

was in the oil and gas business. He then entered the builder's supply business in Pittsburgh in 1889-1890. Coming to Cleveland, Ohio, in 1891, Mr. Kling organized the East End Supply Company and in 1897 consolidated that firm with Clemen Bros., the Wood-Hanna Company and Wood Brothers into a new organization called the Cleveland Builders Supply Company. He became general manager of the new company at the outset and in 1900 was elected its president, holding that post until his death in the late 1930s. He was also president of the Kelley Island Lime & Transport Company, Darlington Brick & Mining Company and vice-president of the Reserve Trust Company. Mr. Kling served as director of the Ohi Mutual Savings & Loan and several other firms."

The KLING was enrolled at Cleveland, Ohio, under U.S. official number 222512. Her registered owner was a Delaware corporation, the Rockport Steamship Company, which was an affiliate of the Reiss Steamship Company, of Sheboygan. Rockport was formed in 1922 specifically to own the KLING and added to the company in 1925 was CHARLES C. WEST. They were the only two ever to be owned by Rockport. The Rockport and Reiss ships operated primarily to carry coal and stone for the C. Reiss Coal Company, also of Sheboygan.

JOHN A. KLING was a steel-hulled ship with a length of 438.3 feet between perpendiculars (453.3 feet overall), a beam of 56.2 feet and depth of 28.4 feet. Her tonnage was calculated as 5412 Gross and 4003 Net. She was designed and built as a self-unloader. She was powered by a triple expansion engine which had cylinders of 21 3/8, 35 and 59 3/8 inches diameter, and a stroke of 42 inches, which developed 1,600 Indicated Horsepower. Steam at a working pressure of 185 p.s.i. was produced by two coal-fired, single-ended Scotch boilers, each of which measured 14'6" in diameter and 11'0" in length. Grate surface totalled 105 square feet, and heating surface was 4,876 square feet. The engine and boilers all were built by the Manitowoc Shipbuilding Corporation, the engine in 1922 and the boilers (probably for the Shipping Board) in 1919.

The KLING was a handsome steamer with a straight stem and a pretty counter stern. She had a good sheer to her deck, but it was a bit "jerky" in that there was a marked accentuation of the sheer at the break of the forecastle. The anchors were carried in pockets set near the stem and just above the loaded waterline.

The fully-topgallant forecastle was rather long and had a closed steel bulwark for about half the length of its head. There was a large and round-fronted texas cabin which, no doubt, originally featured owner's quarters. The pilothouse, which had nine windows in its curved front, was located on the bridge deck above, sheltered by a closed rail. There was a prominent sunvisor and at times, a closed rail around the monkey's island together with a separate small visor over the centre pilothouse window.

The A-frame of the unloading gear rose immediately abaft the forward cabins, and from it was suspended the swinging boom. The short foremast originally rose from a point near the top of the A-frame. As was typical of vessels built as self-unloaders in those relatively early years, the elevating equipment was rather inconspicuous.

There was an open post-and-wire rail down the sides of the spar deck, and a closed steel taffrail around the flush quarterdeck. The after cabin was fairly large and had but little sheltering overhang except at the fantail. The bunker hatch was located at its forward end. The stack was relatively tall but not too heavy, with a number of ventilator cowls around its base, and the tall pole mainmast rose fairly close abaft the stack. A lifeboat was set on either side of the boat deck, each boat being worked by a pair of luffing davits.

As built, the KLING's hull was painted a light grey and it seems that it was so when the ship entered service, but it soon was repainted black. We never have seen a photo of the KLING running with the grey hull. Her forecastle and cabins were white, while her stack was black with a large white letter 'R' on it. The A-frame, elevating equipment and boom all were painted black.

JOHN A. KLING departed Manitowoc on October 12, 1922, bound light for Rockport, Michigan, to load stone. The ship seems to have had a fairly charmed career with no major incidents. We know of four occasions in her early years in which the KLING was aground, but we have few details. All come from a U.S. Coast Guard document titled "Strandings Reported to Have Occurred on the Great Lakes 1928 to 1937". The first incident was on November 6, 1927, at the entrance to Fairport Harbor, Ohio. The second was on November 17, 1932, at Rockport, Michigan. The third stranding occurred on October 13, 1933, at Manistique, Michigan, and fi-