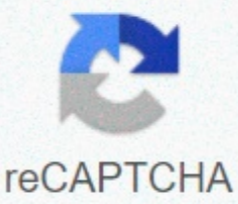




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Arthur m anderson song

The SS Edmund Fitzgerald sank in Lake Superior 20 years ago. Gordon Lightfoot's song The Wreck of the Edmund Fitzgerald (1976, Moose Music, Ltd.) is a tribute to this shipwreck and the men who lost their lives. Some lyrics of the song are listed below along with descriptions of related events. ... The lake is said to never give up on its death when the sky of November darks with a cargo of iron ore 26,000 tons more than Edmund Fitzgerald weighed empty.... On November 10, 1975, the SS Edmund Fitzgerald sank in Lake Superior. All 29 crew members died. At the time, it was the worst maritime disaster on the Great Lakes in 11 years. Other boat disasters in the Great Lakes in which the weather played a role include: 11.11.1913: eighteen ships were lost and 254 people were killed. November 11-13, 1940: 57 men died when three cargo ships sank in Lake Michigan. November 18, 1958: 33 men die on Lake Michigan with the sinking of Carl D. Bradley. November 29, 1966: Daniel J. Morrell sinks in Lake Huron, killing 28 crew members. The ship was the pride of the American side, returning from a mill in Wisconsin. The Fitzgerald weighed 13,632 tons and was 729 feet long. In 1958, when it was first launched, it was the largest carrier on the Great Lakes and remained so until 1971. Fitzgerald was designated the Pride of the American Flag. In 1964, it became the first ship in the Great Lakes to transport more than a million tons of ore through so-called locks. On November 9, 1975, she left Superior, WI with approximately 26,000 tons of ore bound for Detroit MI. Shortly after leaving, Fitzgerald made contact with Arthur M. Anderson bound, on a similar route, for Gary IN. On November 8, a storm was coming down on the plains and continued north to the Great Lakes. It seemed to be a typical November storm. ... and late at night, when the ship's bell rang, it could be the north wind that would have felt. At 7pm on November 9,m National Weather Service (NWS) issued a gale warning for Lake Superior. In a gale, wind speeds range from 34 to 40 knots. The NWS predicted east to northeasterly winds at night, moving into NW on N afternoon November 10. At approximately 10:40 p.m.m. NWS revised its forecast for Eastern Lake Superior to easterly winds becoming southeast on the morning of April 10, 2015. Around 2:00 a.m. on November 10, the NWS upgraded a storm warning storm warning (winds of 48-55 knots) with forecast northeasterly winds of 35 to 50 knots becoming northwesterly 28 to 38 knots on Monday, waves of 8 to 15 feet. Around 2 a.m Captains Anderson and Fitzgerald discussed the impending weather and decided to change their route. This safer route would take them north, to the coast of Canada. The northern route would protect them from the waves Generated. The winds create waves; Wave size depends on: Wind speed: The stronger the winds, the greater the force and the bigger the wave. The wind must also be stable - constant wind speed. Wind duration: The longer the wind blows over open water, the bigger the waves.. Fetch: This is the distance of open water over which the wind blows. The bigger the waves. At 3 a.m., winds from the northeast were reported at 42 knots. Fitzgerald and Anderson advanced together, Fitzgerald in front of Anderson. They had radio contact, and Anderson's radar located Fitzgerald's location. 7 a.m. The storm flew over Marquette MI and began over Lake Superior. The wind in the wires gave off a swallowed story, and a wave broke over the railing... On the afternoon of 10 December 2005, the Commission At 2:45 p..m, the wind backed up to NW and was 42 knots. Steady winds of 43 knots and waves of up to 12 and 16 feet were reported by Anderson. At this time Fitzgerald contacted Anderson and reported the fence rail down, two holes lost or damaged and a list. The list is when the ship leans to one side. Also at this time the ferocity of the storm closed the locks of Sault Ste. Marie. The shift of winds to NW is very important because it has increased the fetch, allowing large waves to build. Fitzgerald and Anderson were no longer protected by land. Late on the afternoon of the tenth, Captain Fitzgerald made radio contact with another ship, Avafor, and reported that they had the wrong list, lost both radars, and took heavy seas above deck in one of the worst seas he'd ever been in. Captain McSorely was an experienced Great Lakes sailor with 44 years of experience. ... At seven p.m the main manhole fell in said 'guys it's bin good to know ya' captain wired in he had water comin' and good ship and crew was in danger and later in the night when 'the lights went out of sight came wreck Edmund Fitzgerald V 7 p.m Anderson made radio contact with fitzgerald and had it on their radar. When asked how Fitzgerald was doing out, they replied: 'We're holding on. That was around 7:10 p.m.m. Shortly after, Fitzgerald disappeared from Anderson's radar screen. This phrase of the song, though romantic, makes it sound as if the crew knew they were doomed. In fact, the sinking of the Fitzgerald was very fast and it is likely that they did not know the severity of their condition. A badly damaged lifeboat and only part of the other were found after the wreckage. The conditions of these lifeboats indicate that no attempts have been made to leave the ship. No distress signals have ever been issued. ... Maybe they broke up or capsized, maybe they broke deep and married. What caused the ship to sink? There are several theories cited in the Marine Casualty Report by the US. Report from the Coast Guard Maritime Committee. Since there were no survivors or witnesses, their report is based on testimonies and underwater exploration of the wreckage. This report indicates that Fitzgerald took on water due to earlier damage caused by the storm, and that around 7:15 p.m.m. he threw himself head first into a large wave and suddenly sank. Factors contributing to the sinking: Increased winter load line. When the ship is filled with cargo, the level at which the ship rests in the water. This level is referred to as the load line. The height loading line is set as a function of the season and determines the weight of the cargo that the ship can carry. Between the time of its launch and its sinking, the SS Edmund Fitzgerald load line was raised 3 feet 3 to 1/4 inches, leaving it to sit lower in the water. This increased the frequency and amount of water that could flood the deck during a severe storm. The unused Ore hatch was loaded with manholes located on the top. On October 31, a routine damage inspection was recorded, which was scheduled for repair after the 1975 shipping season. The hatch covers were not properly sealed and were therefore not waterproof, allowing water to enter the cargo hold. Once the water has entered, it could migrate all over the cargo. There was no way to know if there were flooding in the cargo hold until the ore was insued,

much like a fungus. Throughout the storm, the ship probably scooped up water in the cargo hold, albeit with hatches. Increased water loads and lower loading pipes forced the ship to sit lower in the water, allowing more water to board the ship. Finally, the bow bent down and plunged into the wall of water, and the vessel could not recover. Within seconds, the cargo rushed forward, the bow ploughed into the bottom of the lake, and the structure of the central ship disintegrated, allowing the submerged back, now emptied of cargo, to overturn and rewrite the second structure, finally appearing upside down on the decomposed central part of the ship (SS Edmund Fitzgerald's naval accident report sinks in Lake Superior). This sequence of events would lead to a rapid sinking, with no time for emergency calls or attempted rescue operations. The conditions of the restored lifeboats support this in that they appear to have been ripped from their storage shelves. Does anyone know where God's love breaks down when the waves turn minutes into hours? For more information on the SS Edmund Fitzgerald see: The Wreck of Edmund Fitzgerald; Lyrics by Gordon Lightfoot, Moose Music Ltd. Holden, T., 1991: The Evil November Storm of Lake Superior. Sailors Weather Log, 4-7. Knox, J.A. and S. A. Ackerman, 1996: Teaching an Extratropical Cyclone with Fitzgerald's storm. 5. AMS Education Symposium. Ludington (Mich.) Daily News, September 11, 2015 Marine Accident Report, SS EDMUND FITZGERALD; On November 10, 1975, he sank in Lake Superior with loss of life. The Coast Guard Maritime Commission of Inquiry report and commandant action. USCG 16732/64216, Department of Transportation, Coast Guard. A report on the naval accident of the SS Edmund Fitzgerald sinking in Lake Superior, November 10, 1975. The report number: NTSB-MAR-78-3 Stonehouse, F., Edmund Fitzgerald Wreck. ISBN 0-932212-05-0, Avery Color Studios, Au Train, MI 49806, 1977, 208 pp. Please see questions by Dr. Steve Ackerman/stevea@ssec.wisc.edu or John Knox/jknox@meteor.wisc.edu american Great Lakes freighter Arthur M. Anderson unloading in Huron, Ohio in 2008. History Title: SS Arthur M. AndersonAffic: Arthur Marvin AndersonOperator: Great Lakes Fleet, Inc.Port Registry: Duluth, MinnesotaBuilder: American Ship Building Company[1] of Lorain, OhioYard number: 868Used: 16 February 1952[1]Acquired: 7 August 1952Identification: IMO number: 5025691 MMS Number: 366972020 Free mark: WDH7563 Status: Active general characteristics Class and type: Lake freighterTonnage: 26,525 GT[52 5 GT[2 1]Length: 647 ft (197 m) (built-in) [1] 767 ft (234 m) feet, [a] Beam: 70 ft (21 m)[1]Design: 36 ft (11 m)[1]Capacity: 25,300 tons [1] SS Arthur M. Anderson is a lake cargo ship type. She is known for being the last ship to be in contact with the SS Edmund Fitzgerald before Edmund Fitzgerald sank on 10 December 2014. Arthur M. Anderson was also the first rescue ship on the scene in a futile search for the survivors of Edmund Fitzgerald. The vessel's namesake, Arthur Marvin Anderson, was a director of U.S. Steel, a member of the Finance Committee and vice chairman of J.P. Morgan & Co. at the time. The ship was launched in 1952 and is on active duty. The history of the SS Arthur M Anderson in August 2002 at Duluth Harbour. The SS Arthur M. Anderson came out of the Dry Dock of the American Shipbuilding Society in Lorain, Ohio in 1952. [1] It had a length of 197 meters, a 70 feet (21 m) beam, a depth of 11 meters and a gross toness of approximately 20,000 tons. [quote required] It was the second of eight Class AAA lake freighters; the others are, all right, SS Philip R. Clarke, SS Cason J. Callaway, SS Reserve, SS J.L. Mauthe, SS Armco, SS Edward B. Greene and SS William Clay Ford. Arthur M. Anderson, along with Philip R. Clarke and Cason J. Callaway, were built for the Pittsburgh Steamer Division of U.S. Steel. On August 7, 1952, sea trials began, and on August 12, 1952, the sea trials began. In her life she has acquired several refits, including the addition of a new 37 m long medium part, which in 1975 added about 6,000 tons. its gross tonne, bringing the total amount to about 26,000 tons. On November 10, 1975, during Storm Lake Superior, she worked in close contact with the SS Edmund Fitzgerald and announced her loss to the United States Coast Guard. In 1981, it was given a self-loading boom that improved its loading and unloading of cargo. She is unique among the three Great Lakes Fleet wigs in that she has a softer diaphragm that forbids loading as much cargo as others; approximately 1500 tonnes less. [3] In February 2015, Arthur M. Anderson became stuck and stuck in several feet of ice in Lake Erie near Conneaut Harbor, Ohio, [4] On February 21, 2015, Arthur M. Anderson was released from the ice five days later with the help of the Canadian Coast Guard CCGS Griffon. CCGS Samuel Risley was designed to accompany Arthur M. Anderson to Detroit. USCGC Bristol Bay also became stranded while trying to release the boat from up to 10-foot (3.0 meters) thick ice. Arthur M. Anderson was placed in Duluth, Minnesota, on January 15, 2017, at the end of the 2016 shipping season. In April 2019, she was transferred to the nearby Fraser Shipyard for a five-year search and was ready to return to duty. On July 25, 2019, the ship was back on duty. [9] Notes ^ During the 1974-1975,[1] the notes were extended by 120 feet by Fraser, Superior, Wisconsin[2] to a total length of 767 feet[1] References ^ a b c d e f g h i j to vessel documentation query. NOAA/U.S. Coast Guard. April 29, 2009. Acquired February 15, 2010. † Inland Seas. 31–32. Historical Society of the Great Lakes. 1975: 248. Cite magazine requires |journal= (help) ^ ABS trim and stability booklet ^ Danylko, Ryllie (February 21, 2015). The Coast Guard is trying to free a cargo ship stuck in Lake Erie en route to Conneaut. cleveland.com. Won February 22, 2015. † Geftos, Tony (February 22, 2015). 2 cutters to free the cargo ship from Lake Erie ice. 13abc.com. Archived from the original on February 22, 2015. 22 February 2015. † Danylko, Ryllie (February 22, 2015). The Canadian Coast Guard rescues a cargo ship trapped in the ice of Lake Erie. cleveland.com. Won February 22, 2015. † Arthur M. Anderson. BoatNerd.com. Won on September 19, 2018. † Slater, Brady (July 19, 2019). The historic ore ship is about to return to service after a long layoff. Duluth News Tribune. July 28, 2019. ^ Schmidt, Ellen (July 25, 2019). Photo Arthur M. Anderson returns to duty. Duluth News Tribune. July 28, 2019. External Wikimedia Commons links have media related to Arthur M. Anderson (ship, 1952). AIS Tracking SS Arthur M. Anderson via marinetraffic.com sailwx.info: Arthur M Anderson Current Position and Weather Obtained from

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