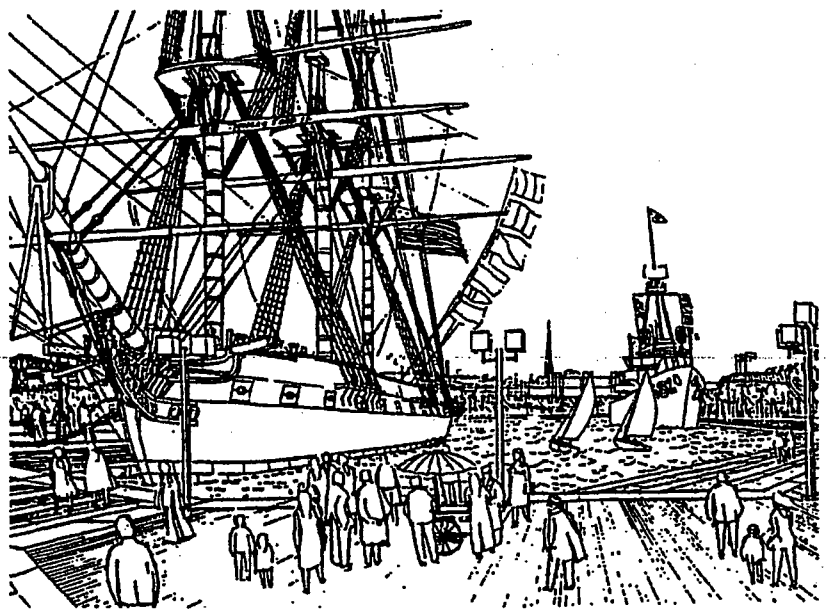


Charlie
McKnight

WATERFRONT

news

WE HAVE EVERY REASON TO TAKE PRIDE



Cleveland Cliffs, Inc. has donated the Mather to the Great Lakes Historical Society (GLHS). After extensive restoration, the Mather will take her place as a floating exhibit at our harbor. The Mather was the "Flag Ship" for Cleveland Cliffs from her launching in May of 1925 until 1952. During our industrial growth years, she carried iron ore from mines in the Lake Superior regions of Michigan, Minnesota and Ontario to lower Lake parts. An average season consisted of 30 trips. In addition to South flowing iron ore, she carried coal to northern parts. The Mather's capacity is 13,300 tons of cargo.

In 1952, the Mather was superseded as the Flag Ship. She was repowered with a steam turbine and other improvements and continued to serve until the end of the 1980 shipping season. Cleveland Cliffs donated the Mather with hopes that the Great Lakes Historical Society could bring about the restoration and opening of the ship to the public. GLHS expects to open all or part of the ship in the Summer of 1989.

by : Hal Johnston

The center piece of Baltimore's Inner Harbor is the USS Constellation. It is the oldest ship of the U.S. Navy and it is now restored. The W.G. Mather will be an attraction at our North Coast Harbor. It is interesting to note that ships play an important part in both Baltimore and Cleveland. Both ships served special needs: The Constitution in war and peace, the Mather in commerce.

In Cleveland, the W.G. Mather is a good example of the shipping that helped build Cleveland, and our Nation. Though the Mather does not have a Naval history, it is a good representative of the many ships

past and present that have served us so well. The Mather, launched in 1925 with a length of 618 feet of efficient cargo space, has no doubt carried iron ore that was turned into iron and steel for Cleveland and our nation. This iron and steel was fabricated into buildings, homes, tools and machines.

As the present trustees of our generation, we have this opportunity to preserve the Mather. This summer, we can visit it at the new North Coast Harbor, along with the submarine, the USS Cod, near the north end of the East 9th Street Pier in Cleveland.

We are indebted to Cleveland Cliffs for this valuable addition and to The Great Lakes Historical Society for taking on the responsibility of restoring the Mather and exhibiting her. All of us should help. The Great Lakes Historical Society already owns and operates the USS Cod a decorated World War II submarine near the East 9th Street pier.

Our seas, are an important part of our history. And the Mather is a proven tool we have used well to build our community, our State and our Nation. It is fitting that we should place her on exhibit for all to understand and appreciate our valuable lakefront and harbor.

Gordon Park / Dike 14

by: Rich Duxbury

Gordon Park, located along Cleveland's lakefront at E. 72nd St. is part of the State Lakefront Park system managed by Ohio Department of Natural Resources (ODNR).

The Cleveland Cuyahoga County Port Authority (CCCPA) is the local cooperating agency for Dike 14. This was obtained from the City of Cleveland, by ordinance, transferring a portion of shoreline and park property to CCCPA. Dike 14 encompasses the site where the city sunk two ore boats in an attempt to reduce wave action on the Gordon Park Marina.

Dike 14, created at a cost of \$29,000,000 by the U.S. Army Corps of Engineers, is a direct result of the River and Harbor Act of 1970 (Public Law 91-611). This law "directed the Corps to construct, operate and maintain contained disposal areas at those Great Lakes harbors determined by the U.S. Environmental Protection Agency to have bottom sediments too polluted for open lake disposal".

Completed in 1978, Dike 14 was promised to be returned to the City of Cleveland upon being filled to the 20' design height. The 80 acres created by the dike was to be converted to park use, public access, fishing piers, parking, and an expanded marina to compensate for park land lost to highway construction. The beach that once existed was not promised to be restored (per John Wolf memo to Mayor Voinovich 8/24/85).

The proposal to raise the height of Dike 14 was most recently brought to our attention by William F. Miller's Plain Dealer article, dated October 9, 1988. The article stated that the Army Corps of Engineers had recommended a 7' increase of Dike 14's present 20' height as the cheapest alternative to contain dredgings.

Based on correspondence in CWC files, it appears that raising Dike 14 was one of about a dozen alternatives that the Corps of Engineers proposed and the least desirable to many of the local agencies. The City of Cleveland, ODNR, the Port Au-

thority as well as the CWC all went on record as being opposed to this plan.

In December 1986, the CWC wrote a letter to the Army Corps of Engineers stating "To further raise the Dike an additional 7' is not conscionable with the promises made to the City of Cleveland, the State of Ohio, or with the terms of the Gordon Park deed for the area. To further delay the public use of this site is ill advised, as it will defer the fill date past 1990 to probably 1995...."

Conversations with the Corps of Engineers and the Port Authority have confirmed that the plan for raising Dike 14 is necessary when a plan for extending Burke Airport along the north shoreline (site 18) fell apart due to the high cost of extending sewers (\$8-18 million).

On Thursday, January 26, the Research Committee hosted the CWC General Meeting - Should Dike 14 Be Raised? The meeting featured speakers from the Department of Port Control, ODNR and the City Planning Commission. Rich Duxbury, chairman of the Research Committee, facilitated the meeting.

Ron Toth, Assistant Administrator, Dept. of Port Control, stated that Burke Airport would like to expand to the north and the east and give up some of its land on the west end for development. Past disposal sites 9, 12, and 13 have been built to make this a reality. Site 10 would have completed the majority of the Airport land fill necessary for the airport's relocation. He stated, "We tried zealously to work out a new site." He further stated that there was not enough time for ODNR and the City to come to a solution with the Army Corps and that a new site should have been addressed earlier.

Richard Barts, Division of Water, ODNR spoke about the issue of public access to the water. He mentioned that much must be done after the Dike is filled to make it useable. For example, large stones were used on the lakeside edge to break the waves and these 6 ton stones will be an

obstacle to be surmounted before the public can easily reach the water's edge. In addition, the settling of the dredged materials may curtail the construction of any permanent facilities for several years. According to Barts, the Army Corps has their "backs up against the wall" and must have a site for dredgings now.

Layton Washburn, of the City's Planning Commission, commented on the July 8, 1988 walking tour of Dike 14 which was sponsored by the Army Corps of Engineers. He believes the additional 7' in height would result in a more attractive area and it would hide some of the rusted sheeting currently visible above the Dike. It would also blend in with the hills behind it.

Rich Duxbury concluded by stating that, "We've learned that the Army Corps of Engineer's main concern is to meet its obligations specified by the River and Harbors Act of 1970 and other more recent legislation regarding dredged material. The Corps must cooperate with local government agencies in building these sites and share some of the expense with them. The Corps is disposing of silt but is also giving Cleveland a lot of new land for future growth and recreation."

Duxbury also said that, "Conversations with local political leaders lead me to believe that few people realize the significance for their land-making project. Thus, it is easy to understand why issues such as public access and recreation may not even come up when talking about polluted harbor dredgings. Such future developments along Cleveland's waterfronts may dictate where tomorrow's land fills will occur. We must not waste our opportunity by building mountains. There are many dredging sites that have been investigated by the Corps of Engineers that would serve Cleveland well in the near future, such as adding on to Edgewater Park or creating islands by the break-wall. Our local governmental agencies should plan for these developments now and work toward their speedy completion."