

is being accomplished with the use of Athey wagons through the swampy areas.

Double-ending of pipe at rail heads commenced May 29th and will continue throughout the schedule. Pipe laying operations will commence about June 8th.

At month-end 49 miles of pipe had been delivered. Progress to date on other operations for this spread included clearing 98,700 feet, grading 75,000 feet, stringing 9,400 feet, ditching 7,610 feet and double-ending 6,240 feet.

Contractors' forces working on this schedule included 123 for Midwestern and 16 for Parkhill.

#### Straits of Mackinac

Midwestern, subcontractor for Merritt-Chapman & Scott, has lined-up and run 3 beads of weld on 32,162 feet of 20" heavy wall pipe, and has completed welding and X-raying on 22,529 feet. Of 782 X-rays, 2 welds were rejected, cut out and rewelded. All welds on this Straits crossing pipe are being X-rayed.

Clearing and grading of the launchways and work areas is about 95% complete. The north bank is now complete and the south bank is temporarily shut down for profile. The office buildings have been completed and are now occupied by Bechtel and Merritt-Chapman & Scott forces.

The Collins Construction Company's pipe launching equipment and pontoons are now arriving on the job site. Merritt-Chapman & Scott have dredged and blasted from the north bank shore out to 750 feet on the east pipe underwater trench to a depth of 7 feet and a width of 60 feet, and from the shore out to 250 feet on the west pipe underwater trench. These trenches are now estimated to be about 50% complete through the rock section only. The dredge "Niagara" had moved about 800 feet, channeling 22 to 26 feet deep and 140 to 165 feet wide, before a storm caused a breakdown on May 21st, which carried away the dredge stern swivel and pontoon discharge line. Repairs were made to the dredging equipment, the pontoon line was recovered, and the dredge put back into service June 1st.

Rough weather on the Straits the past two weeks and numerous breakdowns of marine equipment have been the greatest factor in lost time, causing slow progress of the work.

Contractors' forces working on the Straits crossing consist of Merritt-Chapman & Scott's 189 men, Midwestern's 73 men, Kaysner's 2 men,