Bangor Notes/ Ric Script

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|  | Announcer | **Jutting 50 miles into Lake Superior, it’s nearly as recognizable as the state’s unique thumb, and it provides a unique obstacle for freighters that cross Gitchie Gumie.** |
|  |  | **A blizzard on the last day of November pushed the steamer City of Bangor onto Keweenaw’s northern point in 1926.. oiler Harold Hartway remembers he was in his bunk just after dinner.** |
|  | Harold Hartway, Oiler, City of Bangor 1926 | \*[00:08:42] *If I remember right it was 6:15 November 30th and where it all started I don't remember. But I know I know it was a rough ride for a while. I was in the in my room at the time. I was off watch. And my bunk was athwartship.* |
|  |  | **Having his bedroom in the middle of the ship usually meant a balanced ride, but not when the winds pushed the waves over 20 feet high.** |
|  |  | \*[00:09:07] it would *a roll over the one way I slide down towards the end of the bed and then I’d slide down towards The head of the bed boat went to roll the other way. I see. It took quite a dip* |
|  |  | **Harold couldn’t sleep.. and he made the mistake of opening the outside door to see what was going on.** |
|  |  | \*[00:09:54] I remember opening a door and my room was down the port side. my room was on the starboard side and it rolled roll over to the port. I'd open the door and look up to what was going on and I could see a car or two goin overboard over once and a while.. So I made sure I close that door when the rolled back back starboard again. |
|  | First newspapers said 15 miles. Salvage article says 8  Nicholson Transit 2654 E Atwater Det | **Capt William F Makin knew the steamer City of Bangor was in trouble and he attempted to find a cove out of the gale force winds.. but mother nature had control as the 372 foot car carrier lost it’s rudder and slammed into the shoreline about 8 miles east of Copper Harbor.** |
|  | Nicholson-Universal Steamship was the “automobile carrying fleet” between detroit and cleveland.  1925 Fellowcraft and Roumania on the Lake Erie route, Cleveland-Toledo-Detroit  1923 Sonora and Sultana bought from Tomlinson fleet elevators for cars put in | \*[00:20:08] *When we went aground, the bow of the ship was somewhat up on the beach and the after end was between two boulders ran up and when the sea would raise the ship up, it would come down, hit one boulder and then kind of roll a little bit over and hit the other boulder.* |
|  |  | **Harold says it was the engineer on duty who quickly extinguished the boilers.. averting disaster but turning the ship into a refrigerator without any source of heat.** |
|  | [00:21:11]cold water hitting that hot hot boilers I don’t know what would have happened. | Harold- *The first assistant by first thing he did was let the steam out of the boilers. (so they. Wouldn’t. blow) and everything was flooded. In the engine room I guess it was good he let the steam out when he did.* |
|  |  | **The engine room team and cooks all assembled in the galley.. where rumors ran rampant over why the ship was stalled on Lake Superior.** |
|  |  | Harold Hartway: 10:45 *Well when we hit the rocks we didn’t first know where we was at. And the after crew we ah all gathered in the dining room . Some of them said we hit another ship, some said we hit the beach and breakwall.. and everything else and well nobody knew what was going on.* |
|  |  | **Harold’s crew mates attempted to get answers by running out of the galley.. but were quickly turned around.** |
|  |  | \*[00:11:03] *Some of the fellas was out on the deck and slush and ice 6-8 inches deep on the deck and chef brought them all into the dining room because if he didn’t they would have froze right there on the deck. I remember it was way below zero. And you couldn't see ten foot out ahead of ya out was snowing so hard and the wind blowing.* |
|  |  | **The galley was warm with the cook’s stove running.. until a wave broke over the top of the Bangor stole their smoke stack.** |
|  |  | \*[00:11:41] *the Seas coming over washed the galley stack ya know - smoke stack for the stove.. washed that overboard.Then the opening was froze up and then the boat that smoking in the galley. And we had quite a time gettin the doors opened to get a little air in there and put out the fire in the stove.* |
|  |  | \*[00:21:33] *I used an axe to break through the door to get little air and to get the smoke out. ~~Cause when the stack went over we didn't know what happened. All of a sudden,~~ the black smoke, you know, filling up in the galley and then we had to get that fire out and trying to put the fire out with little water or something And that made that much more steam and smoke. And we had to get it out of the galley. So we had to kind of chop some holes when the door was so froze shut by the ice and get the smoke out.* |
|  |  | (edit 11:59) *But we managed and the chef he wasn’t so generous in his life as he was that day- he brought out a crate of oranges for us- help yourself.. he wouldn’t put it out any other time.* |
|  |  | **Kerosene lamps and flashlights made the night tolerable.. but when daylight came, everyone wondered why they hadn’t heard from the captain.** |
|  |  | \*00:13:08] *the next day, one of the crew from the forward end and come back up and said captain said to lower the lifeboats. So that took us quite a while, if I remember. Right. But it took it over around three hours to lower the lifeboat all covered in ice.* |
|  |  | **Harold had a small hand axe that he used to chip away at the davit that was encased in ice.** |
|  |  | \*[00:13:28] that’s what we did axes and hammers and we had to chop ice because to get that Pulley or the rope to run through the pulley. Why.they had to get pretty much all the ice out of it. |
|  |  | Quite a tedious job, you know. But anyway, we got it down into the water and let me see ah 6 or 8 of us to Go to shore. And between the ship and the shore and the first crew on shore tied a rope on a boat and kind of pull it back with a rope ya know so it wouldn't get away from us. |
|  | 12 cars had been lost off deck | **The tethered lifeboat brought all 28 men safely ashore.. and that’s where Harold saw the remains of the cars he watched get washed off the deck.. they were unrecognizable as 1926 Chevy sedans.** |
|  |  | \*[00:10:22] *There are just one ball of solid steel ya know.. rolling and tumbling on the rocks and right up under the beach, nothing in there that was any good at all.* |
|  |  | **Harold says the men immediately started trudging through four foot snow drifts trying to find help in the remote wilderness. His hand axe came in handy in more ways than one.** |
|  |  | \*[00:14:29] *we all got off safely and we've started walking in the woods. In the woods Pretty much all night ..built a fire.. could really hear the wolves howling around. They was hooping all over the place* |
|  |  | \*[00:14:54] *I guess I was the only one had a axe and everybody wanted to chop wood that night. I think we wanted to chop wood because they heard the wolves!* |
|  |  | \*[00:15:11] *So I wouldn't let go of it. I said I’d do the choppin. But there's a lot of wood and dead wood lying around and we had a fire going. And ah kinda kept us warm. And we started out walking again.* |
|  | 4 captains as passengers, | **Four Captains were aboard the City of Bangor, including the skippers of the Roumania and Sultana, hitching a ride from the lower lakes where they had laid their ships up for the winter. They had brought their luggage ashore along with the personal belongings of the crew..** |
|  | David Smith (Stmr Sultana 1926 later Stmr Fellowcraft), Charles Hallett, WF Thompson, George Luxton (Roumania)  Mackin had Stmr Sonora 1930  WF Thompson 1208 E 5th St Duluth MN  Charles Hallett charter member St Clair Lodge 14 | [00:28:23] *Everybody had a certain amount of luggage, you know, and nothing to. eat.. we was hungry and we would cross a little creek or something like that. Step in there and get our feet wet. Ice was frozen in there. And we're carrying our luggage. And we were carrying luggage for one of the captains and we had cut a pole, a cedar pole.. and tied our luggage to the pole and a couple of us carried his luggage for him, plus their own luggage. He was an elderly man And we all got tired.* *we had to put it down* |
|  |  | **Tired.. with frozen toes and barely enough clothes to stay warm.. the luggage slowly started to vanish into the woods. And then a captain realized his belongings weren’t being portered for him.** |
|  |  | Harold- *he insisted someone carry it And someone or another said well we’re not on the boat now, captain ! So they left the clothes and he couldn't carry them so he just left them. Some of the fellows were getting blue in the face from the cold and so I think just about everybody's dropped their own duffel bag and suitcases or whatever along the way in the woods. Ease up on the burden!* |
|  |  | **Interviewed by Gareth McNabb over 50 years since the shipwreck, Harold’s recollections were fading on the 36 hours they spent wandering in the woods.. but it is known they ended up walking back towards the ship at one point.** |
|  |  | \*([00:15:33] *I of lose track of the time whether it was day or night, I know we were walking the next morning,. And we went through a little a little clearing between the woods and the water and we keep up something way out in the lake. So we had a few flares and we flew up the flares and that happened to be a Coast Guard boat.* |
|  |  | **Bosn’ Anthony F. Glay-Za was in charge of that rescue boat.. a gold medal winning hero who had saved dozens of lives when the LC Waldo stranded in this same area during the 1913 Storm. They noticed the flares and the wreck of the Bangor and came into shore to find the survivors freezing on the beach. But there was no room on board their motorized lifeboat. They had been alerted by a phone call that another crew was in trouble on the Thomas Maytham, which was further east around the peninsula. Loaded with the Maytham’s crew, they had to run over a dozen miles to get them to safety and then return for the Bangor’s crew.** |
|  |  | 17:?? *they came in and told us to build a fire on the shore so they could know where we were and they'd be back after us. So they too that first crew into Copper harbor and then they come back and got. us.* |
|  |  | **Already some 30 miles into a rescue run, Glaza did what he promised, returning to pick up the sailors in massive seas that towered over the small boat.** |
|  |  | \*[00:16:28] the seas were still running, running high at the time, but I never saw anybody at the. Time that could handle the coastguard boat like Capt Glaza could. He was right down in. That. trough of the sea at the time And must have been fifteen to twenty foot seas then, ya’d think he was running on calm waters. The way he handled that boat. Every once in a while We hit a wave and shake us up a little bit. But 95% of the time Right down in the trough of the sea he was super man of the Coast Guard. |
|  |  | **Glaza was exactly that.. and more. Most of the articles from the rescue and recovery of cars were highlighted by photos from Glaza, who is one of the Great Lakes earliest photographers. He would later become commander of the Coast Guard’s 11th district.** |
|  |  | [00:17:14] *he did a Wonderful job and we got back to the Copper Harbor and we went into some big store I guess it was in there and they had a potbelly stove and we all got around there and got warm* |
|  |  | **after 36 hours of freezing temperatures… the crew of the City of Bangor finally had relief.** |
|  |  | \*[00:18:24] *when we were in that little store that potbellied stove . I took my shoes off and opened a door and held my feet back up against the flame. And that felt real good. And when I stood up on my feet why over I went. They said was the worst thing I could have done at the time. It felt real good* |
|  |  | **The Coast Guard men recognized Harold had severe frost bite. They needed to gradually warm his feet in order to save them.** |
|  |  | \*[00:18:52] captain glaza was still there And he got a big pan. Ice cold water both my feet on it. And thence gradually put in a cup at a time of hot water. Oh, about four hours going on like that and I got warmer and warmer all the time. Starting from ice water to warm water. But the deal was a cup at a time. But I think that’s what saved my toes. Haven’t had any trouble since then. |
|  |  | **Yooper hospitality also was arranged for their growling stomachs.. which had only had an orange in about three days.** |
|  |  | 17:30 *someone made arrangements for a little farm out there for us to get something to eat not far from the shore. And ah We went in there and stayed overnight, slept on the floor where ever. we could had ham and eggs and coffee and everything taste really good at the time* |
|  |  | **Harold and a half dozen other men would venture on to see a doctor** |
|  |  | [00:18:03] *I think there are six of us, our toes were frozen. I was one of them. And we ran and we ran into I think it was the Calumet hospital we were in there three, four days.* |
|  | Article. Mil journal says two months in hospital | **the quick action of the Coast Guard had prevented the loss of toes.. but Harold says their hospital visit did have casualties.** |
|  |  | \*\*[00:19:44] *some of them lost their heart to The girls up there, the nurses,, a couple of them stayed up there. And I understand they got married and lived up there. I never heard from them since.* |
|  |  | **The crew lost all of their personal belongings.. most of which were on the ship.. and what was dropped during their trek through the woods.** |
|  |  | [00:30:30] *Why Everybody knew that we dropped our load, you know, and. And from what I hear, they they went back the next day and the natives up there had a lot of clothing. I see. Got it. We never recover it. They went back and got it all along the trail. Easy to find. The trail you know and they go up and got a lot of clothing.* |
|  | 212 cars orig? 248 in 1969 recap  28 men on ship | **The real treasure was still on the City of Bangor.. a reported quarter million dollars worth of brand new automobiles. The trick was how to get them off a stranded ship that was wedged permanently to the shoreline in one of the Great Lakes’ most remote locations.** |
|  | Maytham released Dec 8 wrecker Favorite | **Rotary plows carved into the drifts, first following old logging roads but eventually turning into the woods for a direct path to horseshoe bay.** |
|  | Storm cut a 12 foot hole in Bangor stern. Flooding boiler room. Worried the cargo would be crushed by ice | **In early February a blizzard stopped the trailblazers just four miles into their new roadway.. and a Duluth firm opted to use the frozen shoreline to move the cars instead of a road directly to the shipwreck.** |
|  | Duluth firm worked to free the cars | **A wooden ramp accessed a hole cut into the side of the ship to access hundreds of cars below decks. The frozen onboard elevator was a monolith of ice, unusable to salvors. The 100 cars on deck had to be hand cut from ice and show and then driven to Horseshoe Bay, where the line up looked like a beachfront new car lot.** |
|  |  | **The cars were moved that winter to Copper Harbor, where rumors persist that locals managed to keep a new Chrysler in the confusion of the transfer. Eventually the cars were rehabbed and sold, except the ones crushed by the waves and ice and a single car that remains at the Eagle Harbor lighthouse today.** |
|  |  | **Harold Hartway wasn’t about to sign up for another boat after the Bangor was lost.. but he did stay with Nicholson, helping to build their dock at Ecorse.. and marrying Captain William Nicholson’s niece.** |
|  |  | \*[00:24:12] no that is all the sailing I wanted. I didn't know what I wanted to sail or on shore (edit) And I suppose if I was a little older but I would have liked it but I wasn’t too enthused about it. But the wreck made me sure. What I wanted to do was get off the ship. |
|  |  | **Porter Mike Wenta also vowed not to return to the lakes, but 30 years later took a job in the galley on the A.M. Byers. Lightning struck twice.. as he was the only crewman hurt when the EM Ford and Byers collided, sending the latter to the bottom of the St Clair River in 1956. He wouldn’t be the only Bangor survivor to make headlines after the shipwreck, as Harold was also in the papers during a scandal that ripped through Nicholson Transit.** |
|  |  | **Prosecutors in Detroit alleged that Capt William Nicholson contracted to have two of his old side-wheelers burned for insurance money. Court records say that the two men who confessed to setting the steamers *Dover* and *Keystone* afire said that the captain originally had asked Harold and another man to do it. They reportedly blackmailed Nicholson and his nephew for several hundred dollars to keep the secret. By 1933 the Captain and Charles Nicholson were acquitted and the two arsonists, who confessed to torching the ships, spent time in jail and paid fines.** |
|  |  | **Harold enjoyed a 40 year employment with Nicholson.. but passed away in 1990 at age 83.** |
|  |  | **The wreck of the City of Bangor remained as a testimony to the dangerous passage at Keweenaw for decades, joined two years later by the steamer Altadoc. Captain Glaza was again in the rescue boat to bring the crew of the Altadoc ashore.** |
|  | 232 autos still on board photo  140 could be on deck | **Both ships were gradually picked apart by. Salvagers, with the remaining hulls removed during a metal drive during World War Two.** |
|  | Glaza died heart aug 1966 | **In the fall of 1943 a bulldozer plowed through the wilderness once again, reaching the hull of the Bangor that was about 200 feet from shore. KH Straits of Flint was the salvor that used dynamite and torches to cut the ship into pieces and drag them to shore to be cut further for transport out of the Upper Peninsula.** |
|  | Great shot of Horseshoe Harbor like a new car lot. Lined up. Feb 20 1927 (citybangorcars2) | **Only small pieces of steel and rivets remain in the spot that snagged City of Bangor in 1926. An inventory.. or even exact coordinates have not been ascertained accurately, but the photographic archive supplied by Bosun Anthony Glaza.. who died in 1966.. continue to captivate nearly 100 years later. I’m Ric Mixter** |
|  | Photo citybangordeck cars is seven cars carved out of snow forward of elevator and stack on deck |  |
|  | City. Bangor road pic is plow with workers digging |  |
|  | City Bangor. Stern glaza photo jan 25 1927 before car removal |  |
|  | CITY BANGOR unload cars photo sedan down wooden ramp from opened hull of ship |  |
|  | Frozen chrysler photo shows car in snowbank on deck next to elevator |  |
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