

119TH CONGRESS
1ST SESSION

S. RES. 494

Observing the 50th anniversary of the date on which the SS Edmund Fitzgerald sank in Lake Superior, and remembering the 29 lives lost in one of the worst storms ever recorded on the Great Lakes.

IN THE SENATE OF THE UNITED STATES

NOVEMBER 10, 2025

Ms. KLOBUCHAR (for herself, Mr. YOUNG, Mr. PETERS, Ms. BALDWIN, Ms. SMITH, Mrs. GILLIBRAND, Mr. DURBIN, and Ms. SLOTKIN) submitted the following resolution; which was considered and agreed to

RESOLUTION

Observing the 50th anniversary of the date on which the SS Edmund Fitzgerald sank in Lake Superior, and remembering the 29 lives lost in one of the worst storms ever recorded on the Great Lakes.

Whereas, on November 9, 1975, the Fitzgerald left the port of Superior, Wisconsin, captained by Ernest McSorley with a crew of 28 men;

Whereas Captain McSorley had 44 years of experience and a crew of men from Wisconsin, Minnesota, Michigan, Ohio, Pennsylvania, Florida, and California;

Whereas the SS Edmund Fitzgerald measured 729 feet long and, at the time of construction, was the largest ore freighter on the Great Lakes, earning it the nicknames

“The Pride of the American Side,” “The Mighty Fitz,”
and “The Titanic of the Great Lakes”;

Whereas the Fitzgerald set multiple records, often beating its
own records for the most cargo carried in a single ship-
ping season and was the first ship to carry 1,000,000
tons of iron ore through the Soo Locks in Sault Ste.
Marie, Michigan;

Whereas the SS Edmund Fitzgerald hauled 26,116 tons of
iron ore pellets destined for steels mills to be used in the
production of automobiles;

Whereas the storm on November 10, 1975, was named “the
storm of the century,” with gales of 100 miles per hour
and 50-foot waves;

Whereas the Great Lakes region is the third largest economy
in the world, and its maritime system is the backbone of
the region’s economy, supporting the livelihoods of farm-
ers, fishers, iron ore miners, steelworkers, shippers, and
manufacturers;

Whereas the investigation of the wreck by the Coast Guard
led to policy changes that continue to improve the safety
of shipping on the Great Lakes, including the deployment
of buoys to monitor lake conditions, an effort which later
grew into the Coastal-Marine Automated Network; and

Whereas the final voyage of the SS Edmund Fitzgerald was
immortalized in Gordon Lightfoot’s famed ballad “The
Wreck of the Edmund Fitzgerald,” helping to ensure that
the ship and its crew are never forgotten: Now, therefore,
be it

1 *Resolved*, That the Senate—

1 (1) recognizes the 50th anniversary of the
2 wreck of the SS Edmund Fitzgerald;

3 (2) expresses its support to the families of those
4 who lost their lives;

5 (3) commends the courageous work of the res-
6 cue crews, the Coast Guard, and the commercial ves-
7 sels and their crews that assisted in the initial
8 search for survivors;

9 (4) recognizes Gordon Lightfoot and all those
10 who reside in the Great Lakes region who carry on
11 the legacy of the SS Edmund Fitzgerald every day;
12 and

13 (5) reaffirms its commitment to ensuring safe
14 shipping on the Great Lakes.

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