

Rick Deering
Clyde S. Second Mate
Second Interview

Duluth on the 30 Mar, no issues on Lake Superior.

31Mar in Whitefish, big ice.

Soo traffic said to stop at the locks due to ice in the river. The river was closed downbound of the locks.

Tied up at the southeast pier. Left in the morning. Followed the USCGC MACKINAW downbound.

At 9 mile point were in lots of ice.

The MACKINAW went down the upbound side of the middle Neebish Island channel. The CLYDE S. went down the downbound side in the rock cut.

A 140' ice breaker went through the rock cut the previous day. There was a track to go through, even if it wasn't fresh.

Encountered a lot of ice, especially sticky ice. Last half of rock cut was a lot of cone ice. Very icy transit downbound until near Fry Pan Island. Open near Detour.

Gave order to Tom Prevo to secure anchors. Tom Prevo then answered back that all was secure and bow watch was secure.

Approaching Round Island Pass check the speed down to avoid grounding from squat.

In the pass there is about 16 ft under the tug and about 8 feet under the barge.

Saw a ferry try to get to the island, and also observed 18 inch solid blue plate ice.

Winds were forecasted to be 12-20 mph. Saw 30+ mph winds and 6-8 foot waves.

Growlers floating around straits.

Noticed speed was 12.3-12.4 MPH. Thought it was weather related with strong headwinds.

Both main engines were rebuilt during winter layup and an engine tech had previously found issues with the engines. Thought issue was with CPP.

Upon arrival to Chicago Tom Prevo found the anchor in the water.

It was about 36 to 38 feet deep when the anchor was found out.

Pulled throttle back and reduced pitch. Backed down gently, didn't want to roll over the anchor and damage hull. Just over 4.5 shots of anchor were in the water. The circuit breaker on the windlass tripped when weighing anchor.