



Sea Trials of the Fitz

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.

GLEW HULL 301 - Str. "EDMUND FITZGERALD"

SCHEDULE

		Start	Finish	Elapsed
A-1	Check Drafts			
A-2		7:00 AM	7:15 AM	0:15
	Leave Dock & turn around	7:15 AM	7:45 AM	0:30
	Pass Shipyard & Proceed to E. Ch. Buoy.	7:45 AM	9:30 AM	1:45
	Run South about 2-1/2 to 3 Mi.	9:30 AM	9:40 AM	0:10
	Compass Adjustment, etc.	9:40 AM	11:15 AM	1:35
B-1	Anchor Tests - Ford. & Aft.			
B-2		11:15 AM	12:15 PM	1:00
	Course various, increasing speeds: 12 Nozzles - 15 Min. 13 Nozzles - 15 Min. 14 Nozzles - 15 Min. 15 Nozzles - 15 Min.	12:15 PM	1:15 PM	1:00
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	Courses toward Colchester Light & S.E. Shoal at about 7500 SHP with 18 Nozzles. Check speed at Colchester, Middle-ground and S.E. Shoal.	1:15 PM	4:15 PM	3:00
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 PM	0:05
E-2	Astern Endurance & Steering Test	4:20 PM	4:50 PM	0:30
E-3	Crash Stop Ahead, then increase power to abt. 8250 HP - 20 Nozzles.	4:50 PM	5:10 PM	0:20
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 PM	7:30 PM	2:20
	Return to Shipyard at normal or reduced power as required by Navigation	7:30 PM	10:00 PM	2:30
	Tie up at Shipyard	10:00 PM		
TOTAL				15:00