamed the Goat, is a Coast Guard workhorse



Two ore boats struggle up St. Mary's River about three miles below the Soo Locks. This photo, taken earlier this winter, indicates the difficulty posed by deep ice to shipping.

*PRO
LT. NEWS*

Area servicemen



Fortin

News of area servicemen is provided by the various branches of the U.S. armed forces in which they are enlisted.

In a ceremony at the U.S. Coast Guard Air Station recently, Captain C. A. Biondo presented an appointment certificate to the United States Coast Guard Academy to Joseph H. Rogers Jr., son of Mr. and Mrs. Joseph Rogers of Traverse City.

Rogers is currently attending Traverse City High School and, if he accepts the appointment, will begin an orientation period this summer which includes serving aboard the Coast Guard Training Bark Eagle.



Rogers

Marine Private Paul J. Wright, son of Mr. and Mrs. James Wright of Traverse City, has completed recruit training at the marine Corps Recruit Depot, San Diego.

Marine Corporal Donald F. Taylor of Kalkaska has been promoted to his present rank while serving at the Marine Corps Air Station, Cherry Point, N.C.

Airman Charles J. Wescott Jr., son of Mr. and Mrs. Charles J. Wescott of Traverse City, has been assigned to Chanute AFB, Ill. after completing six weeks basic training. He will now receive specialized training in fire protection.

Airman Stephen E. Fortin, son of Mr.

and Mrs. James A. Fortin of Traverse City, has been selected for technical training at Sheppard AFB, Tex. in Air Force Wire maintenance.

He recently completed basic training at Lackland AFB, Tex.

Tracey McCauley, daughter of Mr. and Mrs. Donald McCauley of Elk Rapids, has entered the U.S. Air Force's Delayed Enlistment Program and will commence four years active duty May 2 with basic training at Lackland AFB, Tex.

She will then receive Aerospace Ground Equipment Mechanic training and be assigned to a duty station.

Army Staff Sergeant George H. Antoine, son of Mr. and Mrs. Lucius Antoine of Kewadin, recently qualified as a TOW missile expert at Schofield Barracks, Hawaii.

The expert rating is the highest mark a soldier can achieve on his weapons qualifications test.

Airman Keith A. Heeres, son of Mrs. Marilyn Ayers of Ellsworth and Harold Heeres of East Jordan, has graduated at Lackland AFB, Tex. from Air Force basic training and will remain there for training in communications electronics.

Airman Keith Brewer, son of Rev. and Mrs. Alvin C. Brewer of Traverse City, has graduated from the U.S. Air Force jet engine mechanic course conducted by the Air Training Command at Chanute AFB, Ill.

Marine Second Lieutenant Richard P. Arp, son of Mr. and Mrs. Paul Arp of Traverse City, has graduated from the Navy's Aviation Indoctrination Course. The course is the first step in the flight training program leading to designation as a naval aviator.

Airman James J. Woods, son of Mrs. James Woods of Benzonia, has received a new assignment following graduation from the jet engine mechanic course conducted by the Air Training Command at Chanute AFB, Ill.

He will report to Holloman AFB, N.M. for duty with a unit of the Tactical Air Command.

Monday, August 23, 1976

Ex-Coast Guardsman drowns

CHARLEVOIX — A Traverse City man drowned Saturday while swimming with his children to an offshore island in Lake Michigan.

Authorities say Edward James Pelon, 40, of 888 E. Front Street, was swimming to Fisherman's Island about 200 yards from shore when he submerged. His body was recovered about four hours later. The four children with him swam safely to shore.

Pelon had received a medical discharge from the U.S. Coast Guard after serving 18 years as an aviation survival man.

Obituaries

Edward Pelon

Edward James Pelon, 40, of 888 E. Front St., Traverse City, died Saturday at Charlevoix.

The son of Edward and Genevieve Pelon, he was born at L'Anse on Oct. 8, 1935, and was united in marriage to Wanda Stubbs at Baraga on Jan. 4, 1958.

Mr. Pelon served 18 years with the Coast Guard as an aviation survival man, and was stationed at various locations in the United States, including a tour of duty at the Coast Guard Air Station at Traverse City.

He was affiliated with St. Francis Catholic Church.

Preceded in death by his father in 1963, he is survived by his widow, Wanda; two daughters, Jamie and Sherril; three sons, Rock, Scott and James Wesley; two brothers, Ronald of Tomahawk, Wis., and Jerry of Fort McClellan, Ala.; six sisters, Mrs. Joseph (Jennie) Martin of Tomahawk, Wis., Mrs. Jacob (Loreen) Sauvola of Eagle River, Wis., Mrs. Joseph (Linda) Ellenich of Baraga, Mrs. David (Rita) Hahn of Merrill, Wis., Mrs. Gene (Marilyn) Ross of Baraga, and Mrs. Allen (Ma) Whitaker of Tomahawk, Wis.; and his mother, Mrs. Edward Pelon of Baraga.

The funeral mass is scheduled for 10 a.m. Tuesday at St. Francis Catholic Church with Father Raymond Mulka celebrant. Burial will be in Grand Traverse Memorial Gardens with full military honors conferred by the Coast Guard.

A requiem will be recited this evening at 7 at Martinson Covell Funeral Home, where friends may call.

Memorials may be directed to St. Francis church building fund; envelopes are available at the funeral home.



COAST GUARD NEWS

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Saturday, August 28, 1976

The Record-Eagle, Traverse City, Mich. 49684

Swedish ship runs aground

STURGEON BAY, Wis. (UPI) — A Swedish ship ran aground Friday north of Algoma in the waters of Lake Michigan but apparently suffered no damage, according to the U.S. Coast Guard.

A Coast Guard official said the Erawan, a sailing vessel that had taken part in New York's Bicentennial celebration, was pulled free after five hours by a commercial tug, the John M. Selvick.

The ship then sailed into Sturgeon Bay and docked on its own power.



Wreck of Fitzgerald gets music memorial

By MARTY SOMMERNESS
Record-Eagle staff writer

"The legend lives, on from the Chippewa on down, of the big lake they call Gitchegumee."

"The lake, it is said, never gives up her dead when the gales of November turn gloomy."

— Gordon Lightfoot, "The Wreck of the Edmund Fitzgerald."

TRAVERSE CITY — The tragedy of last year has become the hit song of this year.

The tragedy was the Nov. 10, 1975 sinking of the ore-carrier Edmund Fitzgerald in Lake Superior, in which 29 men perished. The hit song is "The Wreck of the Edmund Fitzgerald" by Canadian guitarist-vocalist Gordon Lightfoot.

The song, which tells of the storm

that destroyed the 729-foot vessel 30 miles northwest of Sault Ste. Marie, is popular across the Midwest and the nation. Copies of the album, "Summertime Dream," which contains the song, are selling briskly.

"Right now, it's probably our biggest selling album," said an employe of one Traverse City record store.

With a six-minute, 20-second duration — making it the longest of the album's 10 songs — "The Wreck of the Edmund Fitzgerald" is not aptly suited for broadcast on the popular top-40 format of many radio stations. Despite its length the tune has become something of a radio success.

"According to our request records, it's one of the most requested songs we've ever had," said Michael Bradford of radio station WCCW.

Talking about the appeal of the

mournful song, Bradford feels the tune is an accurate description of the sinking of the vessel.

"It's funny, because I've got several telephone calls from men in the Coast Guard who said the song means something special to them," he said.

"The Captain wired in he had water coming in and the good ship and crew was imperiled."

"Later that night when his lights went out of sight came the wreck of the Edmund Fitzgerald."

"Our commercial schedule is such that we cannot play a long cut like that as often as we'd like," Bradford said, explaining that the song is broadcast "at least a half-dozen times a day."

The song, which was released in Canada before it was sold in the United States, is selling faster than any other popular song Lightfoot has recorded, the radio personality said.

"It's amazing... Gordon Lightfoot is a captivating artist," Bradford said.

The popularity of the song in the Grand Traverse region may stem from the geographic proximity of Traverse City to the scene of the incident. The song may also be popular in the area because two men associated with the Northwestern Michigan College's Great Lakes Maritime Academy were aboard the freighter when it sank.

Thomas Bentsen, 23, of Benton Harbor was a former cadet who served as full-time oiler on the vessel. David E. Weiss, 22, of Agoura, Calif., was a cadet observer on the Edmund Fitzgerald. Weiss' six-month term as an observer was a requirement of the academy program.

"I think it's an excellent ballad," Maritime Director George Rector said. "There's enough accuracy there that it's quite appropriate... I am quite tickled with it."

"I think it's great," Rector said. "I understand it was played about just every other song on the radio in Duluth before we became aware of it down here... I'm only sorry Lightfoot didn't know we had a cadet aboard it."

"Does anyone know where the love of God goes when the waves turn the minutes to hours..."

"All that remains is the faces and names of the wives and the sons and the daughters," Bill Kivell, an engineering instructor at the academy said. "Cadet reaction to the song has been favorable."

"From what I have heard, they think he did a good job on it," the teacher said. "I talked to some of the alumni, and they think it's a good song also." Steve Rosa of Honor, a man who had

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Second Section
Wednesday, August 25, 1978
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Gordon Lightfoot's album, "Summertime Dream," was released by his record company without fanfare but for the few fans who have a special love for his music, the record contained a great surprise. Tucked between the usual love laments was the ballad "The Wreck of the Edmund Fitzgerald" which especially pleased those living in the Great Lakes region. In very short time word got around about the song and the album's sales began to skyrocket.

Serprise hit spins from Lightfoot album



sailed on the Edmund Fitzgerald in 1973, said he had yet to hear the song. In fact, before he was contacted by the Record-Eagle, Rosa said he had never heard anything about Lightfoot's song.

"I don't hear much of anything... I work nights," he said.

Rosa, who had worked in the galley of the ship learning how to cook said he now may buy a copy of the record.

"I've got a \$2.400 stereo, so I think I could probably listen to it," he said.

Bob Merlis, director of publicity for Warner Brothers, the company that produced the Lightfoot album, said the song became popular because disc jockeys broadcasted the tune as if it had been released as a single. Because of that frequent air-play the company rushed a single of the song into production — a single that has just been released.

"Sales look really positive, especially in the Great Lakes area," Merlis said, explaining the album "is the number one seller in the Minneapolis area because of the song."

The only problem so far, Merlis said, is the length of the song, but he noted "there have been long songs before."

"In a musty old hall in Detroit they prayed in the Maritime Sailors' Cathedral."

"The churchbell chimed and it rang 29 times for each man on the Edmund Fitzgerald."

Michael O'Shea, new program director at radio station WTCM agreed that the length of the song sometimes makes it hard to broadcast.

"It's very difficult to program" he said. However, "It's one of the biggest albums in the country... it's undoubtedly a million-seller."

The Edmund Fitzgerald, which had been built in 1958 at a cost of \$8 million, went down in a storm that whipped winds to 80 miles per hour and tossed waves 45 feet high.

With an empty weight of 13,600 tons, the Edmund Fitzgerald was the largest ore boat in service in the Great Lakes when it was launched at River Rouge. Admirers called the ship the monarch of the Great Lakes.

Although nobody knows exactly what happened during that night in November, some have guessed that the vessel snapped in two when caught between two giant waves.

Sonar scans of the area where the ship went down indicate that what remains of the Edmund Fitzgerald rests in two sections beneath 500 feet of water.

The storm that sank the ship was later called by officials the worst in three decades. The last disaster as costly in lives as the wreck of the Edmund Fitzgerald, occurred Nov. 20, 1966 when another freighter, the Daniel J. Morell, broke up and sank during a Lake Huron storm, killing 88 men.

"The legend lives on from the Chippewa on down of the big lake they call Gitchegumee."

"Superior they said never gives up her dead when the gales of November come early."



COAST GUARD NEWS

Release No.:
Contact:

Friday, August 27, 1976

Date:
Time of Release:

The Record-Eagle, Traverse City, Mich. 49684

Coast Guard plucks seven from lake when boat sinks

By MARILYN WRIGHT
Record-Eagle staff writer

TRAVERSE CITY — A 40-foot houseboat sank in northern Lake Michigan Thursday and its seven occupants — three of them children — spent a half hour in the water before being rescued by a Coast Guard helicopter.

LT Richard Norat termed the rescue "miraculous" because of a haze over that portion of the lake which limited visibility to less than two miles and because of initial erroneous reports.

The boat was first reported taking on water approximately 10 miles northeast of Summer Island off the Wisconsin coastline, Norat said. LCDR Ray Hiner, pilot of the rescue helicopter, sighted the seven people some 27 miles southeast of Escanaba.

"We don't know yet what caused it to sink," Ensign Gregory Lagoy, co-pilot said.

The rescued occupants, members of two Wisconsin families, were flown to a hospital in Escanaba where they were reported treated and released.

Wearing lifejackets and tied together, they jumped overboard a half-hour after first reporting that the craft was taking on water. The boat sank approximately 22 minutes before its occupants were even spotted by rescuers.

"It was fortunate that all seven of them had flotation devices and were tied together," Coast Guard officials said.

The boat's captain was John Pyreatt, 62, of Menominee Falls, Wis. Also aboard were his wife Nancy, 45; their son John, 13, and daughter Cathy, 11. The other occupants were James Gerlich, 45, Milwaukee; his wife Mary, 45, and their son, William, 15.

Pyreatt radioed the Coast Guard that he was abandoning ship after a lifeboat had been dispatched from the Coast Guard station at Plum Island, Wis., and two helicopters and a seaplane were sent from Traverse City.

LCDR Hiner spotted the victims in the water at 4:08 p.m., landed the craft in three to five foot seas and plucked them out. Winds were from the southeast at 15 knots, authorities said.

Asked how all seven of the passengers were jammed into the helicopter, Lagoy said, "It was a tight fit but they made it."

Investigation into the cause of the sinking of the houseboat, "The 24," is continuing, Coast Guard officials said.



COAST GUARD NEWS

Release No. 6-77
Contact: LT Dick Norat, Public Affairs Officer

Date: 28 August 1976
Time of Release: Immediate

Miraculous is the best way to describe a rescue accomplished by a helicopter crew from the Traverse City Air Station this past Thursday, 26 August 1976.

At 3:10PM, Coast Guard units in the Northern Lake Michigan area monitored a distress call from a vessel on Channel 16 VHF-FM, the maritime distress frequency. The Coast Guard Station at Plum Island, Wisconsin was able to contact the 44-foot houseboat named "2 x 4". At that time, the owner, James Pyreatt, stated his boat was taking on water and he gave his position as 15 miles northeast of Summer Island, Michigan in Northern Lake Michigan. A 40-foot Utility Boat from Plum Island Station and a Sikorsky HH-52A helicopter from Traverse City were dispatched with dewatering pumps aboard. The communications watchstander at Plum Island, meanwhile, instructed the owner/operator to have all occupants don their personal flotation devices and run a line between all people in the event they had to abandon ship.

At 3:40PM, the "2 x 4" gave their last radio transmission stating they were abandoning ship because it was sinking. At that time, a fixed-wing HU-16E Grumman Albatross was dispatched along with a second helicopter from Traverse City. The four adults and three children, meanwhile, entered the cool waters of Lake Michigan tied together to enhance their chances of being rescued. Although the helicopter was more than 20 miles from the "2 x 4's" last reported position, LCDR Ray Hiner instructed his crew to begin looking for survivors. Haze in the Great Lakes area reduced visibility to 1 1/2 miles. Just then, at 4:08PM, LCDR Hiner spotted the seven survivors clinging to debris. He carefully lowered the helicopter in 3 to 5 foot seas and picked up all seven people. They were then taken to a waiting ambulance at the Escanaba Airport. Everyone was wet and cold, but otherwise in good condition. With Mr. Pyreatt was his wife and their two children ages 11 and 13. Also rescued were James Gerlich, his wife, and their 15 year old son. All were from the Milwaukee, Wisconsin area.

HH-52A CJNR 1357

LCDR Ray Hiner - Aircraft Commander
ENS R. Greg Lagoy - Co-Pilot
A03 Andy Lovlien - SAR Aircrewman

PUBLIC AFFAIRS OFFICE
USCG AIR STATION
TRAVERSE CITY, MI 49684



COAST GUARD

Area servicemen

Release No.:
Contact:

TRAVERSE CITY — Two Chief Petty Officers and one First Class Petty Officer retired from active Coast Guard service Aug. 30 at the Traverse City Air Station.

Chief Petty Officer Joseph Powell, a Substence Specialist, entered the Coast Guard in 1966 at Omaha, Neb. and served on several Coast Guard cutters and stations in the United States, Alaska, and Vietnam. He reported to Traverse City in 1972 and has recently served as manager of the Air Station Exchange and Commissary. In addition to the Coast Guard Good Conduct Medal, Chief Powell holds the Coast Guard Unit Commendation Ribbon for serving on the CGC MACKINAW in 1972 and the Vietnamese Campaign Ribbon for serving with the Coast Guard unit at Con Son in 1967.

Chief Petty Officer Monty Sayers entered the Coast Guard in 1965 after 10 years prior service in the Air Force. An Aviation Machinist's Mate and Search and Rescue Aircrowman, Chief Sayers served at air stations in San Francisco, Calif., Elizabeth City, N.C., and Astoria, Ore. before coming to Traverse City in 1974. The Coast Guard Commendation Medal was awarded Chief Sayers for a lifesaving rescue he made from a helicopter on the Oregon Coast. He also holds Coast Guard and Air Force Good Conduct Medals.

First Class Petty Officer Ernest Rosenthal entered the Coast Guard in 1965 and served at air stations in St. Petersburg, Fla., Elizabeth City, N.C., Miami, Fla., and Guam. This was his second tour at Traverse City. As an Aviation Structural Mechanic and Search and Rescue Aircrowman, he served many hours on Coast Guard aircraft. Petty Officer Rosenthal earned the Coast Guard Unit Commendation Ribbon while serving at Air Station Miami during the Cuban crisis in the early sixties. Additionally, he holds the Coast Guard Good Conduct Medal.

Both Chief Powell and Petty Officer Rosenthal will be remaining in the Traverse City area. Chief Sayers will be returning to his former home of Athens, Ohio, to attend Ohio University and seek further employment.

News of area servicemen is provided by the various branches of the armed forces in which they are enlisted.

Marine Corporal Kimball W. Tinker, son of Dr. Kenneth W. Tinker and Mrs. Joanne B. Tinker, both of Traverse City, has reported for duty at the Marine Corps Air Station, Cherry Point, N.C.

Coast Guard Senior Chief Aviation Machinist's Mate George T. Maroney, whose wife Mary is the daughter of Mr. and Mrs. Kenneth J. Geiger of Traverse City, has retired from active duty after 24 years of service.

Maroney most recently served with Coast Guard Group, Cap May, N.J.

The Record-Eagle, Traverse City, Mich. 49884

Wednesday, September 1, 1978



COAST GUARD NEWS

Release No.:
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Coast Guard airlifts sick sailor

TRAVERSE CITY — U.S. Coast Guard officials at the air station here reported airlifting a stricken Yugoslavian merchant seaman to Marquette Hospital Wednesday afternoon.

Lt. Richard Norat said officials at the Coast Guard Air Station in Cleveland received an SOS from the merchant vessel "Sava," reporting that a crewman on board was suffering from severe abdominal pains and nausea. Appendicitis was suspected.

A helicopter was dispatched to the 625-foot Yugoslavian vessel where it picked up Branko Cecero, 32, and flew him to the hospital. Norat said Cecero was reported in good condition today.

The Record-Eagle, Traverse City, Mich. 49681

Friday, September 1, 1978



COAST GUARD NEWS

Release No.:
Contact:

Date:
Time of Release:

State news

Boat stuck in Lake Superior ice

DULUTH, Minn. (UPI) — The ore boat Benjamin F. Fairless was stuck in Lake Superior ice Monday about 15 miles west-northwest of Devils Island, one of the Apostle Islands north of Wisconsin, a U.S. Coast Guard spokesman said.

The spokesman said a Canadian Coast Guard cutter Alexander Henry was on its way from Thunder Bay, Canada, to help the Fairless break loose from the ice.

The Fairless left Two Harbors, Minn., about 10:30 p.m. Sunday.

*Submitted Monday, 11/19/77
Traverse City Record-Eagle*

Traverse City

Traverse City, Michigan, 49664

Record-Eagle

Wednesday, January 12, 1977

Grounded oil tanker freed from bay

By MARILYN WRIGHT
Record-Eagle staff writer

TRAVERSE CITY — At 11:45 a.m. today U.S. Coast Guard crews freed an oil tanker grounded in Lake Michigan off Grand Traverse Bay. No spillage or damage to the tanker was reported.

The tanker, the Amoco Indiana, was first reported to be stuck in ice some three-quarters of a mile off the Grand Traverse lighthouse but was later reported to have run aground.

Officials said the accident occurred when the 464-foot tanker, which sails under U.S. registry, was rounding the Leelanau Peninsula, enroute to Traverse City with fuel from Amoco's Whiting, Ind., refinery.

A Coast Guard spokesman said today a board of inquiry is expected to be convened "within the next few days" to determine why the tanker was sailing so close to shore.

Members of an anti-pollution team were flown into Traverse City Tuesday and are standing by as "a precautionary measure." The regional response team, chaired by the Coast Guard, is composed of representatives of the Environmental Protection Agency, the U.S. Fish and Wildlife Division, the Department of Natural Resources and the Army Corps of Engineers.

No sign of a leak has been determined, authorities said Wednesday, and there is no indication of structural damage.

The captain of the Indiana has

reported that the double bottom of the ship is sound," the Coast Guard spokesman said.

Following unsuccessful efforts by the Coast Guard cutter Sundew and icebreaker West Wind Monday and Tuesday to free the grounded vessel, an empty tanker, the Amoco Wisconsin, steamed into icebound Grand Traverse Bay early Wednesday morning and is standing by to transfer some 5,000 gallons of fuel oil.

Environmentalists studying the impact of winter shipping on the Great Lakes warned Tuesday that an oil spill on ice could have a devastating impact on the environment of Grand Traverse Bay, which is a popular summer resort area.

There is no known way to clean up or dissipate an oil spill on ice, said Robert Robbins, executive director of Great Lakes Tomorrow, a private group studying the environmental impact of winter shipping on the lakes.

"That means that oil will eventually get into the fish and other aquatic life," he said. "Oil, of course, is full of carcinogens (cancer agents) so that would get into the food cycle, there would be fish and bird deaths and beaches would be unusable the next summer."

In Detroit, Amoco spokesman Dave Abshear said the danger of a fuel spill is minimal because the ship has a double bottom.

"We don't feel necessarily comfortable," Abshear said. "But we aren't worried."



The Coast Guard tender Sundew, right, moves away from the tanker Amoco Indiana after an un-

successful try at towing the ship off a submerged reef just north of the Old Mission lighthouse Tuesday afternoon.

(Record-Eagle photo by John Russell)

The Record-Eagle, Traverse City, Mich. 49684
LOCAL SCENE

Saturday, January 29, 1977

by Hibbard



TRAVERSE CITY RECORD EAGLE JAN 77

Coast Guard Sundew stuck in lake ice

PENTWATER (UPI) — The 180-foot Coast Guard buoy tender Sundew became lodged in thick Lake Michigan ice off Pentwater late Friday while trying to free the icebound car ferry City of Milwaukee.

A Coast Guard spokesman said both vessels were icecovered, but there was no danger to crewmen.

The Sundew left its home port at Charlevoix Friday afternoon to aid the City of Milwaukee, which was stuck about 6 1/2 miles off Pentwater. The Coast Guard spokesman said both vessels would be docked in Ludington for de-icing once they were freed.

The Coast Guard announced earlier that the Sundew would be sent to Little

Bay de Noc near Escanaba on Sunday to clear the way for two icebound tankers headed for a Standard Oil Co. dock at Escanaba.

If the Sundew is available by then, the spokesman said, it will free the Amoco Illinois on Sunday and the Amoco Wisconsin on Monday. The two tankers were carrying heating oil and gasoline to Escanaba, where extended cold weather has created a heating oil shortage.

Coast Guard officials said their two larger ice breakers, Mackinaw and Westwind, were occupied with shipping traffic elsewhere and would probably not be used on Little Bay de Noc unless necessary.

CG-4547 (3-6-77)



COAST GUARD NEWS

Release No.
Contact

Date
Time of Release

Car ferry stuck in Frankfort ice

FRANKFORT — The Ann Arbor car ferry Viking is stuck in ice at the mouth of the Frankfort harbor breakwall with four passengers and 35 crewmen aboard and may stay that way for at least another day, say officials.

The ferry left its Frankfort dock at 9:10 a.m. Saturday and has been stuck in the harbor ever since.

Coast Guard icebreakers, which were called to free the ferry, were tied up with trying to escort oil tankers to various lake ports short on heating fuel. Estimates are that one of the Coast Guard vessels may be free to aid the ferry sometime late today or early tomorrow.

← FRONT PAGE

JANUARY 31, 1977

TRAVERS CITY
RECORD EAGLE

Coast Guard battles ice to keep oil shipments going

SAULT STE. MARIE (UPI) — The Coast Guard's battle to maintain the essential shipping on the Great Lakes continued Sunday as ice breakers escorted freighters carrying vital supplies of heating oil through the thick lake ice.

The Coast Guard's largest vessel on the Great Lakes, the 269-foot ice breaker Westwind took eight hours Sunday to inch its way through 15 miles of heavy ice and gale force winds to free the buoy tender Sundew.

The Sundew and its crew of 40 men spent nearly two and a half days trapped in Lake Michigan ice some five miles southwest of Pentwater.

In Frankfort, the Ann Arbor Railroad car ferry, the Viking, continued to wait Sunday for the Sundew to help it move out of the mouth of the Frankfort breakwall. The Viking, with four passengers and a crew of 33, has been wedged there since Friday night.

In the Upper Peninsula town of Escanaba, Standard Oil officials were anxiously awaiting the Westwind Sunday night. The vessel will attempt to cut a path through the Little Bay De

Noc for the tanker's Amoco Illinois and Amoco Wisconsin, carrying 100,000 barrels of badly needed heating oil for Escanaba.

An emergency shipment of heating oil for Sault Ste Marie, Ontario was expected to arrive in that city early this morning after inching slowly through the ice of the St. Mary's River. The tankers were escorted from Sarnia, Ontario by the Coast Guard ice cutters Macinaw and Griffith.



COAST GUARD NEWS

Release No:
Contact:

Date:
Time of Release:

*January 30, 1977
Traverse City, Michigan*

Area news briefs

Oil worker loses arm in mishap

KINGSLEY — A South Boardman man was injured early Sunday morning while he was working on an oil rig off Clous Road in Paradise Township near here.
Grand Traverse County Sheriff's deputies said Patrick E. Fender, 22, had his right arm severed when it was caught in the cable of a rig at about 3 a.m. Fender, an employee of Duell Drilling Co. of Kalkaska, was first taken to Munson Medical Center in Traverse City, but was later flown by a U.S. Coast Guard helicopter to the Northwestern Memorial Hospital in Chicago. Fender was listed in fair condition this morning by hospital officials.

*THRU AIRMAIL
TRAVEL CITY TO
CHICAGO - HOLIDAY VISIT*



COAST GUARD NEWS

Release No:
Contact:

Date:
Time of Release:

*Frankfort Harbor, Wisconsin
Feb 2, 1977
Eagle photo*



The little tug that could

Several days of frustration finally came to an end today when, with the help of the Coast Guard ice-breaking tug Raritan, right, the Ann Arbor rail line ferry Viking broke free of ice in the Frankfort Harbor and started out for Wisconsin. Three times the ferry was locked in, including

when this photo was taken Tuesday, and it was only when she resorted to backing out of port that the ship got past the pierhead. See Page 21 for related story and photos. (Record-Eagle photo by John L. Russell)



Above, left, the smaller Coast Guard tug Raritan tries to break up the ice around the larger ferry Viking so the ship could return to port in Frankfort Tuesday. Below, left, the ferry is loaded with train cars for yet another try to get to Wisconsin after being held up at the mouth of the Frankfort harbor for four days.

The Record-Eagle, Traverse City, Mich. 49684

Iced-in harbor snags ferryboat for 5 days

FRANKFORT — It's been one of those in-again-out-again-Finnigan sagas in which the Ann Arbor rail line ferry Viking has been thrashing around in the Frankfort harbor for five days in an effort to make its way to Wisconsin.

Latest report — and the situation changes hourly — is that she is several miles out of port heading for Kewanee, Wisc. with the Coast Guard ice-breaking tug Raritan smashing open a channel up ahead.

It all started Saturday when the 347-foot ferry set out in what should have been an event-free sail to Manitowoc, Wisc. She promptly got stuck in ice at the mouth of the harbor and stayed that way for four days.

The Coast Guard sent the tug Raritan to free her up Tuesday but two hours later she was stuck again.

The Viking was a victim of the worst winter ice that this harbor has seen since 1963.

Capt. Bruce Jewell, a 27-year veteran of the lakes, was a little concerned

about the ice build-up after his ship finally made it back to port Tuesday.

"This is by far the worst ice we've had since the winter of 1963-1964. When we came into port Friday night, the water was open at the pier-heads, but Saturday, the gale-force winds had completely shut the harbor. We had to use radar going out because it was snowing so bad and we had no idea the ice had been driven in so thick," he said.

The problems are compounded, Jewell said, by the fact that only one ferry is in service out of Frankfort, leaving no one to report on changes in ice or weather conditions.

So, with a crew of 35 men and 4 passengers, the empty ferry found itself sitting on top of 24 feet of solid ice.

The Coast Guard originally planned to send the cutter Westwind to aid the ferry, but she was diverted to Escanaba to open that harbor for two oil tankers. So the 110-foot icebreaking tug Raritan was sent down from the Straits.

Arriving at 1 a.m. Tuesday, the tug spent about nine hours working its way to the Frankfort harbor mouth. Chief Warrant Officer Gail Daugherty, the commanding officer of the Raritan, said this winter was the toughest he's ever seen.

"I'd say 80 percent of the upper lakes are frozen, and we're getting our fill of trying to keep it open. We've only been in port nine days since Dec. 5, and the last time out we were breaking ice for 12 days straight. We're continually under way."

But Daugherty and his 23-man crew manage to keep their spirits up. Tuesday was a crewman's birthday and there was found to serve a cake to the 20-year-old. Fresh water and supplies were loaded while the Viking took on a full load of railroad cars. Then it was back to the task of breaking ice.

With a full crew and three different passengers, the Viking proceeded out of the harbor yesterday, this time headed for Kewanee, Wisc., but she only got

about 200 yards beyond her resting place of the last four days. Then she became fast in the ice once again.

An overheated hearing on the Raritan forced the little ship to head back to Frankfort harbor for repairs.

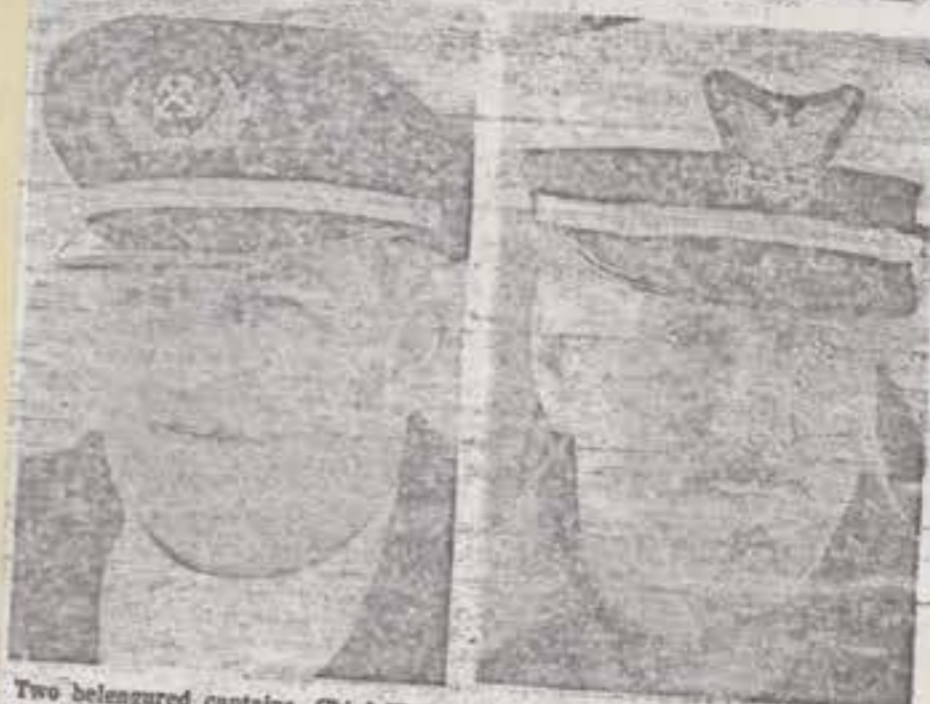
At 2 a.m. today the Viking freed herself and came back into the harbor. She turned around and tried to back out. Once again she got stuck at 7 a.m. but this time the Raritan managed to dislodge her.

With her stern pointed towards Wisconsin the ferry edged out past the pierhead where the Raritan was able to bust up the ice around her and get her loose enough to turn around and move on out into the lake where, hopefully, it would be easier to make forward progress.

Photos and text by John L. Russell

Trav
Seco

Wednesday, February 2, 1977



Two beleaguered captains, Chief Warrant Officer Gail Daugherty of the Coast Guard tug Haritan (left) and Captain Bruce Jewell of the Ann Arbor rail ferry Viking (right) worked together to eventually get the ferry out of Frankfort harbor and on her way to Wisconsin.

'It is the worst I've ever seen'

ELBERTA — "This is the worst ice I've seen since I've been on the lakes," says the captain of the ice-breaking tug Haritan, Chief Warrant Officer Gail Daugherty and the commander of the 110-foot, Grand-Haven-based tug thinks that big problems will develop from this.

"Usually we can ride up on to the ice and break it apart with our sheer weight and power, but this ice goes all the way to the bottom of the (Frankfort) harbor. We were churning up muddy ice," he said.

Daugherty, who has been in charge of the 380-ton tug and its 22-man crew, succeeded in freeing the car ferry Viking, only to see it become stuck again two hours later.

"This can happen, especially when

there is no previous channel for the ships to cut through. We've been in to port only nine days since early December, and my crew gets pretty tired. We've been out for 12 days straight now, and there's no end in sight."

According to Daugherty, the upper one-third of Lake Michigan is ice, "at least 80 percent," and channels must be kept open for oil tankers and coal boats.

Problems of maintenance, upkeep, and crew morale all make for a long winter for the Coast Guard. Even though the navigation season has officially ended, the ice breakers and cutters still must brave the ice, snow, and gale-force winds of the Great Lakes to keep the flow of vital heating oil and fuel. Spring never looked so good as it will to the men on these ships.



COAST GUARD NEWS

Release No.
Contact:

Date:
Time of Release:

*Tallahassee, Fla. Herald Eagle
4/10/77
From Miami*

Coast Guard nabs phantom dope ship

MIAMI (UPI) — The Night Train no longer runs its dark route from Colombia to the Florida Keys.

The rusty, 110-foot freighter, its name painted out but known for years in the drug trade as the Night Train, steamed into port Thursday under a Coast Guard crew, the end of a two-year hunt.

Federal officers today began trucking to an incinerator 30 tons of marijuana — \$18 million worth — taken from the "ghost ship" seized by the Coast Guard cutter Dauntless off the northeastern Bahamas.

The vessel's 13-man crew of Colombian nationals was taken off the Dauntless in handcuffs and jailed on charges of conspiracy to smuggle and distribute marijuana.

"This is the ghost ship we have been

looking for for more than two years," said John E. Van Diver, regional director of the federal Drug Enforcement Administration. "During that time, we have seized 100 tons of marijuana that came off this vessel but nobody had ever laid eyes on it."

"An operation this big is certainly organized crime — the organization owns more than one ship like this — but in terms of the 'Syndicate' or 'Mafia' there probably is no connection," Van Diver said.

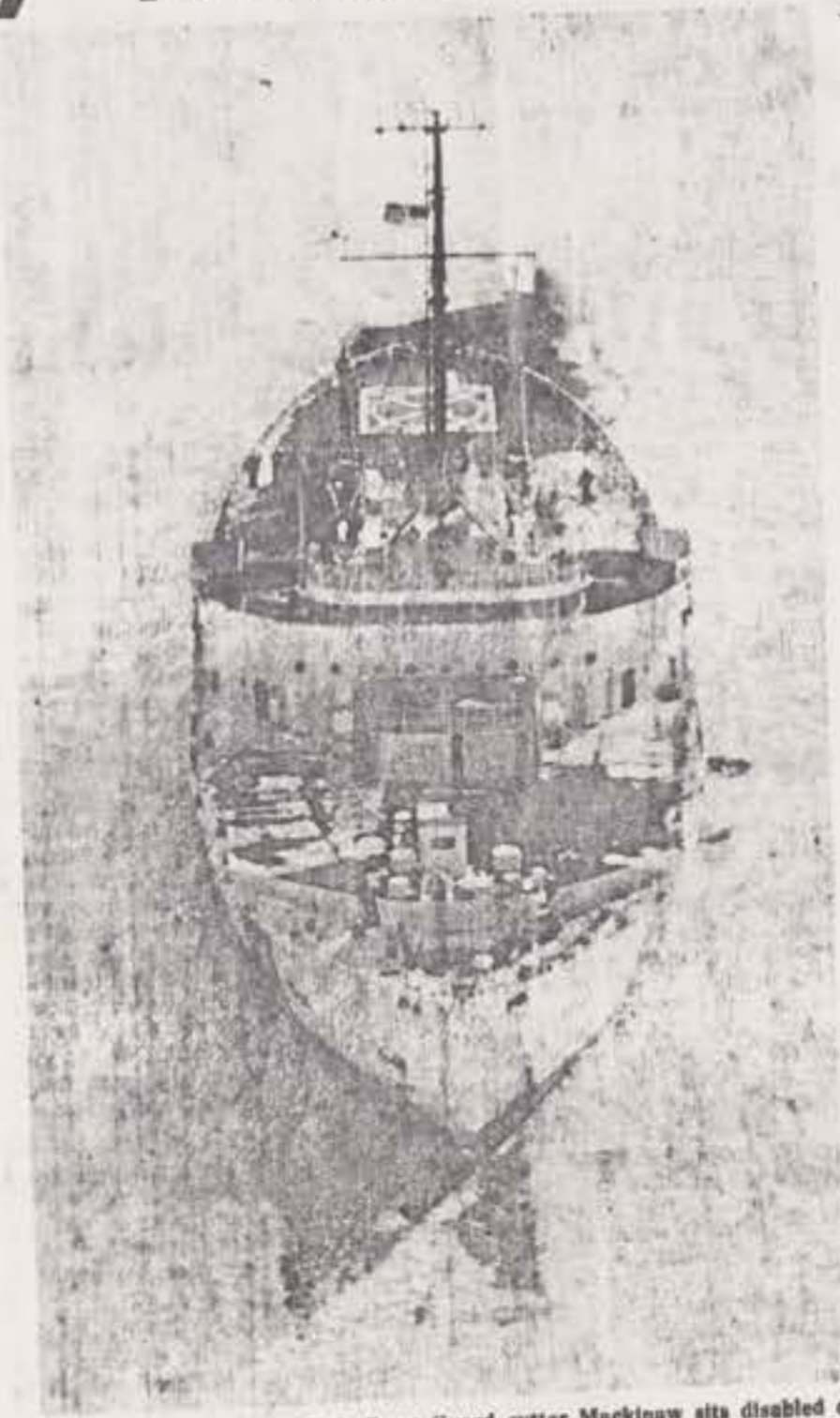
Cmdr. Jon C. Uithol, skipper of the Dauntless, told reporters how the freighter refused to halt and be boarded Tuesday night despite orders by visual signal and radio.

"They attempted to ram us and it was necessary for us to reverse full speed to avoid ramming," Uithol said.



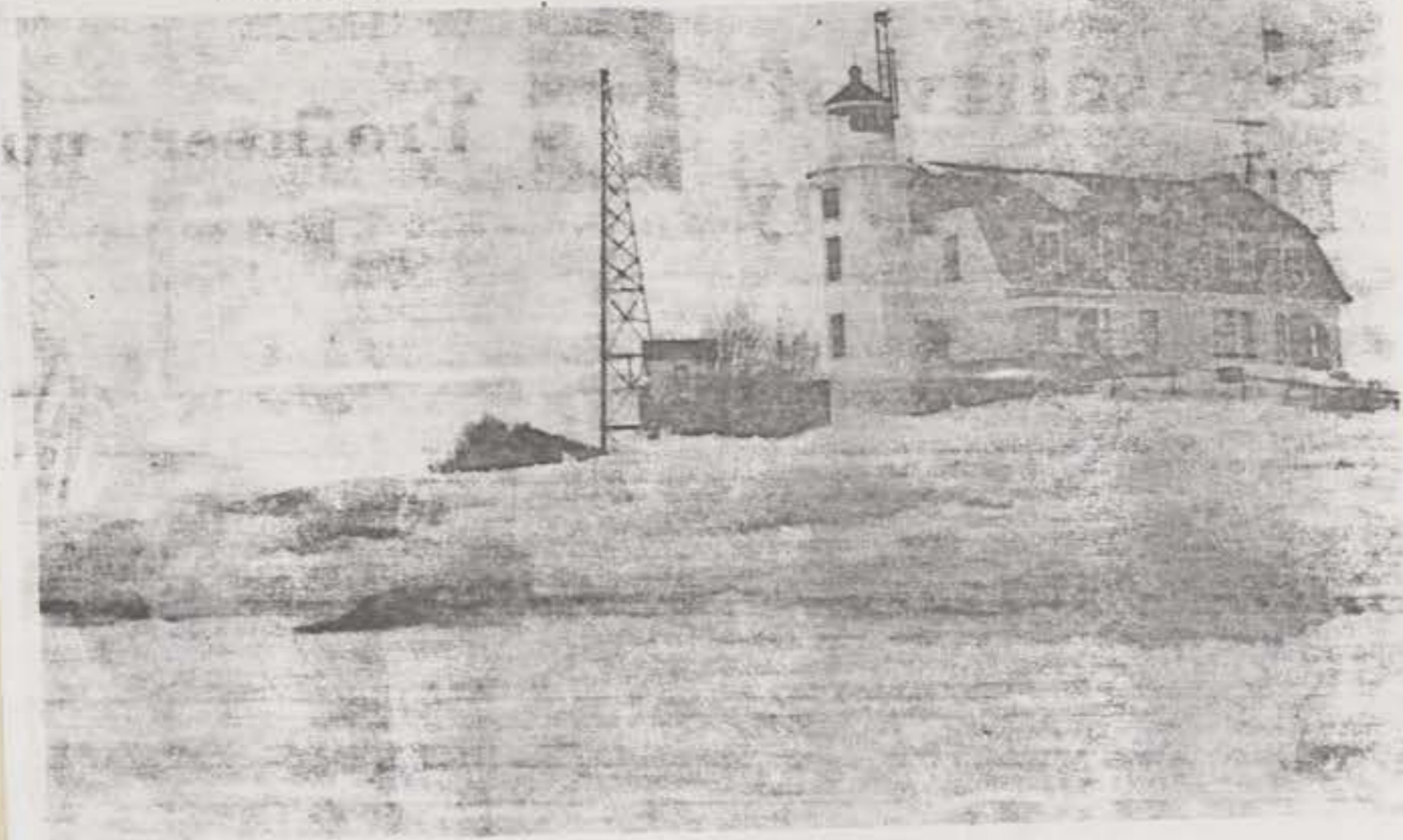
COAST GUARD NEWS

Release No.
Contact:



*7-8
K...
4/10/77*

CUTTER IDLED — The U.S. Coast Guard cutter Mackinaw sits disabled off Aufres Point, north of Lime Island, and just south of the Soo Locks with a broken propeller shaft. It will be out of service for at least a week. Operating at 1,200 shaft-horsepower in three-inch thick ice, one of the cutter's propellers was sheared off Thursday. The breakdown will leave only the Westwind to escort Canadian oil tankers through the Soo Locks and Mackinaw Straits areas. (USCG photo by Lt. William Van Orden)



Lighthouse on ice

The picturesque Point Betsie lighthouse lies quietly iced in, as Old Man Winter has piled up a 3-mile ice shelf offshore. Still manned by the U.S. Coast Guard

to provide navigational lights for winter shipping, the Point Betsie lighthouse remains a favorite for area painters and photographers, who may be seen

any day this winter trekking out onto the ice for a view that is only available from a boat in warmer weather. (Record-Eagle photo by John L. Russell)

COAST GUARD NEWS

Release No.
Contact:

Date:
Time of Release:

TRAVERSE CITY RECORD-EAGLE
FEB 5 1977
FRONT PAGE

Big lake freeze-over hinders oil shipment

By DAVID HAYES
Record-Eagle staff writer

Lake Michigan, from Gary, Ind., to St. Ignace, is almost completely covered with ice, a spokesman for the U.S. Coast Guard said this morning.

"For all practical purposes, Lake Michigan has as much ice coverage as it's ever had," Chief Larry Pierce of the Coast Guard's 9th District office in Cleveland said. The lake is at least 98 percent covered with ice.

The coldest winter in more than a decade is causing shipping problems for major oil and food transporters and is keeping crews aboard the U.S. Coast Guard's icebreakers, cutters and tug boats working almost continually, Pierce said.

Traverse City, according to Pierce, is in the middle of the most hazardous shipping area. The eastern Michigan shoreline, from St. Ignace to Ludington, is covered by three to four feet of ice. The Frankfort area is faced with 30 to 40 feet of ice, Pierce said.

The thickness of the ice varies in the center of the lake between five and eight inches, Pierce said.

The ice in the Chicago area has caused a four-day delay in the anticipated Traverse City arrival of the Amoco Wisconsin, a large oil tanker which had been scheduled to arrive in Traverse City last Friday.

The Wisconsin presently is headed toward Traverse City,

after being stuck in the Indians Harbor in South Chicago for several hours. The ship is being escorted to Traverse City by the Coast Guard cutter Acacia. It is expected to arrive early Wednesday morning.

"Don't get me wrong, the ice coverage is a quickly changing thing. We're not advertising for anyone to try to drive across Lake Michigan," Pierce said.

Amoco officials said the boat would be escorted into the Traverse City harbor by the Acacia and the Coast Guard icebreaker Sundew. They also have requested the aid of Gov. William Milliken's office in requesting that the Coast Guard's large ice cutter Westwind be dispatched to Traverse City.

The near complete coverage of the lake, which is slowing shipping traffic throughout the Great Lakes, is "temporary at best," Pierce said. The coverage was caused by the "worst of conditions & low temperatures and little wind," he said.

"The conditions could change, the ice broken by shifting winds at any time," he said.

Pierce said the Lake Erie is completely frozen over, Lake Superior is 90 percent frozen over and lakes Ontario and Huron are more than 50 percent covered by ice.

"We are not advising shippers not to try," Pierce said. "We are urging them to ship crucial materials, such as food, fuel and feed. We have so far been able to handle any request for assistance."

Traverse City

FEB 10, 1977

Traverse City, Michigan, 49684



The Coast Guard ice-cutter Sundew pulls out of Charlevoix Harbor Tuesday enroute to its rendezvous with an oil-bearing tanker bound for Traverse City. On the ship were two Record-Eagle staffers, who went aboard to detail the voyage. (Record-Eagle photo by Ken Smith)

Oil convoy cuts swath into bay

(Editor's note: Reporter David Hayes and Photographer Dann Perzyk were aboard the ice cutter Sundew during the mission)

By DAVID HAYES
Record-Eagle staff writer

TRAVERSE CITY — The U.S. Coast Guard cutter Sundew, her crew tired and looking forward to shore leave, escorted the last two ships of the season into the Traverse City harbor late last night.

The Coast Guard "oilcan assistance" mission — escorting more than two and a half million gallons of oil from Chicago to Traverse City — required four Coast Guard cutters and more than 250 crewmen.

The Sundew, working with the Coast Guard icebreaker Westwind, escorted the oil tankers Amoco Illinois and Wisconsin into the harbor at approximately 7 p.m. Thursday. Earlier in the four-day operation, the cutter Acacia and tugboat Raritan had assisted in guiding the tankers through ice-covered Lake Michigan.

Amoco Oil officials in Whiting, Ind., said the oil being unloaded at the Total-Leonard docking facility would be the last shipped into Traverse City "for some time. We have reached a point of diminishing returns."

The Amoco ships Illinois and Wisconsin are the only oil ships presently operating in central Lake Michigan, and the only ships which have been scheduled to dock in Traverse City. The Illinois will join the Amoco Indiana in drydock next week, while the Wisconsin continues to operate, Amoco officials said.

The trip from Chicago to Traverse City took the Wisconsin, which was beset in ice for more than 24 hours northwest of North Manitou Island, more than three and one-half days. The Illinois, which was escorted by the 180-foot buoy tender Acacia from Chicago to North Manitou Island, made the trip in two and a half days.

The Sundew's trip, a 57-hour mission through ice fields which varied between one and six feet, was a tiring and often frustrating operation for the 47 men aboard the 180-foot buoy tender. The same trip would have taken the cutter four or five hours under summer sailing conditions.

The Sundew averaged less than a mile an hour between its home port in Charlevoix to its rendezvous point northwest of North Manitou Island. The ship left port at noon Tuesday, but didn't rendezvous with the three other ships until shortly after midnight Wednesday.

One to three-foot ice and drifting ice ridges measuring more than five feet in places, slowed the ship's progress throughout the trip. Much of the journey was made by backing the ship and ramming into the ice, which one crew member compared to "making a doorway by hitting the wall with your head."

The Acacia, which had escorted the Amoco Illinois from Chicago to its rendezvous with the Wisconsin and cutter Raritan, was dispatched back to its home port in Sturgeon Bay when the Sundew rounded North Manitou Island.

The Sundew, after freeing the icebound Illinois, formed the two tankers and tugboat Raritan into a chain and started the southeasterly trip toward Traverse City.

"It looks like we got us a convoy," Lt. B. L. "Skip" Blandford joked, mimicking a song which became popular as a result of truck convoys.

The Westwind, which had been escorting three Canadian tankers into Lake Superior, was ordered to assist the Sundew Wednesday morning after Coast Guard officials in Muskegon learned of the heavy ice encountered by the buoy tender.

The 269-foot arctic icebreaker — the largest icebreaker on the Great Lakes, arrived at the rendezvous point shortly after the four ships started down the ice track previously broken by the Sundew.

The Westwind, which took "commanding officer status" when it arrived on the scene, broke a track in front of the oil tankers to the mouth of Grand Traverse Bay.

The Raritan, a 110-foot tugboat with approximately 25 crewmen, had encountered food and water shortages during its trip from Frankfort to North Manitou Island. The tugboat received food and water from the Wisconsin at the rendezvous point.

Shortly after the arrival of the Westwind, Coast Guard officials in Muskegon ordered the Raritan back to Frankfort, where the car ferry Viking had become beset again in the ice west of Point Betis. The Raritan was ordered back to its home port in Grand Rapids when the Viking was able to free itself from the ice.

The Westwind encountered engine problems and problems cutting through some of the large ice ridges — called windrows by the crewmen — but made the trip up the bay and back to the ships by 11 a.m. Wednesday.

The icecutter returned to meet the Wisconsin, which had become beset in the ice while attempting to turn from Lake Michigan south into Grand Traverse Bay. The Sundew also had become beset for more than an hour while trying to free the 400-foot tanker.

The Westwind, leading the convoy, was followed by the Illinois, the Sundew and the Wisconsin during its trip south to Traverse City. Once the track had been cut by the icebreaker, the convoy clipped along at a relatively fast 11 miles per hour.

One crewman was mocked by others on the Sundew's bridge when he wrote in the ship's log that the Sundew was proceeding "handsomely down the track."

"It's a lot better than we were doing yesterday," when the ship traveled 23.5 miles in the 24 hour period between 4 p.m. Tuesday and 4 p.m. Wednesday, the crewman said.

The Sundew's skipper, Lt. Commander James V. O'Neill, said the trip went "reasonably well," considering the circumstances. "Our effectiveness through this heavy ice was certainly less than in the past," he said.

"We handled windrows as large as these before, but never under the wind pressure we were faced with this time. It was just too much," O'Neill said.

The Westwind and Sundew are scheduled to assist the two tankers back to the North Manitou Island rendezvous point after they refuel Total-Leonard in Traverse City. The process, which began at 11:30 p.m. Thursday, was scheduled to be completed late today.

The Westwind is scheduled to escort three tankers through the locks at Sault Ste. Marie, while the Sundew is scheduled to return to port in Charlevoix.

Oil convoy inching through bay's ice

By JIM HERMAN
Record-Eagle staff writer

TRAVERSE CITY — Two Amoco Oil Co. tankers carrying five million gallons of fuel oil were inching their way toward Traverse City this morning with assistance from two U.S. Coast Guard ice-breakers.

At 9 a.m. this morning, the convoy was sighted at the mouth of Grand Traverse Bay about two miles offshore from Lighthouse Point near Northport, and was reportedly moving slowly through ice estimated to be as thick as two feet.

Lt. Jim Hatfield of the Coast Guard's Traverse City station said the convoy has progressed slowly but surely and is expected to reach its destination late this afternoon.

The tankers — the Wisconsin and the Illinois — are enroute to the Total-Leonard oil storage facility in nearby Greilickville.

Robert Murchie, district operations manager for Total-Leonard, said this morning that he is confident the tankers will reach the storage facility, but that he was not given an estimated time of arrival by the Coast Guard.

Murchie said winter shipments of oil through Grand Traverse Bay are common for his company but he has never seen bay ice conditions as bad as they are this winter.

The Traverse City-based district manager said the shipments being carried by the Wisconsin and Illinois are required by the company to continue providing oil. He said if the tankers were unable to make it to the storage facility the current oil supply there would dwindle rather quickly.

"There's no question that we would run out," Murchie said. "How long it would take would depend upon weather conditions."

"It would be crucial if they did not make it."

Lt. Hatfield, like Murchie, however, is confident that the tankers will arrive at their destination as planned.

"They haven't met anything they can't overcome yet," he said. "I talked with an operations officer on one of the cutters this morning, and he said he thinks they'll have a couple of hours of daylight left when they arrive."

"By 3 or 4 p.m. they should have one tanker in line and ready to unload. But it's really difficult to tell for sure."

Lt. Hatfield said that he has not kept in close contact with the ice-breakers because, he said, they're pretty busy. He added that they are pretty much on their own in ice-breaking operations.

The convoy was sighted this morning from Lighthouse Point by Northport resident Del Russell.

Russell said that at about 10:45 a.m., the cutter Sundew had entered the mouth of the bay, but that one of the tankers appeared to be stuck in the ice. He said the Sundew was heading back toward the tanker.

The other tanker, he said, was offshore from the point. He said the second cutter — the Westwind from Milwaukee — had turned and was apparently headed south.

The Sundew is based at the Coast Guard station in Charlevoix. The Westwind is used in summer ice-breaking operations at the South Pole, according to Lt. Hatfield.

Two Record-Eagle staff members have been aboard the cutter Sundew since the outset of its operation.

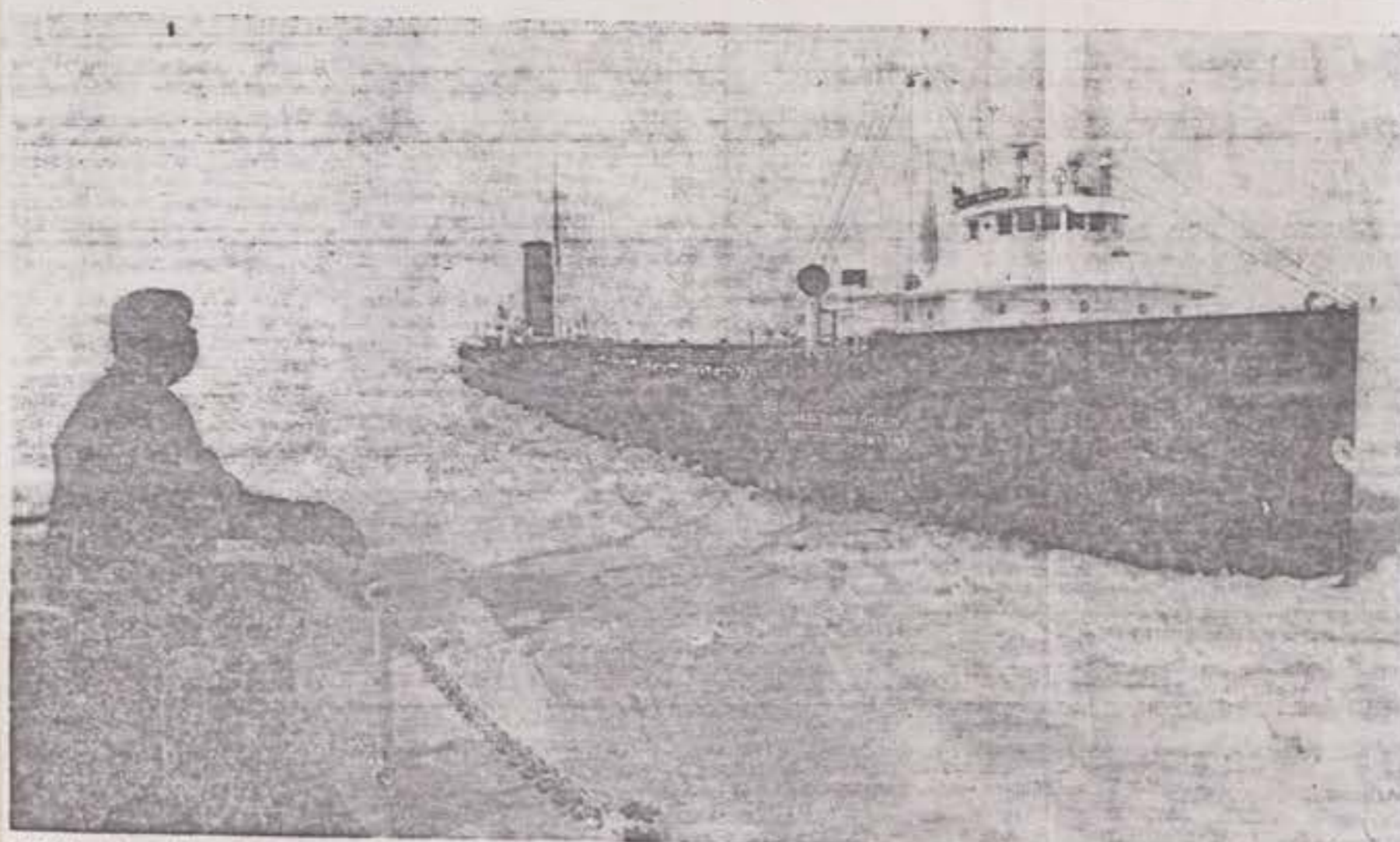
Photographer Dann Perzyk and reporter Dave Hayes boarded the cutter Tuesday morning, and had hoped to be dockside by Wednesday. Instead, they are reportedly getting a first hand look at a somewhat more extensive U.S. Coast Guard operations during the winter shipping season.

Traverse City Record

Three Sections, 42 Pages

Traverse City, Michigan, 49684

Friday, February



The tanker Amoco Wisconsin is motionless Thursday afternoon off Lighthouse Point north of Grand Traverse Bay as she awaits help. The heavy ice

made it necessary for the Coast Guard to assist the Wisconsin and the Amoco Illinois to bring oil to Traverse City from Chicago. The bow of the Coast

Guard Cutter Sandew is in the foreground. (Record-Eagle photo by Dann Perzyk)

CG-4547 (9-77)



COAST GUARD NEWS

Release No.:
Contact:

Date:
Time of Release:

TRAVERSE CITY RECORD-EAGLE

24 February 1977

Coast Guardsmen given awards

TRAVERSE CITY — Coast Guard Radioman First Class S. Jay Kohl received an achievement medal today for his work while assigned as supervisor of the communications center at the Coast Guard Air Station at Elizabeth City, North Carolina.

The award ceremony was held during a personnel inspection at the Cherry Capital Airport.

Petty Officer Kohl retired from the

Coast Guard last March and is now serving as a deputy with the Grand Traverse County Sheriff Department.

Two helicopter crews were presented the Sikorsky Winged "S" Award for their efforts last year. One case involved the rescue of survivors from a U.S. Air Force KC-135 tanker that had crashed near Alpena and the other case involved the hoisting of an injured man off the Sleeping Bear Dunes National Park.

Receiving the awards were LCDR Dave Corson, LCDR "Skip" Stout, LT "Pete" Cox, LTJG Ed Yonta, Aviation Electrician Bob Thomas, Aviation Mechanic Harry Vincent, and Aviation Structural Mechanic Jim Cockrell.

The Robert A. Perchard Memorial Trophy Award was presented to Andrew P. Lovison. The semi-annual award is given to the outstanding Search & Rescue Aircrewmen as voted by the Air Station's pilots.

Viking tries another ice breakthrough

FRANKFORT — The Conrail car ferry Viking, which has gotten stuck on its way into the Frankfort harbor on every trip into the harbor during the last 16 days, was to attempt to break through the ice again late this afternoon.

The Viking freed itself from the eight-to-15-foot ice which has formed outside the harbor late Wednesday afternoon, after being stuck most of the day. It took the 360-foot ferry most of Wednesday night and Thursday morning to fight its way into the Frankfort harbor, where it unloaded several railroad cars.

The ship left for Kewaunee, Wis., Thursday afternoon, and was on its way back from Wisconsin this morning. The ship was expected to arrive outside the Frankfort harbor this afternoon, port captain W. C. Bacon said.

Assistance from the U.S. Coast Guard in breaking the ice in the harbor has been delayed, Bacon said. The icebreaker Mackinaw was to arrive in Frankfort Thursday, but was redirected to Ludington, where it is assisting a Chesapeake and Ohio Railroad Co. car ferry which developed engine problems Thursday morning.

The icebreaker Westwind presently is on its way from Lake Superior to assist in breaking ice in the harbor, Bacon said. He said the cutter was expected to arrive in Frankfort this afternoon.

February 21, 1977

Page 2

Viking told to tie up until port ice clears

By DAVID HAYES
Record-Eagle staff writer

FRANKFORT — They thought it could, they wished it could, but in the end, it turned out to be the little ship that couldn't.

The car ferry Viking, the Ann Arbor rail line's cross-lake link between Kewaunee, Wis., and northwestern Michigan, has abandoned its attempts to cross the lake until ice conditions improve.

A federal rerouting order, approved by the Interstate Commerce Commission (ICC), authorizes the rail line to keep the ferry tied up in the Frankfort harbor indefinitely.

"It will be here until the ice conditions are better than they have been," W.C. Bacon, Frankfort port captain said this morning. The decision to suspend the ship's cross-lake operations came following a recommendation from the U.S. Coast Guard, Bacon said.

A Coast Guard spokesman in Muskegon said the recommendation was based on the trouble that the ship has encountered during the last three weeks.

The spokesman said that Rear Admiral James Gracey requested that Conrail officials notify the Coast Guard when the Viking scheduled trips across the lake. The admiral said the schedule would allow the Coast Guard to schedule its icebreaker operations more efficiently.

The decision to moor the ship "for a month or until the weather clears," was made sometime Saturday, the

spokesman said. Up until that time, rail officials said the ship would continue to run, but would coordinate its cross-lake trips with the Coast Guard.

The Viking, a 360-foot car ferry, is also one of the most powerful icebreakers on the Great Lakes. Even though its 7,000-horsepower engines and reinforced hull make the ferry one of the most powerful ships on the Great Lakes, it has been stuck more than six times attempting to enter the harbor within the past three weeks.

Heavy westerly winds blew three to five feet of ice into the harbor approximately three weeks ago. Cold weather and continued westerly winds caused the ice along the Lake Michigan coast

near Frankfort to build up to eight or 10 feet in places.

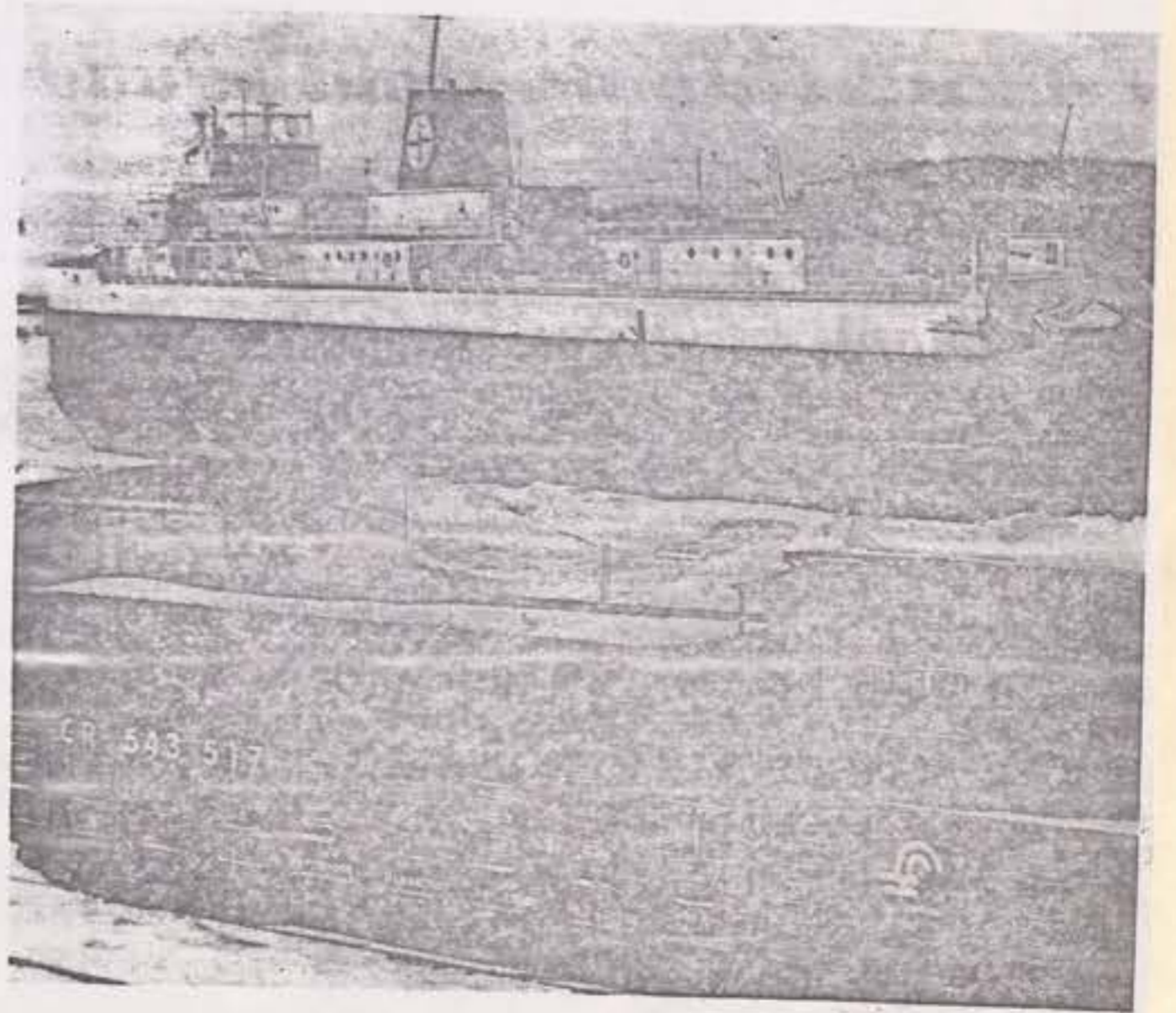
Although the Coast Guard's Great Lakes icebreakers, the Westwind and the Mackinaw, cleared the harbor last week, heavy winds brought thick ice into the harbor again Saturday.

"We're hoping for favorable winds, we won't try to run until there's a break in the ice," D.Q. Cullen, supervisor of the Ann Arbor line said. He said easterly winds could blow the ice into Lake Michigan "at any time," and allow the ferry to begin operations again.

While the ship is in Frankfort, Ann Arbor work crews will be doing "normal maintenance" on the ferry, Cullen said.

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The car ferry Viking, bordered by now empty railroad cars, will be moored in Frankfort until ice conditions improve along the eastern coast of Lake Michigan. Conrail officials announced Saturday that the ship would not attempt any

more cross-lake trips until the three-to-15-foot ice drifts blow out of the Frankfort harbor. "It was just too much to expect of the Viking," Conrail officials said. (Record-Eagle photo by Dann Perszyk)

Thaw!

17 Mar 77

Winter's grip on bay slips

By LORI STEED
Record-Eagle staff writer

TRAVERSE CITY — Although the icy fingers of winter still have a grip on the Grand Traverse area, via Grand Traverse Bay, those fingers are getting weaker.

The U.S. Coast Guard warns that ice conditions are becoming unsafe; the bays are still 100 percent covered but the ice is barely 15 inches thick and is slowly breaking up as wind conditions change and rivers and streams begin to flow into the bays again. Ice near shore is especially weak, the Coast Guard

says. Two ice fishermen off Deepwater Point in East Bay were warned off the ice Wednesday by the Coast Guard and Grand Traverse County Sheriff's Department because of unsafe conditions.

They were spotted by deputies, who requested the Coast Guard to warn the fishermen; the Coast Guard helicopter did drop a message block to the fishermen, who refused to leave.

"Apparently they got off O.K.," said Lt. Dick Norat, at the Coast Guard Air Station, "but it's a dumb thing to do, to

stay on the ice after you've been told it isn't safe."

Shipping is also picking up again, with the oil tanker Amoco Wisconsin due in to West Bay late tonight or early Friday morning.

The tanker will be coming from Indiana Harbor, Ind., and will be escorted by the Coast Guard cutter Mackinaw, which has finished repairs. Norat said that no trouble is anticipated, as the ice is weaker than it was a month ago.

Fuel oil and gasoline will be delivered by the tanker, which is expected to be docked here for about eight hours.

Icebreaking smashes budget

By BETTY MILLS

Ottaway News Service

WASHINGTON — The U.S. Coast Guard will spend at least \$1.3 million more than it planned, perhaps as much as \$5.8 million, to pay for icebreaking and other work performed in the historic winter of 1977.

Coast Guard officials conceded that the winter just ending has placed an extraordinary burden on the facilities of the agency, particularly in the icebound Great Lakes.

"But we are managing to muddle through," a spokesman said, adding the Coast Guard has no plans to close the shipping channels that provide valuable deliveries of fuel and food to Michigan residents.

Lt. Kathy Kieley said the Coast Guard

estimates damage to vessels at \$700,000, to onshore facilities \$100,000 and to navigational aids, \$2.4 million.

A more complete assessment is being made, which could bring the total costs as high as \$5.8 million, she said.

Coast Guard icebreakers have worked around the clock to combat the frigid weather and ice conditions, officials said, and to clear the way for needed energy shipments.

In the Great Lakes, the most pressing demand was in the connecting channels and the Straits of Mackinac.

Winter costs Coast Guard

Spearheading the effort in the region were the heavy icebreakers Westwind and Mackinaw, aided by five 180-foot buoy tenders and five 116-foot tugs with an icebreaking capability.

Shipping from Lake Superior through the locks at Sault St. Marie to Lake Michigan and Lake Huron was temporarily suspended in January.

In addition to the heavy demands of the harsh winter, the Coast Guard took

on new responsibility March 1 — enforcing the 200-mile fishing limit that now rings the coasts.

But St. Kieley said no personnel have been diverted from the Great Lakes or any other area to augment 2-mile enforcement efforts.

Congress has appropriated millions of dollars to beef up the Coast Guard's equipment and personnel to enforce the 200-mile limit, she said.

Brrr! Cold hits again

By LORI STEED
Record-Eagle staff writer

TRAVERSE CITY — A sunny, mild taste of spring for Michigan residents last week was just that — a taste. Colder temperatures and, last night and today, snow, reminded the state that winter isn't gone yet, whatever poets and the official first day of spring may tell us. The National Weather Service said one to three inches of snow fell during the night in the southern lower Peninsula, and two to four inches in the northern

regions. An additional two to four inches was predicted as possible by Saturday.

Temperatures throughout the day, however, were expected to warm to the mid 30s in the northern Lower Peninsula and upper 30s in the south.

In the Traverse City area, snow has caused slippery roads and poor visibility, but few accidents, local police report. Grand Traverse County Sheriff deputies report two minor accidents and Traverse City police say there have been no accidents yet. Both departments urge caution, however, because "it's slipperier than it looks."

Out on West Bay, the tanker Amoco Wisconsin, escorted by the Coast Guard icebreaker Mackinaw, docked in Greilickville at about nine this morning. The Coast Guard reports about a foot of ice out on the bay. It took the Wisconsin just two hours to get from the Manitowish Islands to the dock, in contrast to several days for the same trip last month.

Snow caused school closings in other parts of Michigan, and snow and ice on power lines caused outages to about 4,000 homes in the Grand Rapids area. No similar problems have been reported in this area.

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Record-Eagle photo by John L. Russell

Change of command

The U.S. Coast Guard Air Station loses an old friend and gains a new commander Tuesday, as Captain Charles A. Blondo (left) gives up his command to Commander Kenneth M. Roughgarden (right). The

command is changed on the average of about two years, and Captain Blondo was transferred to Washington, D.C. Commander Roughgarden was transferred here from the Coast Guard Institute in

Oklahoma City and assumed his first command of an air station. The local station has a contingent of 20 officers and 118 enlisted men and serves the entire Great Lakes Basin.