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Laura Kruger's

interview with Allan Glantz

Spelling on the ~~right~~ ~~wallets~~ of the ~~direct~~ ~~clerk~~

me: Laura Kruger, December 4, 1993 Red Dust interviewee Mr. Allan Glantz, He worked on the ore boats for C.C.I. I'm interviewing him at his house in Marquette.

me: when and where were you born?

Him
(Mr. Glantz): I was born and raised in Ashdebele Ohio, which is a lake port in the North Eastern part of the state. on 16/6

uh, ~~my father's name was~~

me: what are your parents names?

Mr. Glantz: My father's name was John, he was born in Finland, My mother's name was Ida, & she was born in Ashdebele Ohio ^{isp correct?}

me: what did your parents do for a living?
~~My father immigrated~~

Mr. Glantz: My father immigrated from Finland at the age of 13 on his own, probably an ~~through~~ processed through Ellis Island in New York then settled in Ashdebele Ohio, My mother along with her sister owned and operated a millinery ^{millinery} shop

Q. Mr. Glantz: they delt mostly in womens
~~hand~~ hand made hats.

me: what are the names of your brothers and sisters?

Mr. Glantz: my Brother paul is 6 years older than me and my brother Richard which is now dicesed is 4 years older than me. Marlan is a sister she was 2 years younger than me and uh, number 5

me: Are you currently married? If so, what is your spouses name?

Mr. Glantz: yah, her name is Geraldene Upson Glantz, And number 6 is uh,

me: what are the names of your children?

Mr. Glantz: Well, I have two daughters and a son, Patricia is an elementary school teacher in Sparta. And Gretehen is a music teacher at National Mine. And Robert is a senior writer in a Publics relation firm in San Francisco California. Patricia Comley is a daughter of Gereldene's _____ ✓

Mr. Glantz: She is a teacher in Nadum
Massachusetts and for Topical
questions

me: How long have you been working in the
iron industry?

Mr. Glantz: I worked 42 in the iron ore
industry.

me: why did you choose to work in the iron
industry?

Mr. Glantz: Graduated from high school in
1936 during the Great Depression
years. Uh, sailing on the Great Lakes
seemed to be the most attractive

*possible
quote*

me: Please name those relatives who have
worked in the iron industry.*

Mr. Glantz: My brother Paul was a ~~resen~~ licensed
deck officer in the Great Lakes then
transferred to duty on salt water at
the time of WWII.

I had 127 assignments which included
8 in the old LCA BOOK, that's a book
like this; you could look at it if
you like. Then 82 in the first, uh,
government discharge book and
then 37 ^{CDB} in the final Book issued
by the U.S. government

*include
+ quote*

④ Mr. Glantz: CDB stands for Continuous Discharge book

me: what are the names of the various Mines or Buildings you have worked in? (Ship or Ships you've sailed on?)

Mr. Glantz: The following are names of Cleveland Cliffs iron company ships that I worked on in the spring of 1936. I got some of these out in my A, B, C, D, E, F, there designating old ships. The first one I had was the Cadillac, it was an old timer then the Presque Isle, then the Cadillac again, and then the Munising, the Hennipin, Grand Island, JH Shadle, Ishpeming, Negaunee, Angeline, Marguerite, Cadillac, Angeline, William G. Mather, Shicornack which ~~uh~~ was originally the Cadillac. Then they used the Cadillac again to name one of the newer ships, which came out in 1942. Then there was the William G. Mather, the Shicornack, Peter White, Marguerite, Ishpeming, Jolient, Cliffs Victory, Kernal, Yosemite, Michigan, Champlain, E. B. Green, Pioneer, H. Olgelbell, Pontiac, Prontinack, LaSalle, Cadillac ~~was~~ named was changed to Shicornack during the time of the WW II period and I got these letters

(I think names of ships are underlined)

include + quotes

(6) ~~Mr. Glantz~~ me: Did this job require any special training or higher education? If so, please describe it.

Mr. Glantz: I went to the lake _____ association school in Cleveland Ohio. It was a school for deck officers. Then I took the test which resulted for me in achieving a pilot license first class, all _____, all horsepower. To cover the great lakes and tributary waters as far Anacosti Island. Which is some 500 miles Northeast of a Montreal, Quebec. Obtained a third class operator license a requirement necessary to operate a radio telephone radio. Had a few days of schooling to be certified as a radar observer. Had about 5 days of schooling in Duluth Minnesota, I don't ~~remember~~ remember, it was a long time ago. In preparation for a master license, which I received all _____, and all horsepower, and so on. And uh, number 8, what was that all about. Please describe any special machinery or equipment that you use on the job. Well there's any number of machinery and machines and stuff that we use

include

u

⑦ Mr. Glantz: hatch winches, powered with steam engines, and later, and with cable on drums to open and close the cargo hatches, and so on. Deck cranes on lower ships made a road on a track, or hoisting hatch covers off and on or putting them on. Uh, there was a track on each side of the ship with a long bridge over it almost the width of the deck, and the operator road on the one side and did all the controls for hoisting, and there were, it was a cable device with, a hooking device on each end and a man would operate that, and he'd put it in the proper place and then it was ready to hoist or lower whatever the case might be. And let's see, oh, _____ winches. There were 3 on each end of the ship and they were used to secure the vessel to the ~~the~~ dock. Anchor winches, one at each end used for bringing in anchor chain and anchoring. Loading cargo untailed _____ to ships along the dock to position vessels for loading. As specified by the loading plan. Uh, I can't, sent down from docks superintendent

include

⑧ Mr. Glantz: Also, involved engine room crew to pump out ullage tanks and so on, on, number 5, and that brings us to number 10

me: Number 10

Mr. Glantz: Thinking back over the years, what are the most challenging or difficult duty you had to perform and explain why?

well, uh, there's a lot of things but I picked this one anyway. This is during the season of 1951. I was assigned on to the Kernal on 8/23/51 as first mate. Early in November we were at anchor ~~Waishka~~ ~~iska~~ Bay, that is spelt Waishka, but the sailors always referred to it as Whiskey Bay, you know whiskey. (Laugh) everyone knows that. Yah, that's in the upper 500 R. ~~about~~ about the locks. O.K., we were at anchor there because of storm conditions on L. Superior, being Northwesterly ^{gales} gales. When the storm wind increased and more chain was released and eventually the pressure was too great resulting in a crack or broken wildcat. A wildcat is a separate part that's free to rotate

④ In a certain matter when moved by a winless bars, a big bar. Put it in there than you got to slide it one way than the other. And that's, like uh, similar to a clutch on a car. It engages the engine power source or its a power source connecting with the winless. And it has to be positioned, and, I mentioned that. Than the lugs are tightened and the winless is ready to operate once the compressor is released. ~~Then~~ Then we would be able to raise, number six, oh here it is, Raise or lower the anchor as needed obviously the winless was useless. The engineers tried to make a temporary repair by using scrap iron and boldding it on each side of the crack many, many positions of this scrap iron, or strap steel, tried to lace that crack together so that the whole unit was in working condition. O.K., uh, lets see, when the engineers had their crew working on that and eventually with all the labor they put in again, it wasn't strong enough to do the work, that is pull the anchor chain in. Incidentally the anchor chain we had lost all of one box and they had dragged the chain from the other box through a separation hole in the bottom of the 2 chain boxes. So 2 chain boxes were completely run out. So, uh, it wasn't strong enough to do the work so, we ended up by using a big hand operated chain falls from chain falls, and 1 deck engine, and its cable. we used we hooked it up it the more efficient way.

include & include

⑩ Mr. Glantz: It was a slow process, being able to recover about 4 chain lengths at 1 time. You got this big winless broom, and you got this big winless engine that's probably half as wide as this kitchen and then there's 2 house pipes, one for each anchor, on the port side and 1 on the starboard side. Ok, in this case it was a starboard anchor that we had let go and it drew all the chain out of the box, and like I said before it pulled the other chain out of the port side box. So, let's see, what else have I got here. Oh, we'd recover 4 or 5 links, these anchor links were maybe that long, and were made out of heavy cast steel, about that size, maybe a little bigger with a stud in-between to keep the chain from squeezing and tightening, and stretching see, ok, and the chain was so big as to fit into this wildcat, which would be turning like this to ~~recover~~ bring it in, and this wildcat was built to form to take each length of the chain, and it would lock itself into the position and that way we could recover the whole chain, we had to do the work of the winless

⑪ Mr. Glantz; It was a tremendous job and I don't have the ~~the~~ details on that, but I think we all worked well on and off the whole forward and _____ about a period of 24 hrs. recovering that chain. We got it all done, and uh, lets see, 10. We saved the company a tremendous amount of money, if we had a shore selvage crew do that job for us, bring a big hoisting machine there, and, a so on. Once the job was finished, we proceeded on the Marquette to load ore for Cleveland, Ohio. And then, well we had a mishap in Marquette here too. We were loading the ore on the southside of the dock, and there was, it had snow on the deck, and freezing weather, and a couple of hatch leaves had froze together. Hatch leaves are probably this wide, you know, uh, looking at one side, and the extent, of width of the hatch. O.K., they were built so they, sort of, uh, telescoped and each piece, of hatch had _____ had some catching devices, here on the bottom side, so that one would catch the other this one would pull this one, they'd lock together, they sort of mesh, and they were somewhat _____ there too. O.K., they were hooked on right here with a hatchguard

(made an estimate of
sect / inches

② Mr. Glantz: And then they were about 12 leads
2 of leads went into the cargo because
they were uncontrollable, sometimes under
those conditions, they went into the cargo
which, were they shouldn't have gone, and we
had to take time out we got some devices
to pull those out, with hatch cables, then
reassemble it, and try it all over again. Now
that was one of the hazards of uh, that
kind of hatch covering. Now, number 11

Mr. Glantz: over the years, what have you enjoyed
the most about your job?

Oh, yeh, I just made a quick notation
pilot house duty is the most pleasant, that's
the easiest job for me but you have to be on
your toes to a certain extent. There's so
many duties involved, its next to impossible

include



me: what did you do at that duty?

Mr. Glantz: we had to, um, move the ship, we were
in control, when we were up in the pilot
house. we'd tell the _____ which course
to steer, we'd have to keep a look out,
listen to radio telephones, and uh, communicate
engine room at times, and uh, so on. Lets see

me: #12, what are biggest responsibilities of your job?

③ Mr. Glantz: yeh, number 11, Over the years, what have you enjoyed the most about your job? O.K., one was in the an assignment, lets see, I was assigned to the Cadillac June 1943 as a 3rd mate I guess I was there and we took that ship, she was brand new never been used before, and um, we took it down Lake Erie on the westend there for a trial run. You'd run so far, and have certain things to check the, uh, workings of the engine you know and they were steamship ~~the~~ inspectors, U.S. government men aboard and everything like that. The Coastguard and we went through various tests there and apparently everything was O.K. so they, we took it back to the ship yard and people went ashore and that's the last time we saw them for a long time. But while we were out here on lake Erie I remember ~~there~~ there was a shipyard worker who had carrier pigeons, you know homing pigeons you've heard of them. O.K., he had probably half a dozen pigeons in this wicker cage sort of like. We got out there and he released them and they took off, and circle the ship a few times like that and took off for ride. Like going back to there home base. So that was one of the interesting things. Lets see, number 11

Condense + include

me: What are (were) the biggest responsibilities of your job?

Mr. Glantz: I don't know that I numbered this ~~the~~ wrong. At the time I was 3 mate on the Michigan and we would anchor because of engine problems.

(14) Mr. Glantz: 50, along came the Cliffs Victory and we took a line from her stern into our winless room along _____ table it would probably _____ better than 3, say about 3 in. thick. And towed us up to Superior Wisconsin and went into the shipyard there for repair. And we went up really fast, you know the Cliffs Victory was one of the fast ones ^{in fact it was} the fastest on the Great Lakes at one time. I guess we had her going 22 mph (chuckle) So you can figure sort of a turmoil she would make in confined waters. Well, anyway I think that we went up the lake at about 14 or 15 mph. You couldn't run the full speed for this reason, I guess they watch that tow line and had to have a little bit of a sag or gully in it. If they had straightened that tow line out, they could've broken the tow cable and we'd be out of commission again. So, when we got to the area of Superior Harbor by. We let go of the line and the Cliffs Victory pulled it in in a hurry ~~on~~ on one of ~~the~~ their stern winches, and she went into the dock, and _____ came out and took us ~~to~~ into the Superior Shipyard where we had _____. Lets see, that takes care of that. Oh the Cliffs Victory I was second mate there and Lets see fitted her around ~~at~~ at the Calumet Shipyard at South Chicago Illinois. I was there from 5/28/51 to 8/21/51. We had our trial run and uh, everything was satisfactory and so on and I remember when I was there, the first mate and I, I was second mate

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PUNK

Just

⑮ Mr. Blantz; at the time, we had to go through the entire water bottom. O.K., the water bottom of a ship is the lowest, um, hull plates on the ship from one end to the other and it divided off into tank sections all depending on how many tanks they had. Each tank holds a certain given amount of water and so on. And there's valves pipes leading from the engine room to each tank, a set of pipes on both sides so that the tanks are separated so that no water can go from portside to ~~the~~ the starbird side, it's contained in other words. O.K., so we had to take off many manhole plates. First you got the side tank to go into, uh, a side tank is a, I'll draw an illustration here. See it's the ship's hull O.K., there would be a manhole plate right here and one right here. O.K., you'd have to open up that manhole plate to get into the side tank and then here's the water bottom, there was a division here and a division there. O.K., we'd have to take off another manhole plate there and another man hole plat here to get into this water bottom. O.K., and there was a division here or right over the keel line uh, dividing these into two. So, we had to take off many manhole plates and then crawl down here, I think we had 60 in. tanks from the bottom to the level of the deck that held all the cargo, you know. It was a dirty job, and the Cliffs Victory was comparably ~~in~~ new at the time even after being out only a few months but even at that it was a dirty job because it would pick up water valves, it would have a

CM lead
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(16) Mr. Glantz: certain amount of mud or dirt material and this material had a tendency to settle in the side tanks and on the water bottom. Some of the older ships had about this much mud on the bottom, you know, clay like sort of stuff, you know. Slimy dirty stuff. Well, we had to go down there to inspect the hull water bottom damage. All lake ships, they don't have a round bottom like that, they got a bottom shape like a U, but the U is so tiny, that it's almost invisible. That so that the water won't drain to the center of the ship and so that when there pumping water ballast in, they can get the water ballast out as much as possible to make it as dry as possible, you know. So you got a ballast tank from the rafter in and all these tanks, all these pipes hook up into a, oh, I forget the terminology for that into a pumping system so that the engineers on watch can pump out no. 2 starboard or #7 port, whatever it might be or all of them. Eventually all the tanks have to be dry when, so that it's all cargo and so that we can carry as much cargo as we were allowed to carry. We don't want water in the cargo hold or in the ballast tanks when we're loading, because we have to have that buoyancy for loading cargo. Now, let's see #10, too many responsibilities to right down I'm trying to cover them the best I can. O.K., oh I guess I told you about hauling the matter down the Detroit that was quite a, oh a hazardous undertaking due to the to the fact that

①7 Mr. Glantz: the Angeline was low powered and she might of had 1200 horse power something like that when she came out new and she had far less than that when this incident took place when we hooked on when we joined the Angeline onto the Mather. Our stern was overhanging her stern and lets see we had our cables joined onto the Mather and they had their main cables joined onto ours the best we could. Apparently we had it laced together tight enough because we made the trip all the way down maybe a length of 75 mi. down to the Port Huron light ship then all the way into the St. Clair River into L. St. Clair and the probably than ~~about~~ another 20 mi. or more in the Detroit R. down to River Rouge ship yard. It was quite a task you know, she was slow in making certain turns because it was such a cumbersome thing to start moving and it took alot of skill for the ~~captain~~ Cab to get her down that far. So then we did get her down that far and two tugs came out and we released the lines and the Mather released their lines and two tugs one on each side of the Mather took a tow line and pulled her into the ship yard dock for repairs. Now, what else have I, oh I guess #11 continued, over the years, oh that's not it but I got it numbered that.

include

18 Mr. Glantz: anyway. The early ships we called them the junkers, they were the small ships in the Cleveland Cliffs line. 11 hatches, and they were the sliding type of hatches and uh, lets see. They had to be at a certain time of year they; the ~~hatches~~ hatches had to be covered with carpoleans, (heavy canvas made to the proper size, water proofed, and soon), each tarp weighed maybe 100 lbs. so when they were wet or iced up, they were buggers to handle. But we had to do it. Lets see the early ships had what is called a wireless telegram. They carried a wireless operator, they called him sparks. And going into port we had to take down his ~~air~~ aerial which ran from one end of the ship to the other and it joined onto each mast. It was heavy aerial wire about twice as heavy as this wire here (on the tape recorder) in size. And lets see, and they were later replaced with radio telephones. First of all, we had what were called A.M. telephones, they were shipped to shore and they were the Am. type. They were long range. And later the F.M. telephone came into existence. And the F.M. phones were used for short distance communicating between the ship and some shore station. They were any number of shore stations, Buffalo, Rogers

Edw

① Mr. Glantz: City, Lorain Ohio, Port Washington, Duluth and, Yah, there were maybe some others too. Lets see, and the mates in the cabin were qualified to use, and we were required to obtain a 3rd class operators license. ● The early ships had magnetic compasses only. We had 2 compasses for I was, you know, they were in the Pilot house and 1 ~~on~~ on the bridge and the we had usually a spare magnetic compass on the boat ~~to~~ by the emergency steering wheel. Lets see, we didn't get gyroscopes for setting courses they were a big electronic machine with a dome about that big. And then they ~~had~~ taper down, they were about that high. That is the master giro. And they were what was called mark 6^a that was the designation of those. And they were the earliest kind of giros on the Great Lakes. I remember 1 time we got them as a, they were offered to us because they were taken off of some older ship that had been scrap prior to all this time and the Cleveland Cliffs bought them to ~~supply~~ supply maybe a half a dozen ships and then from that time on was, we got heavier gyroscopes. And they were good instruments and then of course in later years, probably about 1950 or so, we were able to get radars installed. We had several different kinds throughout the years. To begin with, we had a westinghouse I believe it was commercial radar. we had a big, we called it a mushroom.

John

② Mr. Glantz: which was placed on the top of the pilot house and inside of that thing it was all plastic, hard plastic was made to shape and form to withstand a lot of wind pressure and freezing weather and stuff like that and inside of that there was a transmitter and a receiver we had to send out a signal and we had to have that signal returned to which was eventually placed on our viewing scope which was 18 in diameter, that's a good size picture O.K. every time that transmitter would turn around we saw wavy lines going all the way around the scope and would bring in ~~the picture~~ a ~~good~~ definition of the picture. There would be a print of land and ships or whatever ~~it~~ it might be in the water. We were able to determine the course and the direction of any ship in the water if we had to observe or safety purposes, that gave us a way to steer clear of any danger. We could determine if it was a moving object or whatever it might be. And in the course later years the had Loran Sea, uh, we didn't have any Loran Sea at the time I retired which was 1976. That's a positioning device and it brings in a picture of the land and ~~the~~ the distance away so on. Now, let's see, well let's let it go at that I'm on that part of it. Is there anything else that you'd like to ask me?

me: Do you remember ~~any accidents~~ any accidents that happened?

Mr. Glantz: Yeh, I do. I was at home on a vacation ~~break~~ break when the Edmond Fitz Gerald went down. I was home on vacation leave 20

1/20/76

21 Mr. Glantz: for 20 days and during that time I was sitting at home, I lived on Albert street at the time which is a little bit south of here and also east of here. And the wind and storm conditions were so severe that I thought to myself if any thing bad is going to happen on the Great Lakes it's going to be tonight. And sure enough it did happen, the Fitzgerald went down and so many men aboard it, I think 29 all died. And I thought to myself then it was so severe the noise and the clamor were so strong, everything just sounded wild. You could here the lake roaring in the Now, and come to find out the next ~~day~~ morning I got up at about 7:00, and turned the radio on the t.v. on and sure enough there was ~~x~~ Walter Cronkite mentioning the that the Fitzgerald had went down. And, of course we all felt bad about that and come to find out the first mate on that ship his name was uh, off hand I can't think of it, but he and I were shipmates, roommates together on the Peregue Isle in 1937 so, thats one case where I personally knew one of the crew members who lost his life. Then another incident, this was, I could show you a picture of myself and one of another boy taken in 1936, we were both deck hands on the Cadillac. On later on we, I got my pilots ~~license~~ license ~~in~~ in 1942 and he got his maybe a year or two later. But At any rate he was 3rd mate on the Joliet, which was a Cliffs boat, they were

Include -
- Mrs. Farnsworth
- 1009 x wreck

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② Mr. Glantz: up in superior and they were shipping along the dock and of course I don't remember if they had rail controls on the Joliet at the time or a person operating those benches could stand right at the end of the rail and see the line going out or coming in as was required. We had men on a dock shifting lines one way or the other as told by the mate on duty there. Well, on any rate he took a strain, ~~and~~ apparently took a strain on one of those cables and something went wrong the cable snapped and hit him right there. He broke his neck and his head fell on, I don't know, they claim it fell onto the dock. That could've happened to me, I got a minor scar right here where we were, I was on the Ishpeming at the time I was 2nd ~~mate~~ mate there and we were in little current Ontario loading/unloading coal and one of the Luring cables snapped and it hit me and it made a gash in several different places off. Well, sometimes my mind doesn't work, well ~~at~~ at any rate it was, I came close to getting it that time. Oh, here it is, see it's about 3 in. long, you can barely see it, it cut in there and then ~~the~~ there was a couple of little pinpoints where ~~the~~ the thing jabbed in. So that's the nearest I came to getting done in. And let's see, I know former shipmates that have lost their lives on just about all of the great Lakes due to ships sinking and storm conditions. Now let's see.

C. M. Lense
& include

me: what were the working conditions like?

Mr. Glantz: Well, they were such that the mates & engineers were assigned watches. The 2nd mate and the 1st engineer would have the 4 to 8:00 watch. 4 to 8 in the morning, 4 to 8 in the evening. And the second mate would have

1 M. P.

22

23) Mr. Colantz: the 12 to 4 watch. Along with the 2nd engineer morning & night. And the third mate would have 8 to 12. which was morning and night. And if you were 2nd mate boy, you had to be up and a round so that there would be 2 mates on deck loading the ~~ore~~ vessel. And going in & out of the river in Cleveland is required a mate on both ends of the deck. And mate act would be using a walki talki or something like that and giving directions to the cabin, you know ~~so~~ so far off on the portside, so far off on the starbird side. And the same with the mate up forward. And well lets see, there were times when we had to put in alot of time cleaning out cargo, for instance if we were down on Lake Erie, unloading iron ore, maybe wed be way up the river probably 10, 12 mi, maybe as far as we can go unloading, we might be up there for 24 hrs. or something like that and there was always a chance that during that time a rain storm would come up or something like that and we'd get a delay because the tugs wouldn't take us because there was to much current in the river. They were scared to move us for fear there would be damage to us, or the dock or some other ship. So, the river in Cleveland is kind of ~~unusual~~ unusual in that regard and sometimes there was low water we couldn't get in so, for a number of years we would wider at one of the docks on the Lake Front and then go up the river to unload the remaining parts of the cargo or maybe they'd take

1 nclude

Q4 Mr. Colantz: up 2,000 tons of the cargo and put it into
one cars then the ship would come up a
certain number of inches on each end then
they'd let us go up the river. we were,
we had to consider the time of the season.
In the springtime we couldn't load to deep
because of ice conditions. In the summer
time we had the deepest draft available.
And they had a so called Summer Emergency
draft available during the war years. And
that continued on for a long time, maybe
they still have it for all I know. Summer
Emergency allowed them to carry an in. or
2000 more of cargo depth. And, lets see
Got anything else in mind?

me: well, have these questions on back left. 17-
and then the concluding part

Mr. Colantz: You mean opinions & insights?

me: uh, huh and a couple more left over her on the
other side, right here

Mr. Colantz: Lets see, please describe what your co-
workers are like. Do you remember any
special stories that stand out about them?
Well, I think one year this was when
I was on the Marquette as 2nd mate we
were on the west end of this lake and we
were probably Hami from Duluth and I
guess I got orders from the marine
office, there in Duluth, which I had to pass on

25) Mr. Glantz: to the Cabin. The orders were do not let
any body off the vessel, when your tying up
hold every body there. So, this is already nighttime
when we got in, it could've been 10:00 dark. we tied
up at the Cleveland Cliffs dock there and there
were several cars there and they had there spot
lights on. U.S. martial was there, F.B.I. was
there, Superior Police force was there. Come to
find out the officials were Looking for a crew
member that we had, I don't remember his name
right now, but he had been in prison somewhere
before and he had violated his parole, in some
matter shape or form, so they were up after him.
So I had to pay him off and that's the last time
we saw him.

me: What do you enjoy doing in your spare time?

Mr. Glantz: Spare time? well, I guess about all we
could do is sit down and read, or play cards
or something like that, when we were aboard
the ship. And the ^(Wife?) ride home a lot of times
I was too tired to ride home after putting in
a strenuous ship in Cleveland going up
and down the river, that's time consuming &
tiresome, you know and so on. Well, that's all
gone away with Howard since I've been retired
I've sailed small boats. I got a 30 footer its
pictures in there by the way. I gave that up
because of well I developed a balance situation
and I don't know when the ~~the~~ tack
will come on but its in my right inner ear
I get a sensation that I'm seasick, that's strange

Q6 Mr. Glantz: and the 42 yrs. of sailing I never did get sea sick aboard the big boats. (Laughs a little) So, now I get seasick when I'm on land, it's hard to live with. (Laughing) So I had to give up sailing. (ironic)

me: If you had to do it all over again, would you pick the same career?

Mr. Glantz: I think so, yah.

me: Looking over the years what impressions stand out in your mind concerning your association with C.C.I.?

Mr. Glantz: Well, it's been a good career. We had our ups and downs, like, you can help yourself to the conky, like most industry has, there's been slack seasons for us. When, for instance when this a few years after I've started sailing I was already an able body seaman known as an A.B. and another fellow with the same rating, he and I were the only 2 unlicensed men in the forward thr. All the rest of ~~the~~ the men were licensed men, ~~the~~ they were 3rd mate, 2nd mate, 1st mate, some cabiners, so we had to do a lot of work on seniority ruled and they took the best jobs, you know.

me: What do you think the future holds for the Tilden and Empire?

Mr. Glantz: Well, there probably as well off as any other 24



Mr. Glantz: supplier to the steel industry, right from the start of my sailing career I noticed small ships coming into the ~~Great~~ Great Lakes from ~~over~~ over seas that were bringing in bar steel, strap steel whatever it might have been, unloading cargo in Cleveland for instance at the Lake Front, and that was foreign steel coming into the U.S. and I (tape ended, he didn't say) (much after words)


Lots of info we've never had before.

Try to give the reader a picture of what it's like on an ore ship - duties condition etc. Includes his personal experiences

This can be a terrific story!


what he enjoyed it
about


← Job duties  purple 
a responsibilities

work conditions 

training / schools  strange


Ship parts

Names of ships  pink

machinery used 

~~work assignments~~

accidents

Misc. 
(opinions)