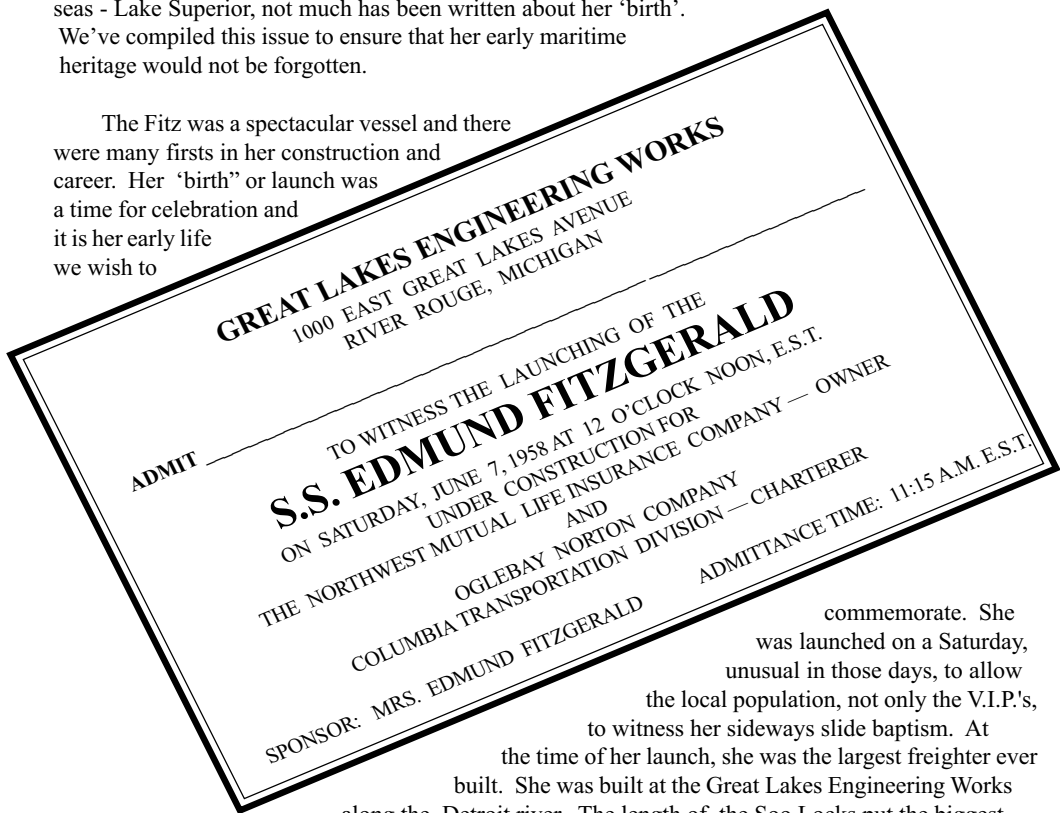


40th Anniversary Launch of the S. S. Edmund Fitzgerald \$8 Million Dollar ~ 7500 Ton Laker is Born

This year marks the 40th Anniversary of the Launch of the Edmund Fitzgerald on June 7th 1958. Although her wreck or 'death' has been memorialized in song and paintings and her crew is remembered each Fall when November nears and the Gale force storms are once again felt on the largest of the inland seas - Lake Superior, not much has been written about her 'birth'. We've compiled this issue to ensure that her early maritime heritage would not be forgotten.

The Fitz was a spectacular vessel and there were many firsts in her construction and career. Her 'birth' or launch was a time for celebration and it is her early life we wish to



commemorate. She was launched on a Saturday, unusual in those days, to allow the local population, not only the V.I.P.'s, to witness her sideways slide baptism. At the time of her launch, she was the largest freighter ever built. She was built at the Great Lakes Engineering Works along the Detroit river. The length of the Soo Locks put the biggest constraint on her length. The Fitz was a record 729 feet long and 75 feet wide. The only reason she wasn't longer was that the maximum length permitted by the Army Corp of Engineers through the Locks at Sault Ste Marie was 730 feet long and 75 feet wide. How'd you like to park that baby?

The center section of this issue contains reproductions of the scaled drawings used in the Fitz's construction. Check her out bow to stern -- from her keel to the top of her stack.

So let's take a look at the Fitz in her early days. Join us in celebrating the 40th Anniversary of her Splashdown by following the building of the Fitz from the inside out.

On February 1, 1957, Northwestern Mutual Life Insurance Company of Milwaukee, Wisconsin entered into a contract with Great Lakes Engineering Works for the construction of the first “maximum sized” Laker ever built. The Fitz was built to plie the Great Lakes waterways carrying both raw materials and guests.

**Laying of the Keel
August 7, 1957**



SHIPYARD Photo - Dossin Museum Collection

From the Inside Out

The builder laid the keel of Hull 301 at his yard in River Rouge, MI on August 7, 1957. The site is currently owned by National Steel, and the Fitzgerald’s launch basin became the Great Lakes Yacht Club . By the way, Hull 300, the laker that preceded the Fitz was our very own William Clay Ford, whose pilot house now graces the Dossin Museum overlooking the river towards Canada.

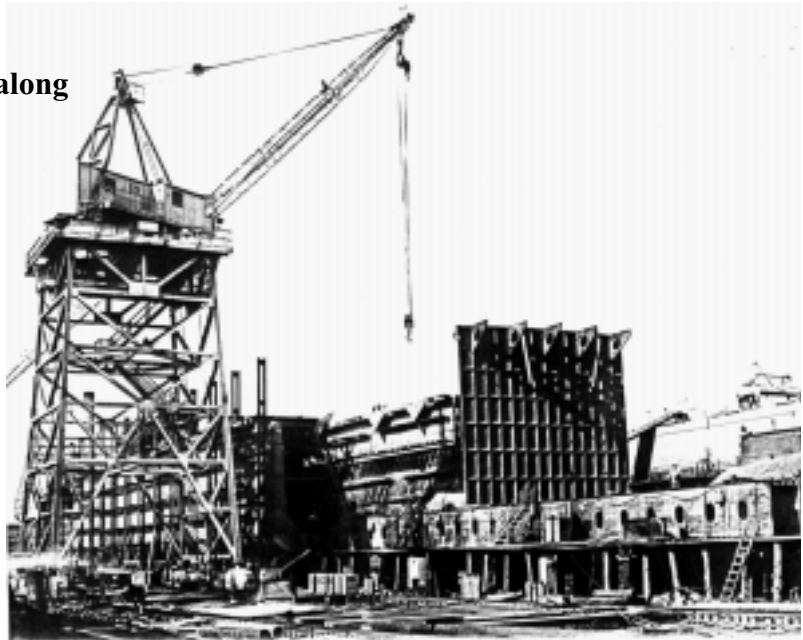
Construction of the Fitz was speeded up by a unique prefabrication schedule, the first time ever for such a large lake vessel. Instead of being built up piece by piece from the keel and bottom plates, the Fitz’s hull was made of large sections built off to the side and upside down. These were then flipped up, hoisted more than 50 feet into the air, set into place and then welded to the bottom plates. See the shipyard pictures on next page. September 5, 1957 photo shows the side sections before they were flipped up, in the October one you see them in place and the December 26, 1957 photo shows that the spar deck is appearing and just how much progress had been made in the six short months since the keel was laid on Hull 301.



**Actual
Shipyards Photos
~
Great Lakes
Engineering Works**

After One month

Three months along



**and after
Six months of
Construction**

Reprinted below is an article from the June 5, 1957 Detroit News, - two days before her launch...

What a Splash It Will Be! Giant Ship's Launching Set

By STODDARD WHITE
Marine Writer, The Detroit News

The biggest object ever dropped into fresh water in recorded history will splash into the Detroit River at noon Saturday.

Perhaps an unnoticed meteorite of greater size many have hit an unknown spot on the globe, but nothing remotely like the S.S. Edmund Fitzgerald — a hollow box of a ship, an iron hull 729 feet long, 75 feet wide, 39 feet deep and weighing - still incomplete - 7,500 tons.

The longest and largest ship ever conceived on the Great Lake - perhaps the largest which ever will be built on the inland seas - will be christened and launched at the Great Lakes Engineering Works in River Rouge.

She is three-fourths as long as the liner United States, longer than the Penobscot Building is high [*Ed. Note - at one time the Penobscot was the tallest building in the world until it was eclipsed by the Empire State Bldg in NYC.*]

When Mrs. Edmund Fitzgerald cracks a bottle of champagne against the bow of the ore carrier name for her husband, the great bulk will slide gently down greased ways into a basin scarcely large enough to accommodate all that steel.

The resulting wave will roar high against the opposite shore of the basin, sweeping before it everything which is not lashed down.

For the Fitzgerald is not only huge, but she already contains 140 tons of her giant main engine, both her 84-ton boilers, scores of tons of deckhouse, her gigantic rudder and a propeller whose four blades each weigh four tons.

COST \$8 MILLION

For about \$8,000,000, the Detroit area's largest shipyard is building a ship 13 feet longer and of considerably greater capacity than anything now afloat on the lakes.

Army engineers already have ruled that she is within one foot on the maximum length which will be permitted to pass through the locks at Sault Ste. Marie.

As are all lake launchings, this will be sidewise, and because of the ship's size, it undoubtedly will be the greatest side launching ever held in the world.

For her size, the Fitzgerald's construction also set several records. Her first keel plate was laid last Aug. 9. She is scheduled for delivery to her owners this Aug. 15.

26,000-TON LOAD

The vessel will be able to carry nearly 26,000 gross tons of iron ore at 16 miles an hour - a payload exceeding that of anything ever built for the lake transportation business.

Construction was speeded by a unique prefabrication schedule, the first ever done on a large lake vessel.

Instead of being built up piece by piece from the keel and bottom plates, the Fitzgerald's hull was made of large sections of bottom upside down, which were then turned over and welded to the bottom plates.

Huge sections of the fore and aft cabins also were built on the ground, then hoisted more than 50 feet to the deck and welded in place.

TRIGGER RUSHED

When launched in the past, some lake ships have contained their boilers, but this is believed to be the first case of launching with the engine nearly complete.

Workmen hurried today to prepare the giant "trigger" - a large but simple mechanism by which the ship is held up on blocks with a long hawser and chain.

An electric guillotine will snip this hawser Saturday at the moment of the christening - but a workman will stand by with an ax just in case the guillotine's razor-sharp blade should fail to fall.

The Fitzgerald is owned by Northwestern Mutual Life Insurance Co., of Milwaukee, and named for that firm's board chairman. She will fly the flag of the Columbia Transportation division of Oglebay Norton Co., a long-established firm of ship owners and operators.

Launch Day Arrives ~ June 7th, 1958 ~

Reprinted in part from the Sunday edition of the Detroit Times - June 8, 1958

... At 12:34 p.m. the 729 foot Edmund Fitzgerald broke out of her land locked timber shell and crashed into a small slip at the Great Lakes Engineering works in Rover Rouge.

A crowd of over 15,000 cheered while tugs blasted their salute and some 250 pleasure boaters stood up and shouted.

THE FITZGERALD floundered spilled over both sides of her berth. Then

Mrs. Edmund Fitzgerald, wife of the Mutual Life Insurance Co., Milwaukee, port bow saying:

"I christen thee Edmund

There were officials of both and the Oglebay Norton Co., her the ship off in style.



momentarily as a series of small tidal waves it settled down and floated majestically.

chairman of the board of the Northwestern smashed a bottle of champagne on her

Fitzgerald. God bless you."

Northwestern Mutual Life, the owners, charter company, on the platform to send

Preliminary launching ceremonies began at 8:30 a.m. when 500 shipworkers began a series of "rallies" to bring the Fitzgerald's keel up into launching position.

The men ran shouting in answer to each of thee nine "rallies" hammering wedges into the blocks holding her hull fast.

THEY LOOKED like Jonathan Swift's Lilliputians struggling with their giant Gulliver. At the appointed launching time of noon, some of the keel blocks at the stern were stuck. Twenty minutes later they were freed.

The ship was then held only by one brace and five-inch ropes stretched through eight miniature electrically controlled guillotines. Four men worked on a hand operated winch pulling away the one brace.

A crew of 20 "caulkers and chippers" were aboard for the "ride down." They would fix any [minor leaks] in the Fitzgerald's seams if they appeared.

T.J. Bruss, head of the production and planning department of the engineering firm, pushed a button which sent the guillotine blades crashing down on the ropes holding the Fitzgerald.

The ship glided gracefully down the greased timbers and splashed into the slip.

Although she was more complete than any other vessel previously had been at launching, work still remained to add her smokestack, outfit and rig all her systems, complete the decking, cabins and all those interior finishes that made her such an elegant vessel. These tasks were completed in twelve short weeks and she set sail on her shakedown cruise on September 13, 1957. That's a year and week after her keel was laid -- a truly impressive achievement.



Splash!

Christened by Mrs. Edmund Fitzgerald, wife of E.F., namesake and chairman of Northwestern Mutual at Noon on June 7th 1958, the Fitz slipped sideways into the basin as the largest vessel ever built on the Great Lakes. Check out our cover photo -- the height of the stand off which Mrs. Fitzgerald christened her husband's namesake with the traditional bottle of champagne

wasn't due entirely to access to the hull, but also to keep all those VIPs dry. Love of the Great Lakes was passed down in the Fitzgerald family. Edmund's father, William Edmund Fitzgerald, was president of Milwaukee Drydock Company which built and repaired ships. His grandfather, John Fitzgerald, was a ship captain. Fitzgerald became a trustee and VicePresident of Northwest Mutual in 1933 and the firm's 10th president in 1947. He came Chairman of the Board in 1958 and retired two years later. He enjoyed a lengthy



Dossin Museum Collection

retirement until his death at age 90 in January 1986.

Here are some excerpts from the June 8, 1958 article by STODDARD WHITE, Marine Writer for the Detroit News

Without the enormous splash predictable from her 7,500 tons, the almost completed ore carrier Edmund Fitzgerald - largest freighter ever conceived on the Great Lakes - slid easily into the Detroit River on Saturday. A year and a week from the laying of her keel, the 729-foot ship will go into service. . . .

Because of its size, the huge ship was expected to throw a wave which would inundate portions of the shipyard and dampen many of the thousands of spectators.

But, from the standpoint of the builder, the launching was perfect - an ordinary sliding into the ship's natural element with only a nominal displacement of water. Perhaps the largest collection of yachts, sailboats, outboard craft, fishing boats, scows, tugs and freighters - seven of the latter - ever assembled on the river saluted the launching.

Whistles blew loudly from both shore and water as the vessel slid into the water at 12:40 p.m.

COPTERS OVERHEAD

From the air, the salute was equally impressive. Airliners, military craft and two helicopters hovered overhead.

Cheers rose from thousands of spectators clustered on roofs of shipyard buildings, nearby boats and the section of drydock which had been pulled aside to clear the launching basin for the Fitzgerald

An hour before the launching, the Fitzgerald's bow was taken in tow by the tug Maryland.

Capt. Robert Johnson, of the Detroit-based tug, kept his propeller churning gently to keep taut the thick hawser connecting the freighter and the tug.

SNUBBED TO SHORE

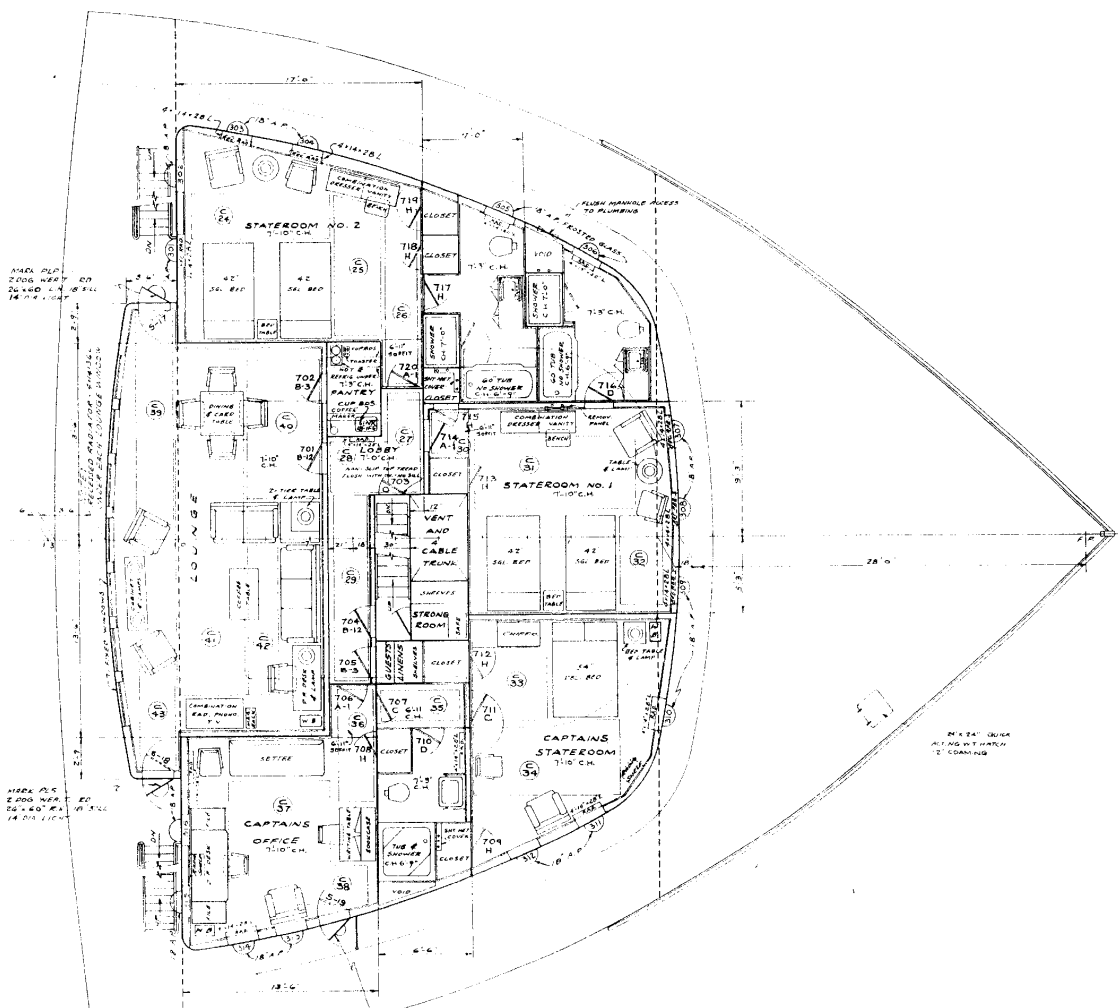
Then, the launching completed, he ordered his vessel full speed ahead to keep the Fitzgerald from swinging against the banks of the launching basin.

She was quickly snubbed to the shore and prepared for the day in August when her cabins will be completed, her smokestack installed and her paint job ready to bear the flag of the Columbia Transportation Division of Oglebay Norton Co.



Forecastle or Foc'sle Deck Plan View

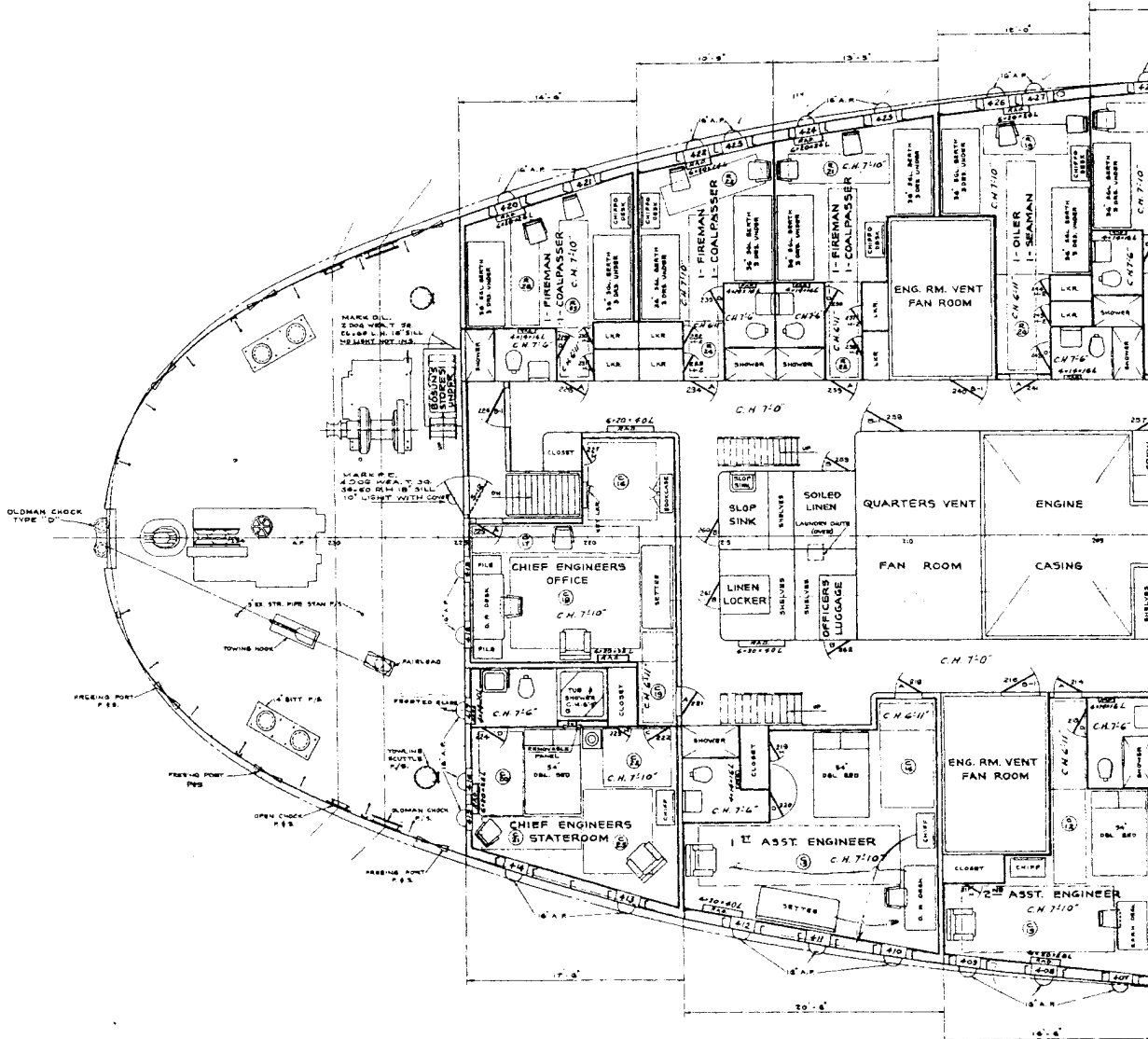
These two pages contain plans at two levels of the Fitz. This page shows part of the Forecastle deck in the bow or forward section of the ship. The facing page shows the same area forward but on the Spar deck level. Then it's on to the stern.



This is the level where the Captain's Quarters and the Guest Staterooms were located. It also contained the Lounge with its bank of windows and panoramic views

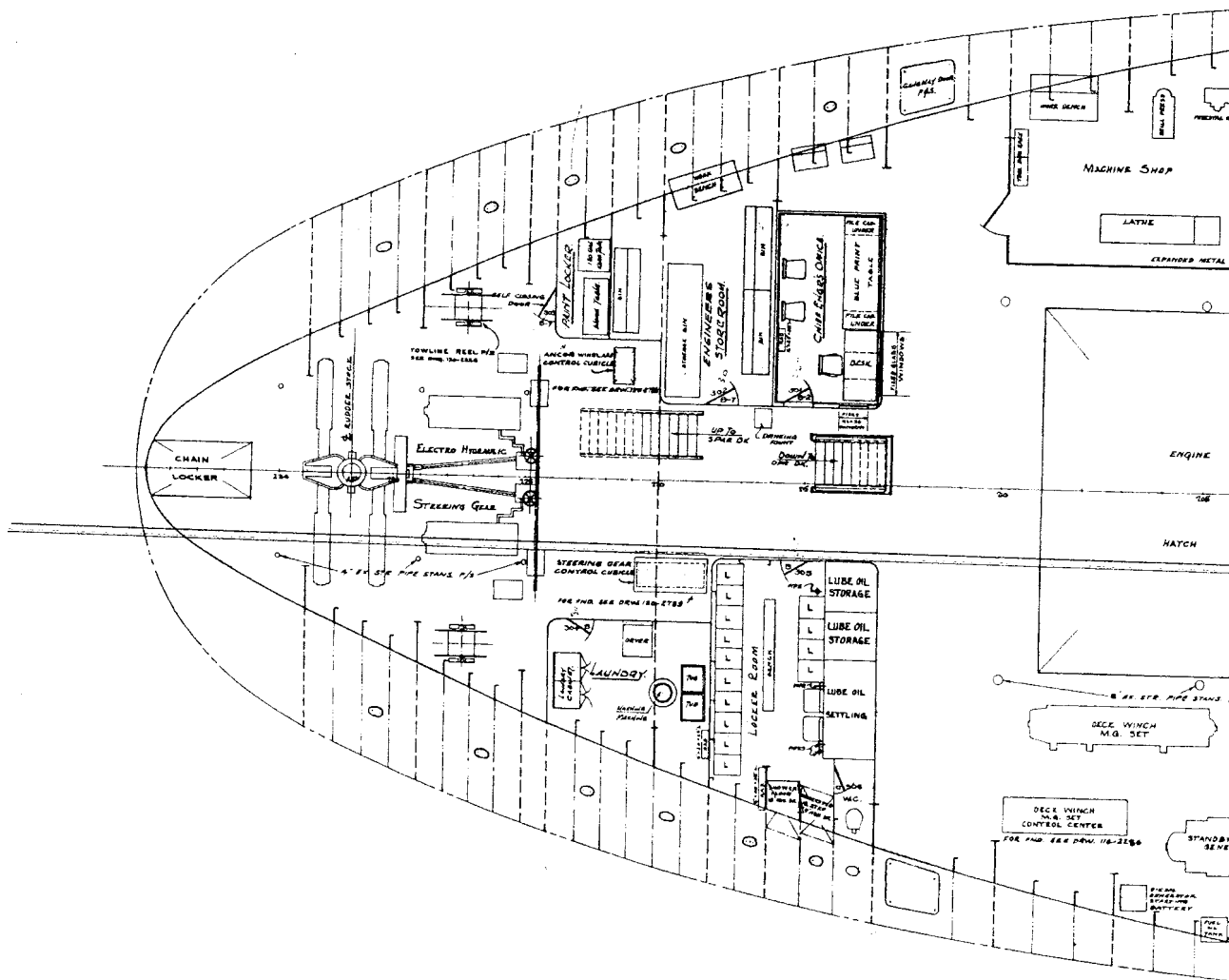
Spar Deck Aft

These two pages move us back towards the stern and show the Spar Deck level while following two pages drop down to the Main deck.

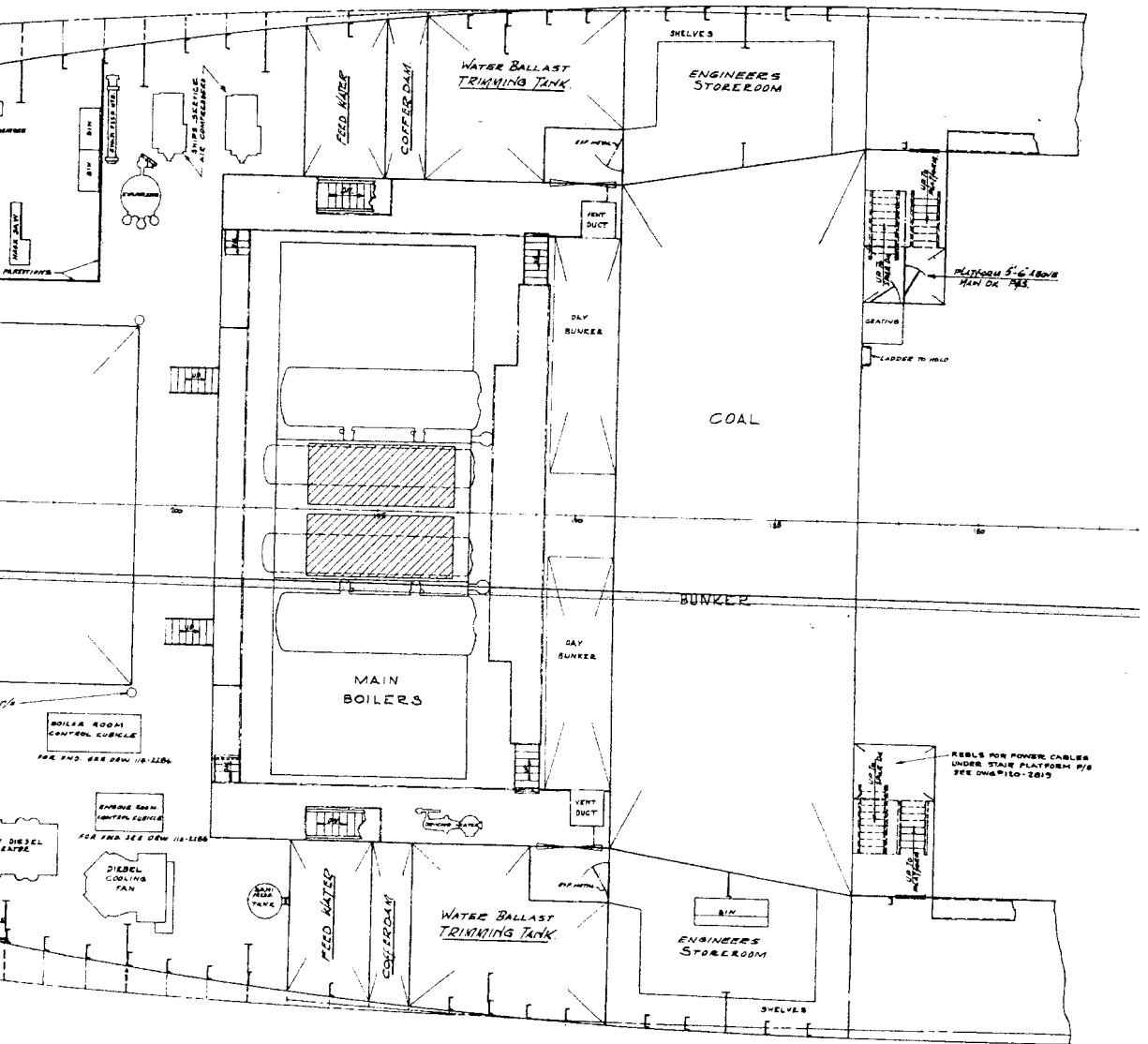


Main Deck Aft

This is a 'working' level on the Fitz. You can see the boilers and the coal bunkers that originally fed the engines. There's a machine shop and one of two laundries on the ship. You can also see the steering gear for the rudder.



PLAN TO BE I
4



Interiors

The following articles were originally published by the Detroit Times and the Detroit News in September 1958 as the Fitz was completed after her launch. This is just about the time she set sail for her Sea Trials. Looks like all was pretty much in place for the shakedown cruise. This was not a barebones trial run.

“Guests Travel in Luxury” by Jean Harris, The Detroit News, Friday, Sept. 19, 1958

A freighter?

Elegant?

Tiled baths and deep-pile carpeting?

That's right-in the guest quarters of the sparkling new “Edmund Fitzgerald”.....

Many special decorating problems had to be solved during the planning for the special passenger

MARINE FINISHES

Marine glue and marine finish were used on all wood pieces, enabling the furniture to withstand the ravages of extremes in temperature and humidity.

Guest lounge, pantry and staterooms are in the bow. A large window wall in the lounge looks out over the almost-two-city-block-length of cargo hatches to the stern.

Framing the windows are natural linen



rooms, according to decorator, Gary Remus of the J.L. Hudson Co. contract department.

SLOPING PROBLEM

“All the floors (decks, that is) slope in two directions,” explains Remus. “We had to cant the legs of all the furniture on the job. Before it was done we had the same feeling as in one of those fool-the-eye rooms in a fun house where everything is ‘tippy.’”

Due to the vibration all furniture designed by Edward Wormley, had to be fitted with special bolting devices and the major pieces fastened permanently to the deck. Some chairs can be moved about and will be clamped down only during rough weather.

Even the lamps are bolted to the table tops and drawers have special catches to prevent the ship's motion from causing them to open.

draperies printed in a “Pegboard” pattern in light and dark blue with tan. Off-white blended-synthetic traverse curtains control glare on sunny days. Walls are covered with alabaster leather-grained vinyl for easy upkeep and luxurious appearance.

Lounging ease is provided by two sea-blue leather swivel chairs in front of the panoramic windows, and a two-piece sectional sofa upholstered in cadet blue wool with down-filled cushions. Lucky guests of the Oglebay-Norton Co., Cleveland (lessee of the Edmund Fitzgerald) will have a card table set-up and radio-phonograph-TV combination for entertainment facilities.

Card table chairs have blue and ivory striped seats, cane backs. Cane is repeated on music unit doors

Other walnut wood pieces include a desk, corner table and a cabinet-table.

Brown and white wool looped-pile floor covering was especially woven for the freighter.

Perfect for preparing beverages and light snacks is the tiny pantry off the lounge with minuscule sink and refrigerator..

The two staterooms have identical furnishings but different color schemes. One is tan, blue and white the other tank, orange and gold.

Porthole draperies are handsome linen prints. Beds have three sets of washable fine-striped bedspreads-one set might be dropped off at the Soo for laundering, picked up a week later on return trip. Adjoining baths have both tub and stall showers.

Aft is the dining room (that two-block walk), reached by a fresh air

trek or via an enclosed passageway below deck.

Sea colors accent its furnishings. Turquoise chair seats, ivory, blue and green-flecked nylon chenille carpeting, aqua serving counters and draperies with blue and green confetti printing have nautical elegance.

The table, from a marine furniture supply house, has low steel galleries which can be raised around the sides in rough weather.



“Riverfront: Biggest Freighter Luxurious” by Russell Fuller, The Detroit Times, September 21, 1958.

The layout and accommodations of the Fitzgerald make veteran lakes sailors whistle in amazement. She’s painted the same red, with buff trimming, as the other Columbia freighters. *But that’s where similarities end. The Fitz, working quarters are ...*

AIR CONDITIONED throughout...There is one room, containing bath and toilet, for each two unlicensed crew members. All officers have their own private rooms. Captain Lambert has a connecting office, bath and large living-sleeping room.

The Fitzgerald can accommodate six passengers in two huge guest rooms and the observation lounge. Baths in the guest rooms are all tile and each room contains twin beds.....For the crew there are two spacious recreation rooms, each with television, library, and writing desk.

THE GALLEY is fantastic. It is completely stainless steel with cooking being done with bottled gas. There are electric freezers, electric dish washers, electric cake mixers, electric meat saws, electric potato peelers, and a meat storage freezer that must hold a ton of meat....There are three dining rooms, one for officers, one for the unlicensed crewmen, and one for guests...a large pilot house and a big chart room off the pilot house.

A City Afloat

She was a floating city complete with the city essentials. This city was not designated by a water tower in the sky, but rather by a yellow smokestack with a large star and the brown capital C in its center for the Columbia Transportation Division. Fitz carried 22,000 gallons of potable water. How much is that? Well, let's compare it to a backyard swimming pool. Take a nicely sized one, about 15 feet across and about five feet deep. OK, now to hold just the drinking water for the Fitz you'd have to add over three more feet on the sides of the pool. Just for drinking water, not as ballast or waste water. The picture on the facing page shows the water tank being built in. Actually, the Fitz had two sewage disposal plants. She was massive, 870,000 cubic yards of space with three cargo holds and 21 cargo hatch openings, six electric pumps and 7500 HP Westinghouse Steam Turbines which initially burned coal but were converted to fuel oil over the 71-72 winter.

She definitely had one up on my city -
-- Her quarters were air-conditioned throughout. There were two laundries - one forward, one aft - complete with washing machines, dryers and clothes pressers. How'd you like to race over the length of two and a half football fields because you forgot the fabric softener instead of just down the basement stairs?

Massive yes, but was she fast! Incredible speed, 14 knots at best (that's over 16 miles an hour). She was the flagship of the line and held several records for speed. Her frequent trips from the Lake Superior taconite docks to Toledo in only five days earned Fitz the nickname "Toledo Express."

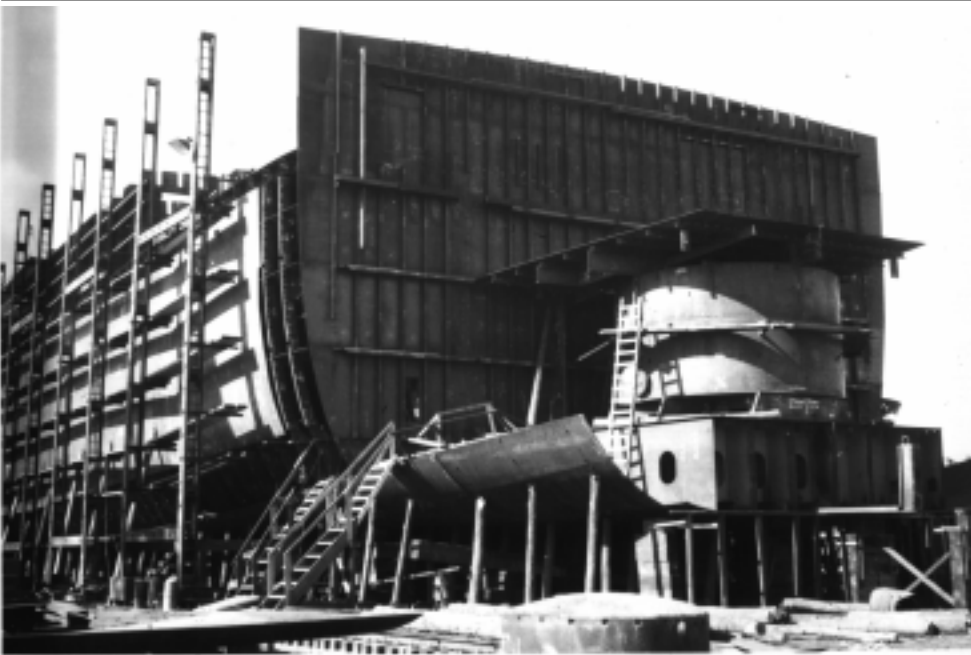


Dossin Museum Collection

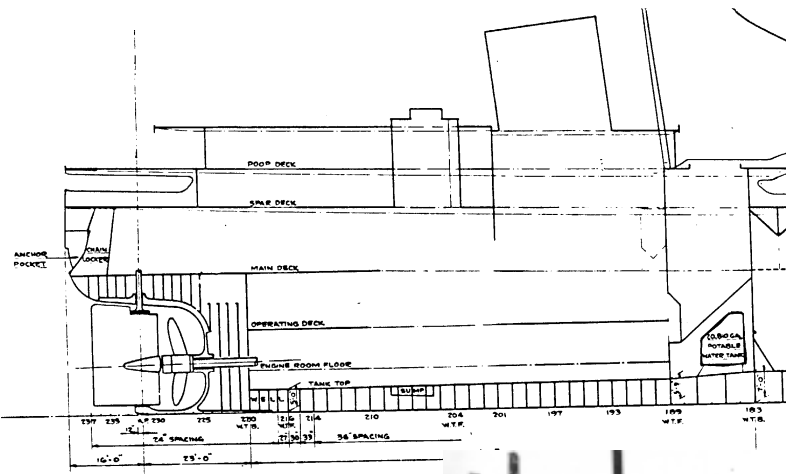


There are two views shown on this page - the one on the left looks up at the observation lounge and the one above shows the panoramic view out its windows. The Observation lounge which was outfitted with a snack bar, refrigerator, television, radio-phonograph combination and card tables. All the elegance of a Mississippi riverboat on a working freighter.

Dossin Museum Collection



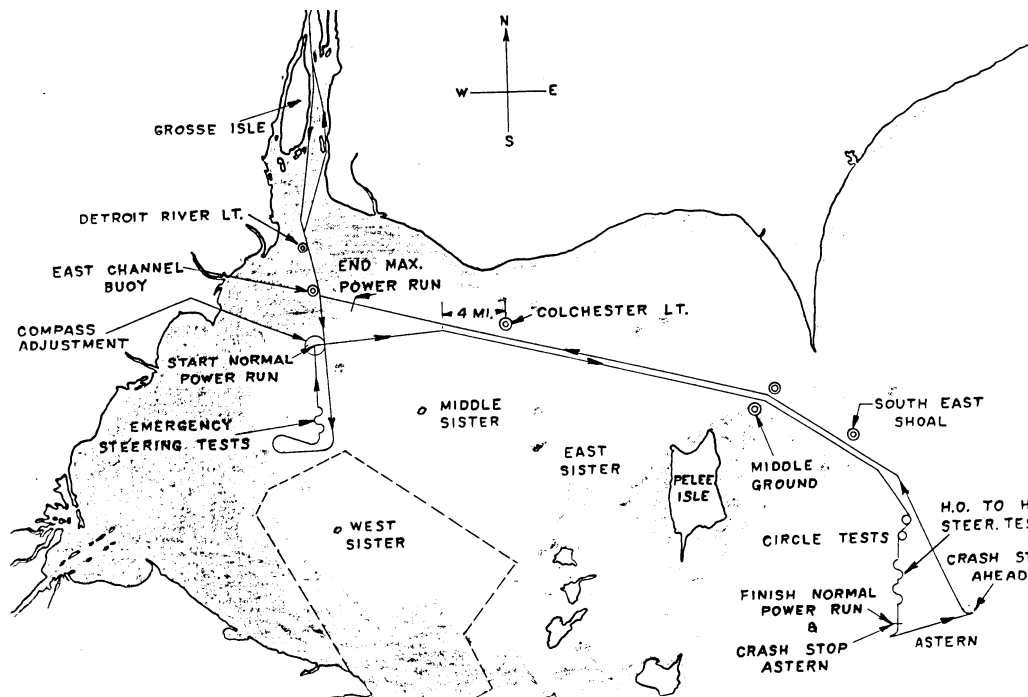
SHIPYARD Photo - Dossin Museum Collection



To put things in perspective,
as big as this water tank is,
the propeller on the Fitz
dwarfs it in size



SHIPYARD Photo - Dossin Museum Collection



Sea Trials of the Fitz

GLEW. HULL 301 - ST. "EDMUND FITZGERALD"
SCHEDULE

The map above and the table on the right shows the Course and Schedule for the 35 hours of Fitz's Sea Trials which began September 13, 1958.

Stephen Bywalec, secretary to the president of GLEW was aboard the Fitz for her sea trials. Many of the fine photos in this issue are from a group of articles donated by his five sons in their father's name.

On September 22, 1958 she was officially delivered into the hands of Northwest Mutual Life Insurance as owners and to an Oglebay-Norton crew as operators and charterers for the Columbia Transportation Division.

The Fitz passed through the Soo locks for the first of many times on September 24, 1958

Even acknowledging that she was running unloaded, that's really hauling for a maiden voyage.

		Start	Finish	Elapsed
A-1	Check Draft	7:00:00 AM	7:15:00 AM	12:15:00 AM
A-2	Leave Dock & turn around	7:15:00 AM	7:45:00 AM	12:30:00 AM
	Pass Shipyard & Proceed to E. Ch. Buoy	7:45:00 AM	9:30:00 AM	1:45:00 AM
	Run South about 2-1/2 to 3 Mi.	9:30:00 AM	9:40:00 AM	12:10:00 AM
	Compass Adjustment, etc."	9:40:00 AM	11:15:00 AM	1:35:00 AM
B-1	Anchor Tests - Ford. & Aft	11:15:00 AM	12:15:00 PM	1:00:00 AM
B-2	Course various, increasing speeds: 12 Nozzle - 15 Min. 13 Nozzle - 15 Min. 14 Nozzle - 15 Min. 15 Nozzle - 15 Min.	12:15:00 PM	1:15:00 PM	1:00:00 AM
C-1	Check House Top & Trick Wheel			
C-2	Steering during this period Finish period about 3 Mi. South of East Channel Buoy.			
D-1	Course toward Colchester Light & S.E. Shoal at about 7500 SHP with 18 Nozzle. Check speed at Colchester, Middle-ground and S.E. Shoal."	1:15:00 PM	4:15:00 PM	3:00:00 AM
D-2	Figure Eight Circle Tests (After passing S.E. Shoal Light)			
D-3	Normal Power Steering Tests			
E-1	Crash Stop Astern		4:20:00 PM	12:05:00 AM
E-2	Astern Endurance & Steering Test	4:20:00 PM	4:50:00 PM	12:30:00 AM
E-3	Crash Stop Ahead, then increase power to abt. 8250 HP - 20 Nozzle."	4:50:00 PM	5:10:00 PM	12:20:00 AM
F	Start maximum Power Test Run. Return to E. Channel Buoy at 20 Nozzle speed. Check speed at S.E. Shoal, Middle Ground and Colchester"	5:10:00 PM	7:30:00 PM	2:20:00 AM
	Return to Shipyard at normal or reduced power as required by Navigation	7:30:00 PM	10:00:00 PM	2:30:00 AM
	Tie up at Shipyard	10:00:00 PM		
TOTAL				3:00:00 PM

And Life on the Lakes begins ...

Fitz's first Captain was Bert Lambert, a Toledo, Ohio resident, Michigan native and a 35-year veteran with Columbia Transportation Division of Oglebay Norton. His previous command had been the *Armco*, a 620-foot 20,000 ton vessel. Captain Lambert lost no time in putting her through her paces and was upbound for her first cargo the day after delivery. Making way at 16 miles an hour, she was faster than 90% of the

A pair of Fitzgerald's - Edmund and his namesake

freighters on the Lakes. Arriving at the Soo on the 24th, Lambert elected to use the shallowest lock and headed for Silver Bay, Minnesota, and her first cargo. When she headed back down the Lock, she naturally set the first of many records - this one for the largest load carried through the locks. All that season she set and broke her own tonnage records. In 1960, a sister ship, the *Arthur B. Homer*, came out and gave the Fitz some competition. N. C. Larsen continued the tradition of command in 1965.



the Lakes. Soo at 2pm on the 24th, Lambert elected to use the shallowest lock and headed for Silver Bay, Minnesota, and her first cargo. When she headed back down the Lock, she naturally set the first of many records - this one for the largest load carried through the locks. All that season she set and broke her own tonnage records. In 1960, a sister ship, the *Homer*, came out and gave the Fitz some competition. N. C. Larsen continued the tradition of command in 1965.

Then in 1966, Captain Peter Pulcer took command and he would soon become as well known around the Lakes as the famous ship he commanded. Captain Pulcer's public relation style helped to generate interest in the great ship. While traveling through the locks, Captain Pete would use the ship's pilot house loudspeaker and entertain not only his visitors on the Observation Deck but also those along the locks with a running commentary on his vessel, the tonnage she carried, where she was bound, the contents of her cargo, and other pertinent facts visitors to the ship and to the locks wanted to know, all delivered in the manner of a tour guide. In the river he would play music over the P.A. system, and many a shoreside visitor was awakened on a summer's morning by strains of one of the classics from Captain Pete's outstanding record collection. By the fourth year of his command, he had made a reputation for himself and his ship.

Million ton seasons were the norm, and Captain Pete had, by then, accomplished better-than-30,000 tons single trip loads on five separate occasions. [Remember, the Fitz was originally rated as 27,000 ton cargo.] 1969 was Captain Pete's twenty-fifth year with Oglebay Norton. In 1972, with no records left to break for size of cargo, the Fitz found one to break in taking 26,262 tons into Huron, Ohio, the largest single cargo ever to enter that port.

Captain Pete retired after the 1971 season and the Fitz passed on to the command of Captain Ernest McSorley. He would be her last master. By the time McSorley had taken command, the *Cort* had broken the big barrier with a 1,000-foot hull. But to all she was still something special, still called "Big Fitz" and still considered the flagship of the fleet, even though newer vessels had joined the ranks. [Portions of the above were excerpted from Robert E. Lee's book *Edmund Fitzgerald 1957-1975*

~ A Link in the Chain ~ S.S. EDMUND FITZGERALD

On January 7, 1974, about 1 mile west of Belle Isle, the Edmund Fitzgerald lost her starboard bow anchor. A link of anchor chain had parted as the Fitz was clearing the Belle Isle Anchorage. The master link and the 12,000 lb anchor were left on the bottom. Back in 1974, Wayne Brusate, a commercial diver, was hired to locate and mark the anchor for recovery. However the ice in the river brought the project to an end the first day. But from a marked chart, he knew about where it was, and there it stayed.... *That is until 1992 when the Great Lakes Maritime Institute Underwater Research Team undertook the challenge of finding and raising the anchor.* On May 17th, after weeks of diving and research, the last dive of the day the river yielded the prize to Divemaster Nick Martines - a view of the anchor! But those who dive in the swift currents and murky waters know how quickly the river can uncover and then hide her treasures.



Photos from the Dossin Museum Collection



Plans to raise the anchor quickly developed. The fund-raising campaign titled "A Link in the Chain" was sponsored by GLMI. WDIV-TV4 offered an hour of prime-time to raise it live. On July 20th, 1992, during "Live Dive: the Legend of the Edmund Fitzgerald" and broadcast from the bottom of the Detroit river, the anchor was raised. The Fitz's anchor, Mal Sillars (author of the article excerpted here) and the show were the talk of the town. The anchor remains a popular exhibit because it is a symbol of the great loss and great ship that touched so many of us who live on and around the Great Lakes. Supporters names from the "Link in the Chain" campaign are shown on the plaques surrounding the Anchor on the grounds of the Dossin Museum. If you'd like to read more of the interesting details on search for and the raising of the Fitz's anchor, please stop by the Ships Store at the Dossin Museum. Copies of the *Anchor Recovery Edition of Edmund Fitzgerald 1957-1975* are available for purchase.