

"CHOCTAW"

DETAILS OF ENGINEERS' SUPPLIES ACCOUNT.

	1900
Tools and hardware,	\$5.28
Lamps and wicking,	6.00
Lye and scouring material,	6.50
Soap,	6.00
Rags and waste,	3.10
Brooms,	2.10
Brushes,	1.34
Squirt cans and fillers,	.85
Valves,	78.94
Fittings and pipings,	24.59
Packing,	72.87
Gaskets	7.27
Sundries,	<u>7.18</u>
TOTAL,	\$222.02

STEAMER "CHOCTAW"

FUEL PURCHASED.

SEASON 1900.

GRADE	TONS		PER CENT	AVERAGE PRICE	TOTAL COST
Lump	532	1000	26.2	\$2.677	\$1,425.30
Run of Mine,	1366	1850	67.3	2.600	3,554.76
Nut	90		4.4	2.450	220.50
Slack	42	300	2.1	2.299	96.55
Totals,	2031	1150	100.0	\$2.607	\$5,297.11

"CHOCTAW"

DETAILS OF CAPTAIN'S EXPENSE ACCOUNT.

	<u>1900.</u>
Telegrams and telephones,	\$23.56
Postage	7.42
Railway fares,	29.97
Customs,	8.80
Exchange,	2.90
Stationery	.85
Express,	1.55
Dock men.,	5.00
Switching, casting, etc.	3.05
Board,	<u>25.00</u>
TOTAL,	\$118.10

"CHOCTAW"

STATEMENT OF GENERAL & EXTRAORDINARY REPAIRS, ----- ELABORATED.

TOTAL AMOUNT OF REPAIRS WAS \$2,093.21.

	MACH	BOILER	HULL	DECK	CABIN	BUL- WORKS & RAIL	MISC.
	REPAIRS	REPAIRS	REPAIRS	REPAIRS	REPAIRS	REPAIRS	REPAIRS
Repairs speaking tube							.25
Repairs locks on doors,					1.50		5.84
Repairs yawl boat							.15
Repairs to whistle,					2.48		1.00
Repairing wire screens							1.50
Repairs rigging							2.73
Repairs man hole,							2.13
Labor forge shackles,							
Repairs towing chain,							
Cleaning, painting and varnishing captain's and dining room, state room and engine room,					21.00		
Repairs to heater,					3.00		
New keys for doors,							10.40
Renovating mattress & couch,							45.90
Raising blow off and waste pipes,	78.87						
Cutting door in boiler house,							29.03
Waste pipe from kitchen							12.03
Labor and material used in covering steam pipes,							44.74
Adjusting compass,							40.00
Repairs to gauges,	1.25						
Sheet lead put on steps to cabin and engine- room							10.80
Glass for cabin windows and engine- room sky-light							24.77
Repairs to log,							3.00
New smoke-stack,		385.19					.50
Repairs to lamps and lanterns,							68.13
Repairs to kitchen range,							
Sundry repairs to hatches, new hatch covers, &c.				230.84			.84
Repairs to fire tools,							4.00
Repairing clocks,							
Sundry repairs to hold, painting, scraping, &c.,			206.23				
Deck repairs, patching planking, etc.				218.75			
Repairs steering gear,	47.92						
Repairs dead lights,							15.61
Altering plumbing in cabin,					149.99		
New stanchion sockets, wire railing, &c.						45.23	
Paints used,							377.61
	128.04	385.19	206.23	449.59	177.97	45.23	700.96

Steamer "CHOCTAW"

STATEMENT SHOWING TIME DISCHARGING OFF CARGOES.

NO. CARGOES.	NAME OF DOCK	AV. TIME AT DOCK		AV. TIME AT DOCK DISCHARGING		AV. TIME ACTUALLY AT WORK	
		DAYS	HOURS	DAYS	HOURS	DAYS	HOURS
2	E & P R'y, Erie, Pa.	1	7	1	5	.	17
2	Carnegie, Erie, Pa.	2	9	1	8		15
2	Minnesota, Ashtabula, O.	2	1	1	12		16
3	P Y & A, Ashtabula, O.	3	6	2	3		20
3	C T & V, Cleveland, O.	2	3	1	15		21
1	B & O, Sandusky, O.	4	--	3	20	1	9
1	C H & D R'y, Toledo, O.	1	7	1	6	.	18
14	Grand Average,	2	9	1	18		19

Steamer "CHOCTAW"

STATEMENT SHOWING TIME DISCHARGING ORE CARGOES.

NO. CARGOES	NAME OF DOCK	AV. TIME AT DOCK		AV. TIME AT DOCK DISCHARGING		AV. TIME ACTUALLY AT WORK	
		DAYS	HOURS	DAYS	HOURS	DAYS	HOURS
2	E & P R'y, Erie, Pa.	1	7	1	5	.	17
2	Carnegie, Erie, Pa.	2	9	1	8		15
2	Minnesota, Ashtabula, O.	2	1	1	12		16
3	P Y & A, Ashtabula, O.	3	6	2	3		20
3	C T & V, Cleveland, O.	2	3	1	15		21
1	B & O, Sandusky, O.	4	--	3	20	1	9
1	C H & D R'y, Toledo, O.	1	7	1	6	.	18
14	Grand Average,	2	9	1	18		19

C h o c t a w

GENERAL DATA

Total number of crew (including Master and Engineer).....	19
Length over all,.....	280 feet
Keel,.....	266 "
Beam,.....	38 "
Depth,.....	23 "
Net Tonnage,.....	1,256 tons
Gross tonnage,.....	1,573 "
Ore capacity,.....	2,823 "
Coal capacity,.....	2,558 "
Engines,.....	17,29,47 X 36
Boilers,.....	11 X 12,(2 scotch)
Steam,.....	160
Horse Power,.....	800
Pitch of Wheel,.....	13°6"
Average revolutions of wheel per minute loaded,.....	81
Average revolutions pf wheel per minute light,.....	85
Number of hatches,.....	7
Average miles per hour, .light.....	11.70
Average miles per hour, loaded,.....	10.86

1900
STEAMER ANDASTA
of
ANNUAL REPORT

Andaste

GENERAL OPERATIONS:

The Andaste sailed from the port of Lorain, Ohio, on her first trip April 24, 1900, and arrived at Cleveland on her last trip, ready to lay up, December 4, 1900, having been in commission 225 days.

This steamer made a total of 21 trips for the season, bringing down 14 cargoes of iron ore from Upper Lake ports; 8 cargoes of grain were carried from Lake Michigan, and cargoes of coal were carried on up trips as follows:

2 cargoes to Marquette,
3 cargoes to Milwaukee,
2 cargoes to Chicago.

The total number of miles traveled by this steamer for the season was 30,581. She carried 75,314 gross tons of freight, from which the net earnings were \$22,795.35. The average rate of freight obtained on all commodities of freight carried was \$.8065 per gross ton. The cost of carrying was \$.5038 per ton, leaving the net earnings per gross ton \$.3027.

GENERAL REPAIRS:

The possession of the steamer Andaste was acquired by purchase from The Lake Superior Iron Company at the end of the season of 1899. No extensive repairs were made to this vessel, but she was found to be in need of attention in all departments, either in the way of renewal or repair before going into commission for the season 1900. Adding the General Repair Account of \$1,158.52 and the Fitting Out Account of \$2,539.10 together, shows a total of \$3,697.62 as the cost of replacement and repair.

No extensive items of repair seem to be necessary before the steamer goes into commission again, though there will be a number of matters of a minor nature that must be given attention. The largest single item of repair will perhaps be the renewal of hatch covers; this cost will be in the neighborhood of \$250.00

ACCIDENTS:

Collision with Ashland Ave. Bridge, Chicago. On September 11th, while passing through the draw of the Ashland Ave. bridge, during the shift from Sill's Coal dock to the Minnesota Elevator, the Andaste's starboard quarter (abreast the boiler house between the main and lower sheerstrake) received a dent from a projecting timber on the bridge abutment. The depression in the plate is about three-quarters of an inch, and between two frames, about three feet above the light water line. No further damage was done.

A n d a s t e

Collision with Canal Boat "First National". While bound down the Chicago River on the evening of October 30th, grain laden, the Andaste is claimed to have struck the Canal Boat First National, which was lying at the Norton Mills at Madison street bridge, loading grain. It is claimed that the damage consisted of an injury to the First National and the wetting of a thousand bushels of wheat, which was sold at a loss, and a claim aggregating \$1,567.60 has been made against the Andaste on this account. What has lead to confusion in this case is that the Captain and the men on the Andaste have all testified that they did not harm the First National, while the men on the First National all testify that the Andaste did strike her. A mass of correspondence has grown out of the case and we forwarded to our underwriters, copies of all papers, with request for instructions. Acting upon their advice, we have notified these people that we decline their claim.

Stranding, Middle Ground, St.Clair Flats. On November 10th, when abreast the upper end of the Middle Ground, the Andaste met and passed port to port an up-bound steamer, and in doing this, her wheel was put first to port and as she got passed was put back to starboard, and then to port, to steady the vessel on her course. As the wheel was being steadied after this last porting, the steering engine broke, and the vessel continued to swing to starboard. The lashings of the hand steering gear were immediately removed, and an attempt made to steer the vessel by hand, but it was found impossible to do this on account of the cable sticking. The Andaste's engine was backed at once until she swung around and headed up the river, and then, in an attempt to keep her off the Middle Ground her engines were worked ahead and an attempt made to steer her, but without success, and she stranded near the head of the Middle Ground. It was found that the port valve stem of the steam steering engine had broken. This engine was apparently in perfectly good order before the accident, and the breaking of the valve stem appeared to be due to a latent defect. The cost of this accident was \$96.62, claim for which amount has been sent to our underwriters.

A n d a s t e

	1 8 9 9		1 9 0 0	
	Days	Percent	Days	Percent
Time in Port,.....			104-1/2	46.5
Time sailing,.....			113	50.2
Time lost by bad weather,			5-1/2	2.5
Time lost waiting at See Canal and River,.....			1	.4
Time lost by accidents,.....			1	.4
 Total Time in Commission,.....	225		225	100.
 Number of trips made,.....		28		21
Number of cargoes carried,.....		28		29

A n d a s t e

	1 9 0 0
Days in Commission,.....	225
Number of miles traveled,.....	30,581
Number of trips made,.....	21
Number cargoes freight carried,	29
Gross tons freight carried,.....	75,314
Average rate freight per gross ton,.....	\$.8065
Average cost to carry per gross ton freight,.....	.5038
Net Earnings per ton freight carried,.....	\$.3027
Gross Receipts,.....	\$ 60,740.23
Gross Expenditures,.....	37,944.88
Net Earnings,.....	\$ 22,795.35
Percentage of operations to earnings,.....	62.4
Gross Earnings per mile traveled,.....	\$ 1.9862
Operating Expenses per mile traveled,.....	1.2408
Net Earnings per mile traveled,.....	\$.7454
Gross Earnings per day,.....	\$ 269.95
Operating Expenses per day,.....	168.64
Net Earnings per day,.....	\$ 101.31
Expenses per day, excluding cargo handling costs,.....	\$ 116.98
Cost provisions per man per day (Excluding extra meals).....	\$.298
Average tons coal consumed per mile steamed,.....	<u>151</u> 2000
Average cost coal consumed per mile steamed,.....	\$.2038
Average tons coal consumed per hour steamed,.....	<u>1705</u> 2000
Average cost oil consumed per hour steamed,.....	\$.0462
Average cost oil consumed per mile steamed,.....	\$.00410
Average wages paid per day while in commission,.....	\$ 30.73
Average ore cargo from Lake Superior,.....	2838
Average draft water on ore cargoes from Lake Superior,.....	17'1" for'd, 17'6" aft.

"ANDASTE"

DETAILS OF PROVISION ACCOUNT.

	1900.		
	Quantity.	Avg. Price	Amount.
Sugar	1197 lbs.	\$.058	\$69.57
Tea	53 "	.34	18.03
Coffee	124 "	.148	18.22
Spices & Vinegar			5.69
Extracts	15 btls.	.189	2.94
Baking powder	99 lbs.	.17	16.86
Bread and crackers,			24.59
Butter and butterine	564 lbs.	.178	99.92
Lard and cottolene	239 "	.09	21.58
Cheese	19 "	.139	2.62
Fresh Milk	343 Gal.	.18	62.09
Canned Milk	105 cans	.099	10.40
Pickles			2.26
Sauces			7.08
Eggs	325 doz.	.159	51.55
Flour	13 bbls.	4.25	55.28
Buckwheat, Graham and cornmeal,	151 lbs.	.021	3.27
Farinaceous foods,	160 lbs.	.038	6.33
Canned fruits,	107 cans	.105	11.24
Canned vegetables,	166 cans	.082	13.65
Dried fruits	236 lbs.	.098	23.22
Dried vegetables,	122 lbs.	.051	6.28
Fresh fruits,			24.87
Fresh vegetables,			43.11
Potatoes	100 Bu.	.521	52.10
Dried Onions,	23 pks.	.31	7.13
Fresh fish	135 lbs.	.084	11.33
Salt fish,	35 lbs.	.083	2.90
Fresh meat,	4096 lbs.	.09	371.38
Salt meat	1679 "	.08	132.59
Mlasses & Syrups	28 Gal.	.661	18.51
Ice,	470 cwt.	.164	86.99
TOTAL,			\$1289.35

Average consumption of meat per man per day was 1.35 lbs.

"ANDASTE"

DETAILS OF STEWARD'S SUPPLIES.

	<u>1900.</u>
Table Linen, twelling, &c.,	\$27.02
Bed Linen, blankets, etc.	65.21
Crockery and glass,	26.09
Kitchen utensils,	11.39
Soap,	15.56
Scouring material,	8.77
Brooms,	.78
Brushes,	.40
Laundry,	97.26
Range coal,	65.15
Couch, curtains, linoleum, carpets, etc.	72.08
Sundries,	<u>21.15</u>
TOTAL,	<u>\$410.86</u>

"ANDASTE".

DETAILS OF MATR'S SUPPLIES ACCOUNT.

	<u>1900.</u>
Canvas, duck, etc.	\$5.94
Kerosine Oil,	52.31
Ropes, etc.	318.17
Hose,	65.63
Lamp chimneys & globes,	10.67
Lamps, lanterns and burners,	19.67
Soap,	10.37
Scouring material,	9.22
Rags	3.95
Hardware and tools,	43.02
Brushes,	11.90
Brooms,	19.73
Candles,	4.00
Sundries,	<u>59.94</u>
TOTAL,	<u>\$634.52</u>

"ANDASTE"

DETAILS OF ENGINEER'S SUPPLIES ACCOUNT.

	<u>1900</u>
Tools and hardware,	\$22.31
Lamps and wicking,	8.28
Lye and scouring material,	8.92
Rags and waste	3.70
Brooms,	2.10
Brushes,	1.05
Valves,	36.59
Fittings and pipings,	35.07
Packing,	46.81
Gaskets,	6.25
Sundries,	<u>63.95</u>
TOTAL,	<u>\$237.79</u>

STEAMER "ANDASTE"

FUEL PURCHASED.

SEASON 1900.

GRADE	TONS		PER CENT	AVERAGE PRICE	TOTAL COST
Lump	1583	1900	68.4	\$ 2.753	\$4,360.03
Run of Mine,	591	1500	25.6	2.578	1,525.46
Nut	79	1700	3.4	2.550	203.62
Slack	60	100	2.6	2.412	144.87
TOTALS,	2315	1200	100.0	\$2.692	\$6,233.98

"ANDASTE"

DETAILS OF CAPTAIN'S EXPENSE ACCOUNT.

	<u>1900</u>
Telegrams and telephones,	\$25.26
Postage,	13.00
Railway fares,	16.35
Customs,	8.80
Exchange,	1.85
Stationery,	2.00
Express,	5.10
Captain's board,	<u>34.50</u>
TOTAL,	<u>\$106.86</u>

"ANDASTE"

STATEMENT OF GENERAL AND EXTRAORDINARY REPAIRS ----- ELABORATED.

TOTAL AMOUNT OF REPAIRS WAS \$1,961.15.

	MACH. REPAIRS	BOILER REPAIRS	HULL REPAIRS	DECK REPAIRS	CABIN REPAIRS	BUL- WARKS & RAIL REPAIRS	MISC. REPAIRS
Repairs to clocks,							4.60
Repairs to tow chain,							.97
New wire cables and ropes,							5.85
Repairs to rail post,						5.00	
Wire screens,					.72		
Repairs to speaking tube,							3.45
Repairs to anchor crane,	15.30						
Repairs to dead lights,							11.50
Repairs to ratchet wheels,	.50						
Repairs to stem bearing,			18.42				
Repairs plumbing in cabin					190.13		
Pipe heater and fittings for windlass room,	10.10						
Repairs rudder and steering gear,	70.37						
Cutting door in boiler house,							9.40
Raising blow off and waste pipes,	75.83						
Putting in waste pipe from kitchen							13.00
Lettering on pilot house and bow,							9.10
Repairs to yawl boats,							9.75
Sundry repairs engine-room, oil room, lockers, doors, etc.,							119.82
Pipe covering,							45.13
Renovating mattresses, pillows, &c.,							50.30
Repairing steps to dining room galley, and engine room,							20.43
Repairs windlass and capstan	81.84						
Tug service,							25.50
Sundry repairs to deck, caulking, planking, etc.				14.28			
Repairs range, castings, &c.							27.64
Repairs, hatches & Hatch covers,				146.05			
Repairs lamps,							44.92
New stanchions and stanchion sockets						117.51	
Glass for cabin,					3.80		
Repairs to tin ware,							1.30
Sundry repairs to hold, painting, scpraing, etc.			239.84				
Sundry repairs to cabin, painting ceilings, etc.					134.62		
Paints used,							257.34
	330.78		258.26	160.33	329.27	122.51	660.00

STEAMER "ANDASTE"

STATEMENT SHOWING TIME DISCHARGING ORE CARGOES.

NO. CARGOES.	NAME OF DOCK.	AV. TIME AT DOCK		AV. TIME AT DOCK DISCHARGING		AV. TIME ACTUALLY AT WORK	
		DAYS	HOURS	DAYS	HOURS	DAYS	HOURS
1	C L & W R'y, Lorain, O.	1	6	1	3	.	15
2	Minnesota, Ashtabula, O.	1	19	1	4		16
1	P & E R'y, Erie, Pa.	2	10	2			20
1	E & P R'y, Erie, Pa.	3		1	20		17
1	P & L E, Fairport, O.	1	7	1	6		20
4	C T & V R'y, Cleveland, O.	2	22	1	23	1	1
1	P & C., Conneaut, O.	3	2	2	20		20
1	Illinois Steel Co. So. Chicago.	1	9	1	7		17
2	Buffalo Fce. Co. Buffalo, N.Y.	5	6	3	2	1	6
14	Grand Average,	2	18	1	22		21

A n d a s t e

GENERAL DATA

Total number of crew (including Master and Engineer).....	19
Length over all,.....	280 feet
Keel,.....	266 "
Beam,.....	38 "
Depth,.....	23 "
Net tonnage,.....	1,256 tons
Gross tonnage,.....	1,574 "
Ore capacity,.....	2,838 "
Coal capacity,.....	2,875 "
Engines,.....	17,29,47 X 36
Boilers,.....	2 Scotch, 11' X 12'
Steam,.....	160
Horse Power,.....	800
Wheel,.....	13'6" pitch
Average revolutions of wheel per minute, loaded,.....	80
Average revolutions of wheel per minute, light,.....	87
Number of hatches,.....	7
Average miles per hour, light,.....	12.31
Average miles per hour, loaded,.....	10.81

ANNUAL REPORT
of
SCHOONER CHATTANOOGA,
1900.

Chattanooga

GENERAL OPERATIONS:

The Chattanooga sailed from the port of Cleveland on her first trip, on April 22, 1900, and finished discharging her last cargo of iron ore at Cleveland, on December 6, 1900, having been in commission 229 days.

This vessel was in tow of the steamer Pioneer during the entire season, having made 19 round trips and carried 19 cargoes of iron ore from Marquette, Mich., at the contract rate of \$1.10 per gross ton. The average receipts per gross ton freight carried for season 1899 was \$1.0261.

The cost of carrying 73,922 gross tons of freight during season of 1900 was \$.7052 per gross ton, as against \$.5724 for 1899, an increase of \$.1328 per gross ton. This increase is due to the fact that unloading charges for ore were advanced for the season 1900 and a higher rate of wages paid for labor. The vessel also had some extensive repair work done in the way of calking, etc.

GENERAL REPAIRS:

Of the more important repairs may be noted the following:

It is the usual practice to give a new ship a thorough re-calking at least by the second year after she has come out. This schooner was accordingly calked outside from the light water mark to plank sheer, every seam being run with two threads of oakum, and in cases where need, three and four threads were run. Inside she was reamed and two threads of oakum driven and horsed in, then two more threads were driven and horsed.

In this work, 69 bales of oakum were used. All seams inside and out were painted, the requirements being 75# white lead, 315# red lead and 1 bbl. linseed oil. The cost of the above work in material and labor was \$1,350.80.

Deck beams, five in number, were found to be broken directly in the center of ship. These were repaired by the placing of oak beams 26' X 8" X 10" on top of the beams proper and bolted to same by six screw bolts and six drift bolts each. This work, together with a new gaff and sundry repairs in the way of engraving pieces where needed, cost \$116.88.

It was found that the stockless anchors, in heaving in, were cutting into the planking, and it was therefore determined that this must be protected. Accordingly, there was placed in the way of this contact, two steel plates 5'6" wide 14' long on four steel plates 5'6" long and 18" wide, all of 1/4" thickness. The cost of this work was \$114.26.

Chattanooga

For the better preservation of the ship, she was thoroughly "bored" for brining purposes.

"	"	forward compartment,	902	3/4"	holes,
"	"	"	78	2"	"
"	"	midship	480	3/4"	"
"	"	"	80	2"	"
"	"	after	1410	3/4"	holes,
"	"	"	126	2"	"

These holes were put in on the frames in every case, three rows above and three below the deck beams. The labor for this work cost \$167.75. Eighty barrels of salt were used in the work of brining.

The aggregate General Repair needed on this boat before going to sea again will not be great. This boat is rather large to handle, without some application of steam or hydraulics to the steering gear, and it may be found desirable to adopt something in that direction.

ACCIDENTS:

COLLISION WITH SCHOONER GUIDE, APRIL 30th. Coming down the St Clair River on this date, the Chattanooga collided with a little schooner, which proved to be the Guide, and which was lying in Sarnia Bay at anchor. Slight damage was done to the starboard bow of the Chattanooga, and some damage to the Guide. The claim amounted to \$118.82 and was sent to our underwriters.

STRANDING NEAR PORT HURON AND BAR POINT LIGHT. In coming down in tow of the Pioneer on June 2d, in passing Bar Point lightship at the mouth of Detroit river, both vessels under check, the Chattanooga went aground on east bank of the channel. The vessel was released by tugs on the following day. The cost of this accident amounted to \$652.13, which claim was sent to our underwriters.

STRANDING, LAKE ST CLAIR, JULY 25th. About 3:12 pm. on this date, the Chattanooga was proceeding along about the center of the channel, just outside the lower end of cut in Lake St Clair when she struck bottom on what appeared to be a bar or mound in the channel, and remained fast, breaking tow-line. The water appeared to be lower than usual. The Chattanooga was released about 10:30 the same evening, with the aid of the Pioneer and tug. The cost of this accident was \$756.07, and claim for this amount was sent to the underwriters.

STRANDING, LAKE ST. CLAIR, SEPTEMBER 14th. While in tow of the Pioneer and about a quarter of a mile outside of the gas buoy marking the end of Lake St Clair cut, the Chattanooga went aground, running out about four inches forward. A portion of her cargo

CHATTANOOGA

had to be lightered, and she was released on the morning of September 19th. The total expense amounted to \$2,244.65, which claim has been sent to the underwriters.

Chattanooga

	1899		1900	
	Days	Percent	Days	Percent
Time in port,.....	87	39.2	81-1/2	35.6
Time sailing,.....	120	54.0	124-1/2	54.4
Time lost by bad weather and low water,.....	9	4.0	11	4.8
Time lost waiting at Soo Canal and River,.....	2	1.0	5	2.2
Time lost by accidents,.....	4	1.8	7	3.0
Total time in commission,.....	222	100.0	229	100.0
Number of trips made,.....	18		19	
Number of cargoes carried,.....	20		19	

C h a t t a n o g a

<u>R e c e i p t s</u>	Gross Tons	Amount	Per Gross ton Freight Carried
19 cargoes iron ore from Marquette.....	73,922	\$81,314.20	\$1.10
 <u>D i s b u r s e m e n t s</u> 			
Extraordinary and General Repairs,.....	2,006.25		
Ship Keeping and Winter Dockage,.....	80.00		
Fitting Out,.....	837.90		
Wages and Captain's Salary,.....	3,531.66		
Captain's Expense Account,.....	45.76		
Towing (Pioneer, \$20,328.51 (Tugs, <u>1,677.82</u>).....	22,006.33		
Handling Cargoes,.....	18,831.00		
Marine Insurance,.....	3,027.60		
Freight List Insurance,.....	81.28		
Mate's Supplies,.....	599.65		
Provisions,.....	480.86		
Steward's Supplies,.....	71.06		
Fuel,.....	208.29		
Engineer's Oil,.....	3.09		
Engineer's Supplies,.....	10.41		
Machinery Repairs,.....	6.69		
General Expense (Telegrams, Dues Lake Carriers Assn etc)	158.54		
Laying Up,.....	143.31		
		\$52,129.68	\$.7052
N e t E a r n i n g s ,		\$29,184.52	\$.3948
Less amount not allowed by insurance companies in ad- justment of claims,.....		16.48	
Making total net gain for season 1900,.....		\$29,168.04	

Chattanooga

Comparisons

	1 8 9 9	1 9 0 0
Days in Commission,.....	222	229
Number miles traveled,.....	23,917	24,814
Number trips made,.....	18	19
Number cargoes carried,.....	20	19
Gross tons freight carried,.....	76,928	73,922
Average rate freight per gross ton,.....	\$ 1.0261	\$ 1.1000
Average cost to carry per gross ton freight,.....	.5724	.7052
Net Earnings per gross ton freight,.....	\$.4537	\$.3948
Gross Receipts,.....	\$ 78,936.47	\$ 81,314.20
Gross Expenditures,.....	44,036.67	52,129.68
Net Earnings,.....	\$ 34,899.80	\$ 29,184.52
Percentage of Operations to Earnings,.....	55.8	64.1
Gross Earnings per mile traveled,.....	\$ 3.3004	\$ 3.2769
Operating Expenses per mile traveled,.....	1.8412	2.1008
Net Earnings per mile traveled,.....	\$ 1.4592	\$ 1.1761
Gross Earnings per day,.....	\$ 355.57	\$ 355.08
Operating Expenses per day,.....	198.37	227.64
Net Earnings per day,.....	\$ 157.20	\$ 127.44
Expenses per day excluding cargo handling costs,.....	\$ 140.51	\$ 145.41
Cost provisions per man per day (excluding extra meals)....	\$.267	\$.261
Average wages paid per day while in commission,.....	\$ 9.45	\$ 11.47
Total time of Chattanooga waiting for Pioneer,	10 days, 6 hrs.	16 days, 10 hrs
Chattanooga's percentage of time waiting for Pioneer,.....	4.61	7.17
#Average ore cargo from Lake Superior,.....	3928	3891
#Average draft water on ore cargo from Lake Superior,.....	17'7" for'd, 17'8" aft	17'8" for'd 17'9" aft

#In explanation of the fact that the Chattanooga drew one inch more water in 1900 than in 1899 on ore cargoes, but carried an average cargo of 37 tons less, the Captain states that he thought it wise to put less ore in the middle of the boat and more at both ends, believing that with a better distribution of cargo there would be less strain on vessel.

Chattanooga

Comparison of Items of Disbursements

	1899	1900	+ or -	Remarks
Extraordinary and General Repairs,.....	573.56	2,006.25	+ 1,432.69	Vessel calked inside and out, etc.
Ship Keeping and Winter Dockage,.....		80.00	+ 80.00	
Fitting Out,.....	73.54	837.90	+ 764.36	New tow-line \$455.86; price of manila advanced 100% over 1899.
Wages and Captain's Salary,.....	3,074.23	3,531.66	+ 457.43	Wages advanced an average of 21.4% on this boat.
Captain's Expense Account,.....	35.82	45.76	+ 9.94	
Tug Service,.....	2,500.18	1,677.82	- 822.36	Did not use tug at Marquette in 1900
Handling Cargoes,.....	12,842.81	18,831.00	+ 5,988.19	Cost of handling ore increased in 1900
Cargo Commissions,.....	165.00		- 165.00	
Marine Insurance,.....	3,235.31	3,027.60	- 207.71	Insurance rate decreased.
Freight List Insurance,.....	62.22	81.28	+ 19.06	
Mate's Supplies,.....	616.61	599.65	- 16.96	
Provisions,.....	475.54	480.86	- 10.99	Based on decreased cost of \$.006 per man per day.
Steward's Supplies,.....	64.97	71.06	+ 6.09	
Fuel,.....	100.95	208.29	+ 107.34	Fuel prices higher in 1900
Engineer's Oil,.....	3.74	3.09	- .65	
Engineer's Supplies,.....	4.33	10.41	+ 6.08	
Machinery Repairs,.....	78.92	6.69	- 72.23	
General Expense,.....	242.79	158.54	- 84.25	Due to extra insurance of \$74.11 charged on cargo oats carried in 1899.
Laying Up,.....	152.02	143.31	- 8.71	

SCHOONER "CHATTANOOGA."

DETAILS OF PROVISION ACCOUNT.

	1899			1900		
	QUANTITY	AVG. PRICE	AMOUNT	QUANTITY	AVG. PRICE	AMOUNT
Sugar	456 lbs.	\$.054	\$24.74	450 lbs.	\$.054	\$24.36
WHEA	24 "	.393	9.39	9 "	.326	2.94
Coffee	63 "	.12	7.56	63 "	.122	7.73
Spices and vinegar			4.44			3.01
Extracts	7 btls.	.19	1.33	4 btls.	.362	1.45
Baking powder	8 lbs.	.325	2.60	27 lbs.	.164	4.48
Bread and crackers			6.13			3.33
Butter and butterine	263 lbs.	.139	36.66	227 lbs.	.177	40.38
Lard and cottolene	87 Lbs.	.195	7.40	100 "	.089	8.90
Cheese	50 Lbs.	.126	6.38	38 "	.14	5.35
Fresh Milk	61 gal.	.214	13.11	61 gal.	.186	11.52
Condensed Milk	5 cans	.09	.45	51 cans	.092	4.74
Pickles			1.96			4.64
Sauces			1.46			.15
Eggs	99 doz.	.156	15.45	90 doz.		14.70
Flour	5 bbls.	4.44	22.24	5-1/2 bbls.	4.40	21.58
Buckwheat, Graham & Cornmeal	153 lbs.	.023	3.63	109 Bu.	.025	2.77
Farinaceous foods,	30 "	.06	1.81	33 lbs.	.06	1.99
Canned fruits	5 cans	.276	1.39	68 cans	.074	5.05
Canned Vegetables	136 cans.	.074	10.10	68 cans	.079	5.31
Dried fruits	100 lbs.	.101	10.15	88 lbs.	.112	9.88
Dried vegetables	34 "	.038	1.32	40 Lbs.	.048	1.94
Fresh fruits			10.43			12.66
Fresh vegetables,			15.57			25.20
Potatoes	60 bu.	.588	35.34	59 bu.	.50	29.80
Dried onions,	2-1/2 pks.	.328	.82	10 pks.	.287	2.87
Fresh fish			2.12			1.50
Salt fish,			.51			4.01
Fresh meat	1286 lbs.	.095	122.58	1226 lbs.	.091	112.70
Salt meat	1011 "	.073	73.82	1058 "	.079	82.87
Molasses & Syrups	7-1/2 Gal.	.33	2.48	4-1/2 Gal.	.32	1.44
Ice,	148 Cwt.	.137	20.41	106 Cwt.	.194	20.64
Miscellaneous			1.76			.97
TOTALS,			\$475.54			\$480.86

Average consumption of meat per man per day was 1.25 lbs. in 1900.

" " " " " " " " " 1.29 " " 1899

SCHOONER "CHATTANOOGA".

DETAILS OF STEWARD'S SUPPLIES ACCOUNT.

	1899	1900
Table Linen, towelling, &c.	2.63	
Bed linen, blankets, etc.	3.25	
Crockery & Glass,	1.73	
Kitchen utensils	3.69	
Soap	2.03	3.61
Scouring material	.70	.98
Brooms,	.60	
Brushes	.25	.08
Laundry	11.52	22.24
Range coal	36.00	44.10
Sundries,	4.57	16.66
	\$64.97	
Supplies used in fitting out and laying up in 1899,	.25	
TOTAL,	65.22	88.42

SCHOONER "CHATTANOOGA".

DETAILS OF MATE'S SUPPLIES ACCOUNT.

	1899	1900
Canvas, duck, etc.,	\$4.98	\$3.65
Kerosine Oil,	13.45	13.95
Ropes, &c.	486.41	1042.07
Hose,		28.78
Lamp Chimney & Globes,	3.70	5.59
Lamps, lanterns and burners,	16.42	.20
Soap,	4.00	5.85
Scouring material,	1.69	2.65
Rags	2.08	2.30
Hardware and tools,	60.82	18.35
Brushes,	3.65	4.30
Brooms,	5.75	8.81
Candles	3.20	2.00
Sundries	10.46	56.96
	\$616.61	
Supplies used in fitting out and laying up in 1899,	37.63	
TOTAL,	\$654.24	\$1195.43

SCHOONER "CHATTANOOGA".

DETAILS OF OIL & ENGINEER'S SUPPLIES ACCOUNT.

	1899	1900
Cylinder oil	\$1.35	\$2.31
Lard oil	.85	.70
Tallow	1.54	
Black oil,		.08
Rags,	.30	
Lamps, burners & wicking,	.10	
Water glasses,	.32	
Valves,	1.88	2.80
Packing,	1.73	2.57
Gaskets		1.36
Fittings & Pipings		6.21
Miscellaneous		8.43
TOTAL,	\$8.07	\$24.46

SCHOONER "CHATTANOOGA".

DETAILS OF CAPTAIN'S EXPENSE ACCOUNT.

	1899	1900
Telegrams and telephones,	11.58	20.04
Postage	4.88	4.85
Railway fares	6.25	10.50
Customs,	7.50	7.60
Exchange	3.65	1.27
Express	1.76	
Extra meal,	.20	
Legal expense,		1.50
	\$35.82	
Expense fitting out and laying up in 1899,	.92	
TOTAL,	\$36.74	\$45.76

SCHOONER "CHATTANOOGA".

STATEMENT OF GENERAL & EXTRAORDINARY REPAIRS - ELABORATED.

TOTAL AMOUNT OF REPAIRS WAS \$2,085.74.

	MACH REPAIRS	BOILER REPAIRS	HULL REPAIRS	DECK REPAIRS	CABIN REPAIRS	BUL- WARKS & RAIL REPAIRS	MISC. REPAIRS
Repairs slush pan, flue blower and windlass,	3.97						
Repairs check valve on boiler		1.31					
Lengthening auger							.42
Putting in new plank on port bow			84.47				
Labor of riggers,							3.57
Repairs to range,							5.52
Repairs to fender hook,							.50
Pipe & Ventilator top for galley,							4.35
Repairs to boom,							4.02
Repairs to clock,							1.00
Repairing between deck beams,			111.68				
Caulking outside, material & wages			1282.63				
Remaining Irons.							13.50
New frames for deck winch	187.07						
Repairs hatch				14.09			
Repairing floor			29.16				
Repairing deck, patching, &c.				34.91			
Labor salting and brining,			247.75				
Paints used,							131.82
<i>(Cost of paints used in 1899 - \$65.20)</i>							
TOTAL,	191.04	1.31	1679.69	49.00			164.70

SCHOONER "CHATTANOOGA"

STATEMENT SHOWING TIME DISCHARGING ORE CARGOES.

NO. CARGOES	NAME OF DOCK.	AV. TIME AT DOCK		AV. TIME AT DOCK DISCHARGING		AV. TIME ACTUALLY AT WORK	
		DAYS	HOURS	DAYS	HOURS	DAYS	HOURS
1	Angeline, Ashtabula, O.	1	12	1	8	.	19
2	Minnesota, Ashtabula, O.	3	2	1	18		16
2	E & P R'y, Erie, Pa.	1	11	1	7		16
8	Carnegie, Erie, Pa.	1	19	1	5		15
5	C & P, Cleveland, O.	2	19	1	16		19
1	N Y P & O, Cleveland, O.	1	14	1	6		17
19	Grand Average,	2	3	1	10		16

Chattanooga

GENERAL DATA

Total number of crew,.....	8
Length over all,.....	308 feet
Keel,.....	295 "
Beam,.....	45 "
Depth,.....	25 "
Net tonnage,.....	2,266 tons
Gross tonnage,.....	2,339 "
Ore capacity,.....	3,891 "
Coal capacity,.....	3,962 "
Boilers,.....	(one upright submerged tube (baler 6' X 8')
Steam,.....	160
Number of hatches,.....	10

PIONEER AND CHATTANOOGA COMBINED,

SEASON OF 1900.

Pioneer and Chattanooga, Combined.

<u>R e c e i p t s</u>	Gross tons	Amount	Per Gross ton freight carried.
Freights,.....	109,270	\$119,635.88	\$1.0949
<u>D i s b u r s e m e n t s</u>			
Extraordinary and General Repairs,.....	5,109.80		
Ship Keeping and Winter Dockage,.....	175.00		
Fitting Out,.....	2,453.36		
Wages and Captain's Salary,.....	11,494.32		
Captain's Expense Account,.....	113.80		
Towing,.....	1,834.11		
Handling Cargoes,.....	26,240.80		
Taxes,.....	195.83		
Marine Insurance,.....	6,842.10		
Freight List Insurance,.....	108.08		
Mate's Supplies,.....	883.77		
Provisions,.....	1,703.92		
Steward's Supplies,.....	159.68		
Fuel,.....	6,752.81		
Engineer's Lubricants,.....	165.23		
Engineer's Supplies,.....	178.94		
Boiler Repairs,.....	38.69		
Machinery Repairs,.....	57.47		
Auxiliary Engine Repairs,.....	6.70		
General Expense(Dues,Lake Carriers Assn,Telegrams,etc)	389.29		
Laying Up,.....	551.67		
		\$ 65,455.37	\$.5990
N e t E a r n i n g s ,		\$ 54,180.51	\$.4959
Deduct amount paid a/c Legal Expenses,.....	15.00		
" " not allowed by Insurance Co. in adjustment of claims,.....	166.48	181.48	
Making total net gain for season 1900,		\$ 53,999.03	

Pioneer and Chattanooga, Combined.

Comparisons

	1 8 9 9	1 9 0 0
Gross Receipts,.....	⌘ 118,603.80	⌘ 119,635.88
Gross Expenditures,.....	51,149.41	65,455.37
Net Earnings,.....	⌘ 67,454.39	⌘ 54,180.51
Percentage of Operations to Earnings,.....	43.1	54.7
Gross Earnings per day,.....	⌘ 541.57	⌘ 520.16
Operating Expenses per day,.....	233.56	284.59
Net Earnings per day,.....	⌘ 308.01	⌘ 235.57
Gross Earnings per ton of freight carried,.....	⌘ 1.0109	⌘ 1.0949
Operating Expenses per ton freight carried,.....	.4360	.5990
Net Earnings per ton freight carried,.....	⌘ .5749	⌘ .4959
Gross Earnings per mile traveled,.....	⌘ 4.7059	⌘ 4.4605
Operating Expenses per mile traveled,.....	2,0295	2.4405
Net Earnings per mile traveled,.....	⌘ 2.6764	⌘ 2.0200
Operating Expenses per day, excluding cargo handling costs,..	⌘ 152.59	⌘ 170.49
Average wages paid per day while in commission,.....	⌘ 35.08	⌘ 40.83
Cost provisions per man per (Excluding Extra Meals,).....	⌘ .299	⌘ .291

PEASE and PLANET

ANNUAL REPORT

1900.

GENERAL OPERATIONS:

The steamer "E. S. Pease" towing the schooner "Planet" sailed from Cleveland on their first trip April 25th, 1900, and finished unloading their last cargoes of ore at Cleveland on December 7, 1900, having been in commission 227 days.

The Pease towed the Planet all season, with the exception of one trip when she made the round trip alone and her consort remained at Cleveland repairing damage sustained by collision with the schooner "Oliva Jeanette".

These vessels were engaged, during the entire season, in carrying up cargoes of coal to Marquette at the contract rate of \$.50 per ton and down cargoes of ore from Marquette at the contract rate of \$1.10 per gross ton.

GENERAL REPAIRS:

The repairs on the Pease during the past season were of a very minor nature, the total amount for the entire year being but \$124.03.

A considerable repair, however, was found necessary to put the Planet into shape for another season's business. Before the work was commenced, the vessel was thoroughly inspected by Capt. C. E. Benham and the repairs made as per his report. The work done may be generally summed up in the following:

HOLD: New floor ceiling, 2 inch oak skantling and repairing keelson, new keelson dunnage for the five hatches. Repairing deck beam and new stanchion No.5 hatch. New after pump box. Forward pump box repaired. All new lumber, and planks edge-bolted.

DECK: All new hatch dunnage in five hatches; Repaired six hatch irons and got four new ones; No.5 hatch, repairing one hatch coaming, one piece 5/8" oak; No.4 hatch, coaming new 6 X 12 oak and one new fore and aft 8 X 12 oak on the starboard side also one new strong back 5/6 oak--hatch coaming 37 feet long; No.3 hatch, one half new coaming 20 feet long 6 X 12 oak and one new strong back 6 X 6 oak; No.2 hatch, one new strong back 6 X 6 oak; No.4 hatch, 90 feet 3 X 5 deck planks; No.3 hatch, 65 feet 3 X 5 deck planks and No.2 hatch 21 feet 3 X 5 deck planks. Also repairing cabin coaming on starboard side, 4 X 6 oak. The entire deck was recaulked with two threads of oakum throughout.

CABIN: New floor in galley, dining room and Captain's room, of one inch pine.

RAIL: Starboard Side: 75 feet 5 X 16 oak; one piece new stringer aft 4 X 10 inch X 4

PEASE and PLANET

feet long. One new capstan aft and new bolts for same. Refastening four timberheads and two new ones 8 X 8 X 4'6" long and also new partners.

Port Side: Engraving pieces aft 2 X 5 X 3 feet long; One new cabin window; one glass binnacle box; one new piece bulwark 3 X 6 X 6 feet long, of oak.

MASTS: Reduced fore boom and mizzen boom; reduced the fore gaff, main boom; repaired the mizzen gaff; new foremast head shroud iron and two new stays; reduced the mizzen topmast. One new mizzen stay and three turnbuckles and new stay iron; one anchor iron 3 inches ~~long~~ X 1/2 inch X 8 feet long; One windlass break repaired and davey lock redrilled and keys for same. The mainmast having become so decayed, it was thought best to remove it altogether.

HULL:Port Side: 500 feet 4 X 6 pine fender strake, 40 feet 3 X 10 oak waste gates.

Fender strakes 36 feet 3 X 5 oak. Fore rigging chain plate fender strakes 12 feet; 3 X 5 oak. New chain^{plate} for masthead shroud; Two new pieces 4X6X8' long in hull planking. Stern waste gates rebolted (six) recaulking hull and upper works with two threads of oakum throughout.

Starboard Side: Hull and upper works recaulked with two threads of oakum.

250 feet 4 X 6 pine repairing hull works and 50 feet 4 X 6 oak. 25 new stanchions 4 X 6 oak. Mizzen chain plate fenders 16 feet 3 X 5 oak. Fore chain plate fenders 12 feet 3 X 5 oak. Repairing five waste gates and one new one.

Fenders 36 feet 3 X 5 oak; 50 feet fender strake 3 X 10 oak; 2 pieces 10 X 10 pine, 10 feet long upper works fantail. One piece planking in hull 2 X 3 inches X 3 feet long. Anchor bill boards port and starboard side 4 feet long by 18 inches wide by 3 inches, oak. Two elm fenders 14 feet long 6 X 10 inch for forward.

As a matter of record, some of the principal costs are summarized below:

Lumber entered into these repairs to the extent of \$455.35; labor in making wood repairs, \$345.25; caulking, \$876.00; oakum, lead, bolts, spikes etc., \$263.12; blacksmithing work \$55.48.

On the first trip of the Planet, she began leaking, but she was sent the second trip in order to ascertain whether the leak would be a permanent one; it continued, however, to such an extent as to the making of 20 inches of water per hour, keeping the crew employed at the pumps night and day. The bottom of the Planet had not been caulked since

PEASE and PLANET

the present ownership (ten years). Accordingly, on May 15th, she was put into drydock at Cleveland and was in dock three days. It was found that the first thread of oakum was completely rotten and this was all taken out and two threads of oakum driven all over. All the butts were sheet-lead, so that in the working of the vessel the oakum would not work out. This work cost \$579.73. It is proper to state here that the planking was found to be in excellent condition for a boat of the age of the Planet, in fact it was remarked that there are few of the later wooden boats that have as good outside planking as in the bottom of the Planet.

At the time that the repair was made for the damage sustained by the collision with the schooner Olive Jeanette as hereinafter mentioned, the opportunity was embraced to raise the fore-castle deck of the Planet two and one-half feet, which change has added very materially to the appearance of the boat and to the convenience and comfort of the men.

ACCIDENTS:

The Pease came through the season without accident of any kind.

For the Planet, however, there are two accidents to record:

COLLISION WITH THE BARGE OLIVE JEANNETTE IN SOD RIVER JULY 2nd: The Pease and Planet were proceeding up the River under a low rate of speed and when in the neighborhood of Foot's dock the Pease exchanged passing signals of one blast with a down-bound steamer, which was making the turn at Point Aux Pines light, which steamer afterwards proved to be the Iosco, having in tow the Olive Jeanette. The Pease and Planet were well over to the starboard side of the channel and the Iosco met and passed them at a safe distance, under considerable speed. The Olive Jeanette, however, did not follow her towing steamer, but continued her swing to port, apparently under the starboard helm with which she had come around the bend at Point Aux Pines Light, and came off to port across the channel heading for the towline between the Pease and Planet at a point just astern of the Pease, then following down along the towline, struck the Planet nearly head on, twisting the bow of the Planet around to starboard and doing large damage to the forward part of the Planet. As soon as the sheer of the Olive Jeanette to port was observed by those on the Planet, the helm of the latter vessel was put hard a port, but it was impossible to avoid the collision. The Planet, however, swung somewhat to starboard under her hard a port helm before the two vessels came together, so that the force of the blow twisted the stem on the bow of the Planet around to starboard. The Planet went aground on the starboard side of the

channel almost immediately after the collision. In the meantime, those on board the Pease had cut the towline which belonged to the Planet, in order, if possible, to lessen the force of the blow. After the collision the Pease rounded to, came back and lay alongside the Planet until daylight, when an examination was made of the bow of the Planet and it was ascertained that she could be navigated to the Soo. The Pease then pulled her off and towed her back to the Soo, arriving there about 6:30 a.m. of July 2nd. Here temporary repairs were made, and she proceeded to Marquette, where she loaded a part cargo of iron and came down to Cleveland, where she went into drydock and was repaired. The cost of repairing this damage became a claim against the owners and underwriters of the Olive Jeannette, which claim was duly adjusted and paid.

STRESS OF WEATHER IN LAKE SUPERIOR, NOVEMBER 29th: It had been blowing a gale from the northwest for about two days and there was a tremendous sea. When the vessels had got out five or six miles into Lake Superior, they were laboring very hard. The Planet strained badly in the heavy sea and finally sprung a leak. The Pease was signalled that the Planet was in distress and turned about and ran into Marquette, where the vessels arrived about noon of the same day. A diver was employed and he worked in the neighborhood of half a day caulking the seams of the Planet which had been opened up below the water line by her straining. An examination was then made and it was found that her leaks had been stopped and it was decided that it would be safe to proceed on her voyage. At 6 o'clock on the same evening, the vessel was again started on her voyage. There was still a very heavy sea outside, and, on the way down to the Soo, the vessel labored heavily and strained, so that she again began to leak. She arrived at the Soo on the evening of November 30th. It was decided that it would not be prudent to proceed with the vessel in her then strained condition without a steam pump and she lay at the Soo until December 1st, when a steam pump was put aboard of her and she again started. She proceeded on her voyage in the usual manner and without further accident, it being necessary to operate the steam pump off and on at different times to keep the vessel free from water. She arrived in Cleveland December 5th at 7 o'clock p.m., and it was decided it would be necessary to place her in drydock to make the repair rendered necessary by the straining above referred to. The claim against the underwriters arising out of this accident was \$1,069.21, and the same has been forwarded to the underwriters for adjustment

PRASE and PLANET.

COMPARATIVE GENERAL BALANCE SHEET, DEC. 31st, 1899 and 1900.

	DEC. 31, 1899.	DEC. 31, 1900.	INCREASE	DECREASE.
A S S E T S				
Cash on hand,	3,461.77	902.53		2,559.24
Accounts Receivable,	1,295.03	303.28		991.75
	4,756.80	1,205.81		3,550.99
L I A B I L I T I E S				
Accounts Payable,	56.91	40.65		16.26
Surplus Account,	4,699.89	1,165.16		3,534.73
	4,756.80	1,205.81		3,550.99

PEASE and PLANET.

COMPARATIVE STATEMENT OF SURPLUS ACCOUNT, YEAR ENDING DEC. 31, 1899 & 1900.

	SEASON of 1899	SEASON of 1900	INCREASE	DECREASE
E A R N I N G S				
Steamer "PEASE"				
Received from Lake Freights,	13,810.10	14,836.87	1,026.77	
" " towing,	4,054.68	3,680.57		374.31
Schooner "PLANET"				
Received from Lake Freights,	15,939.56	14,722.43		1,217.13
Interest Received,	47.86	229.04	181.18	
	33,852.40	33,468.91		383.49
D I S B U R S E M E N T S				
Operating Steamer "PEASE"	10,857.76	13,627.11	2,769.35	
" Schooner "PLANET"	10,428.63	13,376.53	2,947.90	
	21,286.39	27,003.64	5,717.25	
Operating Profit,	12,566.01	6,465.27		6,100.74
Less dividend paid,	10,000.00	10,000.00		
Increase in Surplus Account,	2,566.01			
Decrease in Surplus Account,		3,534.73		

PEASE and PLANET

DISPOSITION OF INCOME TO DECEMBER 31st, 1900.

Net Earnings, 1890,	7,302.61	Dividend, 1890,	7,000.00
" " 1891,	7,595.84	" 1891,	6,000.00
" " 1892,	2,423.36	Loss by "Burning Steamer PEASE,	7,523.47
" " 1893,	2,573.69		
" " 1894,	1,970.59		
" " 1895,	2,349.28	Dividend 1895,	3,400.00
" " 1896,	5,733.80	" 1896,	4,500.00
" " 1897,	618.27		
" Loss, 1898,	10.09		
" Earnings, 1899,	12,566.01	Dividend 1899,	10,000.00
" " 1900,	6,465.27	" 1900,	10,000.00
		Cash on hand, Dec. 31, 1900,	902.53
		Accounts Receivable,	303.28
			49,629.28
		LESS: Accounts Payable,	40.65
	49,588.63		49,588.63

PEASE and PLANET .

A ACCOUNTS RECEIVABLE. DECEMBER 31st, 1900.

Due from Insurance companies account Schooner "PLANET",	280.18	
Cleveland-Cliffs Iron Co.	23.10	
		303.28

UNPAID VOUCHER ACCOUNT TO DEC.31,1900.

Voucher No. 1176	Cleveland-Cliffs Iron Co.	24.39	
" " 1165	Cleveland-Cliffs Iron Co.	1.01	
" " 1135	Hoyt, Dustin & Kelley,	15.25	
	TOTAL,		40.65

TRIAL BALANCE - before closing- Dec. 31st, 1900.

6 Surplus,		4,699.89
10 Dividends Paid,	10,000.00	
12 Cash,	902.53	
24 Vouchers A/c,		40.65
34 Cleveland-Cliffs Iron Co.	23.10	
51 Operating Steamer "PEASE"		4,890.33
101 Operating Schooner "PLANET"	1,345.90	
130 Accident a/c, Schooner "PLANET"	280.18	
236 General Interest,		229.04
	11,205.81	11,205.81

TRIAL BALANCE - after closing Dec. 31st, 1900.

6 Surplus Account,		1,165.16
12 Cash,	902.53	
24 Voucher Account,		40.65
34 Cleveland-Cliffs Iron Co.	23.10	
130 Accident A/c, Schooner "PLANET"	280.18	
	1,205.81	1,205.81

FRASE and PLANET
GENERAL STATEMENT

Schooner Planet, Operating Account, Season 1900.

<u>Receipts</u>	Gross Tons	Amount	Per Gross ton freight carried.
11 cargoes iron ore from Marquette,.....	9,457	\$ 10,402.70	\$1.1000
11 cargoes coal to Marquette (8639 ¹⁹⁰⁰ net tons at 50¢)	7,714	4,319.73	.5600
22 Totals,	17,171	\$ 14,722.43	\$.8574
<u>Disbursements</u>			
Extraordinary and General Repairs,.....	2,865.70		
Ship Keeping and Winter Dockage,.....	21.25		
Pitching Out,.....	84.35		
Wages and Captain's Salary,.....	2,671.90		
Captain's Expense Account,.....	15.31		
Towing, (Steamer E S Pease, 3,680.57 {Tugs,..... 430.95	4,121.52		
Handling Cargoes,.....	2,418.99		
Marine Insurance,.....	285.31		
Freight and Insurance,.....	22.37		
Mate's Supplies,.....	99.10		
Provisions,.....	444.95		
Steward's Supplies,.....	8.83		
General Expenses (Telegrams, Dues Lake Carriers Asen etc)	55.84		
Laying Up,.....	149.79		
		\$ 13,376.53	\$.7790
Total net gain for season 1900,		\$ 1,345.90	\$.0784

PEASE and PLANET

COMPARISONS, SCHOONER PLANET

	1899	1900
Number of days in commission,.....	188	227
Number of trips made,.....	12	11
Number of cargoes carried,.....	24	22
Number of miles traveled,.....	15,318	13,717
Gross tons freight carried,.....	19,968	17,171
Gross Receipts,.....	\$ 15,939.56	\$ 14,722.43
Gross Expenditures,.....	10,428.63	13,376.53
Net Earnings,.....	\$ 5,510.93	\$ 1,345.90
Percentage of Operations to Earnings,.....	65.4	90.9
Gross Earnings per day,.....	\$ 84.78	\$ 64.85
Operating Expenses per day,.....	55.47	58.93
Net Earnings per day,.....	\$ 29.31	\$ 5.92
Gross Earnings per ton freight carried,.....	\$.7963	\$.8574
Operating Expenses per ton freight carried,.....	.5223	.7790
Net Earnings per ton freight carried,.....	\$.2760	\$.0784
Gross Earnings per mile traveled,.....	\$ 1.0406	\$ 1.0723
Gross Expenditures per mile traveled,.....	.6805	.9752
Net Earnings per mile traveled,.....	\$.3598	\$.0982
Operating Expenses per day, excluding cargo handling costs, ..	\$ 44.70	48.57
Cost provisions per man per day	\$.276	\$.200

PEASE and PLANET

GENERAL STATEMENT.

Steamer E. J. Pease, Operating Account, Season 1900.

<u>Receipts</u>	Gross Tons	Amount	Per Gross ton freight carried.
12 cargoes iron ore from Marquette,.....	9,309	\$ 10,129.90	\$1.1000
12 " coal to Marquette (9311-1400 net tons at 50¢) (51- 200 tons coke at \$1)	8,359	4,706.97	.5631
	17,568	\$ 14,836.87	\$.8445
Amount received on account towing Planet,.....		3,680.57	.2095
<u>24 cargoes, Totals,</u>	17,568	\$ 18,517.44	\$1.0540
<u>Disbursements</u>			
Extraordinary and General Repairs,.....	134.03		
Ship Keeping and Winter Dockage,.....	17.50		
Pitting Out,.....	583.63		
Wages and Captain's Salary,.....	5,192.38		
Captain's Expense Account,.....	15.35		
Tug Service,.....	62.86		
Handling Cargoes,.....	2,348.25		
Marine Insurance,.....	752.33		
Freight List Insurance,.....	16.05		
Mate's Supplies,.....	33.06		
Provisions,.....	893.81		
Steward's Supplies,.....	43.15		
Fuel,.....	3,095.32		
Engineer's Lubricants,.....	39.02		
Engineer's Supplies,.....	33.93		
Boiler Repairs,.....	84.50		
Machinery Repairs,.....	16.11		
General Expenses (Telegrams, Dues Lake Carriers Assn etc)	56.21		
Laying Up,.....	245.49		
		\$ 13,702.58	\$.7600
<u>Net Earnings,</u>		\$ 4,814.86	\$.2740
Add amount received from owners of tug "Henry" on a/c of damage to Pease,.....	130.85		
Less amount not allowed by Insurance Company in adjustment of claims,.....	55.38	75.47	
Making total net gain for season 1900,		\$ 4,890.33	

PEASE and PLANET
COMPARISONS, Steamer E.S. PEASE

	1899	1900
Number of days in commission,.....	186	227
Number of trips made,.....	12	12
Number of cargoes carried,.....	24	24
Number of miles traveled,.....	15,315	15,035
Number gross tons freight carried,.....	17,571	17,568
Gross Receipts,.....	\$ 17,864.98	\$ 18,317.44
Gross Expenditures,.....	10,810.58	13,702.58
Net Earnings,.....	\$ 7,054.40	4,614.86
Percentage of Operations to Earnings,.....	60.5	74.0
Gross Earnings per day,.....	\$ 96.05	\$ 81.57
Operating Expenses per day,.....	58.12	60.36
Net Earnings per day,.....	\$ 37.93	\$ 21.21
Gross Earnings per ton freight carried,.....	\$ 1.0284	\$ 1.0540
Operating Expenses per gross ton freight carried,.....	.6223	.7800
Net Earnings per ton freight carried,.....	\$.4061	\$.2740
Gross Earnings per mile traveled,.....	\$ 1.1665	\$ 1.2315
Gross Expenditures per mile traveled,.....	.7053	.9114
Net Earnings per mile traveled,.....	\$.4605	\$.3202
Operating Expenses per day excluding cargo handling costs, ..	\$ 48.91	\$ 50.02
Cost provisions per man per day,.....	\$.239	\$.328
Average tons coal consumed per mile steamed,.....	<u>147</u> 3000	<u>150</u> 2000
Average cost coal consumed per mile steamed,.....	\$.1565	\$.2059
Average cost oil consumed per mile steamed,.....	\$.00373	\$.00392

PEASE and PLANET

Combined

<u>Receipts</u>	Gross Tons	Amount	Per Gross ton freight carried
Freights,.....	34,739	\$29,539.30	\$.8509
Disbursements			
Extraordinary and General Repairs,.....	2,989.73		
Ship Keeping and Winter Deckage,.....	38.75		
Fitting Out,.....	637.78		
Wages and Captain's Salary,.....	7,864.28		
Captain's Expense Account,.....	31.66		
Tug Services,.....	513.91		
Handling Cargoes,.....	4,767.24		
Marine Insurance,.....	1,137.64		
Freight List Insurance,.....	38.42		
Mate's Supplies,.....	192.46		
Provisions,.....	1,338.76		
Steward's Supplies,.....	52.00		
Fuel,.....	3,095.32		
Engineer's Lubricants,.....	59.63		
Engineer's Supplies,.....	33.93		
Boiler Repairs,.....	84.30		
Machinery Repairs,.....	16.11		
General Expense, (telegrams, Dues Lake Carriers Assn etc)	112.05		
Laying Up,.....	395.28		
		\$22,336.54	\$.6736
Net earnings,		\$ 6,160.76	\$.1773
Add amount received from owners of tug "Henry" account damage to Str. Pease,.....	130.85		
Less amount not allowed by insurance company in adjustment of claims,.....	55.38	75.47	
Making total net gain for season 1900,		\$ 6,236.23	

PEASE and PLANT---COMBINED.

COMPARISONS

	1 8 9 9	1 9 0 0
Gross Receipts,.....	\$ 29,819.66	\$ 29,559.30
Gross Expenditures,.....	17,254.33	23,398.54
Net Earnings,.....	\$ 12,565.33	\$ 6,160.76
Percentage of Operations to Earnings,.....	57.8	79.1
Gross Earnings per day,.....	\$ 159.46	\$ 130.21
Operating Expenses per day,.....	92.27	103.07
Net Earnings per day,.....	\$ 67.19	\$ 27.14
Gross Earnings per ton freight carried,.....	\$.7986	\$.8509
Operating Expenses per ton freight carried,.....	.4621	.6736
Net Earnings per ton freight carried,.....	\$.3365	\$.1773
Gross Earnings per mile traveled,.....	\$ 1.9467	\$ 2.0561
Operating Expenses per mile traveled,.....	1.1264	1.5276
Net Earnings per mile traveled,.....	\$.8203	\$.4285
Operating Expenses per day, excluding cargo handling costs,.....	\$ 72.28	\$ 52.08
Average wages paid per day while in commission,.....	\$ 24.28	\$ 28.13
Cost provisions per man per day,.....	\$.264	\$.310

VICTORY

ANNUAL REPORT
of
STEAMER PONTIAC
1900.

P o n t i a c

GENERAL OPERATIONS:

The Pontiac sailed from the port of Cleveland on her first trip of the season of 1900, April 21st, and arrived at Cleveland on her last trip, ready to lay up, November 2nd, having been in commission 196 days. She made 26 trips, carrying 26 cargoes of freight.

This steamer traveled 35,083 miles, carrying 84,410 gross tons of freight, from which the net profits were \$37,169.23. The average rate of freight received was \$1.0252 per ton, against \$.7045 in 1899, an increase of \$.3207. The vessel was engaged in carrying ore from Marquette to Lake Erie ports for the first 21 trips of the season, at the contract rate of \$1.10 per ton. The last five trips she was engaged in carrying grain from Chicago as follows:

1 cargo corn to Fairport,
2 cargoes corn to Buffalo,
1 cargo corn to Depot Harbor,
1 cargo wheat to Goderich.

The cost of operating was \$.5849 per ton, as against \$.4655 in the preceding year, an increase of \$.1194 per gross ton of freight carried; this increase is due to several reasons, viz. increase in rate of wages, cost of handling cargoes, fuel, etc.

The average ore cargo carried from Lake Superior was increased 26 tons over 1899, a gain of .79%.

GENERAL REPAIRS:

The General Repair account of this boat is made up of no very large items but of a number of minor ones. As the most important items of expenditure, however, there may be mentioned the following:

The bilge strake was very defective and had to be substantially renewed; besides, some repairs had to be made in the wooden floor ceiling. The amount expended for this work was \$275.77. New walestrakes were also put on the port and starboard bows; the starboard bulwark rail was repaired and some iron stanchions put from bulwark to deck, to support the bulwark. This work cost \$118.49.

The covering of the Pontiac's boilers had been on since 1890 and had become defective in spots. Manganese Sectional Covering is such that any portion which is not destroyed or badly worn may be used again in making up a renewed covering. The missing blocks were supplied and the whole of this covered with wire and finished with plastic, and this in turn covered with 28 gauge galvanized sheet iron, painted on both sides, extending six feet each way from center, on the three boilers. This work cost \$262.64.

P o n t i a c

The work to be done on the Pontiac before she goes to sea again is not of an important nature. The total cost will be covered by a few hundred dollars. Among the items may be mentioned, some patching and caulking of the turtle deck, some new wale-strake caps, re-canvassing of the after house, some additional limber planks to be put in that were made to do another year from last year's repair, and a new commutator for the dynamo.

ACCIDENTS:

No accidents causing any cost in money were encountered, although as a matter of record, the following is appended:

On June 29th, just before entering the Lower Flats in Hay Lake, the Pontiac was endeavoring to pass a lumber tow, but they refused to allow the Pontiac to pass, and in order to avoid a collision with one of the tow barges, the Pontiac's engines were reversed, and in so doing, she got partly across the channel. The steamer Rees with the barge Norton in tow then blew to let them pass under a two whistle signal. The Pontiac's engine was stopped and the Rees passed alright, but the barge Norton took a sheer, and before recovering she touched the Pontiac lightly on the stern, fouling our kedge anchor, which the Norton carried off on her deck, and also doing some slight damage to the Pontiac's bulwarks. The Norton sustained damages to the extent of \$341.01, which the Wilson Transit Company tried to get us to pay, on the claim that the Pontiac had no business to try to pass in these waters, and that the Pontiac had been running too fast. We maintained that such was not the case, and no claim has been pressed.

At about 10:30 pm October 20th, the Pontiac was loading grain at the Santa Fe elevator in Chicago. At this time the vessel was shifted astern a little, and while so doing, one of the grain trimmers, named Dorrey Mahon, had a fall, as he claimed, hurting his hip and back. Mahon wrote us a letter asking for help to pay doctor's bill, to which we paid no attention. Then attorney J F Clark of Chicago wrote us stating that Mahon had placed the matter in his hands for collection, but we advised him on November 27th that there was nothing in the claim whatever. The ladder in use at the time had sides to it and the mate had come up on it just a few minutes previously. There was a crack along the side, but this did not disable the ladder from use. The ladder was cracked from the trimmers jumping on it going up and down, and it is thought that Mahon's fall is due to the fact that he was probably intoxicated.

P o n t i a c

	1 8 9 9		1 9 0 0	
	Days	Percent	Days	Percent
Time in port,	83	36.2	67-1/2	34.5
Time Sailing,	133	58.1	120	61.2
Time lost by bad weather,	6	2.6	5	2.5
Time lost waiting at Soo Canal and River,	6	2.6	3-1/2	1.8
Time lost by accidents,	1	.5		
Total time in commission,	229	100.	196	100.
Number of trips made,	27		26	
Number of cargoes carried,	30		26	

P o n t i a c

<u>R e c e i p t s</u>	Tons	Amount	Per Gross Ton Freight Carried
21 cargoes ore from Marquette,.....	69,317	\$76,248.70	\$1.10
4 " corn from Chicago (482,760 bus., avg. rate, \$.0172)	12,069	8,299.56	.6877
1 "wheat " " (112,900 " at \$.01-1/2)	3,024	1,693.50	.5600
Amount received for pulling on steamer Maryland, while stranded in Lake Superior,		300.00	
26 cargoes, Total,	84,410	\$86,541.76	\$1.0252
<u>D i s b u r s e m e n t s</u>			
Extraordinary and General Repairs,.....	1,861.21		
Ship Keeping and Winter Dockage,.....	96.67		
Fitting Out,.....	1,706.05		
Wages and Captain's Salary,.....	7,865.25		
Captain's Expense Account,.....	118.15		
Tug Services,.....	889.60		
Handling Cargoes,.....	17,721.76		
Cargo Commissions,.....	125.00		
Taxes,.....	298.42		
Marine Insurance,.....	5,227.66		
Freight List Insurance,.....	60.36		
Mate's Supplies,.....	378.86		
Provisions,.....	1,648.35		
Steward's Supplies,.....	256.05		
Fuel,.....	9,911.12		
Engineer's Lubricants,.....	158.85		
Engineer's Supplies,.....	56.51		
Boiler Repairs,.....	28.67		
Machinery Repairs,.....	1.25		
Auxiliary Engine Repairs,.....	30.77		
General Expense, (Telegrams, Dues, Lake Carriers Assn, etc)	383.02		
Laying Up,.....	548.95	\$49,372.53	\$.5849
Net Earnings for Season,		\$37,169.23	\$.4403
Deduct amount paid for shortage of grain cargoes,.....	80.88		
" " not allowed in adjustment of Ins. claims,...	.68		
" " paid a/c legal expenses,	10.00	91.56	
Making total net gain for season 1900,		\$37,077.67	

P o n t i a c

Comparisons

	1899	1900
Days in Commission,.....	224	196
Number of Miles traveled,.....	39,827	35,083
Number of trips made,.....	29	26
Number cargoes freight carried,.....	31	26
Gross tons freight carried,.....	99,628	84,410
Average rate freight per gross ton,.....	\$.7045	1.0252
Average cost to carry per gross ton freight,.....	.4655	.5849
Net earnings per ton freight carried,.....	\$.2390	.4403
Gross Receipts,.....	\$ 70,185.97	\$ 86,541.76
Gross Expenditures,.....	46,378.51	49,372.53
Net Earnings,.....	\$ 23,807.46	\$ 37,169.23
Percentage of Operations to earnings,.....	66.8	57.0
Gross Earnings per mile traveled,.....	\$ 1.7623	2.4667
Operating Expenses per mile traveled,.....	1.1645	1.4073
Net Earnings per mile traveled,.....	\$.5978	1.0594
Gross Earnings per day,.....	\$ 313.33	441.54
Operating Expenses per day,.....	207.05	251.90
Net Earnings per day,.....	\$ 106.28	189.64
Expenses per day excluding cargo handling costs,.....	\$ 137.38	161.48
Cost provisions per man per day (Excluding Extra meals).....	\$.340	.402
Average tons coal consumed per mile steamed,.....	$\frac{188}{2000}$	$\frac{209}{2000}$
Average cost coal consumed per mile steamed,.....	\$.1962	.2825
Average tons coal consumed per hour steamed,.....	$\frac{1.274}{2000}$	$\frac{1.549}{2000}$
Average cost oil consumed per mile steamed,.....	\$.00358	.00453
Average cost oil consumed per hour steamed,.....	\$.0433	.0551
Average wages paid per day while in commission,.....	\$ 29.07	32.87
Average ore cargo from Lake Superior,.....	3275	3301
Average draft water on ore cargoes from Lake Superior,.....	(17'6"for'd)	17'6"ford)
	(17'11"aft.)	18'1"aft.

P e n t i a c

Comparison of items of Disbursement.

	1 8 9 9	1 9 0 0	+ or -	R e m a r k s
Extraordinary and General Repairs,.....	\$ 3,409.85	\$ 1,861.21	- 1,548.64	
Ship Keeping and Winter Dockage,.....	10.00	96.67	+ 86.67	Vessel lay at Lorain during Winter 1898-99 and was under little expense.
Fitting Out,.....	1,458.69	1,706.05	+ 247.36	
Wages and Captain's Salary,.....	7,976.87	7,865.25	- 111.62	A shorter season, though wages showed an advance on this boat an average of 13%.
Captain's Expense Account,.....	89.55	118.15	+ 28.60	
Tug Services,.....	740.40	889.60	+ 149.20	Towing rates were advanced for season 1900, and vessel carried 5 grain cargoes from Chicago, where prices for towing are higher than any other port.
Handling Cargoes,.....	15,605.93	17,721.76	+ 2,115.83	Increase in cost of unloading ore cargoes.
Cargo Commissions,.....	110.00	125.00	+ 15.00	
Taxes,.....	567.25	298.42	- 268.83	Rate of Taxation decreased.
Marine Insurance,.....	5,571.93	5,227.66	- 344.27	Rebate allowed because vessel arrived in port 30 days before end of season.
Freight List Insurance,.....	55.11	60.36	- 5.25	
Mate's Supplies,.....	564.54	378.86	- 185.68	
Provisions,.....	1,595.76	1,648.35	+ 243.04	Based on increase of \$.062 per man per day.
Steward's Supplies,.....	159.45	256.05	+ 96.60	
Fuel,.....	7,816.08	9,911.12	+ 975.20	Based on increased consumption of 21 lbs. per mile.
Engineer's Lubricants,.....	142.51	158.85	+ 33.32	Based on increase of \$.00095 per mile.
Engineer's Supplies,.....	53.12	56.51	+ 3.39	
Boiler Repairs,.....	4.35	28.67	+ 24.32	
Machinery Repairs,.....	8.42	1.25	- 7.17	
Auxiliary Engine Repairs,.....	42.96	30.77	- 12.19	
General Expense,.....	141.00	383.02	+ 242.02	Rewards of \$100 paid Capt. Lyons and \$75 paid Eng. Kelley, etc.
Laying Up,.....	234.74	548.95	+ 314.21	Due to longer time laying up, besides increased rate of wages.

As a matter of general record, it will be noted that wages advanced quite materially on all the vessels in the season of 1900, over the preceding year. For the season of 1900 the 'Lake Carriers' Association established wages at the beginning of the season and no change in rates was made during the year. During the season of 1899, however, the basis of wages was changed three different times. The following calculation will show what percentages of increase prevailed during the season of 1900 as compared with the preceding year.

STEAMERS:

The first card for 1899 was 22.3% less than the card for 1900;
the second card for 1899 was 17.5% less than the card for 1900, and
the third and last card was 1.6% less than the card for 1900;
or in terms of average the card for 1900 was 13.8% higher than for 1899.

CONSORTS:

The first card for the season 1899 was 31.2% less than the card for 1900;
The second card for 1899 was 25.7% less than the card for 1900, and
the third and last card was 8.8% less than the card for 1900;
or in terms of average, the card for 1900 was 21.9% higher than for 1899.

The foregoing figures are applicable to all vessels in our fleet, and are inserted here only as a matter of convenience and to better preserve the record.

"PONTIAC"

DETAILS OF PROVISION ACCOUNT.

	1899			1900		
	QUANTITY	PRICE	AMT.	QUANTITY	PRICE	AMT.
Sugar	1314 lbs.	\$.054	\$71.13	125 lbs.	\$.06	\$69.38
Tea	54 "	.344	18.61	61 "	.35	21.25
Coffee	234 "	.111	26.12	172 "	.13	21.94
Spices and vinegar			8.55			7.90
Extracts	14 btls.	.223	3.13	17 btls.	.23	3.95
Baking powder,	40 lbs.	.185	7.41	39 lbs.	.18	7.09
Bread and crackers			48.84			68.99
Butter & Butterine	699 "	.165	114.99	766 "	.18	149.57
Lard and cottolens	217 "	.77	16.85	280 "	.10	26.75
Cheese	87 "	.14	12.11	75 "	.16	12.27
Fresh Milk	376 Gal	.203	76.40	290 Gal	.20	57.80
Condensed milk	48 cans	.092	4.40	104 cans	.08	8.20
Pickles			9.57			15.48
Sauces			11.40			6.30
Eggs	316 doz	.172	54.49	292 doz	.16	45.92
Buckwheat, Graham & cornmeal	295 lbs.	.025	7.29	170 lbs.	.02	3.60
Farinaceous Foods,	196 "	.042	8.20	192 "	.05	8.70
Canned fruits	16 cans	.24	4.36	152 cans	.12	18.45
Canned vegetables	366 "	.075	27.69	209 "	.08	15.74
Dried fruits	163 lbs.	.13	21.14	166 lbs.	.10	16.95
Dried vegetables,	159 "	.033	5.22	75 "	.06	4.30
Fresh fruits			52.60			53.40
Fresh vegetables,			65.56			105.36
Potatoes	143 Bu	.562	80.43	150 Bu	.57	85.45
Dried onions,	14 pks	.345	4.82	19 pks	.28	5.40
Fresh fish	188 lbs	.128	24.19	330 lbs.	.08	26.70
Salt fish	57 "	.082	4.68	69 "	.09	6.49
Fresh meat	5268 "	.093	493.25	4902 "	.09	457.54
Salt meat	1549 "	.074	114.71	1441 "	.09	122.74
Molasses & Syrup	9 gal	.356	3.21	11 Gal	.34	3.78
Ice	770 cwt	.155	199.58	915 cwt	.16	147.20
Miscellaneous			17.42			6.58
TOTAL,			\$1595.76			\$1648.35

Average consumption of meat per man per day was 1.28 lbs. in 1900
 " " " " " " " " " " 1.58 " " 1899

"PONTIAC"

DETAILS OF STEWARD'S SUPPLY ACCOUNT.

	1899	1900
Table linen, towelling, etc..	\$5.20	\$72.37
Bed linen, blankets, etc.	15.65	15.50
Cutlery, spoons, etc.	.10	
Crockery and glass,	8.65	12.80
Kitchen utensils,	3.12	21.80
Soap,	15.80	14.47
Scouring material,	8.80	11.93
Brooms,	1.66	1.48
Brushes,	.88	.88
Laundry,	81.91	133.45
Medicine case,		12.50
Sundries,	17.68	45.33
Supplies used in fitting out and laying up in 1899,	85.49	
TOTAL,	\$244.94	\$342.51

"PONTIAC"

DETAILS OF MATE'S SUPPLIES ACCOUNT.

	<u>1899</u>	<u>1900</u>
Canvas, duck, etc.	\$209.51	\$70.90
Kerosine Oil,	16.82	19.48
Ropes, etc.	226.98	444.14
Hose,	.60	72.00
Lamp chimneys and globes,	5.50	21.58
Lamps, lanterns and burners,	9.27	5.70
Soap,	8.90	7.90
Scouring material,	10.78	11.06
Rags,	2.57	3.90
Hardware, supplies and tools,	31.23	74.31
Brushes,	5.75	20.28
Brooms,	12.87	12.68
Candles,	2.90	5.35
Speaking trumpet,	1.25	
Flags, private signal, etc.	10.82	
Sundries,	8.79	51.55
	<hr/>	<hr/>
	\$564.54	
Supplies used in fitting out and laying up in 1899,	203.17	
	<hr/>	
TOTAL,	\$767.71	\$820.83

"PONTIAC"

DETAILS OF ENGINEER'S SUPPLY ACCOUNTS.

	1899	1900
Tools and Hardware Supplies,	\$7.68	\$4.71
Lamps and wicking,	6.68	
Lye and scouring material,	6.92	5.14
Soap,		7.00
Rags and waste,	2.10	3.70
Hose,		5.46
Brushes,	.30	5.58
Squirt cans and fillers,	.70	1.60
Water glasses,	1.80	2.40
Valves,	2.64	17.89
Fittings and piping,	6.80	29.20
Packing,	7.40	42.18
Gaskets,	1.32	6.83
Cement,	4.00	
Belt lacing,	.94	
Sundries,	2.20	5.55
	\$53.12	
Supplies used in fit out and laying up in 1899,	192.06	
TOTAL,	\$245.18	\$137.24

STEAMER "PONTIAC"

FUEL PURCHASED. FOR TWO SEASONS.

GRADE	1899				1900					
	TONS		PER CENT	AVERAGE PRICE	TOTAL COST	TONS		PER CENT	AVERAGE PRICE	TOTAL COST
LMP	684	1000	18.2	\$2.292	\$1,568.55	1275	200	34.7	\$2.805	\$3,576.49
Run of Mine	3060	1900	81.8	2.041	6,247.53	2227	1100	60.6	2.650	5,903.02
Nut,						172	400	4.7	2.505	431.61
TOTALS,	3745	900	100.0	\$2.087	\$7,816.08	3,674	1700	100.0	\$2.697	\$9,911.12

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"PONTIAC"

DETAILS OF CAPTAIN'S EXPENSE ACCOUNT.

	1899	1900
Telegrams and telephones,	\$42.31	\$39.62
Postage,	11.64	7.00
Railway fares,	11.70	21.00
Customs,	12.40	10.80
Stationery,	3.20	5.53
Express charges,	3.40	4.15
Exchange,	3.35	4.80
Donations, (Dockmen)		7.00
Engaging firemen,	1.00	
Extra meals and board, (<i>Captain & Engineers fitting out.</i>)	.55	27.50
Engaging Steward,		13.75
Sundries,		5.45
	\$89.55	
Expense for fitting out and laying up in 1899,	16.22	
TOTAL,	\$105.77	\$146.60

STEAMER "PONTIAC"

STATEMENT SHOWING TIME DISCHARGING ORE CARGORS.

NO. CARGORS.	NAME OF DOCK.	AV. TIME AT DOCK		AV. TIME AT DOCK DISCHARGING.		AV. TIME ACTUALLY AT WORK	
		DAYS	HOURS	DAYS	HOURS	DAYS	HOURS
3	N Y P & O, Cleveland, O.	2	18	1	16		19
3	E & P R'y, Erie, Pa.	1	13	1	4		16
6	Carnegie, Erie, Pa.	2	4	1	3		16
1	Angeline, Ashtabula, O.		22		21		19
1	P Y & A, Ashtabula,	2	9	1	10		20
2	P & L E, Fairport, O.	2	8	1	14		20
5	P & C, Conneaut, O.	1	21	1	10		21
21	Grand Average,	2	1	1	8		19

P o n t i a c

GENERAL DATA

Total number of crew (including Master and Engineer).....	20
Length over all,.....	320 feet,
Length of Keel,	300 "
Beam,.....	40 "
Depth,.....	25 "
Net tonnage,.....	1,788 tons
Gross tonnage,.....	2,298 "
Ore capacity,.....	3,300 "
Coal capacity/.....	3,259 "
Engines,.....	24,38,61 X 42
Boilers,.....	3 scotch, 11-1/2 X 14.
Steam,.....	160
Horse Power,.....	1200
Pitch of wheel,.....	17'
Average revolutions of wheel per minute, loaded,.....	72
" " " " " " light,.....	76
Number of hatches,.....	(8 working hatches, (1 scuttle hatch
Average miles per hour, light,.....	12.85
" " " " loaded,	11.81