

1904-46

Railroad - Sundries misc
AGENTS' ANNUAL REPORTS
AND STATISTICS - YEAR ENDING NOV. 30,
1 9 0 4

MS 86-100
2078

RECORDS REFERRAL OUTCARD

DEPARTMENT <i>Commerce</i>	DATE <i>9/6/88</i>	
DIVISION <i>Corporation Certs</i>		
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330-5-A

DEPARTMENT OF MANAGEMENT AND BUDGET
OFFICE SERVICES DIVISION
STATE RECORDS MANAGEMENT SERVICES

#2078

ANNUAL REPORTS AND STATISTICS

DEPARTMENT OPERATIONS

YEAR ENDING NOV. 30, 1904

I N D E X

1	Vessel Department Operating Statistics - Cleveland-Cliffs Iron Company	"	1	"
2	Railroad Department - Manager's Annual Report - Lake Superior & Ishpeming	"	2	"
2	" " " " " Marquette & Southeastern	"	2	"
3	Directors' Annual Reports	<i>miss</i>	"	3
4	Master Mechanic's Report - Mine Department	<i>act</i>	"	4
5	Wm. P. Belden, Solicitor	"	"	5
6	Reports to Outside Parties	"	"	6
7	Railroad Department - Annual Report of Lake Superior & Ishpeming Ry. to Commissioner of Railroads		"	7
8	Railroad Department - Annual Report of Marquette & Southeastern Railway to Commissioner of Railroads		"	8
9	Railroad Department - Annual Report of Munising Railway Company to Commissioner of Railroads		"	9





ANNUAL REPORT
OF
STEAMER PONTIAC
1904.

STEAMER PONTIAC.

GENERAL OPERATIONS.

The general strike of the Masters & Pilots Association during spring of 1904 prevented an early start in the movement of vessels, as compared with previous years. The PONTIAC therefore did not leave Cleveland on first trip until June 14th. The last cargo was unloaded at Cleveland December 14th, steamer having been in commission 183 days.

This steamer was engaged during the season in transporting iron ore from Lake Superior to Lake Erie ports, going up light every trip. 15 cargoes were loaded at Marquette and 6 cargoes at Ashland, the steamer having made 21 round trips. The total distance traveled during the season was 28,413 miles, carrying 74,419 gross tons of freight.

The average rate of freight received on all cargoes carried during the season was \$.6667 per gross ton, as compared with \$.7437 in previous year. The average cost to carry per gross ton of freight was \$.5402, as against \$.6827 in preceding year. The high cost per ton for carrying freight in 1903 is mainly chargeable to the large expenditures necessary for new steel deck and improvements made on the steamer at Buffalo during winter 1902-3. These improvements cost upwards of \$9,000.00, which made an increased cost per ton of more than \$.1000 in that year. The average net earnings per ton of freight carried, therefore, are \$.1265 as compared with \$.0610 in 1903.

LGM THB
1-25-05

S T E A M E R P O N T I A C .

GENERAL REPAIRS.

The General Repairs for the Steamer PONTIAC for 1904 were not important. Such repairs as were made were of the usual character, covering such items as repairs to plumbing, water tanks, glazing, bulwarks, etc., etc.

The repairs necessary before going to sea in 1905 will be of the usual character and will not be much in excess of those for 1904.

Scraping and painting in the hold to the extent of possibly \$200.00 will be necessary.

On the engines, the intermediate rod and valve stem will have to be turned up, being badly scored, and the port boiler will need one new patch some thirty inches long, and some of the old patches in the middle boiler will have to be cut out and renewed; besides new tubes required in hot water heater.

STEAMER PONTIAC.

PAINTING.

During season of 1904 the Steamer PONTIAC was given three coats of lamp black and oil above load water line, and one coat of same below load line to light water mark. Underneath spar deck the surface was wire brushed and painted during winter 1903-4. The inside of cargo hold from spar deck to bilge ceiling was thoroughly chipped, scraped and painted, all but lower plate in hold being done during the running season and lower plate having been done during winter 1904-5.

The limbers have been thoroughly cleaned and painted with black oil since laying up. The forepeak and after peak were thoroughly chipped and cleaned during the fall, and painted with black oil after laying up. The spar deck was given two coats of paint during the season.

The outsides of all cabins were each given two coats during the season. The roofs of forward cabin and pilot house were given three coats of paint during the season, the after cabin and deck house roofs two coats. Three coats were applied on turtle deck. On deck aft of engine room three coats were applied. The wood work and iron work aft of engine room were each given one coat.

The deck of engine room was given three coats and engine room sides one coat. The compound room, skylight and tool room, one coat each. The boiler and crank rooms, and engine frames are being painted during winter of 1904-5.

No extensive painting was done on interiors of cabins, except the kitchen and pantry, but the ceilings of watchmen's and deckhands rooms were painted during the winter of 1904-5.

S T E A M E R P O N T I A C .

A C C I D E N T S .

OCTOBER 2, 1904, MARQUETTE, MICH. While shifting a line at the ore dock, Presque Isle, J. Carson, a deckhand, fell off the dock, striking his hip on a timber. A physician was called who reported that he thought no bones were broken but that the man might be better in the hospital for a few days. While there is no responsibility attached to the boat, a release was obtained from the deckhand in question.

OCTOBER 5, 1904, SONORA-PONTIAC, TOLEDO, O.: Mr. G. A. Tomlinson, Managing Owner of the Steamer Sonora, states that while the Sonora was moored alongside the Barge Marion Page at Toledo, on October 5th, the PONTIAC passed by at such a high rate of speed that the stern cable of the Sonora was parted, the ship bumped against the Page with consequent damage to the Hocking Valley Dock. The Captain of the Pontiac made the following statement:

"First: If the Steamer Sonora was fastened with two lines to the Schr. Marion Page, how did we part the Sonora's stern cable and injure the dock as the captain of the Sonora states in his letter to me; it appears to me that there is some person who is inconsistent in his statements.

Second: Referring to what Mr. Tomlinson is prepared to prove about the Steamer Steinbrenner being moored to the dock and the hoists still attached to her, would say that the hoists were out of said steamer, the captain was on the bridge, the steamer's wheel was working and her stern was swinging out into the channel as he had commenced to turn around, as there would not have been room enough for us to pass, providing he kept swinging around and got across the channel; we blew a passing signal of two whistles, the Steinbrenner answered this signal, and the engine stopped until we got past. This we are prepared to prove by disinterested witnesses, people who seen, heard and know.

Now for the third and last statement, in rebuttal of which we will give figures from the Engineer's Log Book of Str. Pontiac, Trip No. 16, to prove the value of the testimony of those disinterested witnesses that Mr. Tomlinson mentioned in his letter.

Toledo-light-taken at 4:32 P.M. revolution register reads.....	385610
Toledo Belt Line Bridge taken at 6 PM revolution register reads..	388070
Average revolution per minute for this time.....	41
Distance between these points,.....	9-3/4 miles
Running time per hour between these points,.....	6-1/2 miles
Toledo Belt Line Bridge taken at 6 PM revolution register reads..	388070
C H & D Dock taken at 7:30 PM revolution register reads.....	389890
Average revolutions per minute for this time.....	25-1/3
Distance between these points.....	5-1/4 miles
Running time per hour between these points.....	3-1/2 miles"

STEAMER PONTIAC

#2-ACCIDENTS.

The above facts were laid before Mr. Tomlinson with the statement that we considered we were in nowise responsible, to which he replied that now that we disclaimed responsibility he would be compelled to take other steps to protect the rights of his steamer.

Capt. Parsons' report of the matter is substantiated by the statements of Robert Gaston, Mate; William Yates, Second Mate; and Geo. H. Pollock, Wheelsman.

Upon examination, Mr. Kelley of Hoyt, Dustin & Kelley made the following statement:

"From the statement of Capt. Parsons it appears that an exact record was kept of the revolutions registered on the Pontiac from the Toledo Belt Line Bridge to the C H & D Dock. It also appears that her time between these two points was an hour and a half and that the distance was five and a quarter miles, which would make the average running speed between the two points three and one half miles an hour. This speed is not only within the regulations, but is, in my judgment, extremely reasonable for that locality. I have noted the statement of Mr. Tomlinson, owner of the Sonora, that he has proof that the speed of the Pontiac exceeded the regulation. He does not state the basis of this proof. At best it would probably consist of estimates by eye witnesses who saw the Pontiac pass. In my judgment proof of this kind could hardly be made strong enough to overcome the demonstration afforded by actual running time of the steamer between the Belt Line Bridge and the C H & D Dock. One of the best known rules for weighing evidence by courts of admiralty is that which Judge Brown laid down many years ago to the effect that upon a disputed question of fact the court will believe the testimony of the crew of a vessel as to what was done on board of her, including movement of her helm, engine, etc., rather than the testimony of outside witnesses who are, necessarily, not so well situated for observation. This rule would be applicable to the question here involved: (1) Because the manner in which the Pontiac's engine was handled, as shown by the number of revolutions turned up, is peculiarly within the knowledge of her crew, and is, moreover, a matter of record on board the vessel; (2) because her actual running time strongly corroborates this testimony. It is true that the latter half of the run from the Belt Line Bridge to the C H & D Dock involves the passage of four bridges, and that consequently, the speed of the vessel would probably be less in running the last half than in running the first half of this distance, at the same time the point where the Sonora lay, being only a short distance below the Penna. R. R. bridge, the probabilities are as the Master of the Pontiac says, that he was approaching it at slow speed. Finally, the fact that a steamer the size of the Pontiac passing under any ordinary speed should result in the breaking of lines and damage to a dock, such as described in the correspondence, would raise the strong presumption of the insufficiency of the mooring of the vessel doing the damage, or of the fact that she was engaged in shifting or was in some other position peculiarly favorable to such damage. This latter explanation of the accident strikes me as much more reasonable than the one adopted by Mr. Tomlinson."

STEAMER PONTIAC.

#3-ACCIDENTS.

On December 1st while at Marquette the captain of the Steamer PONTIAC heard that the Steamer Steinbrenner was in that harbor, and he had an interview with Capt.Lampoh, as follows:

"While at Marquette the last trip---December 1st---hearing that the Steinbrenner was lying at Marquette, I went down to have a talk with the captain, and had the captain of the Steamer Adams accompany me so as to hear what Capt.Lampoh would say. Asked Capt.Lampoh if he had any recollection of our passing him going into Toledo on the date of this occasion, and he said yes. Asked him if he remembered he was unloaded and moving away from the dock. He hemmed and hawed about it, and the captain of the Adams said "Tell Parsons what you know about it. Don't try to get out of it that way." So Capt.Lampoh admitted that he saw us going by, and also admitted that he was on the bridge of his boat and that he would not have been there if he was not unloaded. He also admitted that he remembered that we had blown signal and he answered it. He furthermore stated that the captain of the Sonora was not in Toledo at this time---that the captain of the Sonora had told him so afterwards; and also that Tomlinson had given him a calling down for not being there on his boat. Capt.Lampoh further stated that the Steamer Sonora had started to shift up to the unloading rigs before he moved away, and that he shouted to them several times to stay where they were until he could get away and get turned around. I then went down with the captain and saw the mate of the Steinbrenner, and he said that he thought that he remembered the passing signals all right; he further said that when the Steinbrenner came to the dock she parted her stern cable, and that when the Sonora came into the dock she did the same thing, because he called the captain's attention to the Sonora breaking her cable the same as they did when they come to the dock. Capt.Lampoh told the captain of the Sonora that he had better drop it. Capt.Lampoh says he thinks we will not hear anything more about it."

NOVEMBER 25, 1904, CLEVELAND, O.: While the Steamer was unloading her ore cargo at the C.& P. Dock, one of the buckets struck the cap of rail, port side, abreast No. 1 Hatch, breaking the cap. Same will be repaired by the C.& P. Dock people.

STEAMER PONTIAC.

	1903		1904	
	DAYS	PER CENT	DAYS	PER CENT
Time in port,	101	46.3	77½	42.2
Time sailing,	108	49.5	98¾	54.0
Time lost by bad weather, fog and low water,	2	1.0	4½	2.3
Time lost waiting at Soc Canal and River,	2½	1.0	2¾	1.5
Time lost by accidents,	3½	1.6	----	----
Time lost by Str. J.N. Glidden sunk in St. Clair Canal,	1½	.6	----	----
TOTAL TIME IN COMMISSION,	218	100.0	183	100.0
Number of trips made,		22		21
Number of cargoes carried,		24		21

PERCENTAGES OF TIME IN COMMISSION IN PORT.

Season 1900.....34.5
 Season 1901.....39.7
 Season 1902.....39.1
 Season 1903.....46.3
 Season 1904.....42.2

LGM THB
 1-25-05

STEAMER PONTIAC.

<u>RECEIPTS</u>	GROSS TONS	AMOUNT	PER GROSS TON FREIGHT CARRIED
6 cargoes iron ore from Ashland,	21793	\$15,255.10	\$.7000
15 cargoes iron ore from Marquette,	52626	34,357.15	.6529
<u>21</u>	<u>74419</u>	<u>\$49,612.25</u>	<u>\$.6667</u>
<u>DISBURSEMENTS.</u>			
Extraordinary and General Repairs,	\$ 1,027.85		
Ship Keeping and Winter Dockage,	143.55		
Fitting Out,	1,275.12		
Wages and Captain's Salary,	8,544.64		
Captain's Expense Account,	63.59		
Tug Services,	431.85		
Handling Cargoes,	14,165.11		
Taxes,	535.15		
Marine Insurance,	3,373.45		
Freight List Insurance,	81.23		
Passenger Cabin Equipment,	41.54		
Mates Supplies,	291.32		
Provisions,	1,663.40		
Stewards Supplies,	224.70		
Fuel,	6,693.18		
Engineers Lubricants,	125.08		
Engineers Supplies,	179.92		
Boiler Repairs,	11.08		
Machinery Repairs,	48.59		
Auxiliary Machinery Repairs,	17.44		
General Expenses (Telegrams, Dues Lake Car. Assn., etc.)	365.37		
Laying Up,	894.97	40,198.13	.5402
NET EARNINGS,		\$ 9,414.12	\$.1265
Less items charged to Owners Proportion of Loss,		49.63	
Making total net gain for season 1904,		\$ 9,364.49	

NOTE:The cost per ton to operate after eliminating Extraordinary and General Repair Account is \$.5263 in 1904 and \$.5625 in 1903.

LGM:THE
1-25-05

S T E A M E R P O N T I A C .

STATEMENT SHOWING ITEMS CHARGED TO OWNERS PROPORTION OF LOSS
DURING SEASON 1904.

For expense of Messrs. Hoyt, Dustin & Kelley, in re accident
to John Petro, deckhand on Steamer PONTIAC, who fell from main deck
into hold, August 1, 1903,\$49.63

S T E A M E R P O N T I A C .

C O M P A R I S O N S .

	1903	1904
Days in commission,	218	183
Number of miles traveled,	30646	28413
Number of trips made,	22	21
Number cargoes freight carried,	24	21
Gross tons freight carried,	82126	74419
Average rate freight per gross ton	\$.7437	\$.6667
Average cost to carry per gross ton freight,	.6827	.5402
Net earnings per ton freight carried,	\$.0610	\$.1265
Cost per ton to operate after eliminating Extra.& General Repairs,	\$.5625	\$.5263
Gross Receipts,	\$61,083.58	\$49,612.25
Gross Expenditures,	56,069.58	40,198.13
Net Earnings,	\$ 5,014.00	\$ 9,414.12
Percentage of operations to earnings,	91.8	81.0
Gross earnings per mile traveled,	\$1.9932	\$1.7461
Operating expenses per mile traveled,	1.8296	1.4148
Net earnings per mile traveled,	\$.1636	\$.3313
Gross earnings per day,	\$280.20	\$271.10
Operating expenses per day,	257.20	219.66
Net earnings per day,	\$ 23.00	\$ 51.44
Expenses per day excluding cargo handling costs,	* \$183.87	\$142.26
Expenses per day exclud.cargo handling costs & Ex.& Genl.Repairs,	\$138.60	\$136.64
Cost provisions per man per day (Excluding extra meals)	\$.310	\$.422
Average lbs.coal consumed per hour steamed,	2753	2335
Average lbs.coal consumed per mile steamed,	232	195
Average cost coal consumed per mile steamed,	\$.3387	\$.2338
Average cost oil consumed per hour steamed,	\$.0371	\$.0529
Average cost oil consumed per mile steamed,	\$.00314	\$.00440
Average wages paid per day while in commission,	\$38.05	\$38.24
Average ore cargo from Lake Superior,	3454	3544
Average days per trip going up light to Marquette	8-3/4	8-1/4
Average days per trip going up light to head Lake Superior,	11	8-1/4
Average number of miles per hour light,	12.95	12.87
Average number of miles per hour loaded,	11.01	11.23
General average number miles per hour,	11.82	12.00
Average draft water on ore cargoes from Lake Superior,	(17'11"Ford 18' 6"Aft	(18'2"Ford 18'8"Aft
Average mean draft water on ore cargoes from Lake Superior,	18'3"	18'5"

* Large repair account in 1903.

LGM THE
1-26-05

STEAMER PONTIAC

COMPARISON OF ITEMS OF DISBURSEMENT

	1903	1904	+ OR -	REMARKS
Extraordinary and General Repairs	\$ 9,308.85	\$ 1,027.85	\$- 8,280.40	Extensive repairs in 1903; Principal item being contract for new steel deck, etc \$8,050.00; New Anchor \$426.00; Calking & patching boilers \$203.85; Repairing Ash Gun \$235.37; Renewing Coal Bunkers - \$410.88.
Ship Keeling and Winter Dockage	48.63	143.55	+ 99.92	In 1903 Steamer did not have to pay for winter berth at Empire Shipbuilding Co's Plant, Buffalo.
Fitting Out	905.87	1,375.12	+ 302.45	Engineers Dept. was fitted out for 1903 while laying up in Fall 1902, but no fitting out work was done at end season 1903.
Wages and Captains Salary	9,789.95	8,544.04	- 1,244.41	A shorter season in 1904. The rate of wages was about the same for both years.
Captains Expense account	69.73	63.59	+ .30	
Tug Services	486.50	431.25	- 54.85	
Handling Cargoes	16,336.08	14,166.11	- 1,220.86	Less freight carried in 1904, and decreased rate of 2¢ per ton for ore handling.
Taxes	516.52	536.15	+ 19.33	
Marine Insurance	4,441.80	3,373.45	- 1,068.35	In 1904 a less premium due to rebate account lay up returns short season. The valuation of Steamer was also less than in 1903.
Freight List Insurance	98.95	81.93	- 17.72	
Passenger Cabin Equipment	33.76	41.54	- 49.24	
Mates Supplies	148.91	291.32	+ 142.41	
Provisions	1,547.22	1,663.40	+ 412.16	Based on increased cost of \$112 per man per day. ✓
Stewards Supplies	142.21	224.70	+ 82.49	
Fuel	10,380.78	6,693.18	- 1,380.00	Based on decreased consumption of 37 pounds per mile. ✓
Engineers Lubricants	96.59	126.08	+ 36.20	Based on increased cost of \$.00123 per mile.
Engineers Supplies	152.20	179.92	+ 21.72	
Boiler Repairs	191.37	11.06	- 180.79	
Machinery Repairs	43.25	48.59	+ 5.34	
Auxiliary Machinery Repairs	36.62	17.44	- 19.18	
General Expenses	272.23	356.37	+ 23.14	In 1904 paid Chief Engineer Thos. Durkin \$100.00 as a bonus, on account of being barred from prize for most economical fuel consumption.
Laying Up	776.07	894.97	+ 124.90	Engineers Dept. fitted out for 1903 while laying up in 1904, but no fitting out work was done at end of season 1903.

LSM-LTB
2/2/06

ANNUAL REPORT
OF
STEAMER FRONTENAC
1904.

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

GENERAL OPERATIONS.

The Steamer FRONTENAC sailed from the port of Cleveland on first trip of season 1904 on June 15th, and arrived at Cleveland ready to go into winter quarters December 2nd, having been in commission 170 days. This steamer was engaged exclusively in carrying iron ore cargoes from Marquette, Mich. to Lake Erie ports, at the season rate of 65¢ per ton. Eighteen round trips were made during the season, going up light each time, with the exception of three trips when coal cargoes were delivered at Marquette. The total freight carried during the season was 66,919 gross tons, steamer traveling 23068 miles.

The average rate received on all freight carried during the season was \$.6197 per gross ton, as compared with \$.7182 in previous year. The average cost to carry per gross ton of freight was \$.4714 as against \$.5703 in 1903. The extensive improvements placed on this steamer in 1903, putting on new steel deck, etc., cost upwards of \$7,000.00. This repair cost about \$.0884 per gross ton. A comparison of the cost per ton to operate, after eliminating Extraordinary and General Repairs, shows \$.4539 in 1904 and \$.4819 in 1903.

The average net earnings per ton of freight carried are \$.1483 as against \$.1479 in preceding year.

LGM THB
2-1-05

STEAMER FRONTENAC.

GENERAL REPAIRS.

Repairs on this boat were of the usual miscellaneous character. General carpenter work, consisting of material and supplies, amounting to \$418.16, was put on this boat covering such work as , 77 pieces of floor ceiling put in in places where decayed; repairing decayed wood in deck houses; repairing engine room deck; new floor aft of engine room; yawl boat repaired; replacing decayed wood in kitchen and mess room; miscellaneous repairs to hatches; repairing decayed studding in after houses, repairs to main deck aft, etc., etc.

The bulkhead between main and after hold on starboard side was rusted through, and new plate had to be put in on bulkhead. The doing of this work, together with tearing out of bilge and floor ceiling on forward and after sides of bulkhead, resulted in bill for\$118.18.

Repairs for next season will all be of a general character, with no very large items. There is considerable rust in the hold of this steamer, and it will be necessary to scrap, wirebrush and paint the lower hold from top of bilges to main deck beams. This will cost between \$200.00 and \$300.00 for labor and material.

The bulwarks on this steamer have become so badly decayed that they will be entirely removed and replaced with wrought iron stanchions and wire cable. This work will cost in the neighborhood of \$150.00.

There will be carpenter work in the way of repairs to hatch covers, houses, bulwarks, floor ceiling fan tail, stanchions, etc., that will amount to between \$300.00 and \$400.00.

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

P A I N T I N G .

During season 1904 the Steamer FRONTENAC was given two coats of paint on outside of hull down to light water line.

Very little painting was done in cargo hold, during running season, but the water-way seams between decks were chipped and scraped and given one coat of paint. The steel deck aft of engine room was chipped and scraped and thoroughly painted. The deck and sides of chain locker were chipped and scraped and given one coat. A thorough scraping and painting was given the coal bunkers during latter part of season. The accumulated rust around hatch coamings and water-ways on spar deck were chipped and scraped and given two coats of paint. The spar deck and hatch covers were given two coats. The wooden deck around pilot house was painted three times.

The outsides and roofs of all deck houses were given two coats. The interiors of all sleeping rooms, and kitchen and mess room were given a thorough painting. The sides of dining room and passenger rooms and Master's room are finished in hard wood, but the ceilings of these rooms were given one coat of paint. The crank room and sides of engine room were given one coat, and deck of engine room was given two coats. Two coats of paint were applied on the two spars.

STEAMER FRONTENAC.

ACCIDENTS.

AUGUST 6, 1904, ALLEGED VIOLATION OF SOO RIVER RULES: The Master of the FRONTENAC made the following statement:

"I am Master of the Steamer Frontenac, and was in charge of her navigation on the pilot house on August 6, 1904. On that date we were up bound, light, going through the St. Mary's River, and while on Hay Lake we overtook and came close astern of the Steamer A.R. Colburn. We followed her up through Little Rapids Cut from a quarter to half a mile astern, and she was going so slowly that we frequently were obliged to stop our engines entirely in order to let her maintain her distance ahead of us. We remained astern of the Colburn until she had rounded the north entrance light and was headed for the Soo. When the Frontenac was just about at the light we blew the Colburn a two-blast passing signal, which she answered. We then starboarded our wheel and started to go by her. We passed her between the north entrance (Crib) light and Bayfield Can. We did not even signal the Colburn for permission to pass until after the Frontenac was abreast the north entrance (Crib) light, and at that time the Colburn was four or five lengths ahead of us, so that we did not pass her until long after we had gotten above the north entrance (Crib) light. We had no difficulty in going by and proceeded to the Soo locks."

On presentation of this statement to the Honorable Secretary of the Department of Commerce and Labor the fine of \$200.00 was remitted to \$25.00 and paid.

SEPTEMBER 20, 1904, MARQUETTE, MICH: While loading cargo of iron ore at Presque Isle in a heavy north gale, one spile pulled out, and the watchman took a turn with a line on a dock timber about 10 x 10. This strain caused the timber to break. It cost \$10.23 to repair this, and as the Steamer had no right to make fast to this timber she paid the bill.

NOVEMBER 2, 1904, MARQUETTE, MICH.: While the FRONTENAC was lying at Presque Isle Dock the Steamer Choctaw in backing around to lay astern of the FRONTENAC, when abreast of the FRONTENAC, came ahead striking the vessel forward of the boiler house, forcing main rail inboard, bending 5 stanchions and breaking off 5 rivet heads on the lower ends of the stanchions. As the bulwark and rail of the FRONTENAC are to be taken off no claim will be made against the Choctaw for the damage.

STEAMER FRONTENAC.

	1903		1904	
	DAYS	PER CENT	DAYS	PER CENT
Time in port,	100	44.0	71½	42.1
Time sailing,	116½	51.4	89	52.3
Time lost by bad weather, fog and low water,	5¼	2.3	7½	4.4
Time lost waiting at Soc Canal and River,	2¼	1.0	2	1.2
Time lost by accidents,	----	----	----	----
Time lost by Str.J.N.Glidden sunk in St.Clair Canal,	3	1.3		
TOTAL TIME IN COMMISSION,	227	100.0	170	100.0
Number of trips made,	22		18	
Number of cargoes carried,	27		21	

PERCENTAGES OF TIME IN COMMISSION IN PORT.

Season 1900.....39.0
 Season 1901.....37.2
 Season 1902.....41.7
 Season 1903.....44.0
 Season 1904.....42.1

LGM THB
 1-26-05

STEAMER FRONTENAC.

	GROSS TONS	AMOUNT	PER GROSS TON FREIGHT CARRIED
<u>RECEIPTS.</u>			
18 cargoes iron ore from Marquette,	59054	\$38,385.10	\$.6500
3 cargoes coal to Marquette(8809 net tons @ 35¢)	7865	3,083.26	.3920
<u>21</u>	<u>66919</u>	<u>\$41,468.36</u>	<u>\$.6197</u>
<u>DISBURSEMENTS.</u>			
Extraordinary and General Repairs,	\$ 1,175.86		
Ship Keeping and Winter Dockage,	145.05		
Fitting Out,	450.14		
Wages and Captain's Salary,	7,497.60		
Captains Expense Account,	25.55		
Tug Services,	500.88		
Handling Cargoes,	11,302.26		
Taxes,	439.10		
Marine Insurance,	2,760.39		
Freight List Insurance,	63.98		
Passenger Cabin Equipment,	16.28		
Mates Supplies,	292.65		
Provisions,	1,264.76		
Stewards Supplies,	96.23		
Fuel,	4,163.69		
Engineers Lubricants,	56.69		
Engineers Supplies,	49.80		
Boiler Repairs,	36.09		
Machinery Repairs,	29.99		
General Expenses (Telegrams,Dues Lake Car.Assn.,etc.)	213.29		
Laying Up,	967.32	31,547.60	.4714
NET EARNINGS,		9,920.76	\$.1483
Less amounts not allowed by Insurance Co.in settlement of claims and other items charged to Owners Proportion of Loss,		146.75	
Making total net gain for season 1904,		\$ 9,774.01	

NOTE: The cost per ton to operate after eliminating Extraordinary and General Repair Account is \$.4539 in 1904 and \$.4819 in 1903.

LGM THB
1-26-05

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

STATEMENT SHOWING ITEMS CHARGED TO OWNERS PROPORTION OF LOSS
DURING SEASON 1904.

DAMAGE CAUSED BY HEAVY SEA ON LAKE SUPERIOR OCT.22,1903:

Labor and material necessary to repair railing and seats of yawl boat. Also new piece of galvanized iron on starboard side.....	\$ 18.28
<hr/>	
New iron brace on starboard side and wooden brace on port side of main rail by messenger chulks.....	4.26
<hr/>	
Renewing and repairing bulwarks on port and starboard sides.....	17.43
<hr/>	
Repairing sides of deck house under four windows,also two new doors and making new sash and glazing windows.....	32.55

DAMAGE CAUSED BY COLLISION WITH STEAMER J.H.WADE-Sept.23,1903:

For services and expenses of attorneys (Hoyt,Dustin & Kelley). This item could not be recovered from insurance underwriters owing to the total expense being less than the Deductible Average, and not recoverable from Steamer Wade because the expense was incurred for admiralty opinion to establish responsibility in the matter.....	64.00
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DAMAGE TO L.S.& I.RY.DOCK,PRESQUE ISLE, SEPT.19,1904:

Labor and material repairing post under pocket,damaged by line being fastened to same,.....	10.23
<hr/>	
Total amount charged to Owners Proportion of Loss.....	\$146.75

LCM THB
1-26-05

STEAMER FRONTENAC.

COMPARISONS.

	1903	1904
Days in commission,	227	170
Number of miles traveled,	29892	23068
Number of trips made,	22	18
Number cargoes freight carried,	27	21
Gross tons freight carried,	82913	66919
Average rate freight per gross ton,	\$.7182	\$.6197
Average cost to carry per gross ton freight,	.5703	.4714
Net earnings per ton freight carried	\$.1479	\$.1483
Cost per ton to operate after eliminating Extra.& Gen.Repairs,	\$.4819	\$.4539
Gross Receipts	\$59,552.02	\$41,468.36
Gross Expenditures,	47,283.35	31,547.60
Net earnings,	\$12,268.67	\$9,920.76
Percentage of operations to earnings,	79.4	76.1
Gross earnings per mile traveled,	\$1.9922	\$1.7977
Operating expenses per mile traveled,	1.5818	1.3676
Net earnings per mile traveled,	\$.4104	\$.4301
Gross earnings per day,	\$262.34	\$243.93
Operating expenses per day,	208.29	185.57
Net earnings per day,	\$54.05	\$58.36
Expenses per day excluding cargo handling costs,	* \$144.10	\$119.09
Expenses per day exclud.cargo handling costs and Extra.& Gen.Repairs,	\$111.85	\$112.17
Cost provisions per man per day (Excluding extra meals),	\$.400	\$.362
Average lbs. coal consumed per hour steamed,	1622	1620
Average lbs. coal consumed per mile steamed,	152	150
Average cost coal consumed per mile steamed,	\$.2145	\$.1805
Average cost oil consumed per hour steamed,	\$.0213	\$.0265
Average cost oil consumed per mile steamed,	\$.00200	\$.00246
Average wages paid per day while in commission,	\$36.50	\$36.56
Average ore cargo from Lake Superior,	3144	3281
Average days per trip going up light to Marquette,	8½	8½
Average days per trip going up light to head Lake Superior,	10½	----
Average number of miles per hour - light,	11.53	11.58
Average number of miles per hour - loaded,	10.24	10.29
General average number miles per hour,	10.69	10.80
Average draft water on ore cargoes from Lake Superior,	(17'8"Ford 18'2"Aft	(18'2"Ford 18'5"Aft
Average mean draft water on ore cargoes from Lake Superior,	17'11"	18'4"

* Large repair account in 1903.

LGM THB

STEAMER FRONTENAC

COMPARISON OF ITEMS OF DISBURSEMENTS.

	1903	1904	+ OR -	REMARKS
Extraordinary and General Repairs	\$ 7,322.01	\$ 1,175.26	\$- 6,146.75	Extensive repairs in 1903, including contract for new steel deck \$4,450.00
Ship Keeping and Winter Dockage	49.28	145.05	+ 95.77	In 1903 Steamer did not have to pay for winter berth at Empire Shipbuilding Co.'s Plant, Buffalo.
Fitting Out	731.95	450.14	- 281.81	A more extensive renewal of supplies necessary in all departments in 1903.
Wages and Captains Salary	9,300.20	7,497.00	- 1,803.20	A shorter season in 1904. The rate of wages was about the same for both years.
Captains Expense Account	72.22	25.55	- 46.67	
Tug Services	427.54	500.28	+ 72.74	
Handling Cargoes	14,570.75	11,302.28	- 3,268.47	Less freight carried in 1904, and decreased rate of 2¢ per ton for Ore handling.
Cargo Commissions	40.00	-	- 40.00	
Taxes	425.93	430.10	+ 4.17	
Marine Insurance	3,849.75	2,760.50	- 1,089.25	Less valuation on steamer in 1904 and a material lessened premium due to rebate account lay up returns for short season.
Freight List Insurance	92.70	63.08	- 29.62	
Passenger Cabin Equipment	22.00	16.23	- 5.77	
Mates Supplies	223.21	222.65	- 0.56	
Provisions	1,320.95	1,264.75	- 56.20	Based on decreased cost of \$.028 per man per day.
Stewards Supplies	102.40	95.23	- 7.17	
Fuel	6,412.75	4,102.69	- 2,310.06	Based on decreased consumption of 2 pounds per mile.
Engineers Lubricants	52.23	50.23	- 2.00	Based on increased cost of \$.0048 per mile.
Engineers Supplies	71.02	49.20	- 21.82	
Boiler Repairs	46.70	35.00	- 11.70	
Machinery Repairs	12.70	22.20	+ 9.50	
Auxiliary Machinery Repairs	6.23	-	- 6.23	
General Expenses	227.65	213.29	- 14.36	In 1903 Capt. G. D. Tulian received prize of \$100.00 for bringing Steamer through season 1902 without accident.
Laying Up	607.79	967.22	+ 359.43	Engineers Dept. did fitting out work while laying up in both years, but more time was required in 1904 than preceding year.

LHM-LJD
2/2/05

ANNUAL REPORT
OF
STEAMER CADILLAC
1904.

S T E A M E R C A D I L L A C.

GENERAL OPERATIONS.

The Steamer CADILLAC sailed from the port of Cleveland on first trip of season 1904 on June 15th, and finished discharging last cargo at Cleveland December 6th, having been in commission 174 days.

This steamer made twenty round trips for the season, traveling 24,674 miles, and carrying 48,118 gross tons of freight. The CADILLAC was engaged during the season transporting iron ore from Marquette, Mich. to Lake Erie ports at the season rate of 65¢ per ton, and on last trip the going rate of 70¢ was obtained. The upbound trips were made each time running light, with the exception of two trips when coal cargoes were delivered at Marquette.

The average rate of freight received on all cargoes carried during the season was \$.6345 per gross ton, as compared with \$.7267 in preceding year. The average costs per gross ton of freight carried are \$.5270, as against \$.5655 in previous year. This shows a decreased operating cost, therefore, of \$.0385 per ton in 1904. There is with this steamer, as with all others, a reduced cost in the charge for unloading ore of 2¢ per ton.

The average net earnings per ton of freight carried, are \$.1075 in 1904, and \$.1612 in 1903.

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2-2-05

STEAMER CADILLAC.

GENERAL REPAIRS.

General Repairs on Steamer CADILLAC were somewhat larger than usual. Among the more important items may be noted the following.

This steamer running low in the water, and loading deeper than in former years, ships much water, and it was therefore determined to supply her with better hatch fasteners. She was therefore supplied with 400 sets of Mulholland Hatch Fasteners at a cost of \$373.50. They have proven most satisfactory.

The putting on of new hatch fasteners necessitated the supplying of new tarpaulins. These were made of Wexford linen, and cost \$223.55, being 11 in number.

Carpenter repairs in the way of replacing decayed parts amounted in labor and material to about \$200.00.

The general construction of this steamer is light, and the hatch coamings are in accord. With the advent of the clam shells they are constantly being struck and damaged. The cost of straightening bent coamings damaged during the season of 1903 cost \$51.06.

In the fire hold the channel irons supporting the false floor under the donkey boiler were rusted away. Repairs in this connection amounted to \$134.58.

The after part of the bulkhead and coal bunker was rusted through along the lower edge, and this was repaired by riveting a 3/16" plate, 23" wide by 28' long at the bottom of this bulkhead. This cost \$127.69.

A patch was found necessary on inner expansion rings in boiler. Other general repairs to the boilers brought the total expense up to \$129.63.

There will be no large items of repair on the Steamer CADILLAC before going to sea another season, but there will be a good many minor repairs probably aggregating in the neighborhood of \$1200.00.

S T E A M E R C A D I L L A C .

PAINTING.

During early part of season 1904 the CADILLAC was given one coat of paint on outside of hull from light water line to spar deck. During latter part of season some old paint was scraped off of top plates on starboard side from forward hatch back to after side of boiler house.

On the inside of cargo hold the accumulated rust was scraped and this part of steamer painted one coat from forward bulkhead, 70 feet aft on port side and 36 feet on starboard side. The two spars were each given two coats of paint.

The spar, forecastle and after cabin decks were each given one coat during the season. The hatch covers and inside of hatch coamings were each given two coats. The outside of cabins and pilot house were each given one coat. The dining room and all sleeping rooms were given one coat of paint overhead, and graining was done on sides of mates room, kitchen and pantry, and wood work aft of engine room.

The engine room, crank room and compound room were each given one coat during the season. The forepeak and bilges will be black oiled during winter of 1904-5.

S T E A M E R C A D I L L A C .

ACCIDENTS.

JULY 15, 1904, CLEVELAND, O.: While the CADILLAC was bound down the Cuyahoga River, the Steamer Savona---coming in---on passing struck a glancing blow on the port bow. The contusion was inconsequential and damage done the CADILLAC was almost nil. Therefore no claim was made against the Savona.

JULY 29, 1904, CLEVELAND, OHIO: While the CADILLAC was being unloaded at the W & L E Dock the two after stanchions in No.1 Hatch were struck by the heavy clams, bending them aft; sounding rod box amidships was also damaged, being shoved aft out of place. Fore and aft lower stringer in forward hatch port side were bent downward at angle iron. The damaged parts will be repaired at the cost of the W.& L.E.Dock.

AUGUST 5, 1904, CLEVELAND, OHIO: While unloading at the W & L E Dock, the following damage was done by the clam shells:

2 midship stanchions after side No.5 Hatch bent aft at about middle of stanchions.
Sounding pipe box forward shoved aft out of place.
Top angle on lower fore and aft stringer starboard side after hatch piece broken off.

This damage will be repaired by the W.& L.E.Dock.

AUGUST 25, 1904, LAKE HURON: The CADILLAC bound down while in Thunder Bay was boarded by heavy seas in a northwest gale. A sea boarded the boat filling deck from rail to rail and running aft, striking the forward starboard side of after cabin, stoving in end of cabin at Assistant Engineer's room. The damage to the wood work was repaired at a cost of \$10.05.

SEPT.6, 1904, MARQUETTE, MICH.: While the CADILLAC was moored at Presque Isle dock, the Steamer Kaliyuga in passing stern first, drifted over against the CADILLAC doing the following damage:

STEAMER CADILLAC.

#2-ACCIDENTS.

Broke cornice piece and covering board on forward end of after cabin.

Shoved boat grating forward about 8 inches.

Broke one side of angle that supports boat grating and showing it in on boiler house about $1\frac{1}{2}$ inches.

Broke cast iron socket that supports forward boat cranes.

The total damage is very small, and cost of same will go into General Repairs of the boat.

SEPTEMBER 12, 1904, ALLEGED VIOLATION OF RULES GOVERNING NAVIGATION IN ST. MARY'S RIVER.

On this date the CADILLAC is alleged to have passed the Steamer John Haggart in St. Mary's River in violation of the rules governing navigation in that river, a fine of \$200.00 being imposed for said alleged violation. The Captain in his statement says that the CADILLAC in his charge about 7:30 A.M. was passing through Little Mud Lake bound up, and when nearly abreast of Stribling Point gas buoy, sighted the John Haggart coming from the direction of the Old Channel between Harwood and Stribling Points. She was then on the CADILLAC'S starboard bow, upwards of one-half mile distant, and headed towards her. At that time it was impossible for the Captain to tell which course the Haggart would take as she had not yet commenced to turn towards Hay Lake Channel. Before the Haggart reached Hay Lake Channel the Cadillac had already made the turn into the Channel and was abreast the lower Hay Lake Channel gas buoy, and before the Haggart was clearly into the Channel the CADILLAC was ahead. The Captain states positively that he did not pass the Haggart in the Hay Lake Channel. Until the CADILLAC was well within Hay Lake Channel and ahead of the Haggart the Captain was unable to recognize her and was unable to tell what course she intended to take. This statement is supported by the statement of the Second Mate, Geo. Black, and Wheelman Oliver Anderson.

STEAMER CADILLAC.

#3-ACCIDENTS.

That no violation of the rule was committed is supported by the sworn statement of Captain A. L. Carney, Master of the Steamer Haggart, which is set forth in the following words:

"On or about the 12th day of September, 1904, while coming from Bruce Mines to Sault Ste. Marie, and while coming from what is known as the Old Channel to the Middle Neebish Channel or the Dyke, I saw the Steamer Cadillac under the following circumstances: Said Steamer Cadillac was on my port bow and was already in the Middle Neebish Channel. Both the Steamer Haggart and Steamer Cadillac were proceeding towards the Dyke and at the time when I first saw the Cadillac we were almost abreast of each other. The Cadillac was on the south side of the Channel and the Haggart on the north side, the boats being about 600 feet apart. We proceeded towards the Dyke which was reached first by the Steamer Cadillac. Said Steamer Cadillac did not pass me in the river nor did it apparently make any attempt to get past me. I believe that the said Steamer Cadillac was perfectly justified in proceeding as she did under the circumstances, and that she did not in any way violate the rules of navigation."

We have made our claim on the Department for the entire remission of the fine claiming none whatever should be imposed. The Department having cognizance of it, it having been brought to their attention by the patrol, they should arrive at some decision, but having failed to do so they have advised the case would be handed to the U.S. District Attorney. We have informed them that it will not be necessary to do this---that we were willing to abide by the decision of the Department whether right or wrong. This for the reason that our attorneys advise it would hardly be worth while to go to the expense of defending the case. It is the opinion of our attorneys that no violation of the rules was committed, and that it is simply a case of over-zealousness on the part of the river patrol. At the time of this Annual Report the case is undecided.

OCTOBER 13, 1904, ST. MARY'S RIVER: The CADILLAC was bound up Little Mud Lake in the Middle Channel when her wheel struck some unknown obstruction in the water, breaking two buckets off the wheel. The Steamer was able to proceed with the remaining buckets on her wheel and loaded a cargo of ore at Marquette, which she brought to Toledo. After discharging she was brought to Cleveland put in dry dock. Claim arising out of this accident, amounting to \$601.30, was placed before the underwriters.

STEAMER CADILLAC.

#4-ACCIDENTS.

NOVEMBER 18, 1904, ASHTABULA, O.: While unloading at the Ashtabula Dock the
clams did the following damage to the Steamer:

2 upright stanchions in Nos. 5 and 6 Hatch forward side broken
about four feet from deck.

2 middle stringers, one in No. 4 Hatch port side, and one in No. 6
Hatch, starboard side, broken next to angle and bent downward.

Note of the damage was taken by the dock people and they promise to stand
the cost of repair.

NOVEMBER 19, 1904, ASHTABULA, O.: While the CADILLAC was lying moored on the
east side of the Minnesota Slip, Ashtabula Harbor, the Steamer Frank
Rockefeller on entering the slip about 4:00 A.M., struck the CADILLAC
with her starboard bow. The damage done to the CADILLAC is as

follows:

Stem bent at the ten foot mark,
Plates fastened to stem bent,
Rivets about damaged part of stem loosened,
No. 5 rib on starboard side broke,
Two head lines and one stern line parted by the force of the blow.

The repair will be one to be taken up by the owners of the Rockefeller
and made at their cost.

S T E A M E R C A D I L L A C .

	1 9 0 3		1 9 0 4	
	DAYS	PER CENT	DAYS	PER CENT
Time in port	80	38.7	54½	31.3
Time sailing,	110	53.1	102	58.6
Time lost by bad weather, fog and low water,	12½	5.9	14½	8.3
Time lost waiting at Soo Canal and River,	2½	1.2	1½	.9
Time lost by accidents,	-----	-----	1½	.9
Time lost by Str. J. N. Glidden sunk in St. Clair Canal,	2½	1.1	-----	-----
TOTAL TIME IN COMMISSION,	207	100.0	174	100.0
Number of trips made,	23		20	
Number of cargoes carried,	25		22	

PERCENTAGES OF TIME IN COMMISSION IN PORT.

Season 1900.....42.6
 Season 1901.....38.8
 Season 1902.....36.3
 Season 1903.....38.7
 Season 1904.....31.3

LCM THB
 1-30-05

STEAMER CADILLAC.

	GROSS TONS	AMOUNT	PER GROSS TON FREIGHT CARRIED
<u>RECEIPTS.</u>			
20 cargoes iron ore from Marquette,	44800	\$29,228.10	\$.6524
2 cargoes coal to Marquette(3717 net tons @ 35¢),	3318	1,300.80	.3922
<u>22</u>	<u>48118</u>	<u>\$30,528.90</u>	<u>\$.6345</u>
<u>DISBURSEMENTS.</u>			
Extraordinary and General Repairs,	\$ 1,712.77		
Ship Keeping and Winter Dockage,	30.00		
Fitting Out,	454.09		
Wages and Captain's Salary,	6,551.13		
Captain's expense account,	39.16		
Tug Services,	340.83		
Handling Cargoes,	8,512.75		
Taxes,	321.09		
Marine Insurance,	2,132.39		
Freight List Insurance,	50.00		
Passenger Cabin Equipment,	1.75		
Mates Supplies,	109.46		
Provisions,	866.22		
Stewards Supplies,	75.11		
Fuel,	3,298.32		
Engineers Lubricants,	69.22		
Engineers Supplies,	55.92		
Boiler Repairs,	20.46		
Machinery Repairs,	1.75		
Auxiliary Machinery Repairs,	14.83		
General Expenses (Telegrams, Dues Lake Car. Assn., etc.)	151.88		
Laying Up,	545.96	25,355.09	.5270
NET EARNINGS,		\$ 5,173.81	\$.1075
Less amount paid on account Legal Expense,	10.00		
Less amount not allowed by Insurance Cos. in settlement of claims and Owners proportion of Loss,	351.81	361.81	
Making total net gain for season, 1904,		\$ 4,812.00	

NOTE: The cost per ton to operate, after eliminating Extraordinary and General Repairs account is \$.4913 in 1904 and \$.5475 in 1903.

LGM THB
1-30-05

S T E A M E R C A D I L L A C .

STATEMENT SHOWING ITEMS CHARGED TO OWNERS PROPORTION OF LOSS
DURING SEASON 1904.

STRIKING BOTTOM ABBREAST OF SWEET'S POINT IN SOO RIVER, JULY 14-03:

Deductible Average	\$316.81	
Telephone bill not allowed,	1.05	
Under remittance by Ins.Co.of No.America,	.08	\$317.94
Less amount allowed for Captain's Salary,	23.00	
Less amount allowed for telegrams,	5.03	28.03
Net amount charged to Owners Proportion of Loss,		\$289.91

COLLISION WITH TUG GOLDSMITH AT TOLEDO, JULY 28-01:

Amount of commission charged by London broker for collection of claim from Insurance Underwriters,	51.85
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DAMAGE TO AFTER CABIN BY HEAVY SEA ON LAKE HURON, AUG.25-04:

While coming down Lake Huron on this date a heavy sea boarded the CADILLAC, doing some damage to forward side of after cabin, near starboard side. The labor and material necessary to make repair cost,

	10.05
Total amount charged to Owners Proportion of Loss,	\$351.81

LGM THB
1-30-05

S T E A M E R C A D I L L A C .

C O M P A R I S O N S .

	1903	1904
Days in commission,	207	174
Number of miles traveled,	26720	24674
Number of trips made,	23	20
Number cargoes freight carried,	25	22
Gross tons freight carried,	53518	48118
Average rate freight per gross ton,	\$.7267	\$.6345
Average cost to carry per gross ton freight,	.5655	.5270
Net earnings per ton freight carried,	\$.1612	\$.1075
Cost per ton to operate after eliminating Extra. & General Repairs,	\$.5475	\$.4913
Gross Receipts,	\$38,893.08	\$30,528.90
Gross Expenditures,	30,265.25	25,355.09
Net Earnings,	\$ 8,627.83	\$ 5,173.81
Percentage of operations to earnings,	77.8	83.0
Gross earnings per mile traveled,	\$1.4556	\$1.2373
Operating expenses per mile traveled,	1.1327	1.0276
Net earnings per mile traveled,	\$.3229	\$.2097
Gross earnings per day,	\$187.89	\$175.45
Operating expenses per day,	146.21	145.72
Net earnings per day,	\$ 41.68	\$ 29.73
Expenses per day excluding cargo handling costs,	\$95.32	\$96.79
Expenses per day exclud.cargo handling costs and Ex.& Gen.Repairs,	\$90.67	\$86.95
Cost provisions per man per day (Excluding extra meals),	\$.354	\$.296
Average lbs. coal consumed per hour steamed,	1250	1119
Average lbs. coal consumed per mile steamed,	123	111
Average cost coal consumed per mile steamed,	\$.1745	\$.1336
Average cost oil consumed per hour steamed,	\$.0334	\$.0283
Average cost oil consumed per mile steamed,	\$.00329	\$.00280
Average wages paid per day while in commission,	\$30.22	\$30.52
Average ore cargo from Lake Superior,	2177	2240
Average days per trip going up light to Marquette,	8½	7½
Average number of miles per hour - light,	10.88	10.80
Average number of miles per hour - loaded,	9.56	9.58
General average number of miles per hour,	10.12	10.09
Average draft water on ore cargoes from Lake Superior,	(15'8"Ford 16'3"Aft	(15'10"Ford 16'6"Aft
Average mean draft water on ore cargoes from Lake Superior,	16'	16'2"

LGM THB
1-30-05

STEAMER CADILLAC
COMPARISON OF ITEMS OF DISBURSEMENT

	1903	1904	+ OR -	REMARKS
Extraordinary and General Repairs	\$ 983.53	\$ 1,712.77	\$+ 749.24	Hatches equipped with new fasteners in 1904, costing \$373.00. New set tarpaulins for 11 hatches \$223.55. Renewing bulkheads and floors in coal bunker and fire hold \$89.27.
Ship Keeping and Winter Dockage	6.27	39.00	+ 23.13	
Fitting Out	381.57	454.00	- 427.48	Engineers Dept. did no fitting out work while laying up in Fall 1903, but machinery was fitted out for 1904 while laying up in Fall 1903.
Wages and Captains Salary	7,395.90	6,651.13	- 844.77	A shorter season in 1904. The rate of wages remained about the same for both years.
Captains Expense Account	70.29	39.16	- 31.73	
Tug Services	275.72	340.22	+ 65.04	
Handling Cargoes	10,532.22	8,512.75	- 2,019.47	Less freight carried in 1904 and decreased cost of 2¢ per ton for ore handling.
Cargo Commissions	20.00		- 20.00	
Taxes	313.21	321.09	+ 7.22	
Marine Insurance	2,246.29	2,132.39	- 714.50	Although valuation was decreased in 1904, a materialy lessened premium was paid due to rebate received account lay up returns short season.
Freight List Insurance	62.49	50.00	- 12.49	
Passenger Cabin Equipment	3.25	1.75	- 1.50	
Mates Supplies	196.29	109.46	- 86.83	
Provisions	1,190.78	866.32	- 162.40	Based on decreased cost of \$.058 per man per day.
Stewards Supplies	91.13	75.11	- 16.02	
Fuel	4,661.32	3,828.22	- 355.20	Based on decreased consumption of 12 pounds per mile run.
Engineers Lubricants	82.04	69.22	- 12.00	Based on decreased cost of \$.00049 per mile run.
Engineers Supplies	70.86	55.92	- 14.02	
Boiler Repairs	24.10	20.46	- 3.64	
Machinery Repairs	27.75	1.75	- 26.00	
Auxiliary Machinery Repairs		14.23	+ 14.23	
General Expenses	124.40	161.22	+ 27.46	
Laying Up	417.72	545.06	+ 123.24	Engineers Dept. did fitting out work while laying up in both years, but more time was required in 1904 than preceeding year.

LOM-LWD
2/3/05

ANNUAL REPORT
OF
STEAMER CHOCTAW
1904.

S T E A M E R C H O C T A W .

GENERAL OPERATIONS.

The Steamer CHOCTAW sailed from the port of Cleveland on first trip of season 1904 on June 18th, and finished discharging last cargo at Ashtabula December 12th, having been in commission 177 days.

This steamer was engaged during the entire season in the transportation of iron ore from Lake Superior to Lake Erie ports. The total distance traveled for the season was 25,901 miles, carrying 58,033 gross tons of freight. Altogether eighteen round trips were made during the season, going up light every time with the exception of two trips when coal cargoes were taken for delivery at Marquette and Ashland.

This steamer stranded on Manitou Island, Lake Superior, in the month of September, as noted under "Accidents". The total time lost by this disaster amounted to about sixteen days, or two trips.

The average rate of freight received on all cargoes carried during the season was \$.6558 per gross ton, as against \$.7408 in previous year. The average expenses per gross ton of freight carried were \$.5110 in 1904 and \$.5278 in 1903. The average net earnings per ton therefore, are \$.1448 as compared with \$.2130 in previous year.

LGM THB
2-2-05

S T E A M E R C H O C T A W .

GENERAL REPAIRS.

The General Repairs on this boat were of the usual character for a boat of her age. The carpenter work in the way of material and labor on this steamer was in the neighborhood of \$500.00, and may be generally referred to as follows:

Repairs to floor ceiling, wherein 51 plank were put in at various places; 10 pieces of planking put in limbers; about one-third of the deck on the port side of the engine room was renewed, and the rest of the flooring patched where necessary; new fender capping put on where needed; repairs to floor in ice box; repairs to locker in oil room; repairing hatch covers where needed, and many small minor items.

The discharge pipes leading from air pump and ballast pump on side of vessel were too low since loading boats as deep as they are now loaded. These pipes were accordingly raised about two feet from where they were located, new holes cut in the side of ship, and pipes lengthened so as to carry them to the required height. This work was done at a cost of \$124.00.

Details of the entire item of Repair Account will be found elsewhere.

No very large items will be necessary for placing this ship in commission for 1905. There will be floor ceiling repairs, and in the hold it will probably be found necessary to replace planking under each of the hatches. Bulwarks around cabin need repairing; lower portions of the pilot house are dry rotted and will have to be renewed; hatch covers on coal bunkers will have to be entirely renewed; much of the bilge ceiling will need repairing, and some fender strake will be required. In addition to the carpenter work, there will have to be scraping and painting in the hold where there is rust. These miscellaneous repairs will probably cost about \$600.00.

STEAMER CHOCTAW.

#2-GENERAL REPAIRS.

Relative to the boilers on this boat, we have been able to get them through another season without any particular outlay. In the port boiler the lower part of backhead in combustion chamber for about 22 inches deep is badly corroded, and will have to be cut out and renewed with new plate and new stay bolts. It will cost from \$300.00 to \$350.00 to make this repair.

S T E A M E R C H O C T A W .

P A I N T I N G .

During season of 1904 the Steamer CHOCTAW was given one coat of paint on outside of hull above the light water line.

On the inside of the steamer no painting was done during the running season, but the sides of cargo hold, stanchions, and lower deck beams were thoroughly painted during winter of 1903-4.

After laying up at end of season 1904 the accumulated rust in the bilge limbers was chipped and scraped and a coat of black oil applied. Above the bilge limbers and up to the first plate from deck the greater part of inside of hold was scraped and painted. The between deck beams were thoroughly scraped and painted on sides and tops, and where necessary on bottom. The aft side of bulkhead of after peak was scraped and painted. Some scraping was also done in forepeak and a coat of black oil applied. The windlass room and chain locker were each given one coat.

One coat of paint was given top side of spar deck, hatch covers and hatch coamings. The outside of windlass room forward was given two coats. The outside of boiler house was given two coats, and after cabin, including the roof, one coat. Two coats were applied to outside of pilot house and three coats to roof of pilot house. The inside of after bulwarks were given two coats.

No painting was done on interior of cabin, but a thorough painting was given the rooms occupied by firemen and deckhands.

The sides of steering engine room were given one coat. The outboard sides of tool room, oil room and dunnage room, and vegetable lockers, were scraped and painted during the running season. The deck of engine room received two coats during the season, and sides of engine room one coat. The compound room, skylight and tool room were each given one coat during the season.

S T E A M E R C H O C T A W .

ACCIDENTS.

JULY 4, 1904, ACCIDENT TO CHIEF ENGINEER:

Chief Engineer Rees,

accompanied by the mate, returned aboard the Steamer CHOCTAW about nine o'clock the evening of July 4th. Mr. Rees proceeded aft and passed on the starboard side of the cabin on his way to his room. He removed his coat in his room and again proceeded forward, passing again on the starboard side of the cabin. Arriving at the forward side of the pilot house he spoke to the Mate who was on the main deck below him, near No. 7 Hatch. Mr. Rees then started aft on the port side, apparently keeping near the bulwarks and forgetting the scuttle and stairway next the bulwarks and near the forward end of the cabin. The forward side of the scuttle cover is about three feet from the forward side of the stairway, and Mr. Rees on his way aft tripped on this scuttle and fell down the stairway, receiving a severe blow on the left side of his face which fractured the lower jaw bone; also bruising his left thigh. Mr. Rees was relieved from duty and sent to his home, another engineer being employed during his absence. Mr. Rees' wages for the time he was absent---one month--were paid, also his doctor bills, a total of \$140.00. Although no responsibility rests with the boat a release was obtained from Mr. Rees.

AUGUST 12, 1904, ASHTABULA, OHIO:

While the Steamer was unloading at the

Angeline Dock, the Steamer Jos. L. Colby of the Pittsburg Steamship Co., while shifting from the Lake Shore slip, moving down stern first with tug holding her stern, swung around and struck the CHOCTAW'S stern with her port bow, carrying away about 15 feet of fender strake, and some oak cap on top of main deck; also denting plate. The repairs amounted to \$12.92 bill for which has been sent to the Pittsburg Steamship Co.

STEAMER CHOCTAW.

#2-ACCIDENTS.

SEPTEMBER 7, 1904, STRANDING IN LAKE SUPERIOR:

At about nine o'clock on

the morning of September 7, 1904, the CHOCTAW went aground on Manitou Island, Lake Superior, about $2\frac{1}{2}$ miles west of Manitou Island light, and between $\frac{3}{4}$ of a mile and a mile from the shore.

The ship had proceeded on her usual course from Ashland to a point below Eagle Harbor, at which point the course down the lake was changed for a point off Copper Harbor, where a change of course is usually made for Whitefish Point. About 3:00 A.M. a fog set in and by 4:30 A.M. it had become very thick, making it impossible to see anything. At 5:30 A.M. it was calculated that the vessel was about $5\frac{1}{2}$ miles below Eagle Harbor and her course was changed to a course somewhat to northward of the usual course to Copper Harbor. The vessel ran on that course until 6:50 A.M. when it was calculated from her usual running time that she was about abreast of Copper Harbor, and the vessel was then put on a course of E.S.E., which is to northward of her usual course for Whitefish Point. The Steamer was steered on this course until 7:45 A.M. when it was calculated from her usual running time that she was nearly abreast of Manitou Island, and she was hauled down on her regular course for Whitefish Point, but at 9:00 A.M. she went aground as above stated. During all this time, and up to the time she stranded, fog signals were sounded.

Under orders of the master, work was at once commenced by the crew of the vessel, jettisoning her cargo. A yawl boat was sent to Manitou Island for assistance, but returned, reporting that there was no sailboat at Manitou Island, whereupon a sail was rigged on the yawl and she was sent to Montreal River for assistance; but there being no available tug, and no means of communication at that point, the master and two members of the crew, with a guide, went overland to Copper Harbor, where the fishing launch Yuma was obtained, and the party proceeded to Eagle Harbor, where they arrived about 2:30 A.M. on the morning of Sept. 8th. From Eagle Harbor despatches were sent to the office notifying them of the disaster, and also to Marquette asking for a tug and men to jettison ore.

STEAMER CHOCTAW.

#3-ACCIDENTS.

The Master and party returned to the CHOCTAW at about 4:00 P.M. Sept.8th, and in the meantime the portion of the crew which had been left near Montreal River in the morning had been obliged to engage the fishing tug "Little Jerry" in order to return to the CHOCTAW. At 6:00 P.M. Sept.8th the tug Wisconsin arrived from Marquette with a large party of laborers, who went to work at once jettisoning the ore. Sept.9th the Master proceeded to Eagle Harbor in the tug Wisconsin, where he learned that a steam pump was on the way from Sault Ste.Marie on the Steamer Falcon, but as the weather indications were bad, and one forward compartment was leaking badly, the Master decided that additional assistance was necessary and telegraphed to the Cleveland office to send more men and another tug, in compliance with which the Favorite and men were started from Sheboygan. At about 8:00 P.M. Sept.9th the Falcon arrived with steam pump, this steamer having been despatched to the assistance of the CHOCTAW by the Cleveland office. The work of jettisoning was continued until about 10:00 A.M. of Sept.10th when the Steamer Falcon and Tug Wisconsin, by pulling on the CHOCTAW succeeded in releasing her. A passing steamer was asked to head off the additional assistance which had been requested, and which was on the way from Sheboygan. While the Falcon and Wisconsin were pulling on the CHOCTAW a 10-inch hawser belonging to the CHOCTAW was parted and badly chafed, besides which a new 7-inch line which was used was strained and injured. Various heaving lines, messengers relieving tackle, lanyard stuff and other supplies of the ship, including an awning and boat cover for stopping leaks, etc., had to be used in connection with the wrecking operations, which were severely damaged or lost. A yawl boat, and a portion of the CHOCTAW'S bulwarks were also damaged in the efforts of the Falcon to release the CHOCTAW. After the Steamer was gotten afloat it was found that the water could be kept down with her pumps, so that it would be safe to proceed to Lake Erie port. The vessel therefore proceeded to Cleveland,O., where she arrived without further accident at 9:45 A.M. Sept.13th, and after unloading her cargo, went into drydock for repairs made necessary by the stranding.

STEAMER CHOCTAW.

#4-ACCIDENTS.

The damage proved to be quite extensive and the Steamer was detained in drydock 12 days making repairs. Claim was put forth to the underwriters covering General and Particular Average in this case amounting to \$20,901.78. This will be a claim against the underwriters of the ship and will be paid in full, after deducting the Deductible Average of one half of one percent. on the first insured value of the vessel, and the probable non-allowance of some minor claims in General Average.

NOVEMBER 12, 1904, MARQUETTE, MICH.: While lying at the Presque Isle Dock, the undertow from a northwest gale caused the CHOCTAW to pull over a pile and also pulling out about 20 feet of the timber attached thereto. The matter was reported to Dock Agent F. O. Brown with instructions to send the bill to the Cleveland office if so desired. None has been rendered up to the time of this report.

STEAMER CHOCTAW.

	1903		1904	
	DAYS	PER CENT	DAYS	PER CENT
Time in port,	89 $\frac{3}{4}$	42.3	54 $\frac{1}{2}$	30.8
Time sailing,	110	51.9	99	55.9
Time lost by bad weather, fog and low water,	8	3.8	6	3.4
Time lost waiting at Soo Canal and River,	2 $\frac{1}{2}$	1.2	1 $\frac{1}{2}$.9
Time lost by accidents,	$\frac{1}{2}$.2	16	9.0
Time lost by Str.J.M.Glidden sunk in St.Clair Canal,	1 $\frac{1}{2}$.6	----	-----
TOTAL TIME IN COMMISSION,	212	100.0	177	100.0
Number of trips made,	22		18	
Number of cargoes carried,	25		20	

PERCENTAGES OF TIME IN COMMISSION IN PORT.

Season 1900.....40.0
 Season 1901.....40.9
 Season 1902.....38.8
 Season 1903.....42.3
 Season 1904.....30.8

LGM THE
2-2-05

STEAMER CHOCTAW.

	GROSS TONS	AMOUNT	PER GROSS TON FREIGHT CARRIED
<u>RECEIPTS.</u>			
7 cargoes iron ore from Ashland,	21218	\$14,852.60	\$.7000
1 cargo iron ore from Duluth,	2979	2,085.30	.7000
10 cargoes iron ore from Marquette,	29337	19,357.20	.6598
1 cargo coal to Ashland (2507 net tons @ 35¢),	2238	877.33	.3920
1 cargo coal to Marquette (2532 net tons @ 35¢),	2261	886.36	.3920
<u>20</u>	<u>58033</u>	<u>\$38,058.79</u>	<u>\$.6558</u>
<u>DISBURSEMENTS</u>			
Extraordinary and General Repairs,	\$ 1,122.46		
Ship Keeping and Winter Dockage,	129.76		
Fitting Out,	969.98		
Wages and Captain's Salary,	6,937.83		
Captain's Expense Account,	45.62		
Tug Services,	161.45		
Handling Cargoes,	10,177.40		
Taxes,	403.42		
Marine Insurance,	2,431.66		
Freight List Insurance,	62.15		
Mates Supplies,	193.68		
Provisions,	1,309.03		
Stewards Supplies,	133.12		
Fuel,	4,319.31		
Engineers Lubricants,	92.37		
Engineers Supplies,	94.59		
Boiler Repairs,	38.16		
Machinery Repairs,	57.63		
Auxiliary Machinery Repairs,	20.19		
General Expenses (Telegrams, Dues Lake Car. Assn., etc.),	178.19		
Laying Up,	776.66	29,654.66	.5110
NET EARNINGS,		\$ 8,404.13	\$.1448
Add amount received for pulling on Str. Geo. W. Roby, while stranded on Grand Island,		200.00	
		\$ 8,604.13	
Less items charged to Owners Proportion of Loss,		290.05	
Making net gain for season 1904,		\$ 8,314.08	

NOTE: The cost per ton to operate after eliminating Extraordinary and General Repairs Account is \$.4916 in 1904 and \$.5110 in 1903.

LGM THB
2-2-05

S T E A M E R C H O C T A W .

STATEMENT SHOWING ITEMS CHARGED TO OWNERS PROPORTION OF LOSS
DURING SEASON 1904.

CAPSTAN COVER LOST ON LAKE SUPERIOR, OCTOBER 4-03:

While coming down Lake Superior October 4, 1903, during westerly gale, the capstan cover was washed overboard by heavy seaway. The cost of replacing same was, \$ 29.92

STRANDING ON MANITOU ISLAND, LAKE SUPERIOR, SEPT. 7-04:

At time CHOCTAW went into dry dock at Cleveland to repair damage caused by stranding, the crew were retained for a few days. The wages paid were not included in claim to underwriters as same would not be allowed. The amount is therefore charged to operating account.....\$160.00
The amount of provisions, etc., used while in dry dock, amount to,..... 75.13 235.13

COLLISION WITH CANAL ST. BRIDGE, CHICAGO, NOV. 2, 1900:

Amount paid C.E. Kremer, Chicago, for legal services, 25.00
Total amount charged to Owners Proportion of Loss,.....\$290.05

LGM THB
2-3-05

STEAMER CHOCTAW.

COMPARISONS.

	1903	1904
Days in commission,	212	177
Number of miles traveled,	29025	25901
Number of trips made,	22	18
Number cargoes freight carried,	25	20
Gross tons freight carried,	69624	58038
Average rate freight per gross ton,	\$.7408	\$.6558
Average cost to carry per gross ton freight,	.5278	.5110
Net earnings per ton freight carried,	\$.2130	\$.1448
Cost per ton to operate after eliminating Extra.& General Repairs,	\$.5110	\$.4916
Gross receipts,	\$51,582.86	\$38,058.79
Gross Expenditures,	36,752.77	29,654.66
Net earnings,	\$14,830.09	\$8,404.13
Percentage of operations to earnings,	71.2	77.8
Gross earnings per mile traveled,	\$1.7772	\$1.4694
Operating expenses per mile traveled,	1.2662	1.4449
Net earnings per mile traveled,	\$.5110	\$.3245
Gross earnings per day,	\$243.31	\$215.02
Operating expenses per day,	173.36	167.54
Net earnings per day,	\$69.95	\$47.48
Expenses per day excluding cargo handling costs,	\$109.20	\$110.04
Expenses per day exclud.cargo handling costs and Ex.& Gen.Repairs,	\$103.66	\$103.70
Cost provisions per man per day (Excluding extra meals),	\$.378	\$.438
Average lbs. coal consumed per hour steamed,	1454	1461
Average lbs. coal consumed per mile steamed,	132	134
Average cost coal consumed per mile steamed,	\$.1869	\$.1637
Average cost oil consumed per hour steamed,	\$.0495	\$.0388
Average cost oil consumed per mile steamed,	\$.00449	\$.00357
Average wages paid per day while in commission,	\$33.85	\$34.05
Average ore cargo from Lake Superior,	2915	2974
Average days per trip going up light to Marquette,	8-3/4	8
Average days per trip going up light to head Lake Superior,	9-3/4	8 1/2
Average number of miles per hour - light,	12.04	11.88
Average number of miles per hour - loaded,	10.36	10.22
General Average number miles per hour,	11.00	10.89
Average draft water on ore cargoes from Lake Superior,	(17'5"Ford 18'2"Aft	(17'8"Ford 18'4"Aft
Average mean draft water on ore cargoes from Lake Superior,	17'9"	18'

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2-3-05

STEAMER CHOCTAW

COMPARISON OF ITEMS OF DISBURSEMENT

	1903	1904	+ OR -	REMARKS
Extraordinary and General Repairs	\$ 1,173.00	\$ 1,133.46	\$- 39.54	
Ship Keeping and Winter Dockage	78.07	125.76	+ 47.69	
Fitting Out	1,323.30	982.08	- 341.22	In 1903 fitted out in Marquette, which was inconvenient and expensive.
Wages and Captains Salary	8,529.62	8,237.23	- 2,921.79	A shorter season in 1904. The rate of wages was about the same for both years.
Captains Expense Account	53.52	45.82	- 7.70	
Tug Services	271.20	161.45	- 109.75	A less number of trips in 1904.
Handling Cargoes	13,602.59	10,177.49	- 3,425.10	Less freight carried in 1904, and decreased cost of 2¢ per ton for unloading ore.
Cargo Commissions	20.00	-	- 20.00	
Taxes	403.43	403.42	- .01	
Marine Insurance	2,620.23	2,431.06	- 189.17	Less valuation in 1904 and lessened premium due to rebate received account lay up returns short season.
Freight List Insurance	23.46	23.15	- 31.33	
Mates Supplies	220.10	193.68	- 26.42	
Provisions	1,422.15	1,322.03	+ 100.12	Based on increased cost of \$1.00 per man per day.
Stewards Supplies	147.51	133.12	- 14.39	
Fuel	5,420.11	4,319.31	+ 82.80	Based on increased consumption of 2 pounds per mile run.
Engineers Lubricants	139.53	52.37	- 23.82	Based on decreased cost of \$.00022 per mile run.
Engineers Supplies	110.00	24.25	- 23.01	
Boiler Repairs	51.04	38.10	- 12.94	
Machinery Repairs	10.08	57.63	+ 47.55	
Auxiliary Machinery Repairs	22.02	30.12	- 8.10	
General Expenses	220.40	178.12	- 42.28	
Laying Up	503.27	776.66	+ 273.39	In 1903 Engineers Dept. did only necessary laying up work. In 1904 machinery was practically fitted out for 1905 while laying up.

LCM-LFD
2/3/05

ANNUAL REPORT
OF
STEAMER ANDASTE
1904.

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

GENERAL OPERATIONS

The Steamer ANDASTE sailed from the port of Buffalo on first trip of season 1904 on June 18th, and finished discharging last cargo at Ashtabula December 6th, having been in commission 171 days.

This steamer was engaged during the entire season in transporting iron ore from Lake Superior to Lake Erie ports. Altogether eighteen round trips were made, steamer going up light each time, with the exception of one trip when a coal cargo was taken for delivery at Marquette. The ANDASTE traveled a total distance for the season of 26,107 miles, carrying 56,560 gross tons of freight.

The average rate of freight received on all cargoes carried during the season was \$.6603 per gross ton, as compared with \$.7399 in previous year. The average expenses per gross ton of freight carried are \$.5327 in 1904 and \$.5107 in 1903. The average net earnings per gross ton, therefore, are \$.1276 as against \$.2292 in preceding year.

LGM THB
2-3-05

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

GENERAL REPAIRS.

The General Repairs on this steamer were in the neighborhood of \$800.00 larger than the preceding year. Among the principal items may be mentioned the following:

The boilers in this boat were given considerable attention before going to sea in 1904. While laying up there were discovered seven cracks in expansion rings, 1 crack in backhead of port boiler; also 2 cracks in expansion ring of starboard boiler. These cracks ran about 4" above the old patches, and it was necessary to cut 8" off the old patches in order to bring the laps below fire line. This work cost \$365.90.

Carpenter repairs by the Empire Ship Building Co. in Buffalo during the winter of 1903-4 amounted to \$177.87, and covered in a general way, repairs to engine room floor, floor ceiling, bilge ceiling, fender strake, etc.

The discharge pipes to air and ballast pumps were too low now that boats are loading deeper; accordingly these pipes were raised 26", new holes cut in side of ship, and pipes refastened in proper shape, with patches put on old holes. This was done at a cost of \$130.00.

There will be no large items of repair on the steamer before going to sea another season, but there will be the usual run of items. The boilers will have to be given some attention as usual. The lower part of backhead of combustion chamber in starboard boiler for about 22" deep is badly corroded; this part will have to be cut out and renewed with new plate and new stay bolts. This will cost from \$300.00 to \$350.00.

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

P A I N T I N G .

During the season of 1904 the old paint on outside of hull, two feet below load line, was thoroughly removed by chipping and steel brushing. This work was done at odd times during the season, and was followed by one coat of paint.

The underside of spar deck was chipped, steelbrushed and painted during season of 1903, and has therefore been in good condition.

The sides of cargo hold, down to bilge stringer were chipped during the season and winter of 1903 and painted and are also in good condition.

Below the bilge stringer, continuing through the bilges and margin plate, as far as the floor ceiling, has been chipped, steelbrushed and black oiled after close of season 1904.

The tank tops in cargo hold have been chipped and oiled wherever the old ceiling was removed and new ceiling put in its place.

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

ACCIDENTS.

NOVEMBER 8, 1904, CLEVELAND, O.: While unloading at the clams at the C. & P.

Dock the machines struck the outside end coamings of Nos. 6 and 7 Hatches several times, bending them outboard and breaking them near the center. The damage is slight and settlement will probably be made with the dock people.

NOVEMBER 17, 1904, SECOND MATE LOST OVERBOARD: While the Steamer was

in the north end of Lake Huron, Detour light house bearing northwest, at about a distance of $2\frac{1}{2}$ miles from same, the Second Mate, Elson J. Neeley, either fell or was washed overboard and lost. The Captain's statement of this case is as follows:

"The service of the officers and crew and the movements of the boat, from 8:20 P.M. to 11:40 P.M. as follows:
8:20 Steamer at anchor half mile west from Pipe Id. commence heaving anchor; about 8:50 anchor was in place on deck; men present and engaged in handling anchor: Captain, Second Mate, Wheelsman, Watchman and Seaman. At 9:00 o'clock stanchions were in place and wire railing set up; Steamer under way with Captain and Wheelsman on the pilot house, Watchman lashing the anchor, Second Mate and Seaman in turret closing hawse pipe and stowing away anchor gear. At 9:10 Engineer was signaled "Full speed ahead" with the usual O.K. About 9:20 the Steamer had passed Frying-Pan Id. and was on course from thence "S $\frac{1}{4}$ E" to Detour. Telling the Wheelsman to keep that course the Captain left the pilot house and went forward to the turret and while there observed that the railing was set up and the anchor lashed in the usual manner; the Seaman was on the turret, the Watchman was in the forepeak, the Second Mate was in the turret (windlass room) closing the dead lights, and when asked if he was through with the work replied that he was. He was then told to open the syphon valve and come aft with his men. The syphon valve is in the turret and to open is but a moments work. The Steamer was in every particular ready for sea when the Captain returned to his station on the pilot house. The Seaman followed and went to his quarters. Unobserved, the Second Mate and Watchman remained a few minutes in the turret. At 9:44 the Steamer reached the turning point from river to lake, Detour light bearing northwest, distance $1\frac{1}{2}$ miles, and her course was changed from thence S-E $\frac{1}{2}$ to Middle Id. At 9:50 the Engineer was signaled "Stop" when the shout of the Watchman "Mate is overboard" was heard as he came running aft. From the end of the bridge, just abeam, and about 80 feet from the port side of the hull, the Captain heard a smothered cry and saw the struggling form as it disappeared in the darkness while the Steamer swept on. The Steamer turned round, watch called and a small boat launched with all possible haste. The course was doubled many times and the locality searched for over an hour and until a fog settled over the waters, when at 11:10 the Steamer was headed into the river and arrived at Pickands, Mather & Co's. coal dock, Detour, 11:34 P.M. where report was made."

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

	1 9 0 3		1 9 0 4	
	DAYS	PER CENT	DAYS	PER CENT
Time in port,	93-3/4	42.4	57-1/2	33.6
Time sailing,	114-1/2	51.8	99	57.9
Time lost by bad weather, fog and low water,	9-1/4	4.2	12-3/4	7.5
Time lost waiting at Soo Canal and River,	2-1/4	1.0	1-1/2	.9
Time lost by accidents,	-----	-----	1/4	.1
Time lost by Str. J.N. Glidden sunk in St. Clair Canal,	1-1/4	.6	-----	-----
TOTAL TIME IN COMMISSION,	221	100.0	171	100.00
Number of trips made,	23		18	
Number of cargoes carried,	26		19	

P E R C E N T A G E S O F T I M E I N C O M M I S S I O N I N P O R T .

Season 1900.....46.5
 Season 1901.....44.9
 Season 1902.....36.7
 Season 1903.....42.4
 Season 1904.....33.6

LGM THB
2-3-05

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

	GROSS TONS	AMOUNT	PER GROSS TON FREIGHT CARRIED
<u>RECEIPTS.</u>			
6 cargoes iron ore from Ashland,	18123	\$12,686.10	\$.7000
1 cargo iron ore from Duluth,	3034	2,123.80	.7000
11 cargoes iron ore from Marquette,	33021	21,605.40	.6543
1 cargo coal to Marquette (2668 net tons @ 35¢),	2382	933.97	.3920
<u>19</u>	<u>56560</u>	<u>\$37,349.27</u>	<u>\$.6603</u>
<u>DISBURSEMENTS.</u>			
Extraordinary and General Repairs,	\$ 1,674.86		
Ship Keeping and Winter Dockage,	110.83		
Fitting Out,	700.80		
Wages and Captain's Salary,	7,127.96		
Captain's Expense Account,	49.66		
Tug Services,	67.53		
Handling Cargoes,	10,292.33		
Taxes,	403.42		
Marine Insurance,	2,389.94		
Freight List Insurance,	61.09		
Mates Supplies,	217.41		
Provisions,	1,191.13		
Stewards Supplies,	189.78		
Fuel,	4,549.12		
Engineers Lubricants,	105.70		
Engineers Supplies,	89.26		
Boiler Repairs,	52.19		
Machinery Repairs,	6.74		
Auxiliary Machinery Repairs,	6.71		
General Expenses (Telegrams, Dues Lake Car. Assn., etc.),	265.61		
Laying up,	575.28	30,127.35	.5327
 NET EARNINGS,		\$ 7,221.92	\$.1276
 Add amount received from Steamer Ira M. Owen in excess of claim, account collision November 14, 1903,		38.43	
 Making total net gain for season 1904,		\$ 7,260.35	

NOTE:The cost per ton to operate after eliminating Extraordinary and General Repairs Account is \$.5030 in 1904 and \$.4988 in 1903.

LGM THE
2-3-05

STEAMER ANDASTE.

COMPARISONS.

	1903	1904
Days in commission,	221	171
Number of miles traveled,	30361	26107
Number of trips made,	23	18
Number cargoes freight carried,	26	19
Gross tons freight carried,	75431	56560
Average rate freight per gross ton,	\$.7399	\$.6603
Average cost to carry per gross ton freight,	.5107	.5327
Net earnings per ton freight carried,	\$.2292	\$.1276
Cost per ton to operate after eliminating Extra. & General Repairs,	\$.4988	\$.5030
Gross Receipts,	\$55,811.04	\$37,349.27
Gross Expenditures,	38,525.25	30,127.35
Net earnings,	\$17,285.79	\$7,221.92
Percentage of operations to earnings,	69.0	80.6
Gross earnings per mile traveled,	\$1.8382	\$1.4306
Operating expenses per mile traveled,	1.2689	1.1540
Net earnings per mile traveled,	\$.5693	\$.2766
Gross earnings per day,	\$252.54	\$218.41
Operating expenses per day,	174.32	176.18
Net earnings per day,	\$78.22	\$42.23
Expenses per day excluding cargo handling costs,	\$108.95	\$115.99
Expenses per day exclud.cargo handling costs and Ex.& Gen.Repairs,	\$104.89	\$106.19
Cost provisions per man per day (Excluding extra meals),	\$.361	\$.384
Average lbs. coal consumed per hour steamed,	1613	1548
Average lbs. coal consumed per mile steamed,	146	141
Average cost coal consumed per mile steamed,	\$.2089	\$.1689
Average cost oil consumed per hour steamed,	\$.0364	\$.0445
Average cost oil consumed per mile steamed,	\$.00329	\$.00405
Average wages paid per day while in commission,	\$33.69	\$33.15
Average ore cargo from Lake Superior,	2975	3010
Average days per trip going up light to Marquette,	8½	8½
Average days per trip going up light to head Lake Superior,	10½	9½
Average number of miles per hour - light,	12.09	11.88
Average number of miles per hour - loaded,	10.37	10.29
General average number miles per hour,	11.04	10.99
Average draft water on ore cargoes from Lake Superior,	(17'6"Ford 18'3"Aft	(17'8"Ford 18'4"Aft
Average mean draft water on ore cargoes from Lake Superior,	17'10"	18'

LGM THB
2-3-05

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

C O M P A R I S O N O F I T E M S O F D I S B U R S E M E N T S .

	1903	1904	+ OR -	REMARKS
Extraordinary and General Repairs	\$ 398.26	\$ 1,074.26	\$+ 776.00	In 1904 patched 10 cracks in boilers at cost of \$384.00. Some extensive repairs to machinery, boring out air pump and H.P. cylinder and new brasses under No's 1 & 2 journals \$353.26.
Ship Keeping and Winter Dockage	72.00	110.23	+ 38.17	
Fitting Out	1,245.50	700.20	- 544.79	In 1903 Steamer fitted out at Marquette, which was inconvenient and expensive
Wages and Captains Salary	2,211.20	7,127.00	- 1,023.30	A shorter season in 1904. Rate of wages was about the same for both years.
Captains Expense Account	67.33	49.88	- 17.73	
Tug Services	214.68	67.53	- 147.15	A less number of trips in 1904.
Handling cargoes	14,446.25	10,322.33	- 4,123.92	Less freight carried in 1904 and decreased cost of 2¢ per ton for ore handling.
Cargo Commissions	20.00		- 20.00	
Taxes	405.43	403.48	- .95	
Marine Insurance	2,931.23	2,329.94	- 571.35	Valuation decreased in 1904 and lessened premium account rebate received for lay up returns short season.
Freight List Insurance	37.04	31.00	- 26.05	
Mates Supplies	254.22	217.41	- 36.81	
Provisions	1,456.50	1,121.13	+ 71.30	Based on increased cost of \$.023 per man per day.
Stewards Supplies	155.67	129.78	+ 34.11	
Fuel	6,322.17	4,549.12	- 150.00	Based on decreased consumption of 5 pounds per mile run.
Engineers Lubricants	100.14	105.70	+ 19.24	Based on increased cost of \$.00076 per mile run.
Engineers Supplies	127.03	22.96	- 43.37	
Boiler Repairs	54.22	62.12	- 2.64	
Machinery Repairs	67.22	6.74	- 60.54	
Auxiliary Machinery Repairs	22.20	6.71	- 23.02	
General Expenses	261.22	225.61	+ 2.78	
Laying Up	556.22	575.22	+ 18.33	Engineers Dept. did fitting out work on machinery while laying up in both years.

LEN-LJD
2/2/05.

ANNUAL REPORT
OF
STEAMER PIONEER
1904.

S T E A M E R P I O N E E R .

GENERAL OPERATIONS.

The Steamer PIONEER sailed from the port of Cleveland on first trip of season 1904, on June 15th, and arrived at Cleveland ready to go into winter quarters on December 3rd, having therefore been in commission 171 days.

This steamer was engaged during the entire season in the transportation of iron ore from Marquette to Lake Erie ports at the season rate of 65¢ per ton. Fifteen round trips were made towing Schooner Chattanooga, and one trip alone when her consort was in drydock at Detroit. The total freight carried aggregated 26427 gross tons, steamer traveling 21,300 miles.

To the average rate received per ton of ore carried, viz., \$0.6500 should be added \$0.3425 per ton for towing the Chattanooga, making the total receipts per gross ton of freight carried \$0.9925, as against \$1.1731 in previous year. The average cost to carry per gross ton of freight was \$0.9160 in 1904 and \$0.9932 in 1903. The average net earnings per gross ton of freight carried, therefore, are \$0.0765 as compared with \$0.1799 in preceding year.

LGM THB
2-10-05

S T E A M E R P I O N E E R .

GENERAL REPAIRS.

The most important item of repair on the Steamer PIONEER for the past season was the laying of an entire new floor ceiling of 3" oak, laid on pine in proper shape, at a cost of \$860.00. The tank top of the PIONEER did not have angle bars to which floor ceiling might be fastened, consequently it was necessary to place athwart ship 10 angle bars 4 x 3 x 8 $\frac{1}{2}$ " from bilge to bilge, spaced 6" apart. This work cost \$273.59, making the total outlay for the new floor ceiling \$1119.90.

There were also General Repairs in the way of carpenter work, consisting of material and labor, amounting to \$326.38, covering repairs to pilot house and pilot house deck, poop deck, rail around turtle deck, main rail, fender strake, bridges, mess room, kitchen companion way, and new floor in crank room.

The PIONEER was originally built to carry pig iron and had 3 cranes attached. As this steamer is no longer engaged in the pig iron trade, and has no use for the cranes, they were removed. The forward crane rested on the spar deck with two supports underneath. The midship and after cranes rested on the spar deck with proper supports in the cargo hold underneath. These cranes and their supports were entirely removed, and the holes in the deck replated. This work was done at a cost of \$140.51.

A new metallic life boat, 18 ft. in length, was installed in place of the former wooden life boat, which had become useless. This boat cost \$99.00.

The boiler covering had become defective in spots, and main steam pipe running from starboard to port boiler, had lost some of its covering. Repairs to these were made at a cost of \$38.30.

Three patches were put on expansion rings of the furnaces of these boilers. These patches were put on bottom of furnaces and reach to top of grate on each side, at a cost of \$165.00.

STEAMER PIONEER.

#2-GENERAL REPAIRS.

The repairs for the coming year will be of the usual character. No very important items are now apparent. The principal items now known will be the cost of drydocking for the purpose of repairing stern bearing which is much worn. As this steamer has an insurance claim against her underwriters for broken propellor blade, the cost for repair to stern bearing will be reduced somewhat by proportional charge that will be borne for drydocking by steamer's underwriters.

S T E A M E R P I O N E E R .

PAINTING.

During season of 1904 the Steamer PIONEER was given one coat of paint on outside of hull below load water line, and two coats above load water line.

On inside of steamer in cargo hold, the accumulated rust was scraped and vessel painted from forward bulkhead aft, about 60 feet on both sides. The two bulkheads in cargo hold were chipped and scraped and given one coat of paint. The fore peak was scraped and blackoiled.

The spar deck, hatch covers and coamings were all given one coat during the season. On outside of forward cabin and pilot house two coats were applied. The turtle deck and poop deck, including skylights and companion ways were given three coats of paint. The chain locker and windlass room was chipped and scraped and painted one coat on side walls and ceiling and two coats on deck.

On inside of cabins, the forward hall, hall on starboard side aft, the pantry and kitchen were each given one coat. The fan tail aft of engine room was chipped and scraped and given one coat on side walls and ceiling and two coats on deck. The deck in mess room was given three coats during season.

The side walls and ceilings in engine room, crank room and compound room were each given one coat, and deck in engine room two coats. All pumps and piping were given two coats.

S T E A M E R P I O N E E R .

ACCIDENTS.

JUNE 26, 1904, ASHTABULA, O.: While unloading at the clams at Ashtabula Dock, Ashtabula Harbor, the operator threw the clams against a water pipe on the port side after hatch, breaking pipe in two places. The cost of repair was \$9.25 which will be taken up by the Ashtabula Dock Co.

AUGUST 15, 1904, ASHTABULA, O.: While the Steamer PIONEER was unloading at the Ashtabula Dock, Ashtabula Harbor, the operator swung the clam unloading machine against steam pipe on the port side of vessel, breaking pipe in two places. The damage was repaired at a cost of \$6.12 which was paid by the Ashtabula Dock Co.

OCTOBER 3, 1904, ASHTABULA, O.: While the Steamer was unloading at the Ashtabula Dock, the operator of the clam shells swung them against water pipe in the hold, port side of vessel, breaking same. The damage was repaired and bill sent to the Ashtabula Dock Co.

OCTOBER 17, 1904, SOO CANAL: While lying at the American Lock, the Chattanooga in charge of the tug Geo. Brockway, collided with the covering board on the fantail of the Pioneer, doing a small damage, amounting to probably \$10.00. The men on the tug claim that the end of the line on the Chattanooga had not been made fast and the tug was obliged to stop backing in order to give the men on the barge time to take a few more turns on their end of the line, and therefore time was lost in checking the schooner's headway. This is denied by our men. At the time of this report the point has not been decided. The amount at stake however is not sufficient to warrant any extended pressure of the matter.

STEAMER PIONEER.

#2-ACCIDENTS.

OCT. 26 & 27, 1904, BUFFALO, N.Y.: While the Steamer PIONEER was unloading at the West Shore Dock, a bucket was swung against the pilot house, damaging after coaming and bending hand rail. One of the buckets also struck the main mast and bent it forward. The total damage will amount to about \$25.00 and the dock people will pay for the repair.

OCTOBER 28, 1904, ASHTABULA, O.: The PIONEER was leaving Ashtabula bound for Marquette; the wind was blowing strong from the northwest; shortly after the Steamer had dropped away from the dock and the engines had started, the propeller wheel struck some unknown obstruction under the water, breaking four blades off the wheel. While the damage was not sufficient to prevent the vessel from continuing on her voyage, it necessitated the renewal of the wheel which will be done. It will be necessary to drydock the vessel. This damage will become a claim on the underwriters of the vessel.

STEAMER PIONEER.

	1903		1904	
	DAYS	PER CENT	DAYS	PER CENT
Time in port,	70 $\frac{3}{4}$	32.6	58 $\frac{1}{2}$	34.2
Time sailing,	123 $\frac{1}{2}$	56.9	101	59.2
Time lost by bad weather, fog and low water,	18 $\frac{1}{4}$	8.4	9 $\frac{1}{2}$	5.5
Time lost waiting at Soo Canal and River,	3 $\frac{1}{2}$	1.5	2	1.1
Time lost by accidents,	$\frac{1}{4}$.1	----	-----
Time lost by Str. J. N. Glidden sunk in St. Clair Canal,	1	.5	----	-----
TOTAL TIME IN COMMISSION,	217	100.0	171	100.0
Number of trips made,	17		15	
Number of cargoes carried,	17		15	

PERCENTAGES OF TIME IN COMMISSION IN PORT.

Season 1900.....29.9
 Season 1901.....30.3
 Season 1902.....36.5
 Season 1903.....32.6
 Season 1904.....34.2

LCM THE
2-7-05

STEAMER PIONEER.

	GROSS TONS	AMOUNT	PER GROSS TON FREIGHT CARRIED
<u>RECEIPTS.</u>			
15 cargoes iron ore from Marquette, Amt. received for towing Chattanooga- $\frac{1}{4}$ freight,	26427	\$17,177.55	\$.6500
15	26427	9,051.04	.3425
	<u>26427</u>	<u>\$26,228.59</u>	<u>\$.9925</u>
<u>DISBURSEMENTS.</u>			
Extraordinary and General Repairs,	\$ 2,645.22		
Ship Keeping and Winter Dockage,	30.00		
Fitting Out,	468.93		
Wages and Captain's Salary,	7,015.76		
Captain's Expense Account,	27.60		
Tug Services,	18.00		
Handling Cargoes,	5,021.13		
Taxes,	345.79		
Marine Insurance,	2,048.80		
Freight List Insurance,	28.06		
Mates Supplies,	141.55		
Provisions,	1,134.66		
Stewards Supplies,	100.57		
Fuel,	3,597.20		
Engineers Lubricants,	97.73		
Engineers Supplies,	70.98		
Boiler Repairs,	46.47		
Machinery Repairs,	8.15		
Auxiliary Machinery Repairs,	12.50		
General Expenses (Telegrams, Dues Lake Car. Assn., etc.),	229.02		
Laying Up,	1,120.21	24,208.33	.9160
NET EARNINGS,		\$ 2,020.26	\$.0765
Less amount charged to Owners Proportion of Loss,		5.77	
Making total net gain for season 1904,		\$ 2,014.49	

NOTE:The cost per ton to operate after eliminating Extraordinary and General Repairs Account was \$.8159 in 1904 and \$.9528 in 1903, a decrease of \$.1369 per ton. This decrease is larger than on any of the other steamers operated by us, because the decreases in fuel, insurance, and other items, are spread over a smaller tonnage proportionately than on the other boats.

LCM THB
2-8-05

S T E A M E R P I O N E E R .

STATEMENT SHOWING ITEMS CHARGED TO OWNERS PROPORTION OF LOSS
DURING SEASON 1904.

WATER PIPE DAMAGED AT ASHTABULA DOCK, ASHTABULA, OCT. 3, 1904:

While unloading ore cargo, the clam shells working in
after hatch, broke water pipe on port side. Repairs were made
at a cost of.....\$11.54
One half of amount has been paid by Ashtabula Dock,.... 5.77
Leaving balance paid by Str. PIONEER,.....\$5.77

LGM THB
2-8-05

STEAMER PIONEER.

COMPARISONS.

	1903	1904
Days in commission,	217	171
Number of miles traveled,	26346	21300
Number of trips made,	17	15
Number of cargoes carried,	17	15
Gross tons freight carried,	28475	26427
Average rate freight per gross ton,	\$1.1731	\$.9925
Average cost to carry per gross ton freight,	.9932	.9160
Net earnings per ton freight carried,	\$.1799	\$.0765
Cost per ton to operate after eliminating Extra.& Genl.Repairs,	\$.9528	\$.8159
Gross Receipts,	\$33,405.63	\$26,228.59
Gross Expenditures,	28,282.57	24,208.33
Net Earnings,	\$ 5,123.06	\$ 2,020.26
Percentage of operations to earnings,	84.6	92.3
Gross earnings per mile traveled,	\$1.2679	\$1.2314
Operating expenses per mile traveled,	1.0735	1.1365
Net earnings per mile traveled,	\$.1944	\$.0949
Gross earnings per day,	\$153.94	\$153.38
Operating expenses per day,	130.33	141.57
Net earnings per day,	\$ 23.61	\$ 11.81
Expenses per day excluding cargo handling costs,	\$108.95	\$112.20
Expenses per day exclud.cargo handling costs and Extra.& Gen.Repairs,	\$98.64	\$96.74
Cost provisions per man per day (Excluding extra meals),	\$.399	\$.379
Average lbs. coal consumed per hour steamed,	1440	1468
Average lbs. coal consumed per mile steamed,	162	167
Average cost coal consumed per mile steamed,	\$.2139	\$.1688
Average cost oil consumed per hour steamed,	\$.0418	\$.0404
Average cost oil consumed per mile steamed,	\$.00470	\$.00459
Average wages paid per day while in commission,	\$32.25	\$32.08
Average ore cargo from Lake Superior,	1680	1762
Average days per trip towing Chattanooga light to Marquette,	12-3/4	11
Average number miles per hour towing Chattanooga-light,	8.66	8.75
Average number miles per hour towing Chattanooga-loaded,	7.98	8.12
General average number miles per hour,towing Chattanooga,	8.31	8.44
Average draft water on ore cargoes from Lake Superior,	(15'1"Ford 16'1"Aft	(15'7"Ford 16'5"Aft
Average mean draft water on ore cargoes from Lake Superior,	15'7"	16'
Pioneer waiting for Chattanooga during season,	17 days	5 1/2 Days
Pioneer's percentage of time waiting for Chattanooga,	7.8	3.2

LGM THB
2-8-05

S T E A M E R P I O N E E R
 C O M P A R I S O N O F I T E M S O F D I S B U R S E M E N T .

	1903	1904	+ OR -	REMARKS
Extraordinary and General Repairs	\$1,183.05	\$2,645.22	\$+ 1,462.17	In 1904 layed entire new floor ceiling \$1,113.00 Removed three pig iron cranes from top deck, \$140.51 Patching and repairing expansion rings in boilers \$165.00
Ship Keeping and Winter Dockage	38.34	30.00	- 8.34	
Fitting out	512.73	468.23	- 43.50	
Wages and Captains Salary	8,527.12	7,015.76	- 1,511.43	A shorter season in 1904. Rate of wages remained about the same both years.
Captains Expense Account	41.53	27.00	- 13.53	
Tug Services	167.23	18.00	- 149.23	
Handling Cargoes	5,725.25	5,021.13	- 704.12	Less freight carried in 1904 and decreased rate of 2 ¢ per ton for unloading Ore.
Taxes	336.26	346.72	+ 10.46	
Marine Insurance	2,981.22	2,048.20	- 913.02	Valuation decreased in 1904 and lessened premium due to rebate received account lay up returns short season.
Freight List Insurance	34.26	28.00	- 6.26	
Mates Supplies	210.22	141.55	- 68.67	
Provisions	1,426.25	1,124.00	- 302.25	Based on decreased cost of 2 ¢ per man per day.
Stewards Supplies	150.21	100.57	- 49.64	
Fuel	5,034.20	3,597.29	- 1,436.91	Based on increased consumption of five pounds per mile run.
Engineer Lubricants	123.90	97.73	- 26.17	Based on decreased cost of \$.00011 per mile run.
Engineers Supplies	71.44	70.28	- 1.16	
Boiler Repairs	19.28	46.47	+ 27.19	
Machinery Repairs	3.22	8.15	+ 4.93	
Auxiliary Machinery Repairs		12.50	+ 12.50	
General Expense	220.57	220.02	- 0.55	In 1903 Capt. G. B. Brock received reward of \$100.00 for bringing Steamer through season without accident.
Laying up	781.05	1,120.21	+ 339.16	Engineers Department did fitting out work while laying up in both years, but more time was required in 1904.

LCM-LJD
 2/10/06

ANNUAL REPORT
OF
SCHOONER CHATTANOOGA
1904.

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

GENERAL OPERATIONS.

The Schooner CHATTANOOGA sailed from the port of Cleveland, on first trip of season 1904, on June 15th, and finished discharging last cargo at Cleveland, December 9th, having therefore been in commission 177 days.

This vessel made fourteen round trips for the season, transporting iron ore cargoes from Marquette to Lake Erie ports, being towed by the Steamer Pioneer every trip. The CHATTANOOGA traveled a total distance of 17,735 miles, carrying 56,006 gross tons of freight.

The average rate of freight received was the established season rate of \$.6500 per gross ton. This as against \$.7500 in preceding year. The average cost to carry per gross ton of freight was \$.5983 in 1904 and \$.6363 in 1903. The average net earnings per gross ton, therefore, are \$.0517 as compared with \$.1137 in previous year.

LGM THB
2-10-05

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

GENERAL REPAIRS.

The General Repair Account on this vessel amounted to \$2,326.10. It was found that the decking and beams under the donkey boiler forward had become charred by the smoldering fire owing to faulty construction. The deck was torn out at this place and made secure. The work necessary to do this consisted of putting in two new stringers, one on each side of stanchions amidships and bolting them to the stanchions; also putting in two new beams under boiler where old ones were taken out, and bolting same to ends of old beams. Two new channel beams, fore and aft, were put on top of new beams and bolted to beams with side lugs. An iron deck was laid on top of the channels and bolted to them. On top of this iron deck were laid asbestos boards and asbestos cement, and the boiler pan then set on this superstructure. This work cost \$433.67.

In the latter part of August the schooner began to make considerable water; she was watched carefully and finally it was determined she must be put in drydock. She was accordingly drydocked with the Detroit Ship Building Co., September 19th. She was given a thorough caulking under water, reaming out a thread and driving two more in. This work was carried to a point above light water. To avoid possible leaks around bolt and spike heads they were filled with red lead and tallow. All seams were filled with red lead and tallow. The drydocking and caulking of this vessel cost \$1,615.52.

There was also done carpenter work in the way of renewing planking here and there; boring 350 new salt holes, repairing hatch coamings, with attendant caulking, all costing \$159.14.

Expense of salt and labor brining vessel \$65.76.

Before going to sea another season some decayed planking in the hull will have to be renewed, together with such repairs as will be found necessary upon going over the boat with searching iron. Her top

SCHOONER CHATTANOOGA.

#2-GENERAL REPAIRS.

sides from light water mark will need to have more or less caulking. Nearly all of the hatch coamings need more or less attention due to decay, and small damages done from time to time by unloading machinery.

The boiler will need 30 or 40 new flues. The windlass is worn and will need repairing. Besides numerous small repairs incident to a wooden vessel which are not necessary to mention. Whether this work will cost \$1,000.00 or \$2,000.00 it is impossible to say at this time.

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

P A I N T I N G .

During the season of 1904 the CHATTANOOGA was given one coat of paint on outside of hull below the load water line, and two coats above the load line.

The main deck was given one thorough painting during season. The three spars were scraped and given two coats of paint. Two coats were applied on main rail, and outside and inside of bulwarks.

The forecastle and forepeak were each painted once during the season. The boiler and machinery and all piping was given two coats of paint. The deck winch and windlass on top deck were each given two coats. The steering engine aft was painted once.

One coat of paint was applied in dining room, kitchen, pantry, Captain's room, and all sleeping rooms in after part of vessel. The lazaret was painted once during season.

All deck houses, including roof of after cabin, were given two coats of paint.

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

A C C I D E N T S .

JULY 8, 1904, ASHTABULA, OHIO: While unloading at the P.Y. & A. Dock, Ashtabula, one of the buckets was swung against coaming on port side of No. 6 Hatch, breaking same. The cost of the repair was \$17.94. As the coaming was somewhat dry rotted, settlement was made with the dock company by a division of the cost, which was paid.

JULY 27, 1904, CLEVELAND, OHIO: While the vessel was unloading at the C. & P. Dock, one of the clams in operating struck the coaming on the port side of No. 8 Hatch, breaking it. The damage was repaired by the Dock Company.

OCTOBER 14, 1904, ASHTABULA, OHIO: While the vessel was unloading at the P.Y. & A. Dock, Ashtabula, the clams struck the coaming on the starboard side of No. 4 Hatch, breaking the coaming in two. The cost of this repair was \$5.35. Owing to the coaming being defective by reason of dry rot, the dock company stood one half of the cost of the repair.

OCTOBER 22, 1904, LAKE ERIE: The CHATTANOOGA was bound down in tow of the Steamer Pioneer. While the boats were going up under Pelee Island for shelter the CHATTANOOGA struck the bottom on some obstruction twice. The location of the accident was on the east side of Pelee Island between Middle Ground and Pelee Island lights. While it was not known that any damage was done, the vessel leaked a little afterwards. R. Parry Jones after listening to the case decided that perhaps no damage was done and he allowed her to go. After coming in at the end of the season matter was again submitted to Mr. Jones, and under date of Dec. 9th he advises:

"It does not appear to me necessary to dock this vessel, if, as the captain reports, the leak whilst the vessel is light is insignificant, whilst when she is loaded it does not amount to an inch an hour."

We consequently decided that it was not worth while to dock the vessel.

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

	1 9 0 3		1 9 0 4	
	DAYS	PER CENT	DAYS	PER CENT
Time in port,	87½	42.9	72½	41.0
Time sailing,	100½	49.3	87¾	49.6
Time lost by bad weather, fog and low water,	12	5.9	8¾	4.9
Time lost waiting at Soo Canal and River,	3¼	1.6	2	1.1
Time lost by accidents,	¼	.1	* 6	3.4
Time lost by Str. J. N. Clidden sunk in St. Clair Canal,	½	.2	----	----
TOTAL TIME IN COMMISSION,	204	100.0	177	100.0
Number of trips made,	16		14	
Number of cargoes carried,	16		14	

P E R C E N T A G E S O F T I M E I N C O M M I S S I O N I N P O R T .

Season 1900.....35.6
 Season 1901.....37.1
 Season 1902.....39.9
 Season 1903.....42.9
 Season 1904.....41.0

* In 1904 a leak developed, caused by oakum having worn out of seams. It was therefore necessary to go into dry dock at Detroit to calk vessel, and the total time making repairs, etc., was six days.

LGM THB
2-10-05

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

	GROSS TONS	AMOUNT	PER GROSS TON FREIGHT CARRIED
<u>RECEIPTS</u>			
14 cargoes iron ore from Marquette,	56006	\$36,403.90	\$.6500
<u>DISBURSEMENTS</u>			
Extraordinary and General Repairs,	\$ 2,326.10		
Ship Keeping and Winter Dockage,	143.50		
Fitting Out,	257.75		
Wages and Captain's Salary,	2,762.58		
Captain's Expense Account,	23.65		
(Pioneer.....\$9051.04			
Towing (Tugs..... 2197.56	11,248.60		
Handling Cargoes,	12,602.35		
Taxes,	211.31		
Marine Insurance,	2,203.70		
Freight List Insurance,	85.49		
Mates Supplies,	575.59		
Provisions,	461.28		
Stewards Supplies,	34.63		
Fuel,	218.25		
Engineers Lubricants,	16.12		
Engineers Supplies,	2.29		
Machinery Repairs,	12.95		
General Expense (Telegrams, Dues Lake Car. Assn., etc.),	113.65		
Laying Up,	208.93	33,508.72	.5983
NET EARNINGS,		\$ 2,895.18	\$.0517
Deduct items charged to Owners Proportion of Loss,		14.91	
Making total net gain for season 1904,		\$ 2,880.27	

Note: The cost per ton to operate after eliminating Extraordinary and General Repairs Account is \$.5568 in 1904 and \$.6138 in 1903.

LGM THB
2-10-05

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

STATEMENT SHOWING ITEMS CHARGED TO OWNERS PROPORTION OF LOSS
DURING SEASON 1904.

DAMAGE TO HATCH COAMINGS AT P.Y.& A.DOCK, OCT.14, 1904:

While unloading at P.Y.& A.Dock the hatch coamings were damaged by ore buckets striking them.
The cost of repairs and renewing was.....\$17.94
One half of cost of repairs was paid by M.A.Hanna & Co. 8.97
Leaving balance paid by Chattanooga,.....\$ 8.97

STRIKING BOTTOM AT PELEE ISLAND, OCTOBER 22, 1904:

The cost for noting protest on account of this accident was,..... 10.00

\$16.97

DAMAGE TO DECK BY ORE SPOUT, MAY 1, 1903:

While loading ore at L.S.& I.Ry.Dock, Marquette, an ore spout fell on deck of Chattanooga. The cost of repairing damage was paid by Chattanooga and later reimbursed by L.S.& I.Ry.Co.... 4.06

Total amount charged to Owners Proportion of Loss,.....\$14.91

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2-10-05

SCHOONER CHATTANOOGA.

COMPARISONS.

	1903	1904
Days in commission,	204	177
Number of miles traveled,	20020	17735
Number of trips made,	16	14
Number cargoes freight carried,	16	14
Gross tons freight carried,	63410	56006
Average rate of freight per gross ton,	\$.7500	\$.6500
Average cost to carry per gross ton freight,	.6363	.5983
Net earnings per gross ton freight carried,	\$.1137	\$.0517
Cost per ton to operate after eliminating Extra. & General Repairs,	\$.6138	\$.5568
Gross Receipts,	\$47,557.50	\$36,403.90
Gross Expenditures,	40,347.25	33,508.72
Net Earnings,	\$ 7,210.25	\$ 2,895.18
Percentage of operations to earnings,	84.8	92.0
Gross earnings per mile traveled,	\$2.3755	\$2.0526
Operating expenses per mile traveled,	2.0153	1.8894
Net earnings per mile traveled,	\$.3602	\$.1632
Gross earnings per day,	\$233.12	\$205.67
Operating expense per day,	197.78	189.31
Net earnings per day,	\$ 35.34	\$ 16.36
Expenses per day excluding cargo handling costs,	\$121.62	\$118.11
Expenses per day exclud.cargo handling costs and Extra.& Gen.Repairs,	\$114.65	\$104.97
Cost provisions per man per day (Excluding extra meals),	\$.331	\$.324
Average wages paid per day while in commission,	\$12.51	\$12.14
Average ore cargo from Lake Superior,	3963	4000
Average days per trip going light to Marquette,	12-3/4	10-3/4
Average number of miles per hour - light,	8.66	8.75
Average number miles per hour - loaded,	7.98	8.12
General average number miles per hour,	8.31	8.44
Average draft water on ore cargoes from Lake Superior,	(18'1"Ford (17'11"Aft	(18'2"Ford (18'Aft
Average mean draft water on ore cargoes from Lake Superior,	18'	18'1"
Chattanooga waiting for Pioneer during season,	12Ds.19Hrs	11Ds.9Hrs.
Chattanooga's percentage of time waiting for Pioneer,	6.27	6.49

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2-10-05

S C H O O N E R C H A T T A N O O G A
 C O M P A R I S O N O F I T E M S O F D I S B U R S E M E N T .

	1903	1904	+ OR -	REMARKS
Extraordinary and General Repairs	\$1,431.80	\$2,326.10	\$+ 904.30	In 1904 Vessel placed in Dry Dock, and given a thorough bottom calking \$1,015.80
Ship Keeping and Winter Dockage	146.13	143.50	- 2.63	
Fitting Out	342.46	257.75	- 84.71	
Wages and Captains Salary	3,289.50	2,762.68	- 526.82	A shorter season in 1904. Rate of wages was about the same for both years.
Captains Expense Account	30.00	23.65	+ 6.35	
Tug Services	2,845.12	2,197.56	- 647.56	A less number of trips in 1904.
Handling Cargoes	15,535.42	12,802.35	- 2,733.07	Less freight carried in 1904 and decreased rate of 2¢ per ton for unloading Ore.
Taxes	223.21	211.51	- 11.70	
Marine Insurance	2,502.68	2,303.70	- 198.98	Valuation decreased in 1904 and lessened premium due to rebate received account lay-up returns short season.
Freight List Insurance	129.55	85.45	- 44.10	
Mates Supplies	717.27	575.49	- 141.78	In 1903 it was necessary to purchase two tow lines, while in 1904 only one line purchased.
Provisions	540.16	461.28	- 78.88	Based on decreased cost of \$.007 per man per day.
Stewards Supplies	66.21	34.63	- 31.58	
Fuel	251.50	218.25	- 33.25	
Engineers Lubricants	17.72	16.12	- 1.60	
Engineers Supplies	6.25	2.22	- 4.03	
Machinery Repairs	53.23	12.85	- 40.38	
General Expenses	132.55	113.65	- 18.90	
Laying Up	148.27	202.23	+ 53.96	More time required to do laying up work in 1904.

LCH-LJD
 2/11/05

ANNUAL REPORT
OF
PIONEER & CHATTANOOGA COMBINED
1904.

PIONEER & CHATTANOOGA - COMBINED.

	GROSS TONS	AMOUNT	PER GROSS TON FREIGHT CARRIED
<u>RECEIPTS</u>			
<u>Freights,</u>	82433	\$53,581.45	\$.6500
<u>DISBURSEMENTS</u>			
Extraordinary and General Repairs,	\$ 4,971.32		
Ship Keeping and Winter Dockage,	173.50		
Fitting Out,	726.68		
Wages and Captain's Salary,	9,778.34		
Captain's Expense Account,	51.25		
Tug Services,	2,215.56		
Handling Cargoes,	17,623.48		
Taxes,	557.10		
Marine Insurance,	4,252.50		
Freight List Insurance,	113.55		
Mates Supplies,	717.14		
Provisions,	1,595.94		
Stewards Supplies,	135.20		
Fuel,	3,815.45		
Engineers Lubricants,	113.85		
Engineers Supplies,	73.27		
Boiler Repairs,	46.47		
Machinery Repairs,	21.10		
Auxiliary Machinery Repairs,	12.50		
General Expenses (Telegrams, Dues Lake Car. Assn., etc.),	342.67		
Laying Up,	1,329.14	48,666.01	.5904
NET EARNINGS,		\$ 4,915.44	\$.0596
Less amount charged to Owners Proportion of Loss,		20.68	
Making total net gain for season 1904,		\$ 4,894.76	

NOTE:The cost per ton to operate after eliminating Extraordinary and General Repairs Account is \$.5306 in 1904 and \$.5895 in 1903.

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2-10-05

PIONEER & CHATTANOOGA - COMBINED.

COMPARISONS.

	1903	1904
Gross Receipts,	\$69,073.75	\$53,581.45
Gross Expenditures,	56,740.44	48,666.01
Net Earnings,	\$12,333.31	\$4,915.44
Percentage of operations to earnings,	82.1	90.6
Gross earnings per ton freight carried,	\$.7517	\$.6500
Operating expense per ton freight carried,	.6175	.5904
Net earnings per ton freight carried,	\$.1342	\$.0596
Cost per ton to operate after eliminating Extra. & General Repairs,	\$.5895	\$.5305
Gross earnings per mile traveled,	\$2.9795	\$2.7454
Operating expenses per mile traveled,	2.4475	2.4935
Net earnings per mile traveled,	\$.5320	\$.2519
Gross earnings per day	\$329.92	\$307.94
Operating expenses per day,	270.19	279.69
Net earnings per day,	\$58.73	\$28.25
Expenses per day excluding cargo handling costs,	\$168.95	\$178.40
Expenses per day exclud.cargo handling costs and Ex.& Gen.Repairs,	\$156.69	\$149.83
Average wages paid per day while in commission,	\$44.76	\$44.22
Cost provisions per man per day (Excluding extra meals),	\$.378	\$.361

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3-10-05