

STEAMER CHOCTAW

STATEMENT OF GENERAL AND EXTRAORDINARY REPAIRS--ELABORATED

TOTAL COST OF REPAIRS WAS \$935.20	MACH REPAIR	BOILER REPAIR	HULL REPAIR	DECK REPAIR	CABIN REPAIR	BULW- ARKS & RAIL REPAIR	MISCEL REPAIR
Labor & material repairing yawl boat,	\$	\$	\$	\$	\$	\$	\$24.30
Repairing kitchen range,							15.97
Repairing ice box and kitchen sink,							5.70
Adjusting compasses,							40.00
New screen doors for cabin,					25.74		
New range light pole,							20.37
Labor and material repairing rail stanchions,						15.03	
New ladder,							755
Labor & material, renewing fenders,			111.86				
Repairing rudder quadrant, stock & key,	33.13						
Repairing broken frames on port & starboard bows,			94.76				
Captain's expenses at Lorain while superintending repairs,			49.45				
Labor painting and chipping inside coal bunkers,			43.10				
Labor and material repairing decks,				91.83			
Labor & material repairing hatch covers combings, etc.,				183.69			
Repairing steering gear,	1.05						
Glazing,					5.33		
Paints purchased during season,							166.34
<b>T O T A L ,</b>	<b>\$34.18</b>	<b>\$</b>	<b>299.17</b>	<b>275.52</b>	<b>\$31.07</b>	<b>\$15.03</b>	<b>280.23</b>

Total cost of paints purchased during season 1900 was \$377.61

STEAMER CHOCTAW

STATEMENT SHOWING TIME DISCHARGING ORE CARGOES

NAME OF DOCK	NO.  CARGOES	1 9 0 0						1 9 0 1						
		AVERAGE TIME AT DOCK		AVERAGE TIME AT DOCK DISCHARGING		AVERAGE TIME ACTUALLY AT WORK		NO.  CARGOES	AVERAGE TIME AT DOCK		AVERAGE TIME AT DOCK DISCHARGING		AVERAGE TI ACTUALLY AT WORK	
		DAYS	HOURS	DAYS	HOURS	DAYS	HOURS		DAYS	HOURS	DAYS	HOURS	DAYS	HOURS
C.H.&.D., Toledo,	1	1	7	1	6		18							
T.&.O.C., "								1	1	11	1	11		18
B.&.O., Sandusky,	1	4		3	20	1	9							
C.T.&.V., Cleveland,	0. 3	2	3	1	15		21							
N.Y.P.&.O., Cleveland								3	3	20	3	3		22
C.&.P., "								8	2	11	1	12		19
Minnesota, Ashtabula	2	2	1	1	12		16							
Angeline, "								2	1	12	1	10		22
M. & S., "								3	3	1	1	22		19
P.Y.&.A., "	3	3	6	2	3		20							
E. & P. Erie,	2	1	7	1	5		17							
Carnegie, "	2	2	9	1	8		15	1	2	12	1	9		22
D.L.&.W., Buffalo,								1	2	22	2	22		22
Minnesota, "								2	6	11	2	12	1	3
GRAND AVERAGE	14	2	9	1	12		19	21	3		1	22		21

STEAMER CHOCTAW

GENERAL DATA

Total number of crew (including Master and Engineer)....	19
Length over all,.....	280 Feet
Keel,.....	266 "
Beam,.....	38
Depth,.....	23 "
Net tonnage,.....	1256 Tons
Gross tonnage,.....	1573 "
Ore capacity,.....	2823 "
Coal capacity,.....	2558 "
Engines,.....	17, 29, 47 X 36
Boilers,.....	11 X 12,(2Scotch)
Steam,.....	160
Horse Power,.....	800
Pitch of wheel,.....	13'6"
Average revolutions of wheel per minute, loaded,.....	81
Average revolutions of wheel per minute, light,.....	85
Number of hatches,.....	7
Average miles per hour, light,.....	11.70
Average miles per hour, loaded,.....	10.86

---

A N D A S T E

*For Mr. Motter*

Accident June 25th

Query as to damage. The Andaste had a very small iron kedge anchor of an old pattern. It was not necessary to replace it, as I believe there was another one on board. The line that went overboard was an old one and not very long, so that the total loss would not be great.

Accident July 7th.

Query as to whom charged? Would say that the damage sustained by the Mariska to her bulwarks was very slight, and no claim was ever made against us, consequently no charge has been made. It is possible that the reading *of* this is not as clear as it might be, but the case was this: The Mariska swung in on our port quarter and came in contact with the Andaste's starboard anchor, breaking a slight hole in the Mariska's bulwarks. No claim has ever been made,

Accident Oct. 7th

This is an insurnace claim and a line will be added to the report to make this clear.

Receipts and Disbursements--

Reference to Tug Services. Please note remarks on this subject under same head on Steamer Choctaw.

Comparisons- Query as to Average Rate per gross ton received in 1900 being \$3065.

This is due to the fact that the Andaste carried from the first of October eight cargoes of grain out of Lake Michigan, which, of course, gave gross rate per ton very much less than contract rate of \$1.10 for iron ore for that year. This, of course, brings down the average to the figure shown there.

Comparison of items of Disbursement--*August* Captain's Salary.

As a further explanation of the decrease over 1900 reference may be made to the note under Comparisons, wherein it is said that one deck-hand was dispensed with in 1901 over 1900. This in addition to the longer season makes the difference.

ANNUAL REPORT

O F

STEAMER ANDASTE

1901

S T E A M E R A N D A S T E

GENERAL OPERATIONS.

The Steamer Andaste sailed from the port of Cleveland, on the first trip of season 1901, on May 15th, and arrived in Cleveland, on last trip ready to lay up, on Dec. 16th, having been in commission 216 days.

This vessel made 21 trips for the season, transporting down bound cargoes of iron ore from Marquette. On six of the upbound trips, part cargoes of coal were taken to Marquette. Altogether this vessel traveled 27,928 miles for the season.

The average rate of freight obtained on all cargoes carried during the season was \$.6804, against \$.8065 per ton for season 1900. The average operating expenses per ton of freight carried during season 1901 are \$.4717, and in 1900 \$.5038, showing a reduction of \$.0321 per ton. The average net earnings per ton freight carried, therefore, in 1901 are \$.2087, as compared with \$.3027, during the preceding year.

STEAMER ANDASTE

GENERAL REPAIRS.

The General Repairs placed upon this Steamer during the past season are very materially reduced, upon which subject further mention is made under the heading of "Comparisons" and "Comparison of Items of Disbursement."

Among the items of repair made last year may be mentioned the following: The stanchions in the hold at the hatches were bent and the oak stringing pieces were rotten and used up; these were straightened and repaired at a cost of \$52.36. New hatch covers were provided for seven of the hatches at a total cost of \$266.00, or \$38.00 per hatch. One hatch was repaired out of the good portions of the others; one coal hatch was also repaired from the good portions of the others. A new fender strake was put on the port bow and port quarter, and on the starboard bow and starboard quarter at a cost of \$166.21. The other items going to make up the total cost of repair will be found in a separate table.

The repairs to put the steamer in shape for another year will not be large, unless it be found that the starboard boiler needs some attention in the middle furnace. This boiler has some cracks at the expansion rings. There is also a row of stays which will have to be renewed. There is a split in two places which have been plugged and the staybolts are not very good. In the port boiler at the bottom of the back connection there is a defect, and an inch and a half plug was put in last season, but it is now defective around this plug. The bottom part of the back-head of the boiler is not very strong. Just what it may be found necessary to do in this connection has not, at this time, been determined.

S T E A M E R A N D A S T E

ACCIDENTS

JUNE 16TH

While this Steamer was going into Toledo in the afternoon of June 6th, and, when abreast of the entrance of the dredged channel leading into Maumee Bay, and was proceeding, as supposed, in mid-channel, she grounded. A tug, which was there, was called to their assistance, but was unable to release the Andaste. Later in the day, the Tug Saugatuck took a line and the two tugs, together with the engines of the Andaste, succeeded in moving her up some little distance. The water had again gone down in the meantime, and no further effort was made until next morning, when, the water having come up a little, the Andaste was floated, but, as the water was still low, she again brought up on the bottom in the evening of June 7th. She lay at this point until along towards noon of June 8th, when, the water having sufficiently risen, the Andaste floated and then proceeded up the river. She passed the W.&.L.E.Dock, and was proceeding up the regular channel, her engines being worked under slow check. The Steamer Zillah and Barges Connely Bros. Minch and Ogarita were seen ahead, and over near the end of the Hocking Dock in the act of making a landing. The Zillah was made fast to the Steamer Hadley, which was lying alongside the dock, but the barges, swinging on the tow line, were caught by the wind and the current, which was setting up the river, and carried rapidly out across the channel. These boats lapped each other in such a manner as to completely block the deep water passage immediately ahead of the Andaste. This action had taken place suddenly, and it was too late to stop the Andaste by backing, besides which, such a movement would have thrown the bow of the Andaste to starboard and she would have struck the second barge in the tow. The helm of the Andaste was, therefore, put to starboard in an attempt to get around the stern of the last barge (the Ogarita)



A N D A S T E

Accidents, Cont. #2

but, as the Andaste approached the Ogarita, her port bilge struck the channel bank and the Andaste sheered out towards the Ogarita. It was seen that a collision with the Ogarita was imminent, and in order to avoid which, the helm of the Andaste was put hard-a-starboard, and her engines worked ahead strong. The result was, the Andaste cleared the barge but went aground, stopping on the bottom with less than six feet of space between the two boats. The Andaste was found to be out twenty inches aft and 26 inches forward. Lighters were procured and three lighter loads removed, and, after further tug service, the Andaste was placed at the C.H.&D. Dock at about five P.M., June 12th, having been delayed six days. No damage appeared to have been sustained by the bottom, but the general average cost amounted to \$1,460.82.

JUNE 25TH.

While coming down the Soo River the Andaste encountered a thick fog low on the water at the dyke. Enough could be seen through the fog to follow the ranges, and the vessel had proceeded under check to a point near Raines' Dock, where she met the Steamer Yuma, whose Captain informed our Captain that the channel was blocked below by a raft of logs. This made it necessary for our boat to stop at once, and they cast over her small kedge anchor. If it had not been for the advice of the Captain of the Yuma, the Andaste would not have been able to stop until she was onto the raft. As soon as the information was given, her engines were stopped and backed in order to stop the boat's headway in the current. The strain was so great on the line that it had to be rendered out a little, and checked up gradually. While slacking the line, one of the men got tangled up in the coil and in the excitement of getting clear, they lost control of the line and it went by the run. The Captain says that, from his position on the pilot house, he was unable to see all the maneuvers of the

# ITASCA BOND

## STEAMER ANDASTE

### Accidents, Cont. #3

*What was damage*

men, but knowing the danger of getting caught in the coils of these lines, and the accidents that have occurred, he feels like looking upon the action of the men with a good deal of leniency.

JULY 7TH.

At Ashtabula Harbor, July 7th, the Steamer Grecian was unloading at the M.&S.Dock. The Steamer Mariska was made fast to her and the Steamer Andaste was made fast to the dock, just astern of the Grecian. About ten o'clock in the morning of this date, the Grecian and Andaste were ordered by the Dock Foreman to move ahead. The Andaste was pulled ahead with her capstan and chock, close to the dock with swing lines. While this was being done the Mariska's stern swung in towards the Andaste's bow. The Andaste was at once checked strong, until she had no headway. The Mariska continued to swing in until her port quarter came in contact with the Andaste's starboard anchor, breaking a hole in her port bulwarks. The Mate of the Andaste makes the statement that at this time nothing was done to handle the Mariska with either her lines or engines. She was allowed to drift against the Andaste and in this manner sustained the damage. The Andaste was not allowed to collide with the Mariska. She was under control by the use of her lines, and had the Mariska been looked after, there would have been no damage done. The Captain of the Mariska was not on board at the time of the accident, neither was the Captain of the Andaste. The Captain of the Mariska afterwards talked with the Captain of the Andaste, and our Captain asked the Captain of the Mariska to state how the damage happened, but he declined to do so. Our Captain told him that he could not settle any damage with him until it was proven where the fault lay, and nothing more was said. The damage is not great and the matter remains in abeyance. Nothing further has been said.

*to whom charged*

STEAMER ANDASTE

Accidents, Cont. #4

AUG. 13TH

The Andasté was lying at the M.&.S. Dock, Ashtabula. The Barge Constitution was shifting down the slip, stern first, and her quarter was allowed to collide with the Andaste's forward port lamp screen. The angle iron supporting the screen was broken and twisted out of shape. The Andaste was lying in a cramped position at the time of the accident, because of the number of boats in the slip, and could not be moved to avoid the accident. The damage was not of much consequence, and the Captain of the Constitution refused point blank to pay for the damage, which he claimed was one of those things which could not be avoided.

SEPT. 11TH.

While the Andaste was lying at the Haskel Dock, Ashtabula Harbor, on this date, the Steamer Admiral, bound in, collided with our boat, breaking forward main deck timberhead. No other damage was done. Capt. Brice acknowledged doing the damage and agreed to pay the bill. This bill was subsequently paid in full.

SEPT. 22ND.

While the Steamer Andaste was being transferred from the Erie Dock to Buffalo Union Furnace Co. Dock, with the tug H.E. Hibbard having head line and the Tug Acme with stern line. They had proceeded around the bend and into the port draw of Ohio Street bridge, a distance of about 600 feet from the Erie Dock. When the Steamer's bow was nearing the upper end of the draw, it was seen that unless she was pulled over to port, her starboard bow would collide with the stone abutment of the bridge. The Captain of the Hibbard was standing in the pilot house door, and our people told him to pull the Steamer over, as she was going to strike. From his position he could see the Steamer would strike, unless she was swung more to port. At this time the tug was working ahead slowly, and just before the Steamer struck the abutment her engines were checked still more. It

STEAMER ANDASTE

Accidents, Cont. #5

seemed to those on the Andaste that the Captain of the Hibbard did not think the Steamer would strike hard and decided to let her slide on the abutment and not increase her speed by pulling on her. This view is strengthened by the fact that he signalled the Acme to push the Steamer's stern over to starboard. This signal was not answered by the Acme until it was repeated by the Hibbard, and then there was not sufficient time to avoid the collision. Our people had a rope fender in between the boat and abutment, and it was completely destroyed. It was not then apparent that any damage had been done. However, our people kept a lookout while the Steamer was being unloaded, and found that some damage had been done about ten feet below the load line and just above tank line, beginning at the collision bulkhead, and extending six frames aft, and about twelve feet along inner plate, which extends from tank top to bilge stringer. This plate was dented in about two inches between first three frames forward, and about one inch between next three frames aft. The plate was not cut or cracked, but the seam above and below was somewhat opened. The bilge plank was removed in the locality of the damaged plate, and found the double frame on the bulkhead and the next two that were cracked and sprung in about an inch, and several rivets were sheared off along these frames. From the nature of the damage, it develops that there is a projecting rock in the abutment of Ohio Street bridge, located about ten feet below the water level and twenty feet from the upper end of the abutment. This damage is a claim against the Great Lakes Towing Co. The entire repair has not been fully made at this time.

OCT. 27TH.

About three o'clock in the afternoon while passing over Amherstburg Reef, and near lower starboard float, about 50 feet to

STEAMER ANDASTE

Accidents, Cont. #6

westward of the Elloit Point Range light, the Steamer touched bottom, apparently rolling a boulder under her bottom for twenty or thirty feet. We were going slowly at the time, making about 28 revolutions per minute. About this time our Steamer met the Steamer Shenandoah, which made it necessary for the Andaste to put her width to westward of the Range Line, which was about 150 feet southward and eastward of the Lower Float. An examination showed that in the port forward compartment, some angle iron frames are cracked and some rivets sheared off. In the amidship port tank, there are some rivets sheared off, but no frames cracked. The vessel will be dry docked for repair.

*Ins. claimer*

S T E A M E R   A N D   A S T E

	1 9 0 0		1 9 0 1	
	DAYS	PERCENT	DAYS	PERCENT
Time in port,	104-1/2	46.5	97	44.9
Time sailing,	113	50.2	103	47.7
Time lost by bad weather and low water,	5-1/2	2.5	6-1/4	2.9
Time lost waiting at Soo Canal and River,	1	.4	2-3/4	1.3
Time lost by accidents,	1	.4	7	3.2
TOTAL TIME IN COMMISSION,	225	100.	216	100.
Number of trips made,	21		21	
Number of cargoes carried,	29		27	

S T E A M E R A N D A S T E .

<u>R E C E I P T S .</u>	GROSS TONS	AMOUNT	PER GROSS TON FREIGHT CARRIED
21 cargoes iron ore from Marquette,	60,757	\$43,807.90	\$.7210
6 cargoes coal to Marquette (9537 net tons @ 35¢)	8,560	3,355.48	.2752
27	69,317	\$47,163.38	\$.6804
<u>D I S B U R S E M E N T .</u>			
Extraordinary and General Repairs,	\$ 881.41		
Ship keeping and Winter Dockage,	97.09		
Fitting out,	971.96		
Wages and Captain's Salary,	7,640.72		
Captain's Expense Account	84.78		
Tug Service,	421.17		
Handling Cargoes,	11,679.28		
Marine Insurance,	3,419.32		
Freight List Insurnace,	64.15		
Mate's Supplies,	237.21		
Provisions,	1,232.33		
Steward's Supplies,	94.22		
Fuel,	5,087.61		
Engineer's Lubricants	109.73		
Engineer's Supplies,	44.15		
Boiler Repairs,	56.68		
Machinery Repairs,	29.76		
Auxiliary Engine Repairs,	23.29		
General Exp.(Telegrams Dues Lake Carriers Assn.Etc)	105.72		
Laying Up,	363.43	\$32,694.01	\$.4717
<u>NET EARNINGS,</u>		14,469.37	.2087
Deduct amount paid account Legal Expenses,		25.00	
		\$14,444.37	
Add net amount received from Insurance Co., over and above claims,		104.48	
Making total net gain for season 1901,		\$14,548.85	

STEAMER ANDASTE

Comparisons.

	1900	1901
Days in commission,	225	216
Number of miles traveled,	30,581	27,928
Number of trips made,	21	21
Number of cargoes freight carried,	29	27
Gross tons freight carried,	75,314	69,317
Average rate freight per gross ton,	✓ \$ .8065	\$ .6804
Average cost to carry per gross ton freight,	.5038	.4717
Net earnings per ton freight carried,	\$ .3027	\$ .2037
Gross Receipts,	\$60,740.23	\$47,163.38
Gross expenditures,	37,944.88	32,694.01
Net earnings,	\$22,795.35	\$14,469.37
Percentage of operations to earnings,	62.4	69.3
Gross earnings per mile traveled,	\$1.9862	\$1.6888
Operating expenses per mile traveled,	\$1.2408	\$1.1707
Net earnings per mile traveled,	\$ .7454	\$ .5181
Gross earnings per day,	<b>\$269.95</b>	\$218.35
Operating expenses per day,	163.64	151.36
Net earnings per day,	\$101.31	\$66.99
Expenses per day excluding cargo handling costs,	\$116.98	\$ 97.29
Cost provisions per man per day (excluding extra meals)	\$.298	\$.312
Average tons coal consumed per mile steamed,	151/2000	151/2000
Average cost coal consumed per mile steamed,	\$.2038	\$.1821
Average tons coal consumed per hour steamed,	1705/2000	1708/2000
Average cost oil consumed per mile steamed,	\$.00410	\$.00393
Average cost oil consumed per hour steamed,	\$.0462	\$.0444
* Average wages paid per day while in commission,	\$30.73	\$29.25
Average ore cargo from Lake Superior,	2838	2893
Average draft water on ore cargoes from Lake Superior,	17'1" ford 17'6" aft	17'2" ford. 17'8" aft.

\* In season 1901 dispensed with services of one deckhand, which therefore decreased average wages paid per day.

It will be noted that there is a large decrease in operating expenses per day, caused by a material reduction in such items in the year 1901 as: Extraordinary and General Repairs; Fitting Out; Tug Services; Cargo Commissions; Taxes; Marine Insurance; Fuel, etc.

Futher explanations may be found under head of "Comparison of Items of Disbursement"



STEAMER ANDASTE

Comparison of items of Disbursement.

	1900	1901	+ OR -	REMARKS
Extraordinary and General Repairs,	\$ 1,153.53	\$ 881.41	- \$ 277.11	After taking over vessel from Lake Superior Iron Co. it was found that repairs and renewals were needed in every department and same therefore was charged to this account and fitting out. In 1900 wintered at Lorain with no expense.
Ship Keeping and Winter Dockage,	---	97.09	+ 97.09	
Fitting Out,	2,539.10	971.96	- 1,567.14	See explanation under Extra and General Repairs item as per above.
Wages and Captain's Salary,	8,085.11	7,640.72	- 444.39	A longer season in 1900. <i>9 days</i>
Captain's Expense Account,	66.94	84.78	+ 17.84	
Tug services,	989.35	481.17	- 568.18	In 1900 vessel engaged extensively in coal and grain trades to Milwaukee and Chicago, which consequently increased tug expense.
Handling Cargoes,	11,623.68	11,679.28	+ 55.60	
Cargo Commissions,	280.00	---	- 280.00	
Taxes,	331.00	---	- 331.00	No taxes were paid on vessel in 1900, although estimated amount per day was charged and open account carried over to 1901. Total taxes paid in 1901 were \$331.00.
Marine Insurance,	3,389.86	3,419.32	- 470.54	Valuation decreased in 1901.
Freight List Insurance,	40.86	64.15	+ 23.29	
Mate's Supplies,	307.63	387.21	- 80.42	
Provisions,	1,389.35	1,323.23	+ 54.42	Based on increased cost of \$.014 per man per day.
Steward's Supplies,	204.63	94.22	- 110.46	In 1900 expense of \$65.15 for range coal, while none was used in 1901.
Fuel,	6,232.98	5,087.61	- 1,146.37	Consumption per mile run was same both years, but 1901 was shorter season and lower price per ton, and less miles run.
Engineer's Lubricants,	125.54	109.73	- 4.74	Based on decreased cost of \$.00017 per mile.
Engineer's Supplies,	66.38	44.15	- 22.23	
Boiler repairs,	20.48	56.68	+ 36.20	
Machinery Repairs,	26.70	29.76	+ 3.06	
Auxiliary Engine Repairs,	10.70	23.29	+ 12.59	
General Expense,	193.18	105.72	- 93.46	A campaign donation authorized by general office in 1900 of \$46.63
Laying Up,	455.84	363.43	- 92.41	

STEAMER ANDASTE

DETAILS OF CAPTAIN'S EXPENSE ACCOUNT

	1900	1901
Telegrams and Telephones,	\$25.26	\$38.20
Postage,	13.00	17.53
Railway Fares,	16.35	11.40
Customs,	8.80	8.40
Stationery,	2.00	3.00
Express,	5.10	
Exchange,	1.85	5.09
Miscellaneous,		2.51
Captain's board while laying up,	34.50	
TOTAL,	\$106.86	\$86.13

STEAMER ANDASTE

DETAILS OF GENERAL EXPENSE ACCOUNT

	1 9 0 1
Telegrams, etc.,	\$ 18.14
Trimnings on caps of crew, etc.,	24.55
Stationery,	4.70
Dues, Lake Carriers Association,	37.68
Paid Robert Logan for investigating and reporting on engine indicator cards,	10.00
Marine Reporting,	15.65
Board Bills (Capt.Sayre)	19.50
TOTAL,	\$130.22

STEAMER ANDASTE

DETAILS OF PROVISION ACCOUNT

	1 9 0 0			1 9 0 1		
	QUANTITY	PRICE	AMOUNT	QUANTITY	PRICE	AMOUNT
Sugar,	1197 lbs.	\$.058	\$ 69.57	1097 lbs.	\$.055	\$ 60.50
Tea,	53 "	.34	18.03	37 "	.324	12.00
Coffee,	124 "	.148	18.22	127 "	.136	17.33
Spice and Vinegar,			5.69			5.25
Extracts,	15 bottles	.189	2.94	15 bottles	.213	3.19
Baking Powder,	99 lbs.	.17	16.86	51-1/2 lbs.	.180	9.29
Bread and Crackers,			24.59			20.54
Butter and Butterine,	564 "	.178	99.92	481 lbs.	.151	72.71
Lard and Colloline,	239 "	.09	21.58	176 "	.098	17.35
Cheese,	19 "	.139	2.62	45 "	.149	6.71
Fresh Milk,	343 gals.	.18	62.09	248 gals.	.205	50.82
Condensed Milk,	105 cans	.099	10.40	38 cans.	.091	3.47
Pickles,			2.26			9.77
Sauces,			7.08			3.00
Eggs,	325 doz.	.159	51.55	261 doz.	.181	47.37
Flour,	13 bbls.	4.25	55.28	10.6bbls.	4.56	48.34
Buckwheat, Graham & Corn Meal	151 lbs.	.021	3.27	162 lbs.	.028	4.30
Farinaceous Foods,	160 "	.038	6.33	50 "	.046	2.33
Canned Fruits,	107 cans	.105	11.24	65 cans	.223	14.54
Canned Vegetables,	166 cans	.082	13.65	218 "	.076	21.16
Dried Fruits,	236 lbs.	.098	23.22	115 lbs.	.092	10.63
Dried Vegetables,	122 lbs.	.051	6.28	56 "	.066	3.74
Fresh Fruits,			24.87			30.41
Fresh Vegetables,			43.11			40.41
Potatoes,	100 bus.	.521	52.10	104 bus.	.901	94.23
Dried Onions,	23 pks.	.31	7.13	9-1/2 pks.	.413	3.92
Fresh Fish,	135 lbs.	.084	11.33	202 lbs.	.075	15.25
Salt Fish,	35 lbs.	.083	2.90	21 lbs.	.097	2.03
Fresh Meat,	4096 "	.09	371.38	3385 "	.112	435.46
Salt Meat,	1679 "	.08	132.59	160 "	.060	97.03
Molasses and Syrup,	28 gals.	.661	18.51	10 gals.	.69	6.90
Ice,	470 cwt.	.064	36.99	433 cwt.	.165	71.44
Miscellaneous,						2.70
TOTAL,			\$1289.35			\$1245.20
Less cash discounts,						12.87
						\$1232.33

Average consumption of meat per man per day in 1900 was 1.35 lbs.

" " " " " " " " " 1901 " 1.04 "

STEAMER ANDASTE

DETAILS OF STEWARD'S SUPPLY ACCOUNT

	1 9 0 0	1 9 0 1
Table linen, towelling, etc.,	\$27.02	\$ 8.50
Bed linen, blankets, etc.,	65.21	6.40
Crockery and glassware,	26.09	8.79
Kitchen utensils,	11.39	7.75
Cutlery, spoons, etc.,		2.18
Soap,	15.56	12.63
Scouring material,	8.77	6.34
Brooms,	.78	1.10
Brushes,	.40	.61
Laundry,	97.26	72.70
Range coal,	65.15	
Toilet articles,		2.76
Miscellaneous,	21.15	3.78
Furniture, carpets, curtains, etc.,	72.08	
T O T A L,	\$410.86	\$133.54
Less cash discounts,		.53
		\$133.01

STEAMER ANDASTE

DETAILS OF MATE'S SUPPLY ACCOUNT

	1 9 0 0	1 9 0 1
Canvas, Duck, etc.,	\$ 5.94	\$ 1.82
Kerosene,	52.31	63.40
Ropes, etc.,	318.17	272.46
Hose,	65.63	1.00
Lamp Chimneys and Globes,	10.67	12.88
Lamps, Lanterns and Burners,	19.67	8.01
Soap,	10.37	12.00
Scouring Material,	9.22	8.40
Rags,	3.95	6.05
Hardware and Tools,	43.02	19.72
Brooms,	19.73	9.78
Brushes,	11.90	7.40
Candles,	4.00	4.36
Miscellaneous,	59.94	45.25
TOTAL,	\$634.52	\$467.53

STEAMER ANDASTE

DETAILS OF ENGINEER'S SUPPLY ACCOUNT

	1 9 0 0	1 9 0 1
Hardware and Tools,	\$ 22.31	\$ 7.82
Lamps and wicking,	8.28	7.13
Scouring Material,	8.92	5.78
Soap,		8.40
Rags,	3.70	2.70
Hose,		7.14
Brooms,	2.10	2.43
Brushes,	1.05	.75
Squirt cans and fillers		2.15
Water glasses,		.60
Fitting and piping,	35.07	19.51
Valves,	36.59	38.50
Packing,	46.81	65.27
Gaskets,	6.25	7.83
Miscellaneous,	63.95	21.72
TOTAL,	\$237.79	\$197.73

STEAMER ANDASTE,

DETAILS OF PAINTS PURCHASED

	1 9 0 1		
	QUANTITY	PRICE	AMOUNT
White lead,	100 lbs.	\$.6-1/4	\$ 6.25
Red lead,	525 "	.066	34.75
Boiled Oil,	91 gals.	.65	58.71
Turpentine,	8 "	.50	4.00
Tinted lead,	300lbs	.065	19.50
Metallic Brown,	605 "	.04	24.20
Miscellaneous,			12.80
TOTAL,			\$160.21



S T E A M E R A N D A S T E

FUEL PURCHASED                      FOR TWO SEASONS

GRADE	1 9 0 0					1 9 0 1				
	TONS		PER- CENT	AVERAGE PRICE	TOTAL COST	TONS		PER- CENT	AVERAGE PRICE	TOTAL COST
Lump,	1583	1900	68.4	\$2.753	\$ 4360.03	493	500	23.3	\$2.451	\$ 1209.12
Run of Mine,	591	1500	25.6	2.578	1525.46	1551	700	73.4	2.400	3723.24
Nut,	79	1700	3.4	2.550	203.62	69		3.3	2.250	155.25
Slack,	60	100	2.6	2.412	144.87					
TOTALS,	2315	1200	100.0	\$2.692	\$ 6233.98	2113	1200	100.0	\$2.407	\$ 5087.61

STEAMER ANDASTE

STATEMENT OF GENERAL AND EXTRAORDINARY REPAIRS--ELABORATED

TOTAL COST OF REPAIRS WAS \$1088.06	MACH REPAIR	BOILER REPAIR	HULL REPAIR	DECK REPAIR	CABIN REPAIR	BULW- ARKS & RAIL REPAIR	MISCEL REPAIR
Repairing table ware,	¢	¢	¢	¢	¢	¢	\$ 4.50
Equipment for handling hatch battings,							4.57
New kitchen range,							70.00
Labor & material repairing ventilator on upper deck of boiler room,		10.96					
New awning for promenade deck,							9.00
Labor & material repairing rail stanchn						18.53	
Renewal of towing chain,-60 feet,							56.46
Renewing pine flooring in engine room,				9.17			
Repairing funnel urinal,							1.00
Labor & material repairing promenade deck,				16.13			
Repairing whistle crank, speaking tube,							3.73
Galvanized iron ventilators for various rooms,							10.50
Labor & material repairing hatch covers,				18.84			
Ring bolts for lanyards to windlass, (break levers,)	2.15						
Repairing heaters in cabin,					2.26		
Labor and material repairing rudder quadrant, rudder, key, etc.	126.78						
Glazing,					11.99		
Repairing lamps, door locks, etc.							7.79
Labor scraping and oiling bilges on sides of vessel in hold,			23.50				
Calking deck, around after cabin,				3.25			
Labor and material repairing combing around fire hold,				6.06			
Renewing fender strakes on port and starboard sides,			180.33				
Labor and material renewing floor in engine room,				16.47			
Labor and material renewing and repair- ing all hatch covers,				260.92			
Strengthening and repairing stanchions in hold, at hatches,			52.36				
Paints purchased during season,							160.21
<b>T O T A L S,</b>	<b>128.93</b>	<b>10.96</b>	<b>256.19</b>	<b>331.44</b>	<b>14.25</b>	<b>18.53</b>	<b>327.76</b>

Total cost of paints purchased in season 1900 was \$257.34

STEAMER ANDASTE

STATEMENT SHOWING TIME DISCHARGING ORE CARGOES

NAME OF DOCK	NO. CARGOES	1 9 0 0						1 9 0 1					
		AVERAGE TIME AT DOCK		AVERAGE TIME AT DOCK DISCHARGING		AVERAGE TIME ACTUALLY AT WORK		AVERAGE TIME AT DOCK		AVERAGE TIME AT DOCK DISCHARGING		AVERAGE TIME ACTUALLY AT WORK	
		DAYS	HOURS	DAYS	HOURS	DAYS	HOURS	DAYS	HOURS	DAYS	HOURS	DAYS	HOURS
Illinois S.Co.,Chicago	1	9	1	7		17							
C.H.&D., Toledo,							1	1	8		20		20
C.L.&W., Lorain,	1	1	6	1	3	15							
C. T.& V.,Cleveland,	4	2	22	1	23	1	1						
P. & I.E.,Fairport,	1	1	7	1	6	20							
Minnesota,Ashtabula	2	1	19	1	4	16	8	3	8	1	18		18
M. & S., "							3	2	17	1	22		18
P.Y.&A., Ashtabula,							2	2	19	1	9		15
P. & C.,Conneaut,	1	3	2	2	20	20							
P. & E., Erie,	1	2	10	2		20	3	2	21	2	12	1	1
E. & P., "	1	3		1	20	17	1	2	12	2	9		15
Buff.Fee.Co.,Buffalo	2	5	6	3	2	1	6	2	11	1	11		21
Minnesota, "								1	2	1	7		16
GRAND AVERAGE,	14	2	18	1	22	21	21	2	20	1	18		19

STEAMER ANDASTE

GENERAL DATA

Total number of crew (including Master and Engineer)....	19
Length over all,.....	280 Feet
Keel,.....	266 "
Beam,.....	38 "
Depth,.....	23 "
Net tonnage,.....	1256 Tons
Gross tonnage,.....	1574 "
Ore capacity,.....	2838 "
Coal capacity,.....	2375 "
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

---

CHATTANOOGA

Accident Oct. 5th.

*Memorandum  
for Mr. Miller*

As stated there in no claim has been made and it is not thought there will be any. The reference to the Captain of the Marcia and the Manager of the Great Lakes Towing Co. is, perhaps, superfluous, but only incorporated the impression that the Captain got of the way the Captain of the Marcia and the Local Manager of the Towing Co. seemed to show their sentiment as against the Chattanooga in some way which was not definable, <sup>say</sup> that he had perhaps not checked on his spring line strong enough, but inasmuch nothing ever came of it, I presume that the Tug people finally settled the matter afterwards.

Comparison of Items of Disbursement-Fitting Out.

In explanation of \$455.88 for a new tow line in 1900 increasing Fitting Out expenses, would say, that this item was put in this account for the want of some other account, when purchases are made before going to sea, *as has been the practice*

Combined Accounts under head of Chattanooga.

The Pioneer and Chattanooga show a separate and combined statement.

ANNUAL REPORT

O F

SCHOONER CHATTAOOGA

1901

S C H O O N E R C H A T T A N O O G A

GENERAL OPERATIONS.

A new steering gear was installed on the Chattanooga in the spring of 1901. After the decision had been arrived at as to the kind of a gear to be adopted, there was much delay in getting the work started and completed, and it was not until May 30th that the Chattanooga was ready to be taken in tow by the Steamer Pioneer on her first trip. The final cargo of the season was discharged at Cleveland Dec. 16th, making a total time in commission of 201 days.

The Chattanooga transported 15 cargoes of iron ore from Marquette, for the season, being in tow of the Steamer Pioneer fifteen trips.

This vessel received an average rate of freight of \$.7284 per ton for the season, as against \$1.1000 in 1900, or \$.3716 per ton less freight. The average expenses per ton of freight carried in 1901 were \$.6251, as compared with \$.7052 during the preceding year, showing a reduction of \$.0801 per ton. The average net earnings per ton freight carried, therefore, in 1901 are \$.1033, compared with \$.3948 per ton during season 1900.

S C H O O N E R C H A T T A N O O G A

GENERAL REPAIRS.

The Chattanooga had nothing but a hand steering gear, which, in the experience of the preceding years, had proven to be inadequate for the proper handling of so large a boat. Consequently a contract entered into with the Queen City Engineering Co. for the installing of one of their hydraulic steerers, complete, with hand wheel attached bed-plate, pump and tank for \$800.00.

\* The installation of this steering gear, of course, required that the Schooner be given a larger rudder. Consequently, a contract was made with the American Shipbuilding Co. to furnish a new wooden rudder, with a steel sleeve similar to that recently put upon a sister ship, the Chickamauga, for \$489.00. The results of last season's operations have fully justified the expense incurred. During the season of 1900 the Schooner was aground three times,-at Bar Point, St. Clair River and Lake St. Clair,- which accidents caused a total loss of six days time. All of these groundings, the Master maintained, would not have occurred if he had been able to handle his boat more quickly. This is somewhat substantiated by the fact that during the season of 1901 the Chattanooga was not aground at all.

The Captain of the Chattanooga advises, regarding this improvement, about the middle of the season, as follows:

"We can now get our rudder over, something which we could not do before by hand, and we can now do it quickly. Before putting on this hydraulic steerer, while towing behind the Pioneer last season and coming out of the St. Clair Canal Cut, the Chattanooga would often take a sheer and the men on the boat could not get her rudder over quickly enough to stop her from sheering. Our people were always apprehensive, in coming down the shoal water below St. Clair Canal, fearing she would sheer in the strong current. We can now get her rudder over quickly enough to counteract this tendency of sheering."

He further illustrated its desirability in the following words:



SCHOONER CHATTANOOGA

Repairs #2.

"While coming down the Soo Canal on the morning of June 14th, the Captain of the Pioneer was informed by an upbound boat that there was a boat across the channel below, and that our tow had better turn around. When I learned what the Pioneer was going to do, and that the Schooner must come to anchor, we put the Chattanooga's wheel hard-a-port, and as soon as she was across the river, we let go her anchor. This was a little west above Little Rapids Cut and the channel is about six or seven hundred feet wide at this point, and the current runs about four or five miles per hour. When her port anchor took hold, we swung around with the stern about fifty feet clear of the Lighthouse at Little Rapids. Now if we had not had this steerer, the Schooner would undoubtedly have gone ashore and grounded above the Lighthouse, because we would not have been able to have gotten her rudder over quickly enough, but as it was, we got out of the difficulty safely."

Two new iron timberheads, one forward and one aft on the port side, were placed on this Schooner, to take the place of the wooden timberheads, at a cost of \$71.95. The work of taking out the old wooden ones and putting in new decking, and installing the new iron timberheads cost \$83.34, or a total cost of \$155.29 for the new timberheads.

At the close of the season of 1900 it was found that the floor ceiling was not in very good condition. The original planking used had been scarcely two inches thick, and, in addition to this, there had not been very good timber used in this work originally. This, with the carrying of much hard ore, had caused the breaking through of the floor in many places.

Upon investigation it was further found that the timbers under the ceiling were so far apart that it was necessary to put in some

SCHOONER CHATTANOOGA

Repairs #3

intermediate support under the hatches. This work was done by the day, and some nine thousand feet of oak was used in all. The amount of this repair, as the work was opened up, grew to a larger sum than was originally expected, the total amount being \$874.51.

The other repairs that were put upon this boat were of a general character.

The repairs necessary before going into commission next season will not be of a very extensive nature.

- Further details are here stated relative to new rudder, stock and sleeve.

The rudder was provided with a sleeve 17" outside diameter, one half inch thick and 16' long. The length of the blade in widest part is 7' 1", and its approximate area is 85 square feet.

SCHOONER CHATTANOOGA

ACCIDENTS

JUNE 13TH

While lying at the pier waiting for our turn at the lock, they were filling the lock and the current was so rapid as to cause the boats waiting to shoot ahead. The Chattanooga broke two of her lines, and in going ahead struck the Monarch, a Canadian Passenger boat, in the stern. Our Captain went to see Capt. Robinson, of the Monarch, and together they went over the damage. They found that about twenty feet of monkey rail had been broken, bulwarks and two stanchions, that go up from the deck to the hurricane deck, had been broken. Our Captain estimated that the cost of the repair, of the damage would not be over \$15.00. No bill has been rendered by the Monarch as yet.

AUG. 18TH

While unloading the Chattanooga at the Minnesota Dock, Buffalo, they were finishing with one rig. The chain parted on one of the derricks and the bucket came down on the hatch coaming of No. 3 hatch and broke it, and also damaged the hatch. Damage to other hatches was done at this time, due to careless handling of the rigs by the Dock Company. Minor damage was done to hatches 3, 5, 6 and 8 in the shape of tearing the iron loose on the hatch coamings. To repair this damage cost \$20.00, the bill for which was sent to Pickands Mather & Co.

OCT. 5TH.

While coming into the Harbor at Cleveland, to land at the N.Y.P.&O. Dock in tow of the tugs S.S. Stone and Joe Harris, the Chattanooga ran into the stern of the Marcia. The Marcia was lying at the N.Y.P.&O. Dock partially at the place where the Chattanooga was to tie up. The Day Foreman ordered the Marcia to move up, which they commenced to do, but did not move very rapidly. The tugs having the Chattanooga in tow had made their calculations as to speed, but the Chattanooga had been given more headway than they

SHCOONER CHATTANOOGA

ACCIDENTS #8

had supposed, and, although the Tug Stone came alongside and when very near her expected berth, signalled to stop, they were unable to stop her headway sufficiently to keep the Chattanooga from colliding with the Marcia. The damage consisted of breaking a timber 3 X 10 X 14 feet on the rail of the Marcia, a little to port side of the stern chock; bulging the bulwarks in and breaking two letters of the vessels name, "M" and "T". The responsibility for the damage, of course, is due to the tugs. No claim has been made as yet, though our Captain states that he thinks that the Captain of the Marcia and the local Manager of the Great Lakes Towing Co., being of one fraternity, that there is a disposition to place the responsibility upon the Schooner in some shape.

OCT. 17TH

While the Chattanooga was lying at the C.L.&W. Dock at Lorain, the Steamer Iroquois went down the river at a pretty good speed, leaving high swells rolling in her wake. When the Iroquois passed, the waves jostled the Chattanooga around, so that she crashed into the dock. The boat's rigging was damaged very slightly, but some damage was sustained by the Chattanooga ranging against Brown Hoist Co's. rigs. The cost of this is \$117.86. The matter is under discussion between ourselves and Capt. Richardson, their Captain making claim that our boat was not sufficiently moored.

S C H O O N E R C H A T T A N O O G A

	1900		1901	
	DAYS	PERCENT	DAYS	PERCENT
Time in port,	81-1/2	35.6	74-1/2	37.1
Time sailing,	124-1/2	54.4	93	46.3
Time lost by bad weather and low water,	11	4.8	21-1/2	10.7
Time lost at Soc Canal and River,	5	2.2	4-1/2	2.2
Time lost by accidents,	7	3.	7-1/2	3.7
TOTAL TIME IN COMMISSION,	229	100.	201	100.
Number of trips made,	19		15	
Number of cargoes carried,	19		15	

S C H O O N E R C H A T T A N O O G A

<u>R E C E I P T S</u>	GROSS TONS	AMOUNT	PER GROSS TON FREIGHT CARRIED
15 cargoes iron ore from Marquette,	53,483	\$43,601.30	\$.7254
<u>D I S B U R S E M E N T S</u>			
Extraordinary and General Repairs,	\$ 2,226.92		
Ship Keeping and Winter Dockage,	91.34		
Fitting out,	361.12		
Wages and Captain's Salary,	3,274.65		
Captain's Expense account,	27.21		
Towing, (Pioneer \$10,650.31 Tugs, 1,801.13	12,451.44		
Handling Cargoes,	13,202.65		
Taxes,	190.85		
Marine Insurance,	2,686.13		
Freight List Insurance,	63.90		
Mate's Supplies,	886.66		
Provisions,	487.51		
Steward's Supplies,	63.06		
Fuel,	253.66		
Engineer's Oil,	8.35		
Engineer's Supplies,	10.00		
Machinery Repairs,	8.93		
General Exp.(Telegrams,Dues Lake Carriers Assn. Etc.)	112.45		
Laying Up,	150.67	\$36,557.50	\$.6251
NET EARNINGS,		\$ 6,043.80	\$.1033
Add amount received from Insurance Companies over and above claims,	\$368.07		
Less amount not allowed by Insurance Companies in settlement of claims,	275.08		
		92.99	
MAKING TOTAL NET GAIN FOR SEASON 1901,		\$ 6,136.79	

*Combined statement*  
 SCHOONER CHATTANOOGA  
 COMPARISONS

	1900	1901
Days in Commission,	229	201
Number miles traveled,	24,814	18,810
Number trips made,	19	15
Number cargoes carried,	19	15
Gross tons freight carried,	73,922	58,483
Average rate freight per gross ton,	\$11.000	\$ .7384
Average cost to carry per gross ton freight,	.7052	.6251
Net earnings per gross ton freight carried,	\$ .3948	\$ .1033
Gross receipts,	\$81,314.20	\$42,601.30
Gross Expenditures,	52,129.68	36,557.50
Net earnings,	\$29,184.52	\$ 6,043.80
Percentage of operations to earnings,	64.1	85.8
Gross earnings per mile traveled,	\$3.2769	\$2.3648
Operating expense per mile traveled,	2.1008	1.9435
Net earnings per mile traveled,	\$1.1761	\$ .3213
Gross earnings per day	\$355.02	\$211.94
* Operating expenses per day,	227.64	181.88
Net earnings per day,	\$127.44	\$ 30.06
Expenses per day excluding cargo handling costs,	\$145.41	\$116.19
Cost provisions per man per day (excluding extra meals)	\$ .261	\$ .303
Average wages paid per day while in commission,	\$11.47	\$11.89
Average ore cargo from Lake Superior,	3891	3699
Average draft of water on ore cargoes from Lake Superior,	17'8" ford 17'9" aft	17'9" ford 17'9" aft
Total time of Chattanooga waiting for Pioneer,	16 days 10 hrs.	13 days 9 hrs.
Chattanooga's percentage of time waiting for Pioneer,	7.17	6.65
* The operating expenses per day in 1901 are largely decreased because of a reduction in expenditures on the following items: Fitting Out: Wages & Captain's Salary: Handling Cargoes: Marine Insurance, etc.		

S C H O O N E R C H A T T A N O O G A

Comparison of items of Disbursement.

	1900	1901	+ OR -	REMARKS
Extraordinary and General Repairs,	\$2,006.25	\$2,228.92	+ \$ 220.67	In 1901 repaired floor ceiling. New iron timberheads and steering gear installed.
Ship Keeping & Winter Dockage,	80.00	91.34	+ 11.34	
Fitting Out,	837.90	861.12	- 476.78	In 1900 purchased new tow line, \$455.86, and charged to Fitting Out. ✓
Wages and Captain's Salary,	3,531.66	3,274.65	- 257.01	A shorter season in 1901.
Captain's Expense Account,	45.76	27.21	- 18.55	
Tug services,	1,677.82	1,801.13	+ 123.31	
Handling Cargoes,	18,831.00	13,202.65	- 5,628.35	Less tonnage and less rate per ton for unloading in 1901.
Taxes,		190.85	+ 190.85	No taxes paid on vessel in 1900.
Marine Insurance,	3,037.60	2,693.13	- 344.47	Valuation decreased in 1901.
Freight List Insurance,	81.28	63.90	- 17.38	
Mate's Supplies,	599.65	883.66	+ 287.01	An extra tow line purchased in season 1901.
Provisions,	480.86	487.51	+ 67.53	Based on increased cost \$ .042 per man per day.
Steward's Supplies,	71.06	63.06	- 8.00	
Fuel,	208.29	253.66	+ 45.37	A Queen City hydraulic steerer installed, requiring more fuel.
Engineer's Oil,	3.09	8.35	+ 5.26	
Engineer's Supplies	10.41	10.00	- .41	
Machinery Repairs,	8.69	8.93	+ 2.24	
General Expense,	152.54	112.45	- 40.09	A campaign donation authorized by General Office in 1900 of \$46.63
Laying Up,	143.31	150.67	+ 7.36	



SCHOONER CHATTANOOGA

DETAILS OF CAPTAIN'S EXPENSE ACCOUNT

	1 9 0 0	1 9 0 1
Telegrams and Telephones,	\$20.04	\$ 8.80
Postage,	4.85	4.86
Railway Fares,	10.50	4.10
Customs,	7.60	6.00
Stationery,		.45
Express,		1.00
Exchange,	1.27	.95
Miscellaneous,		1.50
Legal Expense,	1.50	
T O T A L,	\$45.76	\$27.66

SCHOONER CHATTANOOGA

DETAILS OF GENERAL EXPENSE ACCOUNT

	1 9 0 1
Telegrams,	\$ 2.43
Trimnings on caps & buttons for crew,	4.80
Stationery,	4.33
Dues, Lake Carriers Association,	90.64
Marine Reporting,	10.25
Bulletins,	5.00
T O T A L,	\$117.45

SCHOOER CHATTANOOGA

DETAILS OF PROVISION ACCOUNT

	1 9 0 0			1 9 0 1		
	QUANTITY	PRICE	AMOUNT	QUANTITY	PRICE	AMOUNT
Sugar,	450 lbs.	\$.054	\$ 24.36	431 lbs.	\$.059	\$ 25.66
Tea,	9 "	.326	2.94	12 "	.30	3.60
Coffee,	63 "	.122	7.73	49 "	.135	6.62
Spice and Vinegar,			3.01			2.70
Extracts,	4 bottles	.362	1.45	7 bottles	.213	1.60
Baking Powder,	27 lbs.	.164	4.43	27 lbs.	.165	4.47
Bread and Crackers,			3.33			2.13
Butter and Butterine,	227 lbs	.177	40.38	183 lbs.	.141	26.57
Lard and Cottoline,	100 "	.089	8.90	115 "	.089	11.43
Cheese,	32 "	.14	5.35	32 "	.16	4.54
Fresh Milk,	61 gals.	.186	11.52	53 gals.	.190	10.12
Condensed Milk,	51 cans	.092	4.74	55 cans	.094	5.20
Pickles,			4.64			2.09
Sauce,			.15			.15
Eggs,	90 doz.		14.70	73 doz.	.174	12.76
Flour,	5-1/2 bbls	4.40	21.58	4.3 bbls.	4.335	21.28
Buckwheat, Graham, CornMeal	109 lbs.	.025	3.77	50 lbs.	.021	1.07
Farinaceous Foods,	33 "	.06	1.99	35 "	.054	1.89
Canned Fruit,	68 cans	.074	5.05	2 cans	.21	.42
Canned Vegetables,	68 "	.079	5.31	153 cans	.076	11.72
Dried Fruits,	88 lbs.	.112	9.88	85 lbs.	.086	7.32
Dried Vegetables,	40 "	.048	1.94	26 lbs	.059	1.54
Fresh Fruits,			12.66			11.79
Fresh Vegetables,			25.20			22.44
Potatoes,	53 bus.	.50	29.80	53 bus.	.958	50.80
Dried Onions,	10 pks.	.387	3.87	9 pks.	.35	3.18
Fresh Fish,			1.50	86 lbs.	.083	7.20
Salt Fish,			4.00	33 "	.08	2.64
Fresh Meat,	1226 lbs.	.091	112.70	1732 lbs.	.087	151.83
Salt Meat,	1058 "	.079	82.87	510 "	.106	54.47
Molasses and Syrup,	4-1/2 gals.	.32	1.44	2-1/2 gals.	.456	1.14
Ice,	106 cwts.	.194	20.64	111 cwt.	.184	20.41
Miscellaneous,			.97			.10
TOTAL,			\$ 480.86			\$ 491.49
Less cash discounts,						3.98
						\$ 487.51

Average consumption of meat per man per day was 1.35 lbs in 1900  
 " " " " " " " " " " 1.39 " " 1901

SCHOONER CHATTANOOGA

DETAILS OF STEWARD'S SUPPLY ACCOUNT

	1 9 0 0	1 9 0 1
Table linen, towelling, etc..		\$ 2.07
Bed linen, blankets, etc.,		.90
Cutlery & glassware,		1.74
Kitchen utensils,		4.03
Soap,	\$ 3.61	3.87
Scouring material,	.98	1.21
Brooms,		.28
Brushes,	.08	.13
Laundry,	22.24	17.60
Range coal,	44.10	39.38
Miscellaneous,	16.06	5.58
T O T A L,	\$88.43	\$76.79
Less cash discounts,		.42
		76.37

SCHOONER CHATTANOOGA

DETAILS OF MATE'S SUPPLY ACCOUNT

	1 9 0 0	1 9 0 1
Canvas , Duck, etc.	\$ 3.65	2.60
Kerosene Oil,	13.95	12.35
Ropes, etc.,	1042.07	868.89
Hose,	28.78	14.00
Lamp Chimneys and Globes,	5.59	2.45
Lamps, Lanterns, Burners,	.20	.61
Soap,	5.85	2.92
Scouring Material,	2.65	2.55
Rags,	2.30	.65
Hardware and Tools,	19.35	2.34
Brooms,	8.81	7.38
Brushes,	4.30	2.15
Candles,	2.00	3.60
Miscellaneous,	56.96	13.90
TOTAL,	\$1195.43	\$936.79
Less cash discounts,		.06
		\$936.73

SCHOONER CHATTANOOGA

DETAILS OF ENGINEER'S SUPPLY ACCOUNT

	1 9 0 0	1 9 0 1
Hardware,		.91
Securing Material,		.08
Rags,		.95
Packing,	2.57	1.43
Fitting and Piping,	6.21	6.32
Gaskets,	1.36	1.73
Valves,	2.80	3.53
Miscellaneous,	8.43	2.25
TOTAL,	\$ 21.37	\$ 17.10
Less cash discounts,		.20
		\$ 16.90

CHATTANOOGA

DETAILS OF PAINTS PURCHASED

	1 9 0 1		
	QUANTITY	PRICE	AMOUNT
White lead,	125 lbs	\$.06-1/4	\$ 7.81
Boiled Oil,	55 gals.	.61	33.66
Turpentine,	5 "	.50	2.50
Tinted lead,	100 lbs.	.06-3/4	6.75
Red metallic paste,	300 "	.03-3/4	11.59
Miscellaneous,			3.90
TOTAL,			\$ 66.21

STEAMER CHATTANOOGA

STATEMENT OF GENERAL AND EXTRAORDINARY REPAIRS-ELABORATED

	MACH REPAIR	BOILER REPAIR	HULL REPAIR	DECK REPAIR	CABIN REPAIR	BULW- ARKE & RAIL REPAIR	MISCEL REPAIR
Total cost of repairs was \$2314.38							
Cleaning carpet,	\$	\$	\$	\$	\$	\$	\$ 2.08
Repairing ice box,							2.00
Repairing kitchen range,							4.43
Repairing bed springs,							6.90
Salt and labor for brining vessel,			14.84				
Glazing, window sash, etc.,					3.43		
Repairing wheel chains,							2.10
New rudder,							480.00
"Queen City" steering machine, \$800.00							
Labor and material install- ing steering machine, 18.92							
							<u>\$818.92</u>
Less amount received from sale of old steering gear, 37.98							
	780.94						
New ladder,							6.71
Labor and material repairing deck,				15.57			
Labor & material calking roof of cabin					24.25		
New low down flush closet in cabin,							54.30
New Iron timber heads, etc.							176.12
Paid Wm. Sweeney for labor and material repairing floor ceiling,			674.51				
Paints purchased during season,							66.21
<b>T O T A L S,</b>	<b>780.94</b>		<b>689.35</b>	<b>15.57</b>	<b>27.67</b>		<b>800.85</b>

The total cost of paints used in 1900 was \$131.82

" " " " " " " 1899 " 65.30



SCHOONER CHATTANOOGA,

STATEMENT SHOWING TIME DISCHARGING ORE CARGOES

NAME OF DOCK	NO. CARGOES	1 9 0 0						1 9 0 1						
		AVERAGE TIME AT DOCK		AVERAGE TIME AT DOCK DISCHARGING		AVERAGE TIME ACTUALLY AT WORK		NO. CARGOES	AVERAGE TIME AT DOCK		AVERAGE TIME AT DOCK DISCHARGING		AVERAGE TIME ACTUALLY AT WORK	
		DAYS	HOURS	DAYS	HOURS	DAYS	HOURS		DAYS	HOURS	DAYS	HOURS	DAYS	HOURS
Huron Dock Co.,Huron								1	2	23	2	3	1	1
C.L.&W., Lorain,								4	2	20	1	23		18
C. & P., Cleveland,	5	2	19	1	16		19	3	3	20	2	8		19
N.Y.P.&O.,Cleveland,	1	1	14	1	6		17	1	3	4	3	3	1	
Angeline,Ashtabula,	1	1	12	1	8		19							
Minnesota, "	2	3	2	1	18		16	2	3	6	2	4		21
E. & P., Erie,	2	1	11	1	7		16	3	3	4	2	14	1	
Carnegie, "	8	1	12	1	5		15							
Minnesota, Buffalo,								1	3	7	1	15	1	11
GRAND AVERAGE,	19	2	3	1	10		16	15	3	5	2	6		22

SCHOONER CHATTANOOGA

GENERAL DATA

Total number of crew,.....	8
Length over all,.....	308 feet
Keel,.....	305 "
Beam,.....	45 "
Depth,.....	25 "
Net tonnage,.....	2306 "
Gross tonnage,.....	2339 "
Ore capacity,.....	3891 "
Coal capacity,.....	3962 "
Boilers,.....	(one upright submerged tube boiler, 6' X 8')
Steam,.....	160
Number of hatches,.....	10

---

F A L C O N

*For Mr. Mather.*

Comparative statement of all vessels. This is a usual statement and will be made as heretofore.

GENERAL REPAIRS.

Query, "Original report of condition." The report on this vessel was, that some caulking of the bottom had been done two years prior to the time of purchase. Just how much of this was done, we did not know, but, when the vessel was put in drydock this winter it was found in many places that it was desirable that the old oakum, which had become dry and hard, should to be taken <sup>out</sup> and replaced. This was done at the time, in order to embrace the opportunity given by reason of the boat being put in drydock to repair an insurance claim, and wherein the Insurance Company granted one fifth of the cost of caulking necessary as their proportion of the damage done in the Elk Rapids stranding. This now puts the bottom in good shape.

Relative to the forefoot. The former owners of the Falcon undoubtedly thought that they had fixed the forefoot when it had become loose before this time. Some new pieces had been put on outside of the stem, but the timber underneath had been too much decayed and very soon after we began to operate the Falcon, this broke loose again. So to make a good job, it was necessary to take off the stem iron, take out all of the old wood, and put in fresh, and as the stem iron was in two pieces, to make a good, strong job, these were taken off and welded into one piece, thus making a good and substantial job.

Under head of detailed statement.

In reference to the query as to why the Falcon should show a deeper draft with cargoes of coal than with cargoes of pig iron.

These figures are as they appear on the log on further checking, and can only be verified by the experience of another year.

ANNUAL REPORT

O F

STEAMER FALCON

1 9 0 1

*Comparative Statement Fall 1911*

STEAMER FALCON

GENERAL OPERATIONS

The Steamer Falcon sailed from the port of Marine City, Mich., on first trip on May 16, and arrived at Cleveland, on last trip, ready to lay up on Dec. 5th, having been in commission 204 days.

This Steamer traveled 18,413 miles for the season, making 13 trips, the cargoes carried being as follows:

11	cargoes of coal to Lake Michigan and Lake Superior ports,
1	" " rails to Munising,
1	" " iron ore from Marquette to Toledo.
12	" " pig iron to Lake Erie ports.
<u>25</u>	" or 23,837 gross tons of freight.

The average rate of freight received on all cargoes carried during the season is \$.6725. The average expenses per gross ton of freight carried are \$.5549, leaving the average net earnings per ton of freight carried \$.1176.

The Falcon was chartered to the Superior Charcoal Iron Co. to carry pig iron for the season up to Nov. 20th at the following rates:

60¢ from Gladstone or Elk Rapids to Ohio ports, Lake Erie, or, 70¢ if sent to Buffalo.

70¢ from Marquette to Ohio ports, Lake Erie, or 80¢ if sent to Buffalo.

This free of handling to the vessel, except trimming of cargo.

For her up cargoes of coal the rate varied from 35¢ to 40¢, the coal carried to Lake Michigan depending upon time of season, and varied from 50¢ to 80¢ per ton, free to vessel.

S T E A M E R F A L C O N

A C C I D E N T S

AUG. 12TH

The Falcon had blocked down at the Soo shortly after five o'clock on the morning of August 12th. She proceeded down the river at the usual and proper rate of speed; and about on the Bayfield Ranges, she met and passed the Steamer Saxon with two whalebacks in tow, under two blast signals. At about that time the Steamer Madagascar was observed pulling out from one of the docks at Sault Ste. Marie. The Madagascar blew no signals of any kind, according to the statement of the men on the Falcon, but gradually drew out towards the course of our steamer and finally dropped in alongside of her. The Madagascar, being a larger vessel, and having more power than the Falcon, and a Steamer with two barges in tow being observed coming up the river from below, the Master of the Falcon, out of abundant caution, decided to drop astern of the Madagascar. The engines of the Falcon were checked, but the Madagascar being at that time abreast and close to the Falcon, carried the latter vessel along in her suction; this being observed, the engines of the Falcon were again checked, but it was found that she was so affected by the suction of the Madagascar that she would not stern under double check, her engines were rung up and the vessel straightened up. Her engines were checked again, and an effort made to get farther away from the Madagascar by starboarding, but it being found that the Falcon was still being carried along and affected by the Madagascar's suction, the engines of the Falcon were stopped. At that time the Falcon and the Steamer above referred to, (which proved to be the "Kaikaska") were just past each other. As soon as the engines of the Falcon were stopped, the Madagascar appeared to shoot ahead, as though suddenly opened out.

STEAMER FALCON

Accidents #2

The stern of the Falcon started to follow the stern of the Madagascar, throwing the bow of the Falcon to port and towards the Schooner Robert L. Fryer, which was the first barge in tow of the Kalkaska. The wheel of the Falcon was immediately put hard-a-port and she was backed strong, in order to keep her headway and check her sheer to port, but she was thrown out of her course by the suction of the Madagascar and in spite of anything that could be done to prevent it, swung off at a large angle to port and her stem came into collision with the Fryer, about twenty feet abaft of the latter's fore rigging. The last barge of the Kalkaska's tow let go her tow line as soon as the Falcon and Fryer struck, and the Falcon passed her to starboard, rounding to on her stern. The collision knocked off the false stem of the Falcon, above the water line; forced the port anchor stock into the bluff of the port bow; opened up the deck seams, and did some other damage to the bow of the Falcon. This collision occurred a little below the red can buoy on Bayfield Rock.

Temporary repairs were made to the Fryer at the Soo and she was afterwards taken to Chicago, where survey was held on her, the Falcon's underwriters being represented by R. Parry-Jones, in the person of B. C. Lindley. The survey of the Fryer showed her planking to be broken from covering board to bilge, and the vessel dented in in her port side, 4-1/2" and bulged out on the opposite side to a considerable extent, so that her planking had to be very largely removed. On August 21st, 1901, a libel was filed by the owners of the Fryer (said libel being for \$15,000.00) against the Falcon and the Madagascar, in the District Court of the United States, for the Eastern District of Wisconsin, at Milwaukee; and the U.S. Marshall took charge of the Falcon. She was soon released on our promise to furnish bond, which we did, in a bond executed by the Fidelity & Deposit Co., of Baltimore, assurity

STEAMER FALCON

Accidents #8

for \$25,000.00. In further protecting the Falcon's interests with her underwriters, we filed a cross libel against the Madagascar. The underwriters, after looking over the crews' statement, have advised that they would prefer to have the case settled out of Court, if possible, and if same could be settled upon the principle of half damage, as between the Madagascar and the Falcon, the underwriters intimated their willingness to approve of such a course, rather than litigate the case.

The damage sustained by the Falcon by reason of her collision with the Fryer, amounted to \$116.17 - repairs to her stem. The question may be raised as to whether the Madagascar was an "overtaking vessel" in accordance with Rule 6 of the Pilot Rules. It would seem that she was. It will be understood the Falcon was proceeding down the river on her regular course and at the ordinary river speed; the Madagascar was lying at dock. Without notice to our Captain-without any signal whatever- she cast off her lines and started to come out into the river while the Falcon, and the on-coming tow were abreast of her. She came on a course converging towards the course of the Falcon, and dropped in alongside of her. Under these circumstances, and in view of the fact that the Madagascar saw fit to leave her dock at a time when it was apparent that she could not get onto the course down the river ahead of the Falcon, but must drop in behind, it seems that she was a passing vessel within the meaning of the Rule. It would seem, that the Madagascar, having it entirely in her power to avoid the situation was fully at fault. The Captain of the Falcon did his best to allow the Madagascar to pass his boat, although he was entitled to the right of way. The Madagascar, apparently, was not only responsible for the position in which the Falcon was placed, but, having gotten her in that position, did nothing to relieve it. Although this is our view, the Falcon was fined \$200.00 under the Soc River Rules, which after reg-



STEAMER FALCON

Accidents #4

ular appeal, was reduced to a nominal fine of \$35.00 which we paid. Bills for repairs and demurrage have been handed Messrs. Hoyt, Dustin & Kelly in this matter, amounting to upwards of \$18,000.00. The case will be tried in Milwaukee, probably in February 1902.

NOV. 18<sup>TH</sup>            The Falcon had been loading a cargo of pig iron at Elk Rapids. In coming out of the channel there was considerable sea, and, owing to the waters having gone down somewhat, the vessel struck the bottom several times. She did not bring up, but bumped along the bottom (which is rocky at that point.). The vessel leaked a little, but not sufficient to interfere with her finishing the season. She was accordingly put in drydock, where it was found that the keel and garboards on each side were badly bruised and split, about 30 feet from stern post, and that two lengths of garboard plank on the starboard side, just aft of amidships, were badly crushed in and the bottom butts sprung and seams at after end started.

OCT. 17<sup>TH</sup>.            The Falcon grounded just inside of Cedar Point, Sandusky Bay. It was dark and rainy about two o'clock in the morning. They were going slowly in mid channel, but a strong current running out of the Bay sent the Falcon over to the Westerly side of the channel, where she grounded forward. Word was immediately sent for a tug, and the tug "John Monk" came out. The Monk pulled on the Steamer for half an hour, but the water having gone down six inches, the matter was abandoned until the next day. The water had gone down by the following day still another foot, and, although the tug came back and pulled a short time, nothing was accomplished. Finally it was decided to lighten a portion of the cargo. A scow was obtained from Sandusky and about 180 tons of the cargo lightered off. Finally on Oct. 19, about 2:30 in the afternoon, the cargo having been lightered, the vessel was released.

STEAMER FALCON

GENERAL REPAIRS

This Steamer, while in most excellent condition for one as old as she is, required some attention. The total cost of the General Repairs put upon this vessel during the season amounted to \$655.76. There was no one item of large amount; the details will be found under a separate table.

To place this vessel in good condition, it will be necessary that the following work should be done. When the Steamer is put in drydock, to make repair on account of a claim against the Underwriters, the entire bottom should be recaulked. This repair will cost in the neighborhood of \$400.00, the Steamer reaping the benefit of the cost of docking, which will be paid by the Underwriters. The forefoot of the Steamer has been found to be decayed, and it is difficult to hold it in place. This will have to be repaired.

*Original report of Condition*

The old rudder on the Falcon was constructed with the expectation that she load to a draft of fourteen feet, but, with increased depth of water, she is now loaded to 16' and 16'2", and the rudder, consequently, does not have enough area. This will be remedied.

In carrying pig iron, the hatch coamings and decks immediately in the way of the hatches, had become much splintered and worn. This will have to be repaired.

The floor ceiling under the hatches has become much worn and will have to be covered with two inch oak. This will be put on athwartships, and on top of the present floor.

The keelson and sister keelsons wear very rapidly in the handling of pig iron. These will be repaired and it has been decided that the best way to do this work will be to build the sister keelsons up even with the keelson and cover the entire keelson surface with half inch iron. In a general way these repairs will cost from fifteen to

STEAMER FALCON

Repairs #2

eighteen hundred dollars. It was found at the end of the season that the donkey boiler on this boat was in bad condition. Upon examination of boilermakers, no definite price could be quoted for the work, but it was roughly estimated that it would cost fully \$125.00 to repair. Chief Engineer Kelly therefore advised that the boiler be taken out and replaced with a new one. This will be accordingly done, and a contract has been made with the River Machine & Boiler Co. for a new boiler to cost \$270.00.

Caulking	400.
Other repairs	1800.
Donkey boiler	<del>125</del>
	270
	<hr/>
	2470.

STEAMER FALCON

1 9 0 1		
	DAYS	PERCENT
Time in port,	116	56.9
Time sailing,	80-1/4	39.3
Time lost by bad weather,	2-3/4	1.3
Time lost waiting at Soo Canal and River,	1	.5
Time lost by accidents,	4	2.0
TOTAL TIME IN COMMISSION	204	100.
Number of trips made,	13	
Number of cargoes carried,	25	

STEAMER FALCON

<u>R E C E I P T S</u>	TONS	AMOUNT	PER GROSS TON FREIGHT CARRIED
1 cargo iron ore from Marquette,	1,025	\$ 717.50	\$.7000.
7 " pig iron " "	6,795	5,292.50	.7789
2 " " " " Gladstone	2,000	1,700.00	.8500
3 " " " " Elk Rapids	3,000	1,906.11	.6335
1 " steel rails to Munising,	842	943.10	1.1201
5 " coal to Marquette,	4,453	1,782.37	.4003
1 " " " Munising,	884	445.50	.5039
1 " " " Racine,	1,005	788.34	.7844
1 " " " Manitowoc	963	646.20	.6711
3 " " " Milwaukee,	2,861	1,807.90	.6319
35	23,837	\$10,029.58	\$.6725
<u>D I S B U R S E M E N T S .</u>			
Extraordinary and General Repairs,	\$655.76		
Fitting Out,	541.30		
Wages and Captain's Salary,	5,249.40		
Captain's Expense Account,	74.45		
Tug Services,	45.42		
Handling Cargoes,	783.22		
Cargo Commissions,	55.00		
Taxes,	63.62		
Marine Insurance,	928.94		
Freight List Insurance,	34.71		
Mate's Supplies,	264.11		
Provisions,	903.75		
Steward's Supplies,	122.23		
Fuel,	2,766.69		
Engineer's Lubricants,	66.14		
Engineer's Supplies,	87.18		
Boiler Repairs,			
Machinery Repairs,	121.67		
Auxiliary Engine Repairs,	5.30		
General Exp.(Telegrams,Dues L.Carriers Assn.etc)	93.20		
Laying Up,	366.06	\$13,228.31	\$.5549
TOTAL NET GAIN FOR SEASON 1901,		\$ 2,801.37	\$.1176

STEAMER FALCON

	1901	
Days in commission,	204	
Number of miles traveled,	18,413	
Number of trips made,	13	
Number cargoes freight carried,	25	
Gross tons freight carried,	23,837	
Average rate freight per gross ton,	\$.6725	
Average cost to carry per gross ton freight,	.5549	
Net earnings per ton freight carried,	\$.1176	
Gross Receipts,	\$16,029.58	
Gross Expenditures,	13,228.21	
Net earnings,	\$ 2,801.37	
Percentage of operations to earnings,	82.5	
Gross earnings per mile traveled,	\$.8706	
Operating expenses per mile traveled,	.7185	
Net earnings per mile traveled,	.1521	
Gross earnings per day,	\$78.57	
Operating expenses per day,	64.84	
Net earnings per day,	\$13.73	
Expenses per day excluding cargo handling costs,	\$61.00	
Cost provisions per man per day(excluding extra meals)	\$.328	
Average tons coal consumed per mile steamed,	119/2000	
Average cost coal consumed per mile steamed,	\$.1502	
Average tons coal consumed per hour steamed,	1136/2000	
Average cost oil consumed per mile steamed,	.00359	
Average cost oil consumed per hour steamed ,	.0343	
Average wages paid per day while in commission,	\$21.20	
Average gross tonnage of pig iron cargoes,	984	
Average draft water on pig iron cargoes,	(13'11" ford 15' 4" aft	S 1 701
Average net tonnage of coal cargoes,	1065	
Average draft water on coal cargoes,	14' 3" ford 15' 6" aft	

STEAMER FALCON

DETAILS OF CAPTAIN'S EXPENSE ACCOUNT

	1 9 0 1	
Telegrams and Telephones,	\$35.64	
Postage,	9.08	
Railway Fares	20.65	
Customs,	5.60	
Stationery,	2.05	
Express,	1.35	
Exchange,	3.71	
Miscellaneous,	4.18	
TOTAL,	\$82.26	

STEAMER FALCON

DETAILS OF GENERAL EXPENSE

	1 9 0 1
Telegrams and Telephone,	\$ 15.22
Trimnings on caps, etc.,	10.55
Stationery,	4.33
Dues, Lake Carriers Association,	20.80
Freight,	1.12
Board Bills, (Captain & Engineer while fitting out at Marine City.)	41.25
Railway Fares (Captain & Engineer, J.H.S.)	11.45
Bulletin Board for Falcon,	2.25
Fine (Violation Rule 3 in Soc River,	25.00
Paid Robt. Logan for investigating and reporting on engine indicator cards.	10.00
Advertising ( Change of name of Falcon)	4.12
TOTAL,	\$156.09



STEAMER FALCON

DETAILS OF PROVISION ACCOUNT

	1 9 0 1		
	QUANTITY	PRICE	AMOUNT
Sugar,	730 lbs.	\$ .055	\$ 40.66
Tea,	54 "	.354	19.15
Coffee,	103 "	.140	14.52
Spices and Vinegar,			6.07
Extracts,	15 bottles	.192	2.88
Baking Powder,	58 lbs.	.336	13.12
Bread and Crackers,			21.13
Butter and Butterine	362 lbs.	.162	58.64
Lard and Cottaline,	175 "	.107	18.87
Cheese,	10 "	.142	1.42
Fresh Milk,	182 gals.	.207	37.33
Condensed Milk,	61 cans,	.093	5.67
Pickles,			7.33
Sauces,			
EGGS,	119 doz.	.171	20.37
Flour,	6-1/4 bbls.	4.707	29.42
Buckwheat, Graham & Corn Meal	144 lbs.	.037	4.06
Farinaceous Foods,	46 "	.052	2.38
Canned Fruit,	32 cans	.133	4.26
Canned Vegetables,	188 "	.076	14.43
Dried Fruit,	181 lbs.	.100	18.26
Dried Vegetables,	65 "	.056	3.65
Fresh Fruit,			15.63
Fresh Vegetables,			34.57
Potatoes,	76 bus.	.875	66.50
Dried Onions,	8 pks.	.30	2.40
Fresh Fish,	64 lbs.	.094	6.03
Salt Fish,	15 "	.093	1.47
Fresh Meat,	3265 lbs	.097	317.59
Salt Meat,	339 "	.097	73.25
Molasses and Syrup,	4 gals.	.432	1.73
Ice,	264 cwty.	.183	48.43
Miscellaneous,			.30
TOTAL,			\$ 912.03
Less cash discounts,			8.37
			\$903.75

Average consumption of meat per man per day 1.54 lbs.

STEAMER FALCON

DETAILS OF STEWARD'S SUPPLY ACCOUNT

	1 9 0 1
Table linen, towelling, etd.,	\$ 12.04
Bed linen, blankets, etc.,	29.25
Cutlery, spoons, etc.,	.20
Crockery and glassware,	5.55
Kitchen utensils,	9.00
Soap,	11.84
Scouring material,	4.08
Brooms,	.78
Brushes,	.20
Laundry,	36.31
Range coal,	50.00
Miscellaneous,	8.76
TOTAL,	\$168.61
Less cash discounts,	.75
	\$167.86

STEAMER FALCON

DETAILS OF MATE'S SUPPLY ACCOUNT

	1 9 0 1
Canvas, Duck, etc.	\$ 7.00
Kerosene Oil,	46.07
Ropes, etc.	103.13
Hose,	17.84
Lamp Chimneys and Globes,	23.98
Lamps, Lanterns and Burners,	8.66
Soap,	4.75
Scouring material,	2.38
Rags,	2.00
Hardware and tools,	35.54
Brooms,	4.92
Brushes,	3.07
Candles,	7.91
Miscellaneous,	89.47
TOTAL,	357.62
Less cash discounts,	5.21
	\$352.41

STEAMER FALCON

DETAILS OF ENGINEER'S SUPPLY ACCOUNT

	1 9 0 1
Tools and Hardware,	\$ 5.40
Lamps and Wicking,	2.20
Securing Material,	3.87
Soap,	4.50
Rags and Waste,	3.87
Hose,	4.80
Brooms,	1.75
Brushes,	1.55
Squirt Cans and Fillers,	2.46
Fitting and Piping,	17.30
Valves,	46.34
Packing,	37.24
Gaskets,	3.58
Miscellaneous,	24.95
TOTAL,	\$159.90

STEAMER FALCON

DETAILS OF PAINT PURCHASED

	1 9 0 1		
	QUANTITY	PRICE	AMOUNT
White lead,	350 lbs.	\$.06-1/4	\$ 22.07
Red lead,	25 "	.06-1/2	1.63
Boiled Oil,	48 gals.	.685	32.90
Turpentine,,	21 "	.545	11.45
Metallic Paste,	49 lbs.	.03-3/4	13.33
Tinted Lead,	300 "	.066	20.00
Miscellaneous,			22.03
TOTAL,			\$128.46

STEAMER FALCON

FUEL PURCHASED, FOR SEASON 1901.

	GRADE	TONS		PER- CENT	AVERAGE PRICE	TOTAL COST
	Lump,	952	1000	86.9	\$2.554	\$ 2432.65
	Run of Mine,	142	1300	13.1	2.340	334.04
	TOTALS,	1095	300	100.0	\$2.527	\$ 2766.69

LITIAN BOND

STEAMER FALCON

STATEMENT OF GENERAL AND EXTRAORDINARY REPAIRS--ELABORATED

TOTAL COST OF REPAIRS WAS \$898.28	MACH REPAIR	BOILER REPAIR	HULL REPAIR	DECK REPAIR	CABIN REPAIR	BULW- ARKS & RAIL REPAIR	MISCEL REPAIR
Carving and painting name boards, etc,	\$	\$	\$	\$	\$	\$	\$ 5.00
Repairing yawl boat,							2.00
Fenders and lumber purchased during season,			21.97				
Repairing kitchen sink and ice box,							10.85
Repairing lanterns,							3.00
Glazing,					1.74		
Repairing fire tools, etc.							.85
Labor and material repairing whistle springs,							16.43
New galvanized iron ventilator,							9.35
Adjusting and repairing compasses,							28.50
Repairing hull damaged by collision with Schooner R.L. Fryer,			120.23				
New wash stand for engine room,							3.50
Labor and material caulking upper deck, and repairing hatches,				107.87			
Labor and material making ore bumpers,			1.41				
Repairing anchor,							1.86
Labor and material placing heaters in pilothouse and engineer's room,					8.62		
Covers for water tanks to keep from freezing,							8.27
Storm door for after cabin,					1.75		
Repairing gang way,			.75				
New revolution counter,	36.00						
Miscellaneous repairs made by A.P. Kinyon of Marine City, while fitting out for the season of 1901, coating,							208.97
Paints purchased during season,							128.46
TOTAL,							427.94
Less amount received on account of sale of old junk,							30.00
T O T A L S,	36.00		144.36	107.87	12.11		397.94

DETAILS RELATIVE TO STEAMER FALCON, FROM

SURVEY MADE BY CAPTAIN JOHN V. TUTTLE, JANUARY 28TH, 1901.

Vessel built at Marine City, Mich., by George King in 1881.

Type of Vessel,- Double deck, with two merchandise gangways on port side.

Upper Deck - 2-1/2" X 4", four years old, sound.

" " - Planksheer, 3" X 13" and waterway 5" X 8"

" " - Hatchways, No. and Size,- Four 8' X 17'.

" " - coamings,- 4" X 7", oak, sound.

" " - Beams, - 6" X 6" spaced 18", sound.

" " - Shelf pieces, - 4" X 30" oak, sound.

" " - Hanging knees, 16 on each side.

Main rail scraphs,- 3" X 9", oak, sound.

Spar deck thoroughly calked in 1901.

Bulwark stanchions, 4" X 6" sound,

Spars and Rigging, 3 pole spars, wire rigging.

Second deck, 3" X 6" pine, in good condition.

" " - Beams, 10" X 10", oak, spaced 30"

" " - shelf piece -5" X 36", oak, sound.

" " - Hanging knees, on alternate beams.

Hatchways, four, 8' X 8'

Second Deck, Pillar stanchions, 6" X 6", oak, sound.

Hold and Floor Ceilings, floor, 3", side 5" oak, sound.

" " " " calking- good, calked in 1897.

" , - stanchions, 6" X 8", oak, sound.

Main keelsons,-pile, 24" X 36", sound.

Bilge, " - six strakes, 6" X 8", sound.

Frames, sound, new at ends March 1897.

Side planking, 3-1/2" oak, sound and smooth.

Topside planking, 3-1/2" oak, sound and smooth.

Vessel has steel arches.

No. and weight of anchors,- Two, 1800 lbs. and 2170 lbs.

Length and size of chains, 75 and 90 fathoms, 1-1/8" and 1-3/4"

Vessel has wrecking wells.

Vessel was in dry dock and calked all over in 1897.

REMARKS:

An exceptionally well built and well fastened hull.

Has two gangways for merchandise out in port side, Well protected and secured.

Had large repairs (everything necessary) to hull, engine compounded and new steel boiler in 1897. Cargo shaft and hoisting engine and outfit installed April 1899.



STEAMER FALCON

GENERAL DATA

Total number of crew (including Master and Engineer),.....	13
Length over all,.....	186 Feet
Keel,.....	174'5"
Beam,.....	31'
Depth,.....	30'4"
Net tonnage,.....	693 tons
Gross tonnage,.....	865 "
Ore capacity,.....	1025 "
Coal capacity,.....	1100 "
Pig iron capacity,.....	1015 "
No. barrels of dairy salt,.....	5500
Engines.....Steeple compound,.....	30" X 42" X 32"
Boiler,.....	1 steel 10'11" X 10'6" 2 furnaces, 7'11" long, 3'2" diameter, grate surface 32-1/2 sq.ft. heating surface, 1319 sq.ft.
Steam,.....	125 lbs.
Horse Power, .....	469
Pitch of wheel,.....	13'6"
Diameter of wheel,.....	9'6"
Average revolutions of wheel per minute, loaded,.....	85
Average revolutions of wheel per minute, light,.....	85
Number of hatches,.....	4
Average miles per hour, light, .....	11
Average miles per hour, loaded,.....	10
Pumps and connections,	
Bilge pump,.....	5-3/4" X 10"
Feed Pump,.....	5"-4" X 6" Duplex
Air pump,.....	24" X 12"
Pony pump,.....	5" X 10" single

ANNUAL REPORT

O F

PIONEER & CHATTANOOGA COMBINED

1 9 0 1

# ITASCA BOND

## PIONEER & CHATTANOOGA COMBINED

<u>R E C E I P T S.</u>	GROSS TONS	AMOUNT	PER GROSS TON FREIGHT CARRIED
Freights,	89,681	\$65,109.65	\$.7264
<u>D I S B U R S E M E N T S</u>			
Extraordinary and General Repairs,	\$3,428.89		
Ship Keeping & Winter Dockage,	190.99		
Fitting out,	830.27		
Wages and Captain's Salary,	10,676.77		
Captain's expense account,	82.64		
Tug Services,	1,866.93		
Handling Cargoes,	18,908.39		
Taxes,	466.52		
Marine Insurance,	6,136.21		
Freight List Insurance,	91.51		
Mate's Supplies,	1,034.95		
Provisions,	1,715.41		
Steward's Supplies,	140.11		
Fuel,	4,304.82		
Engineer's Lubricants,	138.81		
Engineer's Supplies,	60.73		
Boiler Repairs,	66.63		
Machinery Repairs,	23.02		
Auxiliary Engine Repairs,	8.16		
General Exp. (Telegrams, Dues L. Carriers Assn. (etc.	264.84 556.57		
		\$50,989.08	\$.5689
NET EARNINGS,		\$14,119.57	\$.1575
Add amount received from Insurance Companies over and above claims,	1,243.07		
Less amount not allowed by Insurance Com- panies in settlement of claims,	569.55	673.52	
MAKING NET GAIN FOR SEASON 1901,		\$14,793.09	

PIONEER AND CHATTANOOGA COMBINED.

COMPARISONS

	1900	1901
Gross Receipts,	\$119,635.88	\$65,108.65
Gross Expenditures,	65,455.37	50,989.08
Net earnings,	\$ 54,180.51	\$14,119.57
Percentage of Operations to earnings,	54.7	78.3
Gross earnings per day,	\$520.16	\$313.03
Operating expenses per day,	284.59	245.14
Net earnings per day,	\$235.57	\$ 67.88
Gross earnings per ton freight carried,	\$1. 0949	\$ .7264
Operating expenses per ton freight carried,	.5990	.5689
Net earnings per ton freight carried,	.4959	.1575
Gross earnings per mile traveled,	\$4,4605	\$3.9438
Operating expenses per mile traveled,	2.4405	2.3054
Net earnings per mile traveled,	\$2.0200	\$ .6384
Operating expense per day,excluding cargo handling costs	\$170.49	\$154.26
Averages wages paid per day while in commission,	40.83	40.73
Cost provisions per man.per day(excluding extra meals)	.291	.322

- PEASE AND PLANET -

COMPARATIVE GENERAL BALANCE SHEET;      DECEMBER 31st, 1900 & 1901

	Dec. 31/00	Dec. 31/01	Increase	Decrease
<u>ASSETS</u>				
Cash on hand	‡ 902.53	‡ 706.99		‡ 195.54
Accounts Receivable	303.28	614.87	‡ 311.59	
	1,205.81	1,321.86	116.05	
<u>LIABILITIES</u>				
Accounts payable	40.65	2,638.36	2,597.71	
Surplus Account	1,165.16	Dr. 1,316.50		2,481.66
	1,205.81	1,321.86	116.05	

- PEASE AND PLANET -

COMPARATIVE STATEMENT OF SURPLUS ACCOUNT; DECEMBER 31ST, 1900 & 1901

	SEASON OF 1900	SEASON OF 1901	INCREASE	DECREASE
<u>EARNINGS:</u>				
Steamer "PEASE"				
Received from Lake freights	\$ 14,836.87	\$ 7,621.94		\$ 7,214.93
"    "    Towing PLANET	3,680.57	2,077.71		1,602.86
Schooner "PLANET"				
Received from Lake Freights	14,722.43	8,310.91		6,411.52
Interest received	229.04	3.37		225.67
	33,468.91	18,013.93		15,454.98
<u>DISBURSEMENTS:</u>				
Operating Steamer "PEASE"	13,627.11	12,255.55		1,371.56
"    Schooner "PLANET"	13,376.53	8,240.04		5,136.49
	27,003.64	20,495.59		6,508.05
OPERATING PROFIT	6,465.27			8,946.93
OPERATING LOSS		2,481.66		
LESS Dividends Paid	10,000.00			
DECREASE IN SURPLUS ACCOUNT-	3,534.73	2,481.66		

- PEASE AND PLANET -

DISPOSITION OF INCOME - TO DECEMBER 31ST, 1901.

Net Earnings, 1890	\$ 7,302.61	Dividend Paid, 1890	\$ 7,000.00
" " 1891	7,595.84	" " 1891	6,000.00
" " 1892	2,423.36	Loss by burning of Str. Pease	7,523.47
" " 1893	2,573.69		
" " 1894	1,970.59		
" " 1895	2,349.28	Dividends Paid, 1895	3,400.00
" " 1896	5,733.80	" " 1896	4,500.00
" " 1897	618.27		
" Loss 1898	10.09		
" Earnings 1899	12,566.01	Dividends Paid, 1899	10,000.00
" " 1900	6,465.27	" " 1900	10,000.00
" Loss 1901	2,481.66	Cash on hand, Dec. 31st, 1901	706.99
		Accounts Receivable	614.87
			49,745.33
		Less Accounts Payable	2,638.36
	47,106.97		47,106.97

Note: The total Dividends paid in twelve years, amount to \$40,900.00; an average of \$3,408.33 per year.

- PEASE and PLANET -

DETAILS OF UNPAID VOUCHERS-

DECEMBER 31ST, 1901.

VO. NO.	IN FAVOR OF	AMOUNT
1189	Great Lakes Towing Company	\$ 404.90
1190	American Ship Building Company	261.00
1220	American Ship Building Company	402.33
1252	Pickands, Mather & Company	202.38
1253	R. Parry Jones	25.75
1254	Hoyt, Dustin & Kelley	15.00
1255	Great Lakes Towing Company	22.40
1256	American Ship Building Company	471.86
1260	Stanley R. Smith & Company	57.75
1264	Pittsburgh Coal Company	239.13
1266	American Ship Building Company	60.37
1270	Pittsburgh Coal Company	27.50
1275	Wm. Sweeney	11.82
1276	Pittsburgh Coal Company	313.13
1280	Pittsburgh Coal Company	27.50
1282	Cleveland Cliffs Iron Company	11.70
1285	Mather & Company	34.37
1287	American Ship Building Company	23.72
1288	John Thomson	17.75
1289	Cleveland Cliffs Iron Company	4.00
		\$ 2,638.36

DETAILS OF ACCOUNTS RECEIVABLE.

Due from Insurance Companies, acct. Accident to Str. Pease \$ 50.00  
 " " " " " " " " " " " Sch. Planet 535.01  
 Capt. G. A. McGay 20.86

\$ 614.87



- PRASE And PLANT -

TRIAL BALANCE Before closing, DECEMBER 31ST, 1901

6	Surplus Account		\$ 1,165.16
12	Cash	\$ 706.99	
24	Vouchers a/c		2,638.36
59	steamer "PRASE"- Operating a/c	2,555.90	
80	Steamer "PRASE"- Accident a/c	50.00	
103	Schooner "PLANT"- Operating a/c		70.87
130	Schooner "PLANT"- Accident a/c	535.01	
151	Capt. G. A. McCoy, wkg. fund	39.86	
256	General Interest		3.37
		\$ 3,877.76	\$ 3,877.76

TRIAL BALANCE After Closing, DECEMBER 31ST, 1901.

6	Surplus a/c	\$ 1,316.50	
12	Cash	706.99	
24	Vouchers a/c		\$ 2,638.36
80	Accident a/c Steamer "PRASE"	50.00	
130	Accident a/c Schooner "PLANT"	535.01	
151	Capt. G. A. McCoy, wkg. fund	39.86	
		\$ 2,638.36	\$ 2,638.36

## PEASE AND PLANET

### GENERAL OPERATIONS

The Steamer E.S. PEASE, towing the Schooner PLANET, left Cleveland on first trip of season 1901 on May 18th and finished discharging last cargoes of iron ore at Cleveland on December 14th, having been in commission 210 days.

These vessels were engaged the entire season in the transportation of coal cargoes to Marquette on up trips, and down cargoes of iron ore from Marquette to Lake Erie ports. Altogether nine trips were made for the season. The coal rates ranged from 35¢ to 50¢ per net ton, while the ore carried was on contract rate of 70¢ per ton each trip for the season, with the exception of the last trip when the freight rate was \$1.15 per ton.

The operations of the PEASE and PLANET for the season 1901 resulted in a loss of \$2,485.03. The Extraordinary and General Repair account amounted to \$1,105.65, which shows the exclusive operating loss \$1,379.38. Under the most favorable conditions, with the rate of freight obtainable last season and under the present cost of operating vessels on the lakes, it is most difficult for boats, of the character and size of the PEASE and PLANET, to earn any profit operating in the coal and iron ore trade. This, coupled with the fact that the above mentioned cost of repairs necessary-together with delays by reason of accidents and stress of weather, resulted in the loss above mentioned.

In the season of 1900 the boats lost, by reason of heavy weather, thirty days out of their season, but this was increased in 1901 to fifty seven days, an increase of twenty seven days against the preceding year. Further reference in this direction may be found under head of accidents.

PEASE AND PLANET  
GENERAL REPAIRS

PEASE

The General Repairs placed upon this Steamer before putting to sea in the spring of 1901 were of a general character,- patching here and there. There must be more work of this kind done before the Steamer commences another season. Some three or four hundred dollars might be profitably expended in renewals, especially running aft from about abreast of the boilerhouse.

PLANET

At the present time it is thought that unless something further is found, upon final examination in the spring, that this vessel will not need but a slight expenditure for repairs.

A C C I D E N T S

PEASE

On the way up on the first trip of the Pease this season she was found to be leaking badly. When the Steamer arrived down the services of William Sweeney, the ship carpenter, were engaged. He searched up the Steamer and found a large leak forward on the port bow, two butts being sprung. These butts were practically at the water's edge and it was decided that she must be put in dry dock. This was accordingly done, when some of the other butts were found to be opened out. A leak was also discovered around her rudder, and the rudder was consequently unshipped. It was then found that the sleeve was gone from the lower end, and also some of the wood from under the Flange of the sleeve. Water was coming in at this point in a good sized stream. The cost of this repair and dockage of vessel was \$402.33

While coming down on the trip during the period Oct. 1st to

PEASE AND PLANET

ACCIDENTS #2

Oct.10th the Steamer got a pretty lively shaking up, especially crossing Saginaw Bay, and she afterwards began making a large quantity of water. The bulk of the water seemed to come in around abreast of the boilerhouse and aft. When the Steamer arrived down and examination was made and it was found that the plank in the locality of the boilerhouse was pretty bad and the oakum worked out. This Steamer is fastened with an iron arch. It was found that perhaps a dozen bolts at the end of the arch in the way of the boilerhouse were loose or gone. A hole was found in the timber at foot of the arch large enough to shove a mallet through, on the starboard side. Repairs were made at the least cost possible, so that the vessel could proceed on another voyage.

On November 9th the Pease had been lying at the Cuddy-Mullen Coal Slip on the east side of the slip, from Tuesday, Nov.5th, until the afternoon of Nov.7th, waiting her turn at the coal dock. The wind was blowing from the northwest. At about 3:00 P.M. on the date in question the sea and wind became too strong for the Pease to lay at the dock with safety. Lines were let go and the vessel started ahead in order to run into the Cuyahoga River for shelter. The Schooner James C.King, was lying on the west side of the slip, with her yawl boat alongside, and, after the lines of the Pease were let go, the wind and sea carried her across the slip in spite of every effort to work ahead under port wheel and full power, and caused the Pease to strike the yawl boat of the King and crush it. Settlement was afterwards made with the owner of the yawl boat for \$50.00. This was a claim on the Steamer's underwriters.

SCHOONER PLANET

August 15th after the Schooner discharged her cargo of ore at the River Furnace at about 4:00 P.M., she proceeded on out to the

PEASE AND PLANET

ACCIDENTS #3

Pittsburg Coal Company's Lake Front dock, being towed by the Tugs Harvey Goulder and T.C.Lutz. Between the viaduct and Main St. Bridge, one of the sailors was at the wheel, and the Captain was standing on the quarter about six feet from him giving directions. As the stern tug was straightening up in the river, the current from the tug's wheel jerked the rudder out of the sailor's control, and the rudder stock snapped. This necessitated the putting in of a new rudder stock. An examination made showed that the stock was what they call "broomed" that the cracks went into the rudder about half way through. The stock was, therefore, in such a weakened condition that it was unable to stand the strain. The cost of this repair was \$98.69, which was charged to General Repairs.

August 19th as the Pease was towing the Schooner Planet outside of the piers at Cleveland about 6:30 P.M. the Planet, in approaching the east arm of the breakwater, took a sheer to starboard, coming into collision with the west end of the east breakwater, and at the same time going aground. The collision with the breakwater and the grounding damaged the stem and the forefoot of the Planet, and did some other damage to her bow. After the Planet was released by a tug, as she did not seem to be leaking very much at that time, she proceeded on her voyage. It was later found that the vessel was leaking, from the effects of the collision and grounding, pretty badly and it grew worse on the trip. She was afterwards brought to Cleveland, and placed in dry dock for repairs, where it was found that the forefoot was badly crushed, - the forefoot iron bent and cracked: the false stem split and the connecting iron strap broken and loose, as well as the butts in the bow started. The cost of this repair was a claim against the underwriters.

STEAMER E. S. PEASE,

R E C E I P T S	GROSS TONS	AMOUNT	PER GROSS TON FREIGHT CARRIED
9 Cargoes iron ore from Marquette,	6,701	\$4,999.85	\$.7461
9 " coal to Marquette	6,134	2,622.09	.4275
<div style="display: flex; align-items: center;"> <div style="margin-right: 10px;"> <math display="block">\left\{ \begin{array}{l} 4506 \overline{1700} \\ 1532 \overline{1800} \\ 765 \overline{1500} \\ 64 \overline{1300} \end{array} \right.</math> </div> <div>                     net tons @ 35¢                      " " " 40¢                      " " " 50¢                      tons coke" 75¢                 </div> </div>	12,835	\$7,621.94	\$.5938
Amount received on account towing Planet,		2,077.71	.1619
18 Cargoes,		\$9,699.65	\$.7557
<u>D I S B U R S E M E N T S .</u>			
Extraordinary and General Repairs,	329.03		
Ship Keeping and Winter Dockage,	33.25		
Fitting Out,	589.90		
Wages and Captain's Salary,	4,947.38		
Captain's Expense Account,	19.65		
Tug Services,	19.00		
Handling Cargoes	1,480.51		
Marine Insurnace,	694.72		
Mate's Supplies,	77.35		
Freight List insurance,	33.02		
Provisions,	791.57		
Steward's Supplies,	31.28		
Fuel,	2,361.16		
Engineer's Lubricants,	16.50		
Engineer's Supplies,	36.17		
Boiler Repairs,	---		
Machinery Repairs,	2.53		
Gen.Exp.(Telegrams,Dues L.Carriers Assn.Etc)	21.79		
Laying Up,	261.68	12,225.55	.9525
NET LOSS,		2,525.90	\$.1968
Add amount paid on account Legal Expenses,		30.00	
MAKING TOTAL NET LOSS FOR SEASON 1901,		\$ 2,555.90	

STEAMER E. S. PEASE.

Comparisons.

	1 9 0 0	1 9 0 1
Days in commission,	327	310
Number trips made,	13	9
Number cargoes carried,	24	18
Number miles traveled,	15,035	11,966
Gross tons freight carried,	17,568	12,835
Gross receipts,	\$18,517.44	\$ 9,699.65
Gross Expenditures,	13,702.58	12,225.55
Net earnings,	4,814.86	Loss 2,525.90
Percentage of operations to earnings,	74.0	126.0
Gross earnings per day,	\$81.57	\$46.19
Operating expenses per day,	60.86	58.21
Net earnings per day,	\$21.21	(Loss \$13.03)
Gross earnings per ton freight carried,	\$1.0540	\$ .7557
Operating expenses per ton freight carried,	.7800	.9525
Net earnings per ton freight carried,	\$ .2740	(Loss .1968)
Gross earnings per mile traveled,	\$1.2316	\$ .8106
Gross expenditures per mile traveled,	.9114	1.0217
Net earnings per mile traveled,	\$ .3202	(Loss .2111)
Operating expense per day, excluding cargo handling costs	\$50.02	\$51.17
Cost provisions per man per day,	\$ .328	\$ .314
Average tons coal consumed per mile steamed,	150/2000	155/2000
Average cost coal consumed per mile steamed	\$ .2059	\$ .1950
Average cost oil consumed per mile steamed,	\$ .00392	\$ .00215

S T E A M E R E D W A R D S . P E A S E

FUEL PURCHASED

FOR TWO SEASONS

GRADE	1 9 0 0				1 9 0 1				
	TONS	PER- CENT	AVERAGE PRICE	TOTAL COST	TONS	PER- CENT	AVERAGE PRICE	TOTAL COST	
Lump,	1131	100.0	\$2.737	\$ 3095.32	930	700	100.0	\$2.538	\$ 2361.16
TOTALS,	1131	100.0	\$2.737	\$ 3095.32	930	700	100.0	\$2.538	\$ 2361.16



STEAMER EDWARD S. PEASE

GENERAL DATA

Total number of crew,(including Master and Engineer)....	12
Length over all,.....	175 Feet
Keel,.....	167 "
Beam,.....	26'4"
Depth,.....	17 "
Net tonnage,.....	442 tons
Gross tonnage,.....	715 "
Ore capacity,....l.....	767 "
Coal capacity,.....	815 "
Engines,.....	34-1/2" X 36"
Boilers,.....	1 Scotch, 10 1/2 X 11-3
Steam,.....	60
Pitch of wheel,.....	11'
Average revolutions of wheel per minute, loaded,.....	75
Average revolutions of wheel per minute, light,.....	80
Number of hatches,.....	4
Average miles per hour,running alone, light,.....	9-1/2
Average miles per hour, running alone, loaded,.....	8
Average miles per hour, towing Planet, light,.....	7-1/2
Average miles per hour, towing Planet, loaded,.....	6-1/3

S C H O O N E R   P L A N E T

R E C E I P T S-	GROSS TONS	AMOUNT	PER GROSS TON FREIGHT CARRIED
9 cargoes iron ore from Marquette,	7,597	\$5,639.20	\$.7423
9 " coal to Marquette { 4749 <u>1800</u> net tons @ 35¢			
{ 1545 <u>800</u> " " " 40¢	6,318	2,671.71	.4229
{ 782 <u>300</u> " " " 50¢			
'18                   TOTALS,	13,915	\$8,310.91	\$.5972
<u>D I S B U R S E M E N T S .</u>			
Extraordinary and General Repairs,	276.62		
Ship Keeping and Winter Dockage,	23.25		
Fitting out,	178.15		
Wages and Captain's Salary,	2,476.77		
Captain's Expense Account,	2.34		
Towing, { Str.E.S.Pease,       \$2,077.71	2,440.81		
{ Tugs, <u>362.10</u>			
Handling Cargoes,	1,691.22		
Marine Insurance,	280.74		
Freight List Insurance,	49.44		
Mate's Supplies,	169.33		
Provisions,	433.51		
Steward's Supplies,	17.91		
Gen.Exp.(Telegrams,Dues L.Carriers Assn.,Etc.)	20.76		
Laying Up,	105.23	3,178.08	.5377
NET EARNINGS,		\$ 132.83	\$.0095
Deduct amount not allowed by Insurance Co's. in settlement of claims,	\$ 31.96		
Deduct amount paid on account Legal Expenses,	30.00	61.96	
MAKING TOTAL NET GAIN FOR SEASON 1901,		\$ 70.87	

S C H O O N E R P L A N E T

C O M P A R I S O N S

	1 9 0 0	1 9 0 1
Days in commission,	227	211
Number trips made,	11	9
Number cargoes carried,	22	18
Number miles traveled,	13,717	11,131
Gross tons freight carried,	17,171	13,915
Gross Receipts,	\$14,722.43	\$8,310.91
Gross Expenditures,	13,376.53	8,178.08
Net earnings,	\$ 1,345.90	\$ 122.82
Percentage of operations to earnings,	90.9	98.4
Gross earnings per day,	\$64.85	\$39.39
Operating expenses per day,	58.93	38.76
Net earnings per day,	\$ 5.92	\$ .63
Gross earnings per ton freight carried,	\$.3574	\$.5972
Operating expenses per ton freight carried,	.7790	.5877
Net earnings per ton freight carried,	\$.0784	\$.0095
Gross earnings per mile traveled,	\$1.0733	\$ .7466
Gross expenditures per mile traveled,	.9752	.7347
Net earnings per mile traveled,	\$ .0981	\$ .0119
Operating expense per day, excluding cargo handling costs	\$48.27	\$30.74
Cost provisions per man per day,	\$.280	\$.298

PEASE AND PLANET--COMBINED.

R E C E I P T S	GROSS TONS	AMOUNT	PER GROSS TON FREIGHT CARRIED
Freights,	26,750	\$15,932.85	\$.5955
<u>D I S B U R S E M E N T S .</u>			
Extraordinary and General Repairs,	1,105.65		
Ship Keeping and Winter Dockage,	46.50		
Fitting Out,	767.05		
Wages and Captain's Salary,	7,424.15		
Captain's Expense Account,	26.99		
Tug Services,	388.16		
Handling Cargoes,	3,171.73		
Marine Insurance,	975.46		
Freight List Insurance,	72.46		
Mate's Supplies,	245.68		
Provisions,	1,225.08		
Steward's Supplies,	49.19		
Fuel,	2,361.16		
Engineer's Lubricants,	16.50		
Engineer's Supplies,	36.17		
Machinery Repairs,	2.53		
Gen.Exp.(Telegrams,Dues L.Carriers Assn.,Etc.)	42.55		
Laying Up,	366.91	18,325.92	.6850
NET LOSS,		\$ 2,393.07	\$.0895
Add amount not allowed by Insurance Co's.in settlement of claims,		31.96	
Add amount paid on account Legal Expenses,		60.00	
MAKING TOTAL NET LOSS FOR THE SEASON 1901		\$3,485.03	

PEASE AND PLANET--COMBINED.

COMPARISONS

	1 9 0 0	1 9 0 1
Gross receipts,	\$29,559.30	\$15,932.85
Gross expenditures,	23,398.54	19,335.92
Net earnings,	\$ 6,160.76	(Loss \$ 2,392.07
Percentage of operations to earnings,	79.1	115.0
Gross earnings per day,	\$130.21	\$ 75.97
Operating expenses per day,	103.07	87.26
Net earnings per day,	\$ 27.14	(Loss \$ 11.39
Gross earnings per ton freight carried,	\$.8509	\$.5955
Operating expenses per ton freight carried,	.6736	.6850
Net earnings per ton freight carried,	\$.1773	(Loss \$.0895
Gross earnings per mile traveled,	\$2.0561	\$1.3797
Operating expenses per mile traveled,	1.6276	1.5869
Net earnings per mile traveled,	\$.4285	(Loss \$.2072
Operating expenses per day excluding cargo handling costs,	82.08	\$ 72.16
Average wages paid per day while in commission,	\$28.13	\$ 29.67
Cost provisions per man per day,	\$.310	\$.306

SCHOONER PLANET

GENERAL DATA

Total number of crew, .....	7
Length over all,.....	208 Feet
Keel,.....	198 "
Beam,.....	33 "
Depth,.....	11 "
Net tonnage,.....	441 tons
Gross tonnage,.....	473
Ore capacity,.....	859 "
Coal capacity,.....	897 "
Number of hatches,.....	5

---

