



Illustration 3 (continued): see caption opposite.

All vessels required the attention of salvage crews and tugs to refloat and remove them. Many required lighters to transfer enough of the grain to lighten them so that they could be refloated to deeper water.²⁷

Fleet managers converged on Buffalo on Monday, 20 December, to review the situation with the twenty-two stranded bulk carriers. The *Detroit Free Press* reported:

The boats are nearly all on the bottom, a veritable tangled network of anchor chains, cables, and anchors. Several of them were jammed against each other, the chains and anchors crossed in such a chaotic manner that it will take days, perhaps weeks, to get them untangled. Marine experts of years' experience declared they never had seen such a mess along the lakes as these boats are in at present.²⁸

G.A. Tomlinson and Company was in the most serious position with twelve boats on the beach, including the *L.M. Bowers*, *James Davidson*, and *Merton E. Farr*, new ships that had entered service within the prior eighteen months. The Interlake Steamship

²⁷ *Annual Report of the Lake Carriers Association, 1921*, 128-130 and Sketch Plan Showing Position of Vessels; "22 Big Steamers Ashore at Buffalo," *Chicago Herald and Examiner*, 20 December 1921; "One Drowned During Storm," *Toledo Blade*, 19 December 1921.

²⁸ “2 Ships, 24 Men Given Up For Lost in Storm,” *Detroit Free Press*, 20 December 1921.