

# THE VILLAGE PIONEER

*Journal of the Sheffield Village Historical Society  
& Cultural Center*



## *Holiday Greetings from Sheffield Village Historical Society*



*Milton Garfield House, Sheffield Village, Ohio.*

## Sheffield Village Family Pride Day—2010

The Third Annual Family Pride Day was held at the French Creek Nature Center on September 11, 2010. The well-attended event featured recognition of veterans; exhibits by local businesses, churches, government units, and the Historical Society; and musical selections by several groups including Brookside High School Marching Band. Our booth featured the newly published *Guide to the North Ridge Scenic Byway*, and in the theater Trustee Tom Hoerrle presented a PowerPoint show on *The History of Sheffield*.

More than 30 entries were received for the pie baking contest and auction, the \$620 proceeds of which were presented to the Sheffield Village Historical Society. We thank Karen Doane and the Gerent family

for organizing the auction again this year. Winners of the Historical Society's drawing were Madison Niziolek of Deercreek Court (child's membership) and Barb Donahue of Cedarville Avenue (family membership). Congratulations!



American Legion Avon Lake Post 211.

## Calendar

**December 19, 2010** (Sunday 1-4 pm)—**Burrell Christmas and Crafts**. Explore how Christmas has been celebrated in Sheffield over the past 200 years. Start at the Lorain County Metro Park's French Creek Nature Center at 4530 Colorado Avenue to enjoy holiday crafts and seasonal fun, then, get free tickets for a ride to the Burrell Homestead to see holiday decorations over the decades. Following the event the **Winter Quarterly Meeting of the Sheffield Village Historical Society Board of Trustees** (Sunday 4-6 pm) will be held at the Burrell Homestead, 2792 East River Road. All Historical Society members and guests are welcome to attend. For more information call the Sheffield Village Historical Society at 440-934-1514 or see the *Arrowhead*.

**January 17, 2011** (Monday 7:00 pm)—**History of Sheffield Village**, a presentation by Charles E. Herdendorf, president of the Sheffield Village Historical Society for the Black River Historical Society at the Croatian Club, 4846 Oberlin Avenue, Lorain. Dr. Herdendorf will discuss the fascinating history of Sheffield's founding and the development of the Village over the past two centuries, including creation of the North Ridge Scenic Byway. He will have copies of the Society's new 284-page, all color *Guide to the North Ridge Scenic Byway* available to sign. All Sheffield Village Historical Society members and guests are welcome to attend.



## Robert E. Lee Maps the Lake Erie Shore

The mention of the name *Robert E. Lee* brings forth images of the revered general of the Confederacy and Civil War battles. But some 25 years before the war that tore our nation apart, young Lt. Robert E. Lee was here in Ohio mapping the shoreline of Lake Erie from Vermilion to Huron as part of an attempt to settle a boundary dispute between Michigan and Ohio. What makes this even more interesting, the home of the son of Historical Society member Robert Bunsey, Sr.—Robert Bunsey, Jr.—is depicted on Lee's 1835 map.

Robert Edward Lee was born in Westmoreland County, Virginia on January 19, 1807. In 1825 he entered West Point Military Academy and enjoyed a distinguished record as a cadet, graduating second in his class, without a single demerit, in 1829. The course of study suited Lee's aptitude perfectly, consisting primarily of engineering, mathematics, and sciences with only cursory attention to the art of war. Lee's high class standing permitted his entry into the U.S. Army's elite Corps of Engineers. Lee's first assignment was to the construction teams for Fort Pulaski near Savannah, Georgia and Fort Monroe at Hampton, Virginia. In 1834 Lee was appointed assistant to the Chief Engineer, Brigadier General Charles Gratiot. In Washington, his primary duties consisted of lobbying Congress on behalf of the Corps of Engineers. Lee's biographer, Brian Holden Reid, put it this way, "His diplomatic skills were appreciated, and in the spring of 1835 he adjudicated in the controversy between Ohio and Michigan over the location of the state boundary. Close acquaintance with politicians and their devious ways did not increase his admiration for the species, although he acquired a skill at dealing with them that would serve him well."

The dispute between Michigan and Ohio originated from conflicting state and federal legislation passed between 1787 and 1805, based on a poor understanding of the geographical features of the Great Lakes at the time. Varying interpretations of the law caused the governments of the State Ohio and the Territory of Michigan to both claim sovereignty over a 468-square-mile region along the border, now known as the *Toledo Strip*. When Michigan sought statehood in the early 1830s, it sought to include the disputed territory within its boundaries. Ohio's Congressional delegation was in turn able to halt Michigan's admission to the Union until the dispute was resolved. In 1835 both sides passed legislation attempting to force the other side's capitulation. Ohio's governor, Robert Lucas, and Michigan's, Stevens T. Mason, were

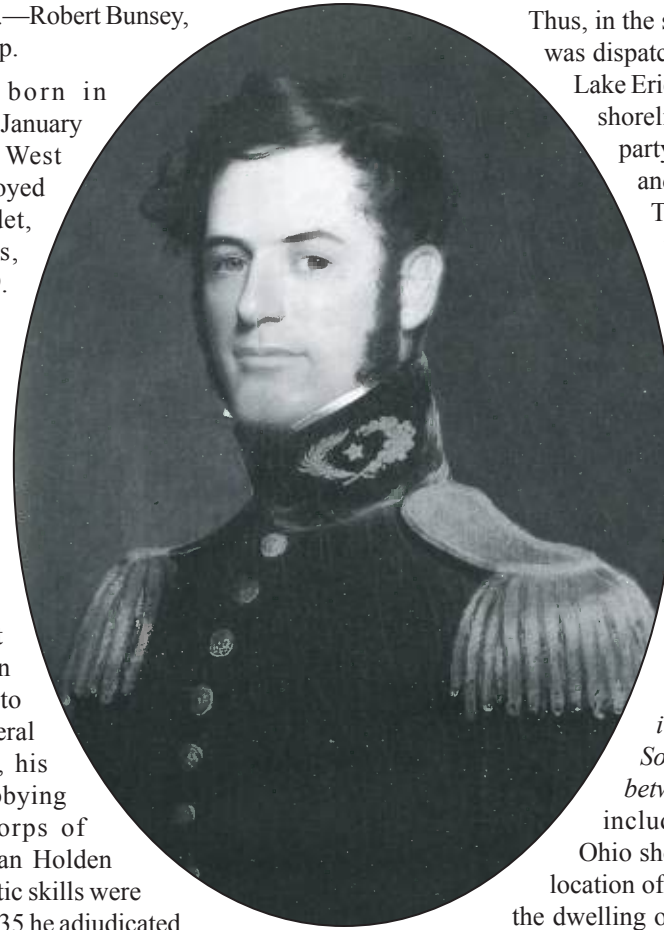
both unwilling to cede jurisdiction of the Strip. Both sides raised militias and imposed criminal penalties for citizens submitting to the other's authority. The militias were mobilized and sent to positions on opposite sides of the Maumee River near Toledo. Besides taunting across the river, there was little interaction between the two forces in what has come to be known as the "bloodless Toledo War."

Thus, in the spring of 1835 Capt. Andrew Talcott was dispatched to northern Ohio to survey the Lake Erie shore and draft accurate maps of the shoreline. The officers in Talcott's survey party included 1<sup>st</sup> Lt. Washington Hood and 28-year-old 2<sup>nd</sup> Lt. Robert E. Lee. The purpose of the survey was also to accurately fix the boundary with Canada. To accomplish this, a survey station was established on Point Pelee, Ontario and observation towers were constructed along the Ohio shore. Bonfires were set ablaze on Point Pelee, which permitted triangulation from the south shore, thereby determining the precise dimension of that portion of Lake Erie. The survey, and the resulting map drawn by Lt. Hood, titled *Ohio Boundary No. 111 South Bend of Lake Erie: Map Exhibiting the Position Occupied in the Determination of the Most Southerly Point of the Boundary Line between the United States and Canada*, included considerable detail along the Ohio shore west of Vermilion, including the location of early homesteads. One of these was the dwelling of Almon Ruggles, original surveyor

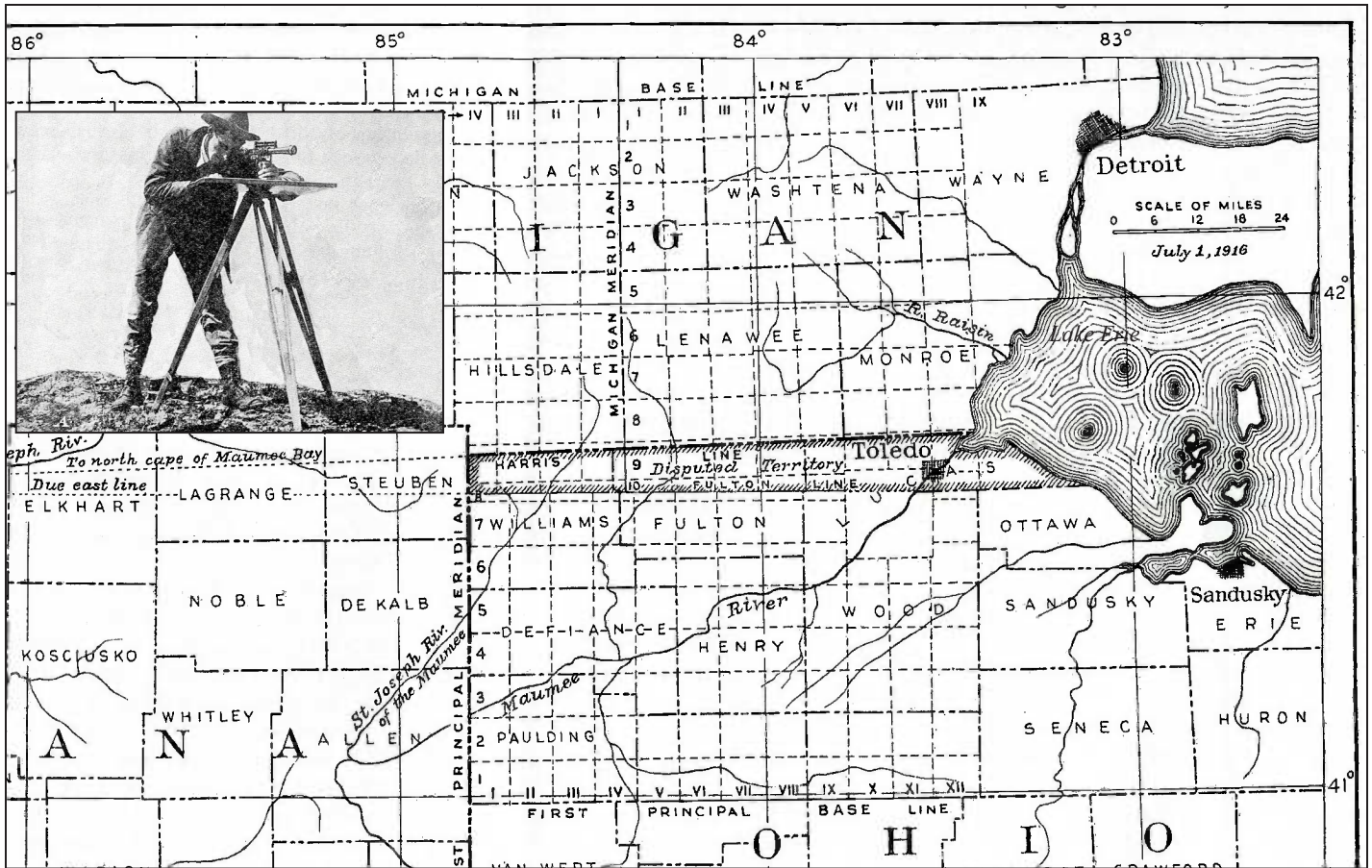
of the Firelands section of the Connecticut Western Reserve in 1808. Another was the homestead of the Ackerman family (about one quarter mile to the east of

the Ruggles farm), which is now the home of Bob Bunsey, Jr. and his wife Lucy.

In December 1836 the Michigan territorial government surrendered the *Toledo Strip* under pressure from Congress and President Andrew Jackson by accepting a proposed resolution adopted in the U.S. Congress. Under the compromise, Michigan gave up its claim to the *Strip* in exchange for its statehood and the Upper Peninsula. Although the compromise was considered a poor outcome for Michigan at the time, the later discovery of copper and iron deposits and the plentiful timber in the Upper Peninsula has offset Michigan's loss of Toledo. To learn more about the Ohio-Michigan conflict, readers are directed to a book titled *The War Between States: The Border Dispute Between Michigan and Ohio* by Sheffield Village Historical Society Trustee, Matthew D. Bliss, and published by Publish America of Baltimore in 2009.



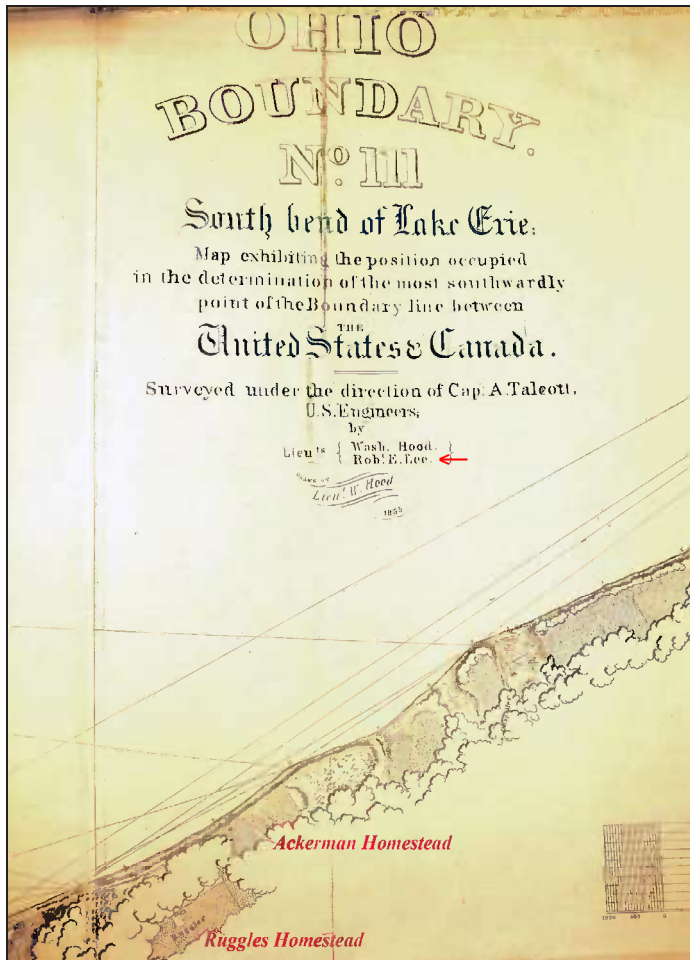
Lt. Robert E. Lee, painted by William E. West in 1838. Lee is wearing the dress uniform of a Lieutenant of Engineers (courtesy of Washington and Lee University, Lexington, Virginia, where General Lee served as university president after the Civil War).



The Toledo Strip (hatched area), the disputed territory between Michigan and Ohio in the 1830s. The more northern Harris Line, preferred by Ohio, runs from the southern tip of Lake Michigan to North Cape in Maumee Bay, while the more southerly Fulton Line runs due east from the southern tip of Lake Michigan. The Capt. Talcott survey, with Lieutenants Hood and Lee assisting, confirmed the position of the Fulton Line. However, a U.S. Congress compromise of December 1836 awarded the Toledo Strip to Ohio and the Upper Peninsula to Michigan along with statehood. Inset shows plane table and topographic alidade of the type used by Lt. Lee to map the Lake Erie shoreline (from Ohio Topographic Survey, C. E. Sherman, Inspector, 1916).



Ohio Boundary No. 111 South Bend of Lake Erie: Map Exhibiting the Position Occupied in the Determination of the Most Southerly Point of the Boundary Line between the United States and Canada. The survey to construct the map was directed by Capt. Andrew Talcott, U.S. Engineers, assisted by Lt. Washington Hood and Lt. Robert E. Lee. Lt. Hood was responsible for drafting the map and Capt. Talcott signed the completed document in the lower right corner. Robert Bunsey, Sr. came across this map at a book fair in Akron, Ohio some 20 years ago and immediately recognized its significance to the house his son was restoring.



A portion of Capt. Talcott's survey of 1835 showing the Lake Erie shore in the vicinity of Ruggles Beach and Mitawanga in western Vermilion Township of Erie County, Ohio. The Ruggles Homestead, which is named on Talcott's map (red labeled added), was the home of Almon Ruggles, the original surveyor of the Firelands section of the Connecticut Western Reserve in 1808. The building on the map marked as the Ackerman Homestead (red label added) has been the home of Robert Bunsey, Jr. since 1980. The Ackerman House does not appear on a map compiled in 1814 from field notes of surveyors Maxfield Ludlow and Almon Ruggles (available at the Berlin Heights Historical Society), thus the Ackerman House was likely constructed sometime between 1814 and 1835.

Remarkably, the early 1800s Greek Revival-style farmhouse that once was home to the Ackerman family and depicted on the 1835 map was still standing in 1980, but in poor condition and in danger of being lost to Lake Erie shore erosion as the bluff receded ever closer to the foundation. Bob Bunsey, Jr. bought it that year for \$50,000 with the idea of fixing it up for resale. With plans drawn by his father, Bob Bunsey, Sr., young Bob began the task of renovating the house. As he worked on the ancient structure he fell in love with the place, as well as with his girlfriend Lucy as they worked together to save the old house. One day he got his nerve up to propose to Lucy, but with his dad constantly there to help he couldn't get Lucy alone long enough to ask for her hand. Finally when he asked his dad to "please leave for awhile," Bob, Sr. got the message and Lucy said, "yes."

After 30 years the renovation work continues, with plans to finish a third floor with dormers that overlook the lake on the north and gather sunlight on the south. Bob Sr. has recently completed the drawings for the new addition. Bob Sr. and his wife Agnes live on

Old Abbe Road in Sheffield Village. The Editor is grateful to Bob Sr. for bring this interesting piece of history to the attention of *The Village Pioneer*, and to Bob Jr. and Lucy for graciously conducting a tour of the their beautifully renovated home and lakeshore.



Robert Bunsey, Sr., at his home on Old Abbe Road, points to architectural drawing of the Ackerman House he prepared for renovation work by his son. The elder Bunsey has kept a detailed log of drawings and photographs made over the past 30 years that documents the monumental restoration work to the house and relentless efforts to control Lake Erie erosion.



Bob Bunsey, Sr. (left) and his son, Bob Bunsey, Jr., during the initial stages of renovation to the Ackerman House (courtesy of Bob Bunsey, Sr.).



View of the beautifully renovated Ackerman House in Mitawanga (Vermilion Township) showing the stabilized Lake Erie bluff and sandy beach (October 25, 2010). In the 1840s the Ackerman family owned about 100 acres of land including an orchard located north of the house that has since been lost to shore erosion. The family was associated with the old German church at the foot of Frailey Road, just east of the homestead.

## Great Lakes Freighter M/V Lee A. Tregurtha

As one travels east on Colorado Avenue into Avon, a nautical antique shop near the intersection with Detroit Road might catch your eye. Sitting in the lawn in front of the shop is a large 28-passenger lifeboat with the name of its parent ship, *Lee A. Tregurtha*, painted proudly on her bow. The shop owner, Doug Klimkowski, found it at a shipyard in Michigan where the old lifeboat was discarded when more modern life-saving equipment was installed.

Although originally built on the East Coast nearly 70 years ago, the *Lee A. Tregurtha* has a 50-year history associated with Lorain's former shipyard where she was transformed from a

502-foot World War II tanker to a modern 826-foot Great Lakes freighter in several stages. Of a closer connection to the Sheffield Village Historical Society, in late September three members of the Society had the opportunity to board the freighter for a weeklong sail to Lake Superior with a load of coal and a return trip with a cargo of iron ore. Society Trustee Meredith Williams won a trip on the freighter for him and five guests at a Great Lakes Historical Society fund-raiser and invited his cousins, Society President Eddie Herdendorf and Treasurer Ricki Herdendorf to be among his guests. The following is a brief history of this ship and an account of their journey to Lake Superior.



M/V Lee A. Tregurtha, an 826-foot, self-unloading Great Lakes freighter operated by Interlakes Steamship Company entering the harbor at Marquette, Michigan (courtesy of Donald F. Donovan).



Former lifeboat no. 2 of the *Lee A. Tregurtha* on display at Great Lakes Nautical Antiques on Colorado Avenue in Avon. Dave Blevins (left), president of the Sandusky Maritime Museum, and Doug Klimkowski, owner of Great Lakes Nautical Antiques, stand beside the lifeboat.

## History of the Ship

The Great Lakes freighter M/V *Lee A. Tregurtha* has a long and distinguished history in many trades and under many names since she was constructed in 1942 as a World War II tanker. She boasts battle ribbons for service in the Atlantic and Pacific during that war and she was even present in Tokyo Bay on September 2, 1945 for the formal surrender of the Japanese Empire. The *Lee A. Tregurtha* is also one of the most altered vessels on the Great Lakes. She was originally built as tanker by Bethlehem Shipbuilding and Drydock Company at Sparrows Point, Maryland with a length of 502 feet, beam of 68 feet, and draft of 31 feet for Mobil Oil Company with the name *Mobiloil*, but before she was completed, the U.S. Maritime Commission acquired her and she was launched under the name *Samoset*. In turn, the U.S. Navy took her over before she sailed and commissioned her on December 24, 1942 as the USS *Chiwawa* (the first of a class of tankers named by the U.S. Navy after Native American names for rivers and lakes).

She immediately joined the Atlantic Fleet and left New York on March 4, 1943 with her cargo for fuel for the North Africa Campaign as part of a convoy bound for Casablanca. The convoy, consisting of 45 ships and seven destroyer escorts, was intercepted by three Nazi Germany wolf packs, totaling 17 submarines. East of the Azores four convoy ships were lost. The lead submarine, *U-130*,



U.S. Navy World War II Tanker *Chiwawa*. After distinguished service in the war this vessel was modified several times to eventually take her place as the modern Great Lakes ore carrier, *Lee A. Tregurtha*.

was sunk with depth charges from the destroyer USS *Champlin* on March 12. The remainder of the convoy, including *Chiwawa*, arrived safely in Casablanca on March 21. The USS *Chiwawa* was awarded a Battle Star for her service in the convoy and a second Battle Star for service in Operation Anvil, the invasion of southern France in September 1944. She was transferred to the Pacific Fleet in July 1945, transporting diesel oil from Pearl Harbor to Okinawa. In November 1945 she returned to San Francisco and was decommissioned on August 23, 1946 in New York. During her wartime service, she journeyed approximately 164,000 miles (equivalent to 6.5 times around the world) carrying 2.8 million barrels of gasoline, kerosene, and diesel oil) of which 15% was transferred at sea to vessels of all sizes.

In 1947, the tanker was sold to Cities Service Oil Company to shuttle petroleum products from Caribbean and Gulf of Mexico refineries to eastern seaboard ports, retaining the Navy name *Chiwawa*. In February 1960, Cleveland-Cliffs Steamship Company of Cleveland, Ohio purchased the *Chiwawa* to have her lengthened and converted to a Great Lakes ore carrier. The American Ship Building Company at the port of Lorain, Ohio undertook the conversion. The original midship pilot house and living quarters were moved forward to the bow by cutting them loose and sliding these structures to the bow on heavy, greased tracks laid down on the ship's deck. At the bow, they were welded in place and remodeled along Great Lakes lines. At the aft end, most of the ship's machinery, including the 7,000-horsepower Bethlehem steam turbine engine and oil-fired boilers were retained. Next, bow and stern were removed and the old mid-body scrapped. Meanwhile, a new 510-foot mid-section was fabricated by Schlieker-Werft Shipyard at Hamburg, Germany. Sealed at both ends, the new mid-section was launched in September 1960 and towed across the Atlantic by the Dutch tug *Zeeland*—never before had a piece of ship over 500 feet long been towed 4,000 miles across the ocean. Arriving in Lorain after six weeks at sea, the bow and stern were joined to the mid-section making a “new seaway-sized” Great Lakes bulk carrier of 730 feet in length and 75 feet in width with a cargo capacity of 25,000 tons. On May 18, 1961, the refurbished freighter was christened *Walter A. Sterling*, in honor of Cleveland-Cliffs' chairman, taking her place as the flagship of the Cleveland-Cliffs Fleet.

Fifteen years later in 1976, the *Sterling* returned to the Lorain yard of American Ship Building, where she was again lengthened by the addition of a 96-foot mid-body section, giving her an overall length of 826 feet. Her capacity was increased by 7,000 gross tons. Then two years later, she came back again for conversion to a self-unloader with five holds and 24 hatches. The conversion did reduce her cargo capacity to 29,300 tons (at a draft of 28 feet) to accommodate a 250-foot stern-mounted discharge boom. The conversion also included installation of hopper-type, polymer lined cargo holds that operated by gravity feed through hydraulically controlled cargo gates to a tunnel-mounted conveyor-belt system. Additionally, she had been fitted with a bow thruster in 1966 and a stern thruster was added in 1982.

When Cleveland-Cliffs sold what remained of its fleet in 1985, the ship joined the Ford Motor Fleet (later Rouge Steel Fleet) and was renamed the *William Clay Ford II*. In 1989, Rouge Steel disposed of its fleet, and the ship joined the Interlake Steamship family as part of Lakes Shipping Company, Inc. She was renamed the *Lee A. Tregurtha* in honor of the wife of Interlake's vice chairman. Through the 2005 navigation season, the *Lee A. Tregurtha* held the distinction of being the largest steam-powered ship on the Great Lakes. In January 2006 that all changed when she arrived at Bay Shipbuilding Company in Sturgeon Bay, Wisconsin to have her vintage steam plant replaced with modern 8,040-horsepower Rolls Royce Bergen diesel engines and associated machinery, including a controllable pitch propeller system. Even though the *Lee A. Tregurtha* has been sailing for nearly 70 years, improvements made at different stages in her life have kept the vessel and her operating technologies at state-of-the-art insuring a long future on the Great Lakes.

## A Freighter Trip to Lake Superior

Meredith and his guests, the Herdendorfs, John and Tom Spooner, and Dick Gillespie, assembled in Toledo to board the M/V *Lee A. Tregurtha* on Friday, September 17. They were met



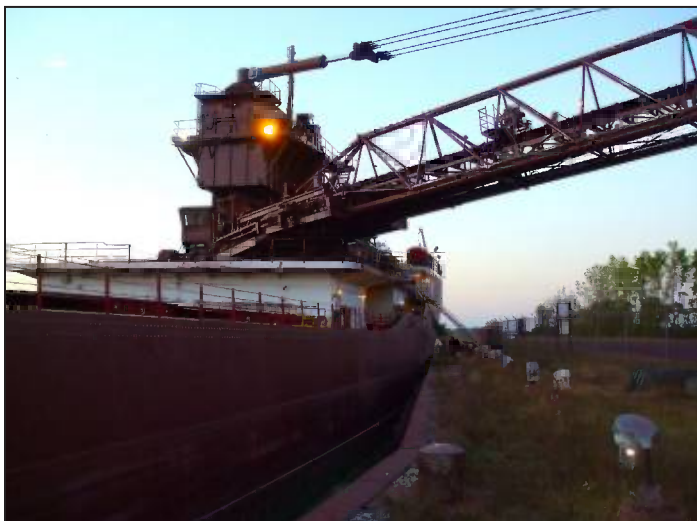
Guests on the *Lee A. Tregurtha* for the September 2010 voyage from Toledo to Lake Superior and return, John Spooner (left), Ricki & Eddie Herdendorf, Tom Spooner, Dick Gillespie, and Meredith Williams (winner of the trip raffle from the Great Lakes Historical Society).

by Paul LaMarre, Manager of Maritime Affairs for the Toledo-Lucas County Port Authority, who escorted the group through port security after a stop at Tony Packos for their famous Hungarian hot dogs and apple strudel. The *Tregurtha* was unloading iron ore in the form of taconite pellets from the Lake Superior region when the group boarded the vessel in the late afternoon. All of the high-grade hematite iron from the region had been mined out by the early 1950s. The steel making industry then turned to taconite, a low-grade magnetite ore of only about 15-25% iron. Professor E. W. Davis of the University of Minnesota's Mines Experiment Station developed a pelletizing process to enhance the percentage of iron. The taconite ore is ground into a fine powder, the magnetite is separated from the waste rock by strong magnets, and the powdered iron concentrate is combined with a binder (commonly bentonite clay) and limestone as a flux to sequester impurities. Lastly, the

beneficiated ore is rolled into pellets about 1/2-inch in diameter containing approximately 65% iron. The pellets are fired at a very high temperature, which oxidizes the magnetite ( $\text{Fe}_3\text{O}_4$ ) to hematite ( $\text{Fe}_2\text{O}_3$ ) and hardens the pellets and to make them durable. This ensures that in the blast furnace the ore remains porous, allowing heated gas to pass through and react with each pellet.

During the night, the unloading was completed and the *Tregurtha* skillfully backed out into the Maumee River and moved a short distance upstream to the coal docks where some 20,000 tons of coal was loaded into her hold. Shortly after 9:00 in the morning the *Tregurtha* headed northeast into Maumee Bay, traversing the 17-mile-long Toledo entrance channel that is dredged to 28 feet in shallow western Lake Erie. At five miles out, historic Turtle Island was passed, which marks the once contested boundary between Ohio and Michigan. At eight miles out, the elegant Toledo Harbor Lighthouse slipped by on the port side. At the end of the channel the ship took a more northerly course, heading for the Detroit River Lighthouse that was reached at 11:45 am. With traffic on the Detroit River being light, 34-year-old Captain Brad Newland was given authorization to head up the shorter Detroit River Livingston Channel, which is usually reserved for downbound vessels. The skylines of Detroit and Windsor soon appeared with the Renaissance Center and Cobo Hall dominating the Michigan shore and the Caesars Casino and Walker Distillery on the Ontario side. Just downstream of the Ambassador Bridge that links the two cities, the *Tregurtha* docked at Sterling Products on the Canadian side to take on fuel before progressing northward past Belle Isle into Lake St. Clair. Because of the shallowness of this lake, the *Tregurtha* was confined to an 800-foot wide dredged channel that leads to the massive Lake St. Clair delta. Shaped like a bird's foot, this delta is very similar in outline to the mammoth one at the mouth of Mississippi River and is among the largest freshwater deltas in the world.

As the St. Clair River enters Lake St. Clair it splits into numerous distributary channels, several of which are navigable. The *Tregurtha* followed the St. Clair Cutoff passing Seaway Island to the South Channel. Here, Harsens Island on the Michigan side has been largely urbanized, where as the Ontario portion of the delta is set aside as the Walpole Indian Reservation and retains much of its original wetland character. The St. Clair River is generally



*Lee A. Tregurtha* unloading iron ore taconite pellets at the CSX docks in Toledo, Ohio.





*Lee A. Tregurtha loading coal at the CSX docks in Toledo, Ohio.*



less than 2,000 feet wide along its 40-mile length. The cottages and small communities that line the shore, with ferry boats shuttling back and forth across the river, yielded one of the most picturesque experiences of the voyage.

As daylight waned the group of guests were escorted from their comfortable cabins and lounge at the bow of the ship to the galley at the stern for their evening meal. When the weather was pleasant and the seas were calm, as it was during most of the journey, walking the nearly 800 feet along the exposed deck was an exhilarating experience. During foul weather it is possible to traverse the length of the ship via tunnels located along the port and starboard sides of the ship, just below the deck. The Interlakes Steamship Company had brought a steward onboard for the trip to look after the guests. Her name was Denise, and she saw to it that the guest cabins were kept tidy and served the meals, which always included a choice of several tasty entrées. Ever since the *Exxon Valdes* incident in Alaska, no alcoholic beverages have been permitted aboard Great Lakes freighters.

After dinner the guests joined the Captain on the bridge to watch the shoreline light up as night fell along the St. Clair River. Shortly after 10:00 pm the *Tregurtha* passed under the Blue Water Bridge that connects Port Huron, Michigan and Sarnia, Ontario and entered Lake Huron. The decommissioned *Huron* lightship, which

once heralded the entrance to the river, was docked along the Michigan shore and now serves as a museum for the lightship service. Throughout the night the *Tregurtha* plowed northward across the entire 200-mile length of Lake Huron, passing Saginaw Bay and Alpena. At 10:30 am the next morning she passed De Tour Lighthouse at the entrance to the St. Marys River which, as does the Detroit and St. Clair Rivers, forms the boundary between Canada and the United States. This river, actually a series of lakes separated by islands, leads to Sault Ste. Marie (affectionately known as the Soo) and Lake Superior. The passage up the St. Marys River was again one of the most picturesque portions of the cruise with the conifer trees of the boreal forest starting to outnumber the hardwoods.

There is only an 8-foot difference in elevation from Lake Erie to Lake Huron, so it is easy to traverse the rivers and Lake St. Clair connecting these two large lakes without the necessity of a lock. However, Lake Superior is 23 feet above Lake Huron and the relatively short St. Marys River with its rapids makes freighter passage without a lock impossible. The Soo Lock, first completed in 1855, was constructed to allow freighters to carry iron ore from Lake Superior mines to steel mills along Lake Erie. The *Tregurtha* arrived at the Soo Lock at about 6:00 pm and an hour later the ship was out of the lock passing under the International Bridge. To assist in the transit of the lock, seamen were swung out from the ship on a boatswain's chair and lowered

to the top of the lock where they handled the lines as the ship was raised nearly 20 feet to the level of Lake Superior. Once in Lake Superior the vessel turned back toward the northeast and entered a channel leading to the Algoma Steel Corporation mill on the Ontario shore.

Docking at the mill, the *Tregurtha* commenced to unload the coal. The steel mill intended to process the coal into coke, a solid fuel made by heating bituminous coal in a closed chamber (known as a retort) in the absence of air so that the volatile components are driven off leaving a highly carbonized fuel. Coke is a superior fuel for metallurgical purposes, burning at a high temperature and serving as a reducing agent to remove oxygen from iron ore. The coal was unloaded from the vessel by swinging the ship's 250-foot self-unloading boom to a hopper located on the dock. A conveyor belt system that runs under the entire cargo area of the ship sequentially carried the coal to the boom. The process continued throughout the night and by 10:00 am most of the coal had been unloaded. Each cargo hold was equipped with a vibrator system that shakes loose any coal clinging to the compartment wall. When this failed to free all of the coal, seamen in harnesses were lowered into each hold and were required to use specialized hoes to break the remaining coal free from the walls. At noon on Monday, September 20 the *Tregurtha* departed the Algoma Steel dock and headed out into Whitefish Bay of Lake Superior.

The bridge crew consisted of the captain, three mates, and three helmsmen who wheeled the ship. In total the ships' crew numbered 20, including an engine room crew of two, a galley/steward staff of three, and eight seamen. On the bridge the mate and the helmsman work a 4-hour shift with 8 hours off. As the *Tregurtha* headed into Lake Superior, the third mate, Stevie, and the helmsman, Fishbone, were on duty. It was a calm afternoon so they decided to let one of the guests, Eddie Herdendorf, take a turn at the helm and guide the ship in an arc around Whitefish Point. Not far from here in a November gale of 1975 the ore carrier *Edmund Fitzgerald* sank on over 600 feet of water. About halfway through the maneuver Captain Newland appeared on the bridge, simply saying, "It looks like we have a new apprentice." The captain and crew were extremely gracious in permitting the guests to visit the bridge at any time and many hours were spent there marveling at their handling of the ship.



*Toledo Harbor Lighthouse.*



*Detroit's Renaissance Center from the Detroit River.*



*Windsor's Caesars Casino from the Detroit River.*



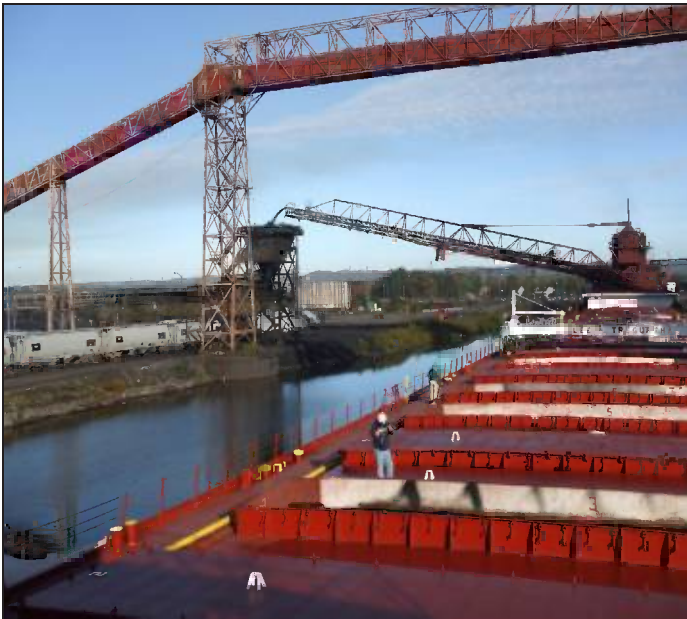
*Navigation channel in St. Clair River delta at the north end of Lake St. Clair.*



*Love Island in the St. Marys River: This river serves as the connecting channel between Lake Huron and Lake Superior.*



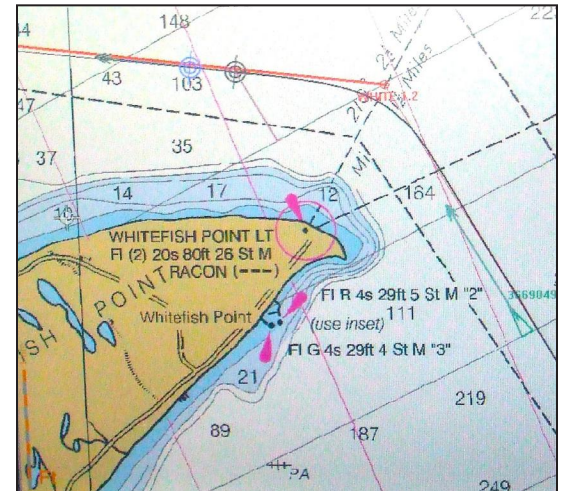
Lee A. Tregurtha entering the Soo Lock (left) and within the Soo Lock (right) at Sault Ste. Marie, Michigan.



Lee A. Tregurtha unloading coal at the Algoma Steel mill in Sault Ste. Marie, Ontario.



Seamen cleaning coal from the hold of the Lee A. Tregurtha at Algoma Steel.



Eddie Herdendorf steering the Lee A. Tregurtha on a course around Whitefish Point in Lake Superior.



Captain Brad Newland (standing), master of the *Lee A. Tregurtha*, in the ship's galley dining room with his guests. Second mate, Stu, is seated at far right.



Ricki Herdendorf inspecting the ship's battle ribbons received for meritorious action in the Atlantic and Pacific theaters during World War II.

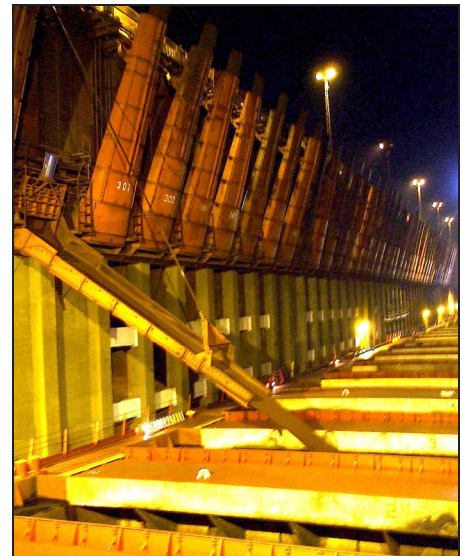


*Lee A. Tregurtha* at the historic century-old Presque Isle ore dock, Marquette, Michigan (courtesy of Donald F. Donovan).

The trip across Lake Superior afforded Captain Newland with some time to give the guests a tour of the engine room and the self-unloader system. The tandem engines, each about 4,000 horsepower, drive a single propeller at a constant speed. Changing the pitch of the propeller thus controls the speed of the vessel. Transverse tunnels, fore and aft, house internal propellers that serve as bow and stern thrusters, respectively, for maneuvering the ship in narrow channels and coming alongside docks. All of the controls in the engine room are replicated on the bridge, so that if necessary, the captain can have complete control of the vessel from one location.

From Whitefish Bay the *Tregurtha* headed across Lake Superior to take on a load of taconite at Marquette, Michigan. The ore dock at Marquette has been in service for nearly 100 years. The elevated dock consists of a series of some 300 hoppers, each capable of holding the contents of three specialized rail cars. The rail cars are driven along the top of the dock where the ore is released from underneath doors, falling into the hoppers. Each hopper has a chute that is lowered into position to match a hatch opening on the ship. The ore is then conveyed by gravity to the hold. The ship needed to be moved back and forth several times to fill all of the hold—a cargo amounting to nearly 25,168 tons of THF pellets (Tilden hematite flux) bound for Severstal Steel Company, Dearborn, Michigan. The loading operation started about midnight and the *Tregurtha* was underway early the next morning. While the ore was being loaded, Donny, an off-duty wheelsman offered to take a few of the guests to the Landmark Inn, an elegant European-inspired hotel built in 1917 in downtown Marquette. The historic inn's bartender was announcing "Last Call" as the guests arrived just in time to have a brief celebration of the voyage.

At 8:00 pm on Tuesday, September 21 the *Tregurtha* cleared the Soo Lock for the downbound trip to the Dearborn. At sunset the Sault Ste. Marie supply boat came alongside and offloaded her cargo of mail, groceries, and ship supplies as the *Tregurtha* sailed past a classical-styled building with lighthouse-shaped pilasters that houses the hydroelectric generating station for the locks. The plant operates from water diverted to the turbines via



Iron ore taconite pellets being loaded in the hold of the *Lee A. Tregurtha* at Marquette, Michigan.



*Blue Water Bridge at Sarnia, Ontario on the downbound voyage to the River Rouge, Michigan.*



*Lee A. Tregurtha unloading iron ore taconite pellets at the Severstal Steel mill on the River Rouge in Dearborn, Michigan.*



*Lee A. Tregurtha passing through a narrow channel at a River Rouge bridge just downstream of the Severstal Steel mill.*

a canal located upstream of the locks. Through the night and the next day the *Tregurtha* continued south on the St. Marys River and down Lake Huron, arriving again at the Blue Water Bridge at around 7:30 pm on Wednesday, September 22. Downstream of the bridge, a Port Huron pilot boat came alongside to swap a few crew members and offload some needed mechanical parts.

Continuing on in darkness, the *Tregurtha* passed under the Ambassador Bridge at Detroit at 1:00 am on September 23 and reached the mouth of the River Rouge soon after. This industrial river runs inland for about five miles to the old Ford Motor Company steel mill now operated as Severstal Steel Company. To make the narrow, circuitous river channel more difficult, there are six highway and railroad bridges along the route that need to be opened to allow a ship to pass. All but one of the bridges complied to the captain's request and the *Tregurtha* passed neatly between the confining abutments. However, the Penn Central bridge tender decided to give a freight train the right-of-way, and the *Tregurtha* had to come to a dead stop in the middle of the river—not an easy task for an 826-foot long vessel with a lot of inertia. By 3:00 am the ship was skillfully docked at the steel mill, the self-unloading boom deployed, and the discharging of cargo pellets had commenced. The day before Ricki Herdendorf had been picking up a few pellets on the deck as souvenirs. Seeing this, Fishbone, an off-duty helmsman, climbed down into one of the hatches and filled two large coffee cans with pellets for her to take home.

The unloading was completed by 11:00 am and the torturous trip down the River Rouge was begun. At the Detroit River the



*Lee A. Tregurtha returns to the CSX docks at Toledo to take on another load of coal.*

*Tregurtha* again headed downstream and entered Lake Erie on the final leg of the journey the Toledo. After nearly a week on the lakes, the *Tregurtha* once again lay at the Toledo coal dock awaiting another cargo to be loaded. This was her 49<sup>th</sup> trip of the 2010 season and the autumnal storms and early winter ice flows were yet to come. All the guests but Meredith departed the ship in Toledo after thanking Captain Newland and his crew for their splendid hospitality. Meredith continued on for one more trip to Lake Superior to deliver the coal and return with iron ore for Indiana Harbor in southern Lake Michigan. Reports of 20-foot waves on the upper lakes caused the *Tregurtha* to duck into Saginaw Bay to wait out the storm before crossing Lake Superior. All eventually returned home safe with the memories of a very special adventure available to only a few lucky travelers.

## Inaugural Gallery of Success

Brookside High School celebrated the achievements of two outstanding graduates at a brunch on Sunday, November 7 at the Oberlin Inn. Charles E. “Eddie” Herdendorf (class of 1957) and Keith Eastin (class of 1958) were honored as the first inductees in the Brookside Gallery of Success. Annette Corrao, theater director and graduate of the class of 1975, founded the Gallery of Success in conjunction with the Brookside High School Alumni Association and organized the award celebration. In addition to receiving an attractively designed memento of the celebration, the honorees were presented with proclamations from Sheffield Village Mayor John D. Hunter describing their achievements and declaring Monday, November 8<sup>th</sup> as Charles E. Herdendorf Day and Tuesday, November 9<sup>th</sup> as Keith Eastin Day in the Village. Herdendorf and Eastin were selected from a field of 11 nominees to be the first inductees. Members of the gallery selection committee present at the brunch included Annette Corrao, Cheryl Emery, Brookside Principal Scott Daugherty, Lorain Law Director Patrick Riley (class of 1971), class of 2010 valedictorian Rocky Radeff, and Brookside senior Arthur Howell. Herdendorf was nominated by Jack Hoag; Eastin by Vivian McCullough.

Dr. Herdendorf, a professor emeritus of geological sciences at The Ohio State University and affiliate scholar in environmental studies at Oberlin College, has conducted research on all seven continents and is one of the world’s leading authorities on the Great Lakes. At Ohio State he was the founding director of the Center for Lake Erie Area Research (CLEAR) and the Ohio Sea Grant College Program. He was science director of the seven-year SS *Central America* project to explore and recover the 1857 shipwreck of a Gold-Rush steamship 200 miles off the Carolina coast at a depth of 8,000 feet; and the discovery of 12 new species of deep sea animals, three of which were named in his honor. Dr. Herdendorf currently serves as president of the Sheffield Village Historical Society and editor of its journal, *The Village Pioneer*.

Keith Eastin, served as assistant secretary of the U.S. Army for installations and environmental planning from 2005 to 2009, after being appointed by President George W. Bush and confirmed by the U.S. Senate. He earned his B.A. and M.A. at the University of Cincinnati and law degree at the University of Chicago. Eastin is the recipient of medals for distinguished public service from both the U. S. Army and U.S. Navy. Working for the State Department he spent a year in Baghdad, Iraq helping to organize that nation’s Ministry of the Environment. Earlier in his career, he managed the Department of Interior’s restoration of the Statue of Liberty in New York harbor. Currently, Eastin is vice president for strategic planning with the Louis Berger Group of Washington, D.C., where he is performing damage assessments for the Gulf of Mexico oil spill.

The Historical Society congratulates Annette Corrao and her committee for initiating the Gallery of Success and organizing the

award celebration. We believe they have started a tradition that will inspire future Brookside graduates to excel in their chosen fields of endeavor and to serve their community. In May, the Brookside High School Alumni Association will host a Senior Awards Banquet at which time plaques in honor of the two Gallery of Success inductees will be on display in the halls of Brookside High School.



*Eddie Herdendorf (left) and Keith Eastin—inaugural inductees to the Brookside Gallery of Success at Oberlin Inn on November 7, 2010 (courtesy of John Edwards).*



*Keith Eastin (left), Dick Bonar (center), and Eddie Herdendorf (right) at the Brookside High School class of 1957’s 50<sup>th</sup> anniversary reunion and 50<sup>th</sup> anniversary of Brookside’s 11-man football team. This photograph was taken on October 5, 2007 at a fish fry held at Garfield Farms in conjunction with the reunion (courtesy of Den Davis). Keith, Dick, and Eddie were roommates while attending Ohio University for a high school science workshop in 1956.*

**Brookside High School**  
**GALLERY OF SUCCESS**



## In Memoriam

As 2010 draws to a close, the Sheffield Village Historical Society would like to remember and honor Society members and family of members who passed away earlier this year.

**Howard L. Smith.** Sheffield Village Historical Society member, Howard L. Smith, 73, of East Lake Road in Sheffield Lake died on March 4, 2010 at Community Health Partner's Regional Health Care Center in Lorain. Howard was an avid genealogist/historian and member of several area historical societies. He retired in 1985 as general foreman at Lorain Products/Reliance Electric of Lorain, Ohio after 30 years of service. Howard's son, Len Smith, former chairman of the Sheffield Lake Park Board and current director of the Service Department, and his family are also members of the Sheffield Village Historical Society. The Society expresses sincere sympathy to Len and his family for their loss.

**Kathryn M. Kretchman.** Katie (née Noonan) Kretchman, 82, wife of Historical Society member Bill Kretchman, passed away on June 13, 2010 at the Autumn Aegis Retirement Center following a long illness. Bill and Katie made their home on East Erie Avenue in Lorain, Ohio. She worked at Goodyear Aircraft during World War II and after attending Kent State University, taught at elementary schools in Lorain for 29 years. Katie was also the aunt of Society member Dr. Jock Rader of Windsor, California. The Historical Society expresses our sympathy to Bill and Jock for the loss of a lovely lady.

**Amy L. Szalay.** Amy, 41, daughter of Sheffield Village Historical Society member Susan (née Langthorp) Post, passed away on August 12, 2010 at New Life Hospice, following a short illness. She was born on



April 15, 1969 in Elyria, and grew up on Detroit Road in Sheffield Village. As a youngster, Amy wrote her name in the freshly poured concrete walkway to her parents' garage. Her name can still be seen in the accompanying photograph along with the plant her

mother called The Sheffield Rose. Amy worked for 15 years as a Correctional Officer at the Ohio State Penitentiary and more recently at the Grafton Correctional Institute. She is survived by her son, Drew Ziegler II, mother, Susan, and stepfather, David Post. The Historical Society expresses great sorrow to Susan and her family for the loss of such a sweet young lady.

**Juanita M. Rahotina.** Juanita (née Traxler), charter member of the Sheffield Village Historical Society, passed away on August 31, 2010 at age 96. Juanita grew up and lived all her life in the historic Traxler House on Colorado Avenue. She graduated from Brookside High School in 1932. Juanita's father, Lon Traxler, served as councilman for both Sheffield Lake Village and Sheffield Village during the period 1930 to 1944. Juanita's son Peter and daughter-in-law Elaine Rahotina, both Society members, make their home in the 1830s Traxler House. The Historical Society expresses condolences to Peter and Elaine for the loss of Juanita, a Village matriarch.

**Emily Louise Csubak-Oliver.** Emily, 50, daughter of Sheffield Village Historical Society trustee Catherine Price-Gentile, passed away from a long illness on September 11, 2010 in Boise, Idaho. Emily grew up in Sheffield Village. She married William Oliver and moved to Boise. She was preceded in death by her husband in December 2008 and is survived by her son, William James Oliver of Boise. Her brother, John Csubak serves on the Sheffield Village Police Department. The Historical Society expresses sincere condolences to Catherine and her family for their loss.

**Leo Sheets.** The Sheffield Village Historical Society has lost one of its staunchest supporters. With deep sorrow we report the passing of Leo W. Sheets at age 83. Leo, a founding trustee of the Society, died at New Life Hospice of St. Joseph in Lorain, Ohio on September 18, 2010. He and his wife Barbara "Bobbie" were both born and raised in Lorain and were married at St. Mary's Church on October 15 1949. They purchased a house on East River Road in Sheffield Village in September 1952 and have made their home there ever since, raising three children, Cathy, Larry, and Bill, all members of the Historical Society.

Leo worked at the National Tube Company of U.S. Steel Corp. as a master machinist, retiring in 1988, but devoted much of his free time to the service of Sheffield Village and continued to do so in retirement. His record of service over the years to our community is unequalled as the list below demonstrates. The Society extends are heartfelt condolences to Leo's family and our gratitude for his dedication to our Village.

- Volunteer Fireman, Sheffield Village Fire Dept. (1954-1967)
- Superintendent, Sheffield Village Water Dept. (1959-2004)
- Chief, Sheffield Village Fire Dept. (1966-1967)
- Administrator, Sheffield Village (1967-2004)
- Councilman, Sheffield Village (2005-2009)
- President pro tem, Sheffield Village Council (2008-2009)
- Member, Sheffield Village Storm Water Mgt. Board (2010)
- Trustee, Sheffield Village Historical Society (2005-2010)



Leo Sheets (right), as Assistant Chief of the Sheffield Village Volunteer Fire Department in 1963, discusses plans for a "Grant Ole Opry" fundraiser for the department with Fire Chief Edward Herdendorf.

# Society Organization

The Sheffield Village Historical Society is a charitable nonprofit 501(c)(3) and educational organization dedicated to discovering, collecting, preserving, interpreting, and presenting Sheffield's rich heritage.

Membership is open to anyone who wishes to support the Society's mission. For more information contact Eddie Herdendorf, President (440-934-1514 [herdendorf@aol.com](mailto:herdendorf@aol.com)), Andy Minda, Vice President (440-537-0547 [anmin36@aol.com](mailto:anmin36@aol.com)), or Patsy Hoag, Secretary (440-934-4624 [patsyhoag@roadrunner.com](mailto:patsyhoag@roadrunner.com)).

Society journals can be found on the Village of Sheffield, Ohio official website: [www.sheffieldvillage.com](http://www.sheffieldvillage.com) (click on the Sheffield Village Historical Society decal , then Pioneer Newsletters, then download).

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The collections of the Sheffield Village Historical Society are housed in the Sheffield History Center at 4944 Detroit Road. The Center is open to members and guests by appointment—please call (440-934-1514).

Society members are encouraged to submit items for future issues. Please send your stories or ideas to the Editor.

Charles E. Herdendorf, Ph.D.  
Journal Editor, Sheffield Village Historical Society  
Garfield Farms, 4921 Detroit Road  
Sheffield Village, Ohio 44054

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Oakwood Drive, Sheffield Village, Ohio, December 2009.



***Ask Your Friends to Join the Historical Society***

***APPLICATION FOR MEMBERSHIP***

***SHEFFIELD VILLAGE HISTORICAL SOCIETY***

**Garfield Farms—4921 Detroit Road, Sheffield Village, Ohio 44054—(440)-934-1514**

Name \_\_\_\_\_

Address \_\_\_\_\_

Telephone Number \_\_\_\_\_ Email \_\_\_\_\_

- Individual (\$10.00/year)  
 Family (\$15.00/year)—2 Adults & children under 18 years old  
 Business/Corporate & Organization (\$25.00/year)



Tax Deductible Donation to support activities of the Historical Society: \_\_\_\_\_

Family Members (for Membership Cards) \_\_\_\_\_

Special Interests in Sheffield History? \_\_\_\_\_