

Carl D Bradley Podcast
 Mixer Dec 5 2020

Cast of Characters:

Ric Mixer (Announcer)
 Warren Toussaint, corpsman USCG "Sundew"
 Capt. Harold Muth, skipper USCG "Sundew"
 Christopher Beukema, VP US Steel, president Bradley Transportation
 Frank Mays survivor SS Carl D Bradley

Newsreel	<i>00:00 this is the carl d Bradley once the largest freighter on the Great Lakes now lies in the graveyard of ships in the northern reaches of Lake Michigan.</i>
	<i>Toussaint we rolled officially three times to 55 degrees you ever been in a roll of fifth but no you don't want to be no in fact i heard waves were coming into the stack we had sparks on our electric board down ball because the board was underneath</i>
	<i>44:56 muth when you're questioning whether you should go out or not because of rough weather you're you're in the wrong ballpark that's that's when we do or you know the best the best uh job is when we go out in the storms</i>
	<i>Buekema the thing that thing that has always bothered me to this day is the extent to which the historians of the lake writing the stories have always talked about the bradley breaking into and sinking in two pieces it did not!</i>
	<i>1:56 MAYS It did break it two. I was there.. I saw it.. Elmer Fleming was there.. he saw it ..</i>
Announcer is in BOLD	These are voices from one of the Great Lakes' most infamous shipwrecks.. the largest freighter ever lost on Lake Michigan.. the Carl D. Bradley. In this special podcast presentation I'll share conversations with not only the survivor, but also several men who raced out to rescue the crew in a killer storm in 1958. Most of these interviews are exclusive.. and all are copyrighted to airworthy productions and may not be rebroadcast without written permission. I'm Ric Mixer.. and this is the story of the ship that time forgot.. the <i>Carl D. Bradley</i>.
	Music Dan Hall torn and then gone.
	In 1906 the long kilns at Buffington Harbor were turned over to Universal Portland Cement.. a subsidiary of United States Steel Company. The brand new facility had just built a new dock to bring in raw commodities.. which US Steel had its Bradley Fleet to haul in.

	<p>Named for Michigan Limestone's president, Carl D. Bradley, the fleet was based in Port Calcite.. near Rogers City on the northern shores of Michigan's lower peninsula. It was here that the world's largest limestone quarry turned out stone that was used mostly for Portland cement.. and the Bradley Fleet was already busy hauling stone for the steel mills and other cement operations when a lucrative contract was signed for a million tons. Michigan Limestone needed something bigger for the route to the end of Lake Michigan, and plans for what would be the largest freighter ever constructed for freshwater were drawn up at American Shipbuilding.</p>
	<p>Those plans would include a turbo-electric engine, which the Bradley Fleet was having mixed success with aboard the steamer <i>TW Robinson</i>. With coal prices up 40 percent in the late 1920's.. any savings in costs were investigated.. and the new automated Westinghouse stoker that was put into the goliath freighter would burn slack coal that was a dollar cheaper per ton.. and also save on manpower costs as well.</p>
	<p>Like most of the freighters in the fleet.. the new self-unloader would be named for an executive in the company. As the flagship for Bradley Transportation, the honor would go to Carl David Bradley- but he already had a ship with his name. That 550 foot ship was renamed <i>John G. Munson</i>, and the name CARL D BRADLEY was painted onto the new 638 foot hull of the new freighter. Launched on April 9, 1927, the Bradley was fitted out and christened for duty at Calcite on July 28 1927.</p>
	<p>Goderich native and long time skipper Bill MacLean was the first to command the ship. The entire operation at Calcite was shut down to allow everyone to see the modern wonder, which loaded with 14,627 tons of limestone for the cement plant in Indiana.</p>
	<p>US Steel vice president Chris Beukema.. took several trips on board the flagship.</p>
	<p><i>Buekema 5 well naturally the uh the Bradley was the was the fine ship that we had it was the finest ship the Bradley had been the sort of the queen of the lakes for more years than any ship had at that point in time she had been built in 1928 and came out in 28 was at six she was 638 feet 9 inches or something like that and she was the biggest of the ships of its type and she ruled uh as the queen of the lakes for a long long time one of the fastest ships she was turbo electric drive</i></p>
	<p>Bradley broke cargo hauling records for decades, feeding steel plants and cement processors with limestone. Capt MacLean took sick and was replaced by Capt Forest Pearse in 1936. Seven years later, Capt. Pearse was at the helm as the <i>Bradley</i> opened the new McArthur Lock, sailing through at 2:30 in the afternoon July 11 1943. Bradley's son, Congressman Fred Bradley.. talked about his father and the ship that had the honor as the first boat through.</p>

<p>18,114 long tons 300 rail cars in 1929</p>	<p><i>“She is a self-unloader, she was until recently the largest and fastest steamer on the Great Lakes”, Bradley told his peers in Congress. “Her largest cargo of limestone was 18,284 net tons. Last year in the 8 months she carried almost 14 million tons a distance of over 65,000 miles (almost three times around the world) and delivered it on the docks of our arsenal of democracy.”</i></p>
<p>Sundew laid down 29 Nov 1943. As steel I-beams . Launch 8 feb 1944. Marine Ironworks & shipbuilding Corp Duluth Minn museum 2004-2009 Iris class cutter</p>	<p>Just four months after the historic lock through, I-beams were laid down to begin construction on a new 180 foot Coast Guard cutter. <i>SUNDEW</i> would be launched three months later in Duluth.</p> <p><i>Sundew</i> and the <i>Carl D Bradley</i> would be linked in history forever.. but another occurrence in 1940 had to happen first.</p>
	<p><i>(Muth) my first desire was to join the navy my father had been in the navy so i went down to the enlistment office in Chicago and talked to the Navy people and this was in 1940 they advised me that just a few paces in across the hall and i went down to them and stuck my head in the door and they asked me what i wanted i told them i just wanted to know how long i had to sign up for if I enlisted the coast guard and they told me three years so i said well that's a lot better than what the navy's offering.</i></p>
	<p>Harold Muth started as a soundman.. working the new invention Sonar to detect Nazi U-boats that were terrorizing the eastern coast of the United States.</p>
	<p><i>these were old submarines world war one vintage so in operating with the submarines and so forth and my position as a first as a quartermaster striker then later on as a quartermaster i got to know quite a bit about this business of chasing submarines and attacking submarines and operating the sound stack and i think it was in either october or november the same year 1941 that they sent me to the sonar operators school in key west</i></p>
	<p>Muth was assigned to the cutter <i>Triton</i>, which guarded convoys on the east coast all the way down to Florida. While escorting the <i>Bluefields</i> and several other ships, they found trouble off North Carolina.</p>

<p>U-576</p>	<p><i>Muth Rounding Diamond Shoals which is off of Cape Hatteras we encountered a another coast guard cutter of the same class of the one i was on i think it was the dion i was on the Triton and she was northbound escorting one one tanker and she uh signaled to us that there were submarines they had be careful so skipper sounded general quarters put everybody at their battle stations.</i></p> <p><i>i got on the sound stack in the vicinity of cape lookout we picked up a contact and we made two charges on him two depth charges attacks and then had to resume our station on a we were in a starboard quarter of the convoy and just as before we got to the station our station the submarine let fly with four torpedoes and hit three ships and shortly thereafter we were told to muster the remainder of the convoy take him to key west and the two destroyers stood there to stayed at the site of the attack and picked up survivors and escorted the crippled tanker that did not sink i think into moorhead city but before we left the scene the the u-boat uh evidently damaged by our depth charge attack surfaced right in the middle of the convoy what was the remainder of the convoy and at that time we had air coverage from cherry point marine station two navy pilots in the planes with the depth charges that uh flew right over the submarine after it surface just almost instantaneously dropped their charges and the submarine rolled over and that was the end of him so that was the beginning of our escort duties</i></p>
	<p>Muth would find another contact off the coast of Florida</p>
<p>Alaska lighthouse tender. Three years southern california, coast guard base long beach. And cutter sundew in 1957</p> <p>Went thru a few hurricanes on the TritonN Atlantic</p>	<p><i>I think there were 12 vessels out to comb the straits of florida to see if we could run down that submarine but we were out there for two days an and i think it was on the third day the Thetis which was alongside of us in the screen picked up a contact and they told us it was a good one so we went over until we'd uh provide a screening for the Thetis that she made her attack she dropped some charges and recovered some lubricating oil some broken deck gratings wooden gradients and some diesel oil and a leather jacket so we went in and dropped effect a few more charges on it and brought up a bunch of fuel oil and we later learned out and found later learned that that was the U-157.</i></p>
	<p>After assignments in California and Alaska, Muth was transferred to the Great Lakes.. assuming command of the Sundew in 1957.</p>
	<p>The Carl D. Bradley would have several full-time skippers after Capt Pearse left the pilothouse in 1950. Four years later, it's final captain took command.. Roland Bryan.</p>

	<p>00:12:35,279 Muth</p> <p><i>i heard that the great lakes you know get pretty rough at times i didn't believe for a minute that they were millponds so i wasn't surprised i think the first time i encountered any real heavy weather was uh up in the straits in the st ignis mackinaw city area and man it got up to about 80 miles an hour in a hurry and I ran into the uh old ferry docks that uh saint ignace and got out of that one uh second time i think was when we left south haven and the barometer was dropping rather rapidly and we thought we'd get out of there because the safe the moorings were not safe where we were tied up and so we got out into lake michigan in short order but the the weather picked up again and again it blew up to about 70 miles an hour and threw some um ice at the wheelhouse we were running through some field ice some loose loose ice so i got out of that in a hurry and I got out to where we had fresh water and then went up to muskegon and uh ducked into there and the plowed into the some fast field ice there that was attached short of shore and we just weathered it out up there so i knew right then that the the lakes can get rough in a short time period</i></p>
	<p>Forecasters warned of a similar storm in November of 1958. Cold arctic air passed from Canada down to Texas, which met with unusually warm moist air from the south. Upper air circulation aided the storm that caused over 20 tornados and then blanketed a quarter of the country in snow, with Tucson Arizona seeing its first snow since 1919. 140 mile per hour wind gusts ripped at Texas as the storm moved northward through Oklahoma, Kansas and Iowa. 20 inches of snow fell in Wyoming and tornados ripped through Wisconsin as the storm grazed the Great Lakes. 60 mph winds in Minneapolis broke records set during the King of Storms in 1913.</p>
<p>Saylor and Caporaso, "Development of a 500-mb. Trough in Western United States and Associated Surface Cyclogenesis, November 13-18 1958," <i>Monthly Weather Review</i>,</p>	<p>On the night of November 17th, the effects of the storm system brought gale warnings on Lake Michigan. The steamer Carl D. Bradley had just unloaded limestone at Buffington Harbor near Gary Indiana when the captain received the weather update. The crew thought this was their last run before the ship went into layup leaving Buffington at 10pm, traveling up the Wisconsin coastline towards the dry dock at Manitowoc. Just short of there they received a radio call that ordered another run from Calcite.</p> <p>The crew were likely split on the need for another run, as the Bradley had laid dormant for four months during the summer when the need for limestone slacked. Deckhand Frank Mays had only four weeks on the freighter.. moving from a temporary assignment on the motor vessel Cedarville. He said getting a job with the Bradley fleet was what most boys wanted.</p>
	<p>8:08 Mays <i>when you graduated high school that's where you went because you could make the dollars. And it was a good job. It was a family type of fleet the majority of people worked there in Rogers City</i></p>

	<p>Frank also knew the ship had grounded near their quarry at Cedarville Michigan, resulting in temporary repairs to the keel. Captain Bryan himself had written friends worrying about two groundings in 1958, notifying Florence Herd his “boat was ripe for too much weather”.</p>
	<p>Too much weather was on its way. The building waves were minimized by the course along Lake Michigan’s west coast, but ultimately he had to plot a course to cross the big lake once he reached Cana Island. It was here that first mate Elmer Fleming drew a line on the chart that bisected the lighthouse at Lansing Shoals and Seul Choix.</p>
	<p>Fleming had ordered the deck crew to prepare the hatches for rough weather.. and the stays on the <i>Bradley’s</i> 160 foot boom were locked in.</p>
<p>Mays intvw started with American Steamship in 1950 then layup in Dec. then navy that following February. I was in for four years I got out in 1955 then lived in Iowa until 1957.</p>	<p><i>Mays 8:10 the job of the watchman was to assist in loading and unloading, working the hatches, sounding the boat , working with the deckhands and the watchmen when you were on the run and when you were unloading you were down in the tunnel checking the gates that let the material flow through to the conveyor belt. And if you were still on watch when you were done unloading you would hose down the tunnel picking up any spillage - general cleaning of the area.</i></p>
	<p>The captain ordered the forward ballast tanks to be pumped partially with lake water to bring the empty ship further down into the water as they prepared for a November gale that was now shifting from the south to a full gale from the southwest. The steamers <i>Johnston</i> and <i>Charles Hutchinson</i> were having a rough time near Boulder Reef, both seeking shelter from the storm. At least eight ships were hiding in Green Bay as the <i>Bradley</i> turned into the teeth of the storm. At 5:30 Fleming was on watch when he heard a thunderous thud and looked aft to see the stern of the giant ship was sagging. As the deck began to part, he made two may day calls with their location 12 miles southwest of Gull Island. The electric lines severed as the ship tore at the deck, causing the radios to go silent.</p>
<p>Temp on Cedarville.. hoped a move to the Bradley would be permanant</p>	<p>Having a smoke with another crewman in the dunnage room, Frank Mays said the thud he heard echoed through the empty cargo hold.</p>

	<p>Mays 8:15 <i>What brought us to the deck was the loud thud and the vibration we heard. The ship was empty of cargo and being hollow.. it traveled through right up forward to where we were . It was a loud thud that you knew instantly that something had happened - you didn't know if you were hit or if you hit.. so we got up on deck and that's when we saw the stern was missing because it had sagged so far below the main deck you couldn't see it! Then it came back up again.</i></p>
	<p>In the darkness of the storm.. sparks shot out as the <i>Bradley's</i> main deck tore apart.</p>
	<p>Mays 8_14? <i>you could see the flashes of blue light as the electric cables started to part one by one. We were on an even keel until we actually parted. I was here (points to Texas deck) the first mate said someone get the life raft ready. So I climbed aboard the liferaft. The first mate left the pilothouse and went down to his room to get his lifejacket and he went back to the pilothouse.. because we could discuss this later on after the accident. He said when he got his jacket the main deck was awash. Meaning water was already on the deck we had gone that far down.</i></p>
	<p>Fleming knew there was no question as to the fate of the <i>Bradley</i>. "I knew we were going to sink." He later told reporters.. " While I was watching, about 250 feet of the stern section went right straight down--fast."</p>
	<p>Mays 8:13:25 <i>we'd seen the ship bend many times.. they are made to bend. But I had never seen a stern disappear as we saw then. Then I came up out of the dunnage room we seen that and we went into our rooms and got our lifejackets they were stored in our rooms above our beds in the rack and we crossed over from the port side which is left to the starboard side which is right.. because we saw the danger.. we are in the process of breaking up and we knew we couldn't get aft. I felt I couldn't get aft so I went up to the pilothouse because that's where the life raft was.</i></p>
	<p>With a widening gap amidship.. the only escape for the captain and the men of the forward end would be on a 16 person liferaft.. essentially pontoons with fencing attached to both sides.</p>
	<p>8:16:19 Mays <i>This was when the first mate said SOMEONE GET THE RAFT READY. It could have been tied down for security reasons so I climbed aboard and made sure everything was loose so it would be free floating so we could float away and at that time we were going straight down until we became apparently top heavy and she started listing to port and went faster and faster and finally went shhheww.. really fast. I went over the side. I came up in the water next to the life raft got on board and I didn't see any more the forward end. All I saw was the after end still on an even keel floating.</i></p>

	<p>The life raft crashed into the water.. and no one could hold on. Frank said he surfaced and with a short swim was on the raft.. the first mate, wheelsman and another watchman were the only ones to make it off the <i>Bradley</i> alive.</p>
	<p><i>Mays 8:17:30 it must have drifted because we could see the starboard side of the after end we were 50 to 60 yards away. We kept wathcing.. she was all lit. Just as if she was underway</i></p>
	<p>Mays believes the <i>Bradley</i> sank in two pieces.. watching the bow slip beneath the waves while the stern sat upright in the 30 foot waves.</p>
	<p><i>Mays 8:18:15 the cargo hold.. we think.. filled with water , became heavier here and it tipped the ship right straight up - the wheel right out of the water and it started to go under and when the ice water hit the hot boiler that's when it exploded into a red ball of flame and the lights were still on and that's when it disappeared and then everything was gone. That was it.. it was gone.</i></p>
	<p>Deckwatchman Dennis Meredith didn't have time to put his shoes on. he was on the raft in a sweatshirt and pants.</p>
15 hours.	<p><i>08:10:10 Mays I was dressed for heavy weather because I was on watch And I had been on deck so I was pretty well protected with clothing where some of them weren't because they were lying in bed sleeping and they grabbed what they could because in a situation like that everything happens so fast and it was hard to think fast you are more looking to do that to see what was going on. We were in the water from 5:30 until 8:30 the next morning.</i></p>
	<p>:15 a giant air and sea rescue mission converged on the area after hearing this distress message "we are breaking up and in a sinking condition"</p>
	<p>Elmer Fleming's distress call had been heard throughout the lakes.. and Coast Guard response teams kicked into action. The 180 foot cutter <i>Sundew</i> was minimally staffed in Charlevoix, Michigan. Capt Muth.. who's wife had just come home from the hospital with their new son</p>

	<p>00:15:21,519 Lt Cmdr Harold Muth <i>my mother was with us so she had prepared a nice evening meal veal roast i remember that just as we were ready to sit down to dinner the phone rang and i was informed that the Bradley had broken up and sank up around boulder reef so i never did get eat that veal roast but uh we we've uh got down to the ship in short order and the crew had already taken measures to unload some of the heavy equipment our sinkers and chains so forth off the buoy deck and we were taking on water and a couple of fuel tanks that were empty forward to give the ship some ballast and better stability and made a recall as best we could we were in a bravo 12 status or charlie status I forget whatever it was but anyhow it was a 12-hour recall status so we didn't have an opportunity to get the entire crew back but when we had 22 people on board and we had a couple of cooks and a hospital corpsman and i was told that they had enough for the deck watches and the engineering watches we got underway and i think that was about 6 15 or 6 20 that night.</i></p>
	<p>The severity of the storm was felt just as soon as the Sundew found open water on Lake Michigan.</p>
	<p>00:17:40,960 Muth <i>as soon as we cleared the break water we ran into some heavy swells and waves and at that time we uh encountered a 36-foot lifeboat that Charlevoix lifeboat station had dispatched he came up on a call in channel and said that he was having problems with his steering gear and he couldn't hold to a course and what should he do so i told him well I think the best thing for you to do is get back to your station get out of this weather I don't think he would have been worth a grain of salt anyhow go out 45 miles into the lake and those conditions so we told him to go back and we set a course for the sinking site.</i></p>
<p>Underway in 45 minutes</p>	<p>As four men were tossed about in 30 foot seas.. the Sundew pushed on.. with a fraction of her crew in hurricane fore winds.</p>
	<p>17:42 Muth <i>we encountered some big ones and took some heavy water up and around the bridge and we flooded out our main transmitter which was just uh immediately above the bridge area and that put us at a kind of a weakened position as far as communications are concerned so we didn't have our electronics technician on board i called the chief electrician this mate who was experienced in electronics as well and asked him if he could go in there and see what he could do about the restoring the main transmitter</i></p>
	<p>The electrician didn't just have water to contend with.. as the Sundew now had a laundry room instead of a radio room.</p>

	<p>17:40? we had some soap powder in the storage and stored in the cleaning locker and that soap powder got into the water and with the ship rolling back and forth we had a real bunch of foam there and i kind of looked at opal i said well if you can't do any good here you get back down in the engine room and he said what are we going to do about this foam and stuff i said never mind that just close the door.</p>
	<p>Operating on the secondary radio.. Sundew could talk to Charlevoix and other ships.. but could not communicate with aircraft that were dropping flares and searching for survivors. Corpsman Warren Toussaint remembers you couldn't walk safely when the ship pitched and rolled in the storm.</p>
	<p>Toussaint you didn't walk you every step could i you went down one step like you're pumping a one time be sure you gotta hold yourself because you get slammed against a bunkhead</p>
	<p>Warren says a few of the crew figured the best way to stay safe was to anchor themselves down.</p>
	<p>toussaint i went to the mess deck and the kids were tied to the tables okay now that's a true story i saw it the second time went down i went to the officer's court i just list these three things i don't ever nothing takes a long time i'm talking 28 minutes that's it he had his buttocks there against the bulkhead and his other hands across here and he stood that way all night he was afraid to move i'm not going to say afraid to move but he stayed there all night</p>
	<p>The men on Sundew knew they were in much better condition than anyone on the Bradley. The four survivors rode the raft all night, flipping over in mountainous seas three times . Fleming knew his call for help had been heard.. the question was whether they could be found in the darkness and spray.</p>
	<p>8:19:43 Mays the first mate knew where ships were.. he knew the Transontario was ahead of us.. she heard the mayday and she headed out towards us which was estimated at an hour away but it took longer because she was fighting against heavy seas. And we saw her running lights because the first mate had three flares which were kept in the life raft and we lit two and the ship reported seeing those flares and we saved the last one until we thought it was time and it didn't ignite so we watched it come in and we saw her green lights disappear so we knew she was turning</p>
	<p>Two ships would pass the liferaft that night. A German ship saw the explosion and watched the Bradley's lights disappear. The captain of the Christian Sartori said jt was difficult riding against 50 mile per hour winds.</p>

	<p>Muth 00:44:08,079 <i>he told us that it took him two hours to get to the site where he saw the explosion and when he arrived there he saw nothing but a damaged tank that was the only thing he saw and i think what he saw was that capsized lifeboat it was aluminum and in its over capsized condition it looked like it might have been a tank but i think that's what he saw and that he said he saw nothing else</i></p>
	<p>toussaint <i>we rolled officially three times to 55 degrees you ever been in a roll of fifth but no you don't want to be no in fact i heard waves were coming into the stack we had sparks on our electric board down ball because the board was underneath what came down hey an old front the engineer on duty was now passed away he was had been on the merman scrung in world war ii and lost two ships and was saved and he was on it that night and i went down to check young man wanted me to check this and he i put my foot to go down and he's coming up he's got one foot on ladder and he's looking up at the clinometer you know what that is and he said to me if that thing goes above 155 degrees i'm out of here three times it was at 55 degrees not 60 not lying we never would have come back from 60.</i></p>
	<p>Muth 00:37:56,400 <i>i got a complaint from the engine room said the water's coming down the stack and evidently our main electrical board in the engine room was it right under the stack water was hitting the board they're afraid you're going to short the board out and lose power and that was kind of hard on the engine nroom because uh i was trying to keep the darn vessel uh float the best we could and get out to where we're supposed to be and i told him to never mind the water down the stack I said we're just trying to get out to where we belong if it comes down to stack it comes out of stacks and this is keep a good supply of rags and whatever you need to wipe off the board well they're not going to wipe off any wet board i guess but anyway we had no further problems with water come down to stack we had those two instances close together I heading into the sea and we took those big ones and up around the wheelhouse those big ones also pushed your uh the degree of list downstairs they can watch that campaign</i></p>
	<p>The hardships endured are part of the deal when you sign up to save lives.</p>

	<p>00:44:56,800 Muth <i>well that's what they're paying us to do and when you're questioning whether you should go out or not because of rough weather you're you're in the wrong ballpark that's that's when we do or you know the best the best uh job is when we go out in the storms and uh there's never been any thought in my mind that you don't have to come back uh you come back if you if you if you're doing the job right so that yes you go out and rough weather but there's no such thing as you got to go and you don't have to come back there are reasons to come back this is where reasons to go out so i don't look on it as a something that might happen to you our coast guard vessels are are pretty sturdy and they're their stability is good and they're built to handle rough weather</i></p>
	<p>The captain on the Sartori had been in the storm for hours.. and he asked the Sundew if he could continue on south.</p>
	<p>muth 41:36:160 yeah because he kept telling me uh we got we got to make the uh well and canal locks they're going to the seaway a lot and he had to he had to go to chicago to either discharge and take a cargo aboard or vice versa but he this was the 18th of november and at those days the locks of the well and canal locks uh closed sometime around the 15th or maybe between the 10th and 15th of december so he had he had a time element problem and i recognized that but i said that captain i said another three four hours isn't going to make that much difference is it and his only response was i've got to make the locks i've got to make the locks and he talked in broken english and i don't know whether he understood the english very well but he knew what i was saying i told him i said that i would greatly appreciate it the coast guard would greatly appreciate it if he stayed on scene until the hollyhock came and gave us a hand and he said well his response to that was i've got to make the locks</p>
<p><i>Called 8:15 underway 8:30p Arrive 2:30a</i></p>	<p>The Hollyhock was an old lighthouse tender.. which had a following sea that pushed her from Sturgeon Bay Wisconsin out to the search area. Even with the wind, it wouldn't arrive until that next day.</p>
<p><i>Stanley moored Garden Island heard mayday 6:24p arrived midnight.</i></p>	<p>41:37:?? Muth so i said well would you would you stay till midnight captain he said he understood that he said yes yes i'll stay till midnight so well when midnight came we we got there about 10 30. and he called me again and i said well we've got the hollyhock coming she's gonna be doing here around two o'clock could you stay till two o'clock no i gotta make the locks so at that point i knew he was he was getting pretty edgy and i said would you stay another half hour yeah he says that i'll do it so he stayed another half hour and when the half hour is up he said i go and i said well could you give us another half hour he said no gotta make the locks but i think at that time it was pretty close to the arrival of the hollyhock so i said okay you've done a wonderful job and we we thank you very much and good luck on your your voyage so he he kept going to chicago</p>
	<p><i>19:07Jess rough.. but we had a following sea because the Hollyhock was flat bottomed it didn't roll much.. but it rolled plenty. It was an interesting trip.</i></p>

	<p>31:52 Jess everyone was sick except me. I never been sea sick in my life. you're always scared on a ship that was 50 years old,.. you didn' know if it was going to fall apart or what!</p>
	<p>The Hollyhock also had communication issues..</p>
	<p>31:30 Jess Our radios were busted.. we only had one radio that was line of sight.. we could talk to sundew but no one else.</p>
	<p>On the raft the four men were fighting to stay alive..</p>
	<p>8:21:15 Mays we had about a three inch slat (in the raft) with a half inch between each slat you could stick your fingers into - it didn't have any handles on it just a line down on either side and you hung on to the raft and clung close to each other. During the night we flipped over three times . We knew we lost our paddles our oars and we knew there was a sea anchor on there so we threw that out. And that held us into the sea. Then we didn't tip over.. we just rode with the seas.</p>
	<p>00 :23:11,039 MUTH visibility was poor because the tops of the waves were blowing off and a lot of spray and spewing in the air and we couldn't see very well we'd said if we got on top of a wave we could see beyond the next one but otherwise you couldn't see beyond this next wave what you saw was a wall of water in front of you most of the time and we searched that night and</p>
	<p>8:23:19 Mays it was cold. I had ice in my hair. I had lost my cap but I had on my foul weather jacket and heavy pants heavy shoes at one time when the raft tipped over I recall holding on staying in the water because the water was warmer than the air.. and then climbing back on because you realized you couldn't stay in the water too long. So I got back on again. And we just sort of huddled up , hung on and kept talking all night because we knew we couldn't fall asleep because if you fell asleep and she'd roll over or something you'd roll right off. You didn't have much protection on there.</p>
	<p>muth 00:31:25,039 i guess it was when the raft flipped over for the first time one of the other survivors decided he didn't want to come back on the raft they couldn't they couldn't get him aboard and just before we picked them up maybe an hour earlier the other fellow was on the raft decided that he was going to swim to shore and he drove off and they couldn't convince him to come back either had he stayed i think he would have survived so we did get the two of them that's all it's all that was left</p>
	<p>8:22:09 Mays he didn't return and there wasn't much you could do. You couldn't get off and go look you couldn't see you didn't know where.. so you just remained where you were.</p>

	<p>The crewman made it to the shore of High Island and was picked up by the Transontario after noon on the 19th. A doctor was airlifted by chopper from Charlevoix but the ordeal was too much for the sailor, who died shortly after coming aboard. Sundew's medic didn't believe anyone could stay in Lake Michigan for very long.</p>
	<p>Toussaint i think they between you and me i don't think any of them had survived more than 15 minutes and we didn't get there for four hours so figure that one out i mean we couldn't you know we couldn't it wasn't like that that morning well the morning was a blessing</p>
	<p>Not being able to check every piece of debris haunted Warren for the rest of his life.</p>
	<p>Toussaint once in a great while the searchlight would see like a jacket but you know you're going this way this way this way and if people don't understand you don't have a set light this is not a car light you know you're trying to hold and also there's one and then it's gone and you can't find it because they're in and out of the ways that's how it is what was it like that morning</p>
	<p>00:28:34,399 Muth <i>we heard from uh charlevoix lifeboat station that the airplane had spotted a overturned lifeboat and we went down to look at the life boat we came out alongside of it and picked up one end of it saw that there were no survivors or victims under it and then the hollyhock at that point called us and said they were seeing victims uh uh north of Gull Island uh and uh we dropped a lifeboat and went up to retrieve those people that were coming around the north end of gull island we picked up i think nine</i></p>
	<p>Now drifting with the wind about 5 and a quarter miles east northeast of Gull Island.. Frank Mays and Elmer Fleming were encouraged as dawn broke.</p>
	<p>8:22:19 Mays <i>when daylight came we were looking around and the first mate knew the position we were in and knew the islands and he pointed out there was High Island and Trout Island when we were heading through and he made a remark maybe we could make it to an island because if we don't we'll be back out in open water shortly.</i></p>
	<p>00:23:11,039 MUTH <i>along about six o'clock i decided to take a run up to the northeast to look around trout island i thought perhaps some of the debris or wreckage or whatever was in the water would had gone by us and i'd go up there and take a look so we went up there saw no sign of anything up there and I turned around thought well perhaps some of it had gone by the southern tip of gull island i went back to look between gull island and the high island and along about daybreak just after daybreak</i></p>
8:37 rescue	<p>Sundew rotated men on the bridge as lookouts.. and one of the men from the galley took the binoculars as they approached Gull Island.</p>

	<p>00:24:18,720 Muth <i>we had a cook up on in the wheelhouse was acting as a lookout said captain he said i think i see something i said where he said almost dead ahead i took my binoculars and looked up dead ahead and sure enough there were two men in what i thought was a boat looked like they were sitting upright and uh first my first inclination was that these might have been a couple of uh deer hunters from high island that had weathered the storm and decided to try to make it back to charlevoix but when they came up in the view as they rode on top of the wave we determined that it was a life raft not a boat then we knew that that was probably some survivors from the Bradley</i></p>
	<p>8:24:17 Mays <i>when they came alongside we still had heavy seas bu the captain of the sundew put it broadside to us and he drifted in to calm th eseas for us. They threw us a line which neither one of us grabbed so a couple of guys on Sundew jumped onto the raft secured it and then snaked us over the rail</i></p>
	<p>Muth 00:30:57,039 <i>they couldn't lift their arms uh fellas on deck told me that they had a big grin on their face when they came aboard so they were they were glad to see us but they they they were just pretty near done in they they had a rough time it was a rough night for them</i></p>
	<p>Sundew's corpsman was ordered to get some sleep in anticipation of picking up survivors at daylight.. and Warren Toussaint loosely tied himself to his bunk to stay in place in the towering waves. At 8:15 he was summoned to the port side buoy deck to watch the crew bring Mays and Fleming aboard.</p>
	<p><i>Toussaint they wanted food i couldn't give them food all the food in the galley was in the debt on the deck we lost all our food there was no finally a cook made some cocoa that's the only thing you could make</i></p>
	<p>muth 00:26:54,080 <i>yeah we were rolling quite a bit there and the seas was still i don't know probably 15 20 feet something like that so the decks were wet it was pretty pretty slippery conditions they got them into the chief's quarters and our pharmacist mate or hospital corpsman covered with blankets and assigned people to rub down their arms and legs try to restore circulation because they were pretty well covered with ice their hair was full of ice and their clothing was covered with ice and they were well attended the pharmacist did a bang-up job ithough i think about 10 minutes 10-15 minutes later he called me and said that they were awake and they were alert and they were willing to talk so i went down to interview with them asked them if they had any idea and why they bradley sank they gave me their version</i></p>
	<p>1:35 music the survivors reported a thud before the stern began to sag- terror and confusion follows then they were in heaving waters with ice starting to form in their hair.. the fortunate survivors of the worst shipping disaster in 18 years.</p>

	<p>Capt. Muth was anxious to get statements from the survivors,.. especially if it could save additional lives. The medic says the skipper wanted to know when the men were warmed up and ready to talk.</p>
	<p><i>Toussaint he says as soon as you think that i can see them i want to ask them questions i said come on down they're in good shape he came right down he talked to him on what happened i was stood aside as he started to walk out both of them said stay in the area we want you to find some of our shipmates which didn't happen of course</i></p>
	<p>00:32:49,840 Muth <i>i thought they're a couple of tough cookies when i talked to him they responded to my questions readily there was no hesitation on their part and they answered every question i put to them when i when i asked them if they wanted us to go back they were pretty strong in their position that now you stay out here and keep searching</i></p>
	<p>The Sundew continued as on-scene commander for another five hours, searching Lake Michigan for any other survivors. Just after lunch the men started going into shock.</p>
	<p><i>Toussaint last i was taking their temperature of 15 minutes for hours on end and when their temperatures went up about 1 32 in the afternoon i said captain this is it we take them back that's what they think i helped them out i didn't allow them to get sick that's all i was more whatsoever i didn't do a major operation so much as i made sure that they didn't have to have a major operation okay you know what i'm trying to say there's a difference yeah but to them it's you know frank was saved because between you and me i think frank was saved mostly because he was very mature and also the fact that the man he was with was the first mate who'd seen some some time on the snakes and he kept telling don't get off the life raft no matter how you feel don't lead the rat the coast guard will find us in the morning yeah</i></p>
	<p>muth 00:29:41,840 <i>corpsman told me that the two survivors had a rise in temperature he's taken their temperature so he said that might be an indication that they could possibly be going into pneumonia so i said all right well we'll call a halt of things and uh told the hollyhock to take over as on-scene commander and we went back to charlevoix i think we arrived there was just about dusk maybe 4 30 or 5 in the evening and the doctor medical examiner for the county of charlevoix or the city of charlevoix came aboard that checked the condition of the survivors and checked the victims also and we placed the two survivors ashore ambulances and they took them to the charlevoix hospital and that was the end of that part of the search</i></p>
	<p>At the hospital the survivors met with company officials who confirmed they were the only survivors.. 33 of their friends had perished when the <i>Bradley</i> went down.</p>

	<p>8:25:19 Mays <i>we didn't know I guess we did know some wouldn't make it but we didn't know how many we had no idea we thought there were a lot of ships out there.. they could have picked up some .. they could have gotten in the lifeboat - we had no idea probably until the very next day after being in the hospital and settling in the next day and talking to some of the company officials and we found out how many did and how many did not. (in hospital approx 10 days)</i></p>
	<p>Toussaint <i>the only thing wrong with them was that they were kind of uh their muscles were kind of tight because now they spent 30 hours like this not 30 15 hours which is long enough in other words this was what it was like so when you put them in there they were like like that we put them in a stretcher and i got four men to work on each man to rub their arms and legs they had no physical just very hard injuries of any kind they weren't uh they were calm but one thing people don't understand is if you are if you're rescued people don't jump up and down and say hey you god you find me you know give me a hug you know what they do they look at you and their eyes are black like yours right now and they look at you because their hat brain says i'm saved and the other half says that that's true and they don't talk a lot and you think there's something wrong they're not there almost like a prisoner of war show up shell shock almost really i'm serious i've seen it again after that with other ones that's just my opinion but that that's what they do</i></p>
	<p>:54 music. Relatives and friends of crew men wait on the shore for news of the rescue crews but hopes gradually grow dimmer and dimmer</p>
	<p>Sundew pulled into Charlevoix and was heading to the Coast Guard dock when the skipper realized that an ambulance was waiting on the public dock. He ordered the cutter there.. and noticed it was packed with journalists awaiting word of the search.</p>
	<p>muth 00:33:23,519 <i>well yeah i was surprised in a way i didn't know that you know Charlevoix was a small town but evidently there there were people from out of town there were television people and newspaper people all over the place and there was kind of a big crowd on the city dock we normally didn't tie up to the city talk but when i saw the ambulances parked there and the crowd we turned around and around the lake tied up to the city dock.</i></p>
	<p>1:06 music one by one the bodies are brought ashore. There are some reports the ship split in two before sinking.</p>
	<p>Muth and his crew were instantly hailed as heroes for taking on the storm and bringing home survivors..</p>

	<p>44:57?Muth if you want to say that i'm a hero you might want to say that there are a few thousand other heroes in the coast guard we didn't do anything that any other coast guard unit would have done in the same position so if you want to call us heroes that's all right but what we're doing is we're doing the job we're paid to do and i think the heroes are the people that have lost their lives and their families and their friends who have to suffer we didn't have to suffer we we endured some uncomfortable conditions but that's that that's what we're getting paid to do did you ever get into heavy weather like that again</p>
	<p>:33 the Bradley carried a 35 man crew 2 were picked up on a raft after a 14 hour ordeal in the cold waters . the search continued in hopes that others would reach islands in the area but to no avail.</p>
	<p>Coast Guard Albatross UF 2135 flew over the area of the sinking and noted an oil slick. Those coordinates were shared with the Sundew, who ran out during buoy retrieval operations on December second.</p>
	<p>Muth 00:34:22,800 we pulled in the buoy reef buoy the lighted boy for the winter and since we were in the vicinity i thought i'd make a stab at trying to locate the the Bradley and uh we we had a pretty fair position on it and we went to that area and made a couple passes in the north and south mode i think on the third run we had a fathometer on with a recorder attached to it which would record a silhouette of anything on the bottom and we ran across something that looked like a silhouette of a large ship it had a pretty even trace on the graph and then a big upsurge and a quick return to the bottom line so I took our position as best we could at that time with a radar and took the tracing the fathometer recorder and sent them into cleveland told them what had happened where we were and what we received and as far as i knowThey never responded to us but whether they took that in consideration the future searches I don't know</p>
	<p>A 7 man ground team scoured the tiny islands of Gull, Whiskey Squaw and Garden Islands .. finding only a lifejacket and some scattered debris. In the meantime the coast guard commandant of the Great Lakes was picked as part of a three man team to investigate the casualty.</p>
	<p>Muth 00:37:13,520 in fact they held I think the opening session on board the Sundew in our wardroom and they called me in and asked me to give an accounting of our efforts and search and what we saw and what we found out and i told them and they didn't ask me any questions so i think they interviewed our couple of our crew members later on all they got from them was that it was yeah this is kind of a wild night i mean it was really wild.</p>
	<p>Capt. Muth had already heard what the survivors had witnessed.. that the Bradley ripped down the deck and disappeared.</p>

	Muth 00:41:24,720 <i>I know that when you twist the same metal constantly it weakens and i think that's what happened in the case of the Bradley</i>
	After ten days in the hospital, Frank and Elmer were released. Fleming went back to the lakes, eventually as captain of the motor vessel Cedarville. Frank Mays wasn't about to go aboard a freighter.
	8:26:23 <i>mays no after that I had no desire (to go to sea) there was a settlement probably two years later but they took the value of the vessel and divided it up between the widows and people with more children and the survivors plus Elmer and I.</i>
	Each of the 33 families who lost loved ones were left grieving just days before Christmas. As president of the fleet, Chris Beukema made a point to visit the families in Northern Michigan.
	Buekema17 <i>I went around and visited the survivors and that was a rough deal i mean you know it was it was at a time the boat went down the latter part of November or was the 18th something like that and uh so people were getting ready for Christmas so it was a it was rough time for everybody it was a lot of pathos and uh i'll never forget one mother in Cheboygan telling me that she didn't know what she was going to do because because her son who was always was so tall always put the star on top of the Christmas tree and there's at the Christmas tree.. pretty rough and uh yeah that uh but that's that's goes with the that goes to the territory</i>
	Speculation always circles after sinkings that the captain was pressured to get the cargo through. Buekema insists that wasn't true.
	Buekema18 <i>it not occurred to me or any of my predecessors to my judgment my best of knowledge that indeed anybody should tell them how to sail a ship as a matter of fact there would be great resentment if you ever tried to tell a captain out of the Bradley situation did i did however much to the resentment of the masters i called them together and told him i would never tell them to leave the shelter of a safe haven but i was directing them that any time full gale warnings were up they were to take safe haven and stay there until the gale warnings were gone that was an order and from then on well they resented that very much</i>
	An 8 million dollar lawsuit was announced but eventually it was settled at just over a million dollars. Over 100 thousand dollars were raised by a collection of the newspapers and most of the sailors in the Bradley fleet. Mays said his neighbors and friends were kind enough to never bring up his survival when over 20 men from his hometown weren't as lucky.
	8:26:01 <i>mays the townspeople were very ? They didn't bring it up and I didn't say anything - a few fellas I sailed with stopped in but they didn't ask about it..</i>

	<p>The Lake Survey tug <i>Williams</i> went to the coordinates supplied by the <i>Sundew</i>.. and found a target that was 500 feet long at a depth of 360 feet. The question was.. why was the shipwreck 100 feet shorter than the <i>Carl D Bradley</i>? US Steel put a plan into action to survey the deepwater wreck using a drill ship from California.</p>
	<p><i>Buekema11 i had a i had a personal curiosity in the situation from the standpoint that i could not understand how that ship could go down as a matter of fact i had even planned on being on that trip but because the bradley fell back in its dispatch from a previous trip uh i got and had a deadline i had to meet at gra from i was up from detroit where my office was and i had to be at roger city on the sunday while the bradley was unloading down below and i just uh i've i've had always great deal of interest in the lakes i was born at grand haven and uh i had great interest in the ships and i just had to find out uh what i could as to why and why that bradley uh what what happened what do you think you figured out what what were your findings once well my findings is that my findings personally in my mind is that the ship basically got into a condition for which it was not designed in which the naval architects did not believe could ever happen on the great lakes</i></p>
	<p>The <i>Submarex</i> lowered a long 350 foot pipe down to the wreck.. and with anchors nearly 600 feet apart.. US Steel could safely survey nearly the entire ship.</p>
	<p><i>Buekema10 by putting out cables 90 degrees at bow and from the stern we were able to move the submarix up and down the bradley once we located we put a drill stamp down with a tv camera on it with floodlights but the visibility was extremely poor i was astounded i had always thought that the great lakes lake michigan lived on it most of my life that would be very very clear but uh it was very murky very murky and full of sedimentary fineness in the uh in the bottom and we get an awful lot of reflected uh from that as the lights we'd get reflected light back into the camera lens which would include uh the the visibility we had to get very close to the image we were looking at to see it</i></p>
	<p>Even with poor visibility.. Beukema said the wreck was clearly their old flagship.</p>
	<p><i>Buekema 10 i did see the name of the on the boat i did see the carl d bradley and i did see the top of the rudder and we walked that uh submarex down the gun of the ship to see it and see what have one half the and i forget which side not all of it comes clear but uh part of the ship is buried in the bottom on the one side but you can see how the crack with the deck shattered across the neck diagonally caused by what this tremendous torque and twist it got as it got on top of that wave that's my judgment</i></p>

	<p>Photos were allegedly shot from the TV monitor as the camera passed over the <i>Bradley</i>.. and headlines read that the <i>Bradley</i> was intact on the bottom. Beukema was transferred to Minnesota soon afterwards and says he never followed what happened in the settlement.</p>
	<p>Buekema15 <i>there were a lot of suits against against us on the part of a bunch of plaintiff or attorneys and i felt we had to know what we could do do the best we could to find out what we could and that's what we were doing did that help or hurt i don't know i don't know the case before the case was settled it was really the only thing that i know was an argument when i was transferred to to duluth to run the iron ore mines of u.s steel and the only thing i know that was under argument at that time was whether the court was going to the case is going to be tried in detroit or in cleveland where the admiralty court on the great lakes generally had been tried and that matter of argument was between before the judge in cleveland and all of that came as he brought the parties together as judges do out of that came a settlement that settled the case so when i left the case we went to duluth all the work that had been done which had been recorded and and notes taken and pictures taken off the television screen all of that was in the hands of the attorneys and i don't know whatever happened to it new york admiralty council had it and whatever happened to it i probably it probably was destroyed the case was over</i></p>
	<p>Buekema21 <i>the the thing that thing that has always bothered me to this day is the extent to which the historians of the lake writing the stories have always talked about the bradley breaking into and sinking in two pieces it did not had the after end broken off my feeling is without any question we'd had more lives saved because she would have had a buoyancy that would have kept them afloat long enough for some people to to become safe</i></p>
	<p><i>Bradley</i> survivor Frank Mays believes the survey and subsequent findings were wrong.</p>
	<p>1:56 MAYS <i>well I'm very discouraged about that because what Chris Beukema says that it did not break in two is absolutely positively wrong. It did break it two. I was there.. I saw it.. Elmer Fleming was there.. he saw it ..and Elmer before he passed away.. he and I had conversed many times and we know we seen it break in two. Even to this day I can visualize it in two pieces. Whereas Chris Beukema was NOT there he can only count on pure here-say and these so called pictures that US Steel had taken saying the ship was in one piece that were never produced.. I never seen them.</i></p>

	<p>Buekema12 i believe the ship got on top of a one wave situation which no ship on the great lakes was ever designed for and when it got on that one wave situation with a tremendous weight both ball and stern it was just like at the fulcrum of a teeter-totter and it just broke at the deck didn't break down the bottom broke at the deck and that of course uh opened up the water i opened up the side so the water filled up the cargo that remember the ballast tanks were already filled with water by the mate's testimony because they had to hold her down and in the sea and so when they when the cargo hole filled up with water she had no place to go but down now the after house would have stayed afloat a while had it broken free but of course it didn't break it's two two pieces as it's commonly been known the stern went down because the bow went down it was deep enough to pull down the stern because remember now this bradley was two football fields long 638 feet long so she had a tremendous length and a tremendous torque must have been put on that deck when she got straddle of that wave that's my judgment</p>
	<p>the survey did show the rudder position during hard right, which made Beukema surmise they were turning off their set course. He believes it was to avoid the Sartori.</p>
	<p><i>Buekema7 my judgment is he would have without question made it had not he found this little ship directly in his path and if i think probably he may have wanted to give it a green light passing because he was holding up the stern of the bradley no doubt no doubt i this is my surmise i don't know this but he had to have left rudder on to keep that stern from being beaten around by the seas and when the christian christian satori little german ship gave him the red light that was to him without any question the ship turning directly across his path so he had to give a left rudder or right writer right writer to correct when he did that he lost the purchase against the sea of the runner and the net result of that would be without a question</i></p>
	<p>The fleet president said improvements did come from the investigation of the sinking.</p>
	<p><i>Buekema13 I was shocked to find as we walked the beaches looking for bodies to find many life jackets with no bodies in them we found some life jackets we just assured him but there were no body and i suddenly realized that the reason was that none of the life jackets which were coast guard approving you know regular regulation had any crotch straps on so in other words the body could go limp and the action of the body floating on the water and the surface would the body would wash out of the life jacket which would have greater buoyancy and there were no crotch stamps to hold the body in and it washed out we immediately changed all of our life jackets and sewed them in i notified the coast guard didn't ask their permission i notified them what we were doing and it was up to them if they wanted to change the standard i also put a life raft aft that was one forward so that basically the proposition of taking the time to swing the davits and get the boats out they'd still have some alternative</i></p>

	<p>The wreck of the <i>Carl D Bradley</i> soon faded from most people's memory.. as other wrecks like the <i>Daniel J Morrell</i> and the <i>Edmund Fitzgerald</i> - which had a top 40 song written about its loss. Frank notes that 4 more sailors were lost on the <i>Bradley</i> than on the <i>Fitz</i>.</p>
	<p>8:28:02 <i>mays the Fitzgerald seemed to get all the honor and glory and the Carl Bradley was just put to the wayside. Same with the Cedarville.. after it sank people went back to their normal way of life.</i></p>
	<p>It was the success of the 1994 expedition to the <i>Edmund Fitzgerald</i> that led to discussions about relocating and diving the <i>Carl D. Bradley</i>. After painting several views of the <i>Fitzgerald</i> based on Expedition 94 footage, artist Jim Clary teamed up with a Mt Morris businessman to bring the <i>Delta</i> sub back to freshwater. Retired US Steel VP Chris Beukema worried the trip would be dangerous.</p>
	<p><i>Buekema9 i really have some misgivings to an extent about even cooperating with you on this interview because it's 37 years of agony that have been put to rest and i just basically think that people don't want to have the thing all stirred up or anything of that nature but when you called me and told me you were going to be going on down or going down take a look at it i felt i had to caution you because the bradley's not like the fitzgerald in that the fitzgerald was a straight deck ship with no entanglements on the deck whereas the bradley had all of the boom structure and had cables and the a-frame and a tremendous amount of stuff that could you get it covered as a matter of fact it's because of that concern that i did not send divers down in 1950 1959 when we did our work on it.</i></p>
	<p><i>Buekema4 you've got to be very very careful you go down there because there's an awful lot of cables and all the boom structure there's a lot of debris down there and the visibility is very very poor very poor</i></p>
	<p>Beukema's worries were well placed. The first dive descended to the wreck and the surface crew listened for what they were seeing.</p>
	<p><i>Visibility is zero feet.</i></p>
	<p>8:07:18 <i>Shannon well we sent the sub down on the first dive which was my dive and we found out that the visibility had not allowed us to continue on. this was a safety call on the part of Delta Oceanographics and of course we weren't pleased but also as Frank Mays said we've had enough loss of life out here and there really isn't any reason to continue on if there is a problem with safety which there certainly was. So we were all disappointed but tomorrows another day and we hope to do more appraisal tonight with the drop camera</i></p>
	<p>There was some optimism that the wreck was only clouded because of recent bad weather.</p>

	<p>08:08:14 <i>we had a storm come through yesterday which accounted for a lot of the suspended turbulence that we still have at that depth but the lakes change constantly and 12 or 16 hours might make a tremendous difference in the bottom conditions</i></p>
	<p>Frank Mays knew the danger but he himself wanted to honor his cremates with a plaque listing each of their names. Delta made a final dive and he found himself near where the lifeboats were located.</p>
	<p><i>3:49 Mays I saw the name.. I didn't see the complete name.. ah.. the pilot saw the CARL D BRADLEY.. I saw the word CARL and then we were moving away from it and apparently the currents were moving us farther away and we lost sight of it. (Frustrating?) yes.. I wish we could have seen more of it. We could have really hugged alongside of it and kept going - in the direction we were going we would have gone completely around the stern up the port side and to the area where the break is. the actual parting of the ship.</i></p>
	<p><i>3:05 Mays they were a very very short 29 minutes - I wanted to see more of it however maneuvering we got lost down there and bringing safety in we decided to surface. but during the time I was there I never thought I would be that close to the ship again. although i was inside the sub.. I was approximately three feet from it and then the sub touched against the side of the ship and the part we saw was the starboard side of the afterend. And that part is sitting upright on the bottom just like it was parked there.</i></p>
	<p>The first dives to the Carl Bradley went exactly as US Steel's vice president had warned.</p>
	<p><i>8:09 the last 3-4 weeks of this expedition have not went well.. after we got underway we had weather problems , we had some equipment problems and after all was said and done we had beautiful weather went down and the last thing that could go wrong was visibility and that's exactly what happened.</i></p>
	<p>In early May of 1997 Frank Mays returned to Michigan, this time the team used a remote operated vehicle or ROV to make the dives. Early spring was chosen to reduce the particles in the water and it worked, as the team recorded several hours of footage and returned to port with a press conference that declared the ship was in two parts.. 90 feet apart.</p>
	<p>Subsequent SCUBA dives to the wreck and a sonar scan by the Michigan State Police have proven this to be false.</p>
	<p>In 2007 divers removed the bell of the Carl D Bradley for a display at a Rogers City museum. They replaced the original with a replica that had the engraved names of the lost crew.</p>

	<p>Video from later dives to the stern section proved there was a 20 foot gap in the starboard deck of the <i>Bradley</i>.. and the ship appeared to be connected and somewhat inline with the bow and stern. How the ship is connected is still being debated, as the port side is buried in the mud and its difficult to visualize the damage.</p>
	<p>The final chapter of what happened to the <i>Bradley</i> is still a mystery, and many of the eyewitnesses to the disaster and rescue have since passed on. First mate Elmer Fleming died on February 26 1959. Chris Beukema passed on May 14, 1999.</p>
	<p>Captain Muth, who was invited to break ice one final time on <i>Sundew</i> before the ship was retired in 2004, died in Florida in 2017.</p>
	<p>Muth 00:51:09,440 <i>it was great to be honored as a commanding officer and it's great to come back this is a wonderful vessel i'm sorry to see that it's going to be decommissioned but i know that the vessel that replaces it will be bigger and better and then as people say life goes on</i></p>
	<p>Like his corpsman, Capt Muth went to his grave wondering if he had done all he could to help the 33 who lost their lives on the <i>Carl D Bradley</i>.</p>
	<p><i>I think uh in a in a case like that you always uh come up with the thought that maybe you didn't do everything you should have done</i></p>
	<p>Corpsman Warren Toussaint passed Sept 26 2017 and co-leader to expeditions 95 and 1997 artist Jim Clary died from cancer on March 31st 2018.</p>
	<p>This podcast is dedicated in their honor.</p>
	<p><i>(Ed intro at event) this is great lakes history at its finest these men have practically given their lives as many men have to sail these seas we're proud of them i hope you are as proud of them as we are at the lore thank god they're with us and we're going to introduce them individually now at the far end of the table is frank mays frank is a survivor of the carl d bradley when in november 18 of 1958 the ship broke in two frank was one of two survivors thank god you're with us Frank!</i></p>
	<p>Frank Mays continues to tour with his book “If we make it till Daylight”. His lectures continue to not only captivate the lucky people who get to meet him, but also shine more light on a ship that time almost forgot. As a reminder.. these interviews are copyright 2020 by Airworthy Productions and nothing can be recorded or rebroadcast without written permission. Learn more about Great Lakes history at shipwreck podcast dot com or find out more about the <i>Carl Bradley</i> in my documentaries Cutter Rescue, Final Run and Deep Six. They are all available on www.lakefury dot com. I'll leave you with a song written for Frank Mays which was written by David O Norris and performed by Dan Hall. You can find Dan's incredible songs at www dan hall dot com. I'm Ric Mixer.</p>

