

The Pilot



www.ksps-usps.org

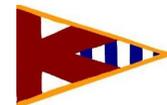
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Kalamazoo Sail & Power Squadron

a unit of the **United States Power Squadrons®**



**KSPS Commander
Jim Johnston**

The fully rigged tall ships of the past were things of beauty. Over 11,000 of them supported trade between the continents from 1698 to 1807. These labor-intensive vessels needed many hands on deck, in the rigging, and on the bridge to successfully complete a voyage.

With only a rudimentary knowledge of medical and environmental health issues, disease could occasionally reduce a full crew to a handful of people needed to maintain operating requirements while keeping vital ship functions running. Ports were important sources of crew replacements as well as fresh food and other supplies.

With this issue KSPS reaches the end of another calendar year

and we will soon “dock” at our Change of Watch meeting in January to re-staff for another year’s voyage. Disease, changes of circumstance and end of tenure have reduced our ranks of available personnel for our next voyage. However, we have a handful of members who will double up and perhaps triple up on jobs to complete the bridge functions for another year. We have enough Vessel Examiners and instructors to complete an almost full schedule. As an aside, a local yacht club has requested our ABC class sometime in April 2016. Negotiations are in progress. Be assured that all bridge functions and member services will continue as usual.

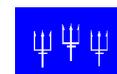
However, there is an additional concern that may result in more visible changes for 2016. We have seen a decline in meeting attendees. We are dangerously close to falling below the minimum necessary to reserve a restaurant room, as well as attract the high quality speakers from around the state such as those we have enjoyed in past years. Some restaurants demand a 20 person minimum; newer restaurants demand a dollar amount such as \$500 in sales on a week night, or \$1000 on a weekend. This places many popular dining facilities beyond our reach.

Fortunately, the Beacon Club’s minimum is in persons, not dollar amounts, with 20 as the magic number; if we fall below that amount, KSPS pays for unused meals. This brings us to our next two meeting dates; the high points of our year. Our Holiday Party, devoid of the usual business agenda, is a time to get together and share fellowship with our members: I heartily encourage you to join us!

In January, our Change of Watch staffs KSPS for another year sworn in by a District 9 representative; in this case D/C Dawn Flynn. I cannot over emphasize the importance of a good turnout for this meeting.

In summary, KSPS will continue on course as befits its responsibilities and service to members, the community and our national organization. How our reduced attendance affects future meeting locations and guest speakers depends on next year’s membership response.

Best wishes for this busy holiday time.



Jim Johnston
KSPS Commander

Calendar: KSPS Activities, Events and Meetings
(mark your personal calendar or post on fridge or mirror)

At General meetings speaker / presentation follows dinner. Executive Committee: - business meeting after dinner. Order off the menu (range \$8 - \$26). Prices higher at conference, COW, and holiday party. RSVP required at these last three. Be sure to check this month's location. RSVP if indicated. Questions: Lyn (269) 731-5601 or Cdr Jim 375-8441

Happy Thanksgiving
Thursday 26 November

Holiday Party at the Beacon Club

Mark your calendar. RSVP to Jim Johnston. 375-8441
Friday 4 December 2015
Social Time: 6:30, Dinner 7

KSPS Executive Committee Meeting

Tuesday 8 Dec - 6:30 / Brewster's
Social Time: 6:30, Dinner 7, Meeting 8
Location: Brewsters (near Kal. airport)
5315 Portage Rd, Kalamazoo
left at first light south of I-94

Change of Watch at the Beacon Club

Mark your calendar. RSVP to Jim Johnston 375-8441
Tuesday 12 January 2016
Social Time: 6:30, Dinner 7, Meeting 8

13-21 Feb - Orlando - USPS Conference.

Cruise following conference

KSPS General Meeting

Tuesday 9 February
Location: Moonraker - Battle Creek

KSPS Executive Committee Meeting

Tuesday 8 March
Location: Brewsters - Portage

Spring Conference 8-10 April 2016.

Detroit is hosting to celebrate 100 Anniversary
Double Tree at Ford Rd and I-94 in Southfield

KSPS General Meeting

Tuesday 12 April
Location: Moonraker - Battle Creek

America's Boating Course

Late winter, early spring

Education Highlights

USPS requires that we submit the names of the Squadron Education Officer and Assistant SEO in November each year. Since current SEO Harold Hladky and his wife Gail will be travelling more in 2016, he is stepping down. Jim Johnston has volunteered to move from Commander to SEO in 2016.

Traditionally, SEOs have served between three and five years. Wally Corder is one of our longest serving SEOs. Let's give Wally Corder a round of applause in appreciation of his many years as Kalamazoo's SEO.

Seminars & Courses on Sale: Use the code CHEER to receive your 20% off discount today! Offer ends 12/31
Seminars: Weather, Partner in Command, Radio, Cruise Planning and Rivers, Locks & Lakes. Just \$19.96 each
<http://www.boatus.org/cruising/>

Nominations: Everyone please think about stepping up and taking a bridge or committee position.

We still have the bridge positions of Commander, Administrative Officer, Treasurer and Secretary to fill as well as five elected officers on our Executive Committee. If you would like to be part of the decision making and work force of KSPS, please let the Bleyers 731-5601 or Hladkys (269) 274-1995 know.

We hope to have a slate of candidates to announce at next month's meeting, as the Bylaws require 30 days notice before the election at Change of Watch (12 Jan.) Be sure to RSVP to Jim for Holiday party on Friday Dec 4 and Change of Watch on Tuesday January 12.
Jim Johnston (269) 375-8441 or jimwj@hotmail.com

**Do you know why Seagulls like to fly over the sea?
Because if they flew over bays,
they'd be called bagels.**

HAPPY BIRTHDAY

Birthday not listed? Please let Lyn know.

December Birthdays

- 5 Scott Levene
- 7 Verle Wiita
- 8 Rise' Landeros
- 12 Dave Tuls
- 27 Glen Douglass
- 27 Jerry Johnson
- 28 Todd Rayner



January Birthdays

- 1 Gary Morton
- 19 Aaron Wright
- 30 Beverly Love

Congratulations George and Ruth Anne Tyler celebrate a milestone anniversary on Dec 3

The Edmund Fitzgerald sank 40 years ago - A Timeline

1957 August 7 - The keel of hull number 301 (the Edmund Fitzgerald) is laid in River Rouge, Michigan
Length: 729 ft / Beam: 75 ft / Draft: 25 ft
Capacity: 25,400 tons of cargo / 72,000 US. gal fuel oil
Single 19.5 ft propeller/ Speed: 14 knots /16 mph

1958 - June 8 - The Northwestern Mutual Life Insurance Company officially announces they will name the ship for the recently elected chairman of the board, Mr. Edmund Fitzgerald. The S.S. Edmund Fitzgerald is christened, making it the largest freighter sailing on the Great Lakes.
September 24 - The Fitzgerald takes her first voyage under Captain Bert Lambert through the Soo Locks.

1959 - The Edmund Fitzgerald is assigned a new captain: Captain Larson

1966 - Peter Pulcer becomes captain of the Fitzgerald

1969 - September 6 Internal and external damage occurs when the Edmund Fitzgerald grounds near the Soo Locks.

1970 - April 30 - The Edmund Fitzgerald and the S.S. Hochelaga collide, causing damage,

September 4 - The Edmund Fitzgerald is damaged when it hits a lock wall.

1971-1972 - During winter maintenance in Duluth, Minnesota, the Fitzgerald is converted from coal to oil.

1972 - Captain Ernest McSorley takes command of the Edmund Fitzgerald.

1973 - May - Damage by hitting a Soo Lock wall.

1974 - January 7 - The ship loses its bow anchor at about one mile to the west of Belle Isle, on the Detroit River.
June 17 - The Edmund Fitzgerald hits a Soo Lock wall, causing additional damage for the second time in one month.

1975 - November 9

8:30 AM - The Edmund Fitzgerald is loaded with taconite pellets at Burlington Northern Railroad, Dock 1. The ship is scheduled to transport the cargo to Zug Island on the Detroit River.

2:20 PM - The Fitzgerald departs Lake Superior en route of Detroit with 26,116 tons of taconite pellets.

2:39 PM - The National Weather Service issues gale warnings for the area which the Fitzgerald is sailing in. Captain Cooper on the Anderson spots the Edmund Fitzgerald and radios to her.

4:15 PM - The Fitzgerald spots the Arthur M. Anderson some 15 miles behind it.

November 10

1:00 AM - Weather report from the Fitzgerald.

The report from the Fitzgerald shows her to be 20 miles south of Isle Royale. Winds are at 52 knots, with waves ten feet in height.

7:00 AM - Weather report from the Fitzgerald. Winds are at 35 knots, waves of ten feet. This is the last weather report that the Edmund Fitzgerald will ever make.

3:20 PM - Anderson reports winds coming from the Northwest at 43 knots.

3:30 PM - Radio transmission between the Fitzgerald and the Anderson

Captain McSorley (C.M.) to Captain Cooper (C.C.):

C.M.: "Anderson, this is the Fitzgerald. I have sustained some topside damage. I have a fence rail laid down, two vents lost or damaged, and a list. I'm checking down. Will you stay by me til I get to Whitefish?"

C.C.: "Charlie on that Fitzgerald. Do you have your pumps going?" C.M.: "Yes, both of them

4:10 PM - The Fitzgerald radios the Arthur M. Anderson requesting radar assistance for the remainder of the voyage. Fitzgerald: "Anderson, this is the Fitzgerald. I have lost both radars. Can you provide me with radar plots till we reach Whitefish Bay?"

Anderson: "Charlie on that, Fitzgerald. We'll keep you advised of position."

About 4:39 PM - The Fitzgerald cannot pick up the Whitefish Point radio beacon. The Fitzgerald radios the Coast Guard station at Grand Marais on Channel 16.

Between 4:30 and 5:00 PM - The Edmund Fitzgerald calls for any vessel in the area regarding information about the beacon and light at Whitefish Point. They receive an answer from another freighter- the Avafors that the beacon and the light are not operating.

Estimated between 5:30 and 6:00 PM - Radio transmission between the Avafors and the Fitzgerald.

Avafors: "Fitzgerald, this is the Avafors. I now have the Whitefish light but still am receiving no beacon. Over."

Avafors: "The wind is really howling down here. What are the conditions where you are?" Fitzgerald:

(Undiscernable shouts heard by the Avafors.) "DON'T LET NOBODY ON DECK!" Avafors: "What's that, Fitzgerald? Unclear. Over." Fitzgerald: "I have a bad list, lost both radars. And am taking heavy seas over the deck. One of the worst seas I've ever been in."



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 a unit of the **United States Power Squadrons®**

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Come for the Boating Education ...
Stay for the Friends SM



Edmund Fitzgerald photo by Winston Brown

2015 Bridge Officers - Kalamazoo Sail & Power Squadron

Commander	Cdr James W. Johnston, P	269-375-8441 (home)	jimwj@hotmail.com
Educational Officer	P/C Harold Hladky, JN	269-274-1995 (cell)	harold.hladky@wmich.edu
Administrative Officer	Lt/C		
Treasurer	Lt/C Jerilyn Johnston	269-375-8441 (home)	ATreasJerilyn@outlook.com
Secretary	P/C Karen Strand, AP	269-964-6690 (home)	swegian63@gmail.com
Assistant Secretary	P/C Lyn Bleyer, P	269-731-5601 (home)	bleyer@wmich.edu

Edmund Fitzgerald (continued)

Sometime around 7:00 PM - The Anderson is struck by two huge waves that put water on the ship, 35 feet above the water line. The waves hit with enough force to push the starboard lifeboat down, damaging the bottom.

7:10 PM - Radio transmission between the Anderson and the Fitzgerald. Anderson: "Fitzgerald, we are about 10 miles behind you, and gaining about 1 1/2 miles per hour. Fitzgerald, there is a target 19 miles ahead of us. So the target would be 9 miles ahead of you."

Fitzgerald: "Well, am I going to clear?" Anderson: "Yes. He is going to pass to the west of you." Fitzgerald: "Well, fine."

That was the last conversation between the two ships.

7:15 PM - The Fitzgerald enters a squall while still on Lake Superior; the squall obscures the vessel from radar observation by the Anderson. Estimated winds: 70 mph

7:20 PM - Edmund Fitzgerald disappears from the radar of

the S.S. Arthur M. Anderson, prompting a call to the Coast Guard to inform them of the situation.

7:55 PM - The Anderson calls again and informs the Coast Guard that they have lost the Fitzgerald both visually and on radar. 9:00 PM - The Coast Guard, with no available search ships, radios the Anderson requesting assistance. C.G.: "Anderson, this is Group Soo. What is your present position?" Anderson: "We're about two miles off Parisienne Island right now... the wind is northwest forty to forty-five miles here in the bay." After more conversation and a request by the Coast Guard to return to search for the ship, reluctant to go out, the S.S. Anderson agrees to "give it a try" but claims that that is "all we can do."

10:53 PM - The first aircraft arrives on the scene from Traverse City, Michigan.

1976 May Wreck of Edmund Fitzgerald is officially identified 530 feet below, 17 miles out. Sources: Nat'l Transportation Safety Board and www.ssEdmundFitzgerald.org