

Divers Salvage Sunken Logs

By LAMAR HOOVER

One of the newest and least common enterprises in the Klamath Basin is operated by two partners from Los Angeles, whose "place of business" is the pond lying across Highway 97, to the northeast, from the Southern Pacific's Algoma station — some eight miles north of Klamath Falls.

This body of water is what remains of the mill pond of the old Algoma Lumber Company, liquidated some 15 years ago, after three decades of operation at that site. During the years the mill functioned, a great many logs sank to the floor of the pond and it was this wood, still in excellent condition, which brought commercial di-

vers Colonel Clair and Chuck Kimberling from Los Angeles to Klamath Falls this June.

The Clair and Kimberling Salvage Company's first operation has been the salvaging of this timber. Now well on the way to completion, this operation should yield something like 100,000 board feet for which a ready market was found in Car-Ad-Co. The logs were milled by the B&M Lumber Company, Chilcoquin, operated by W. L. (Bill) Barnes and W. H. (Mac) MacDonald. At present, the logs are being sold directly to the Diamond Lake Lumber Company. The wood is reported to be virtually indistinguishable from ordinary lumber, the slight increase in water content being easily taken

care of by extending the drying time.

Although this is Kimberling's first experience in log diving, Clair got onto the possibilities of this area during earlier work of the same kind. In 1955 he was employed as chief diver for a salvage company that was operating in this area, he says that he first worked with the barge he is now using when with that company, which later had financial difficulties.

Clair was back in the area the following year when he worked with Clair Walters, now of Burns, at pulling up 30,000 board feet of logs near Rocky Point on Upper Klamath Lake.

He returned, in partnership with Kimberling, when he learned that

the barge was available and that he could arrange to acquire rights to the Algoma logs from Hans Uhrman and George Hagelstein, each of whom owns half the pond. Uhrman granted them permission to base their landing operations on his property.

Work at the Algoma pond will be completed shortly but the Clair and Kimberling Salvage Company may be operating in this area for a long time to come. Work in the Williamson River at Chilcoquin, without the barge, is about to begin, while one obvious project for the future is to pick up the rest of the logs sunk during the Algoma company's operations.

The old pond has been cut through by the fill bearing the highway and railroad so that the western part, linked with the remaining "pond" only by a narrow strip of water passing under a bridge built into the railway-highway

causeway, forms an integral part of Upper Klamath Lake. This other half of the old pond should hold another 100,000 board feet, or thereabouts, to be picked up next year.

THE COVER

Diver Chuck Kimberling bobbed to the surface long enough for Herald and News photo artist Don Kettler to get this picture of him. Kimberling is one of the two divers currently salvaging logs in the old Algoma pond north of town.



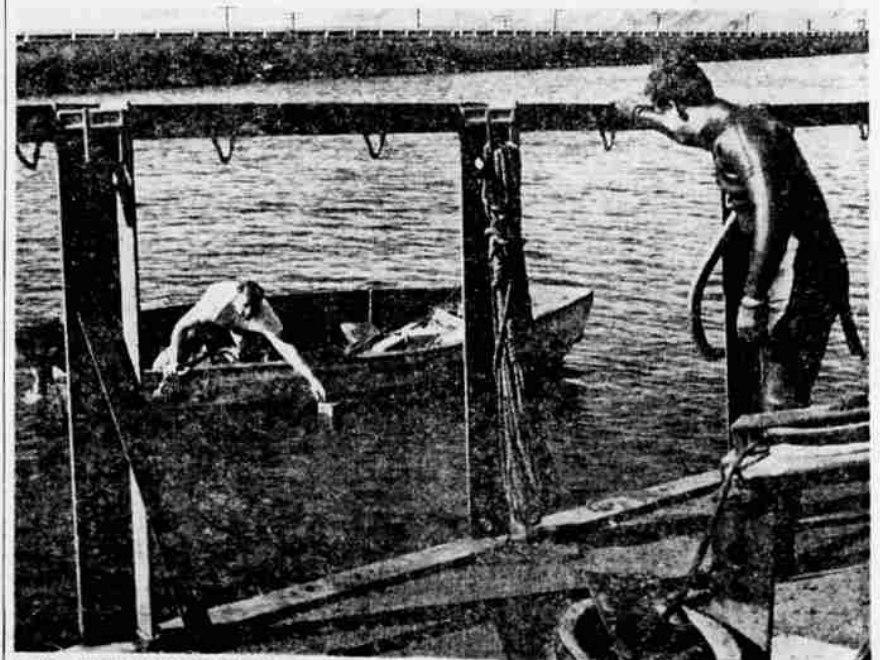
THE CLAIR AND KIMBERLING SALVAGE COMPANY prepares for a day's work with the two partners driving out to Algoma, where one or the other dons the foam rubber suit of a frogman. This morning, it's Colonel Clair's turn to set the chokers while Chuck Kimberling maneuvers the little outboard-powered boat. In the afternoon, the barge goes into action, hauling in to shore the logs on which chokers were set in the morning.



CHUCK KIMBERLING prepares to hand a chain choker with floating yellow marker to his submerged partner, Colonel Clair, who has just spotted a likely log. The log will be ready to be pulled in by the chain when the partners make their rounds on the barge in the afternoon. These "frogmen" dive bare headed in the summer. Compressed air is inhaled through a small mouthpiece independent of the hood, which is only worn when the water begins to get cool. Generally, a diver does two two-hour stints in a morning.

HIGH FINANCE
IOWA CITY, Iowa (UPI)—Sixth-grade arithmetic pupils in Davenport, Clinton and Keokuk figured out that a stack of one billion \$1 bills would be 78 miles, 4,826 2/3 feet high.

THE CHOKER on this big log slipped while it was being hauled in to the barge so Colonel Clair dived back in and adjusted the chain while Chuck Kimberling ran the winch. Between the two of them, the log was well in tow in a matter of minutes.



THE AFTERNOON'S WORK is to pick up the logs which have been marked during the morning. Here Chuck Kimberling is about to attach one of the chokers to a cable from the barge, aboard which Colonel Clair is operating the double drum winch.