



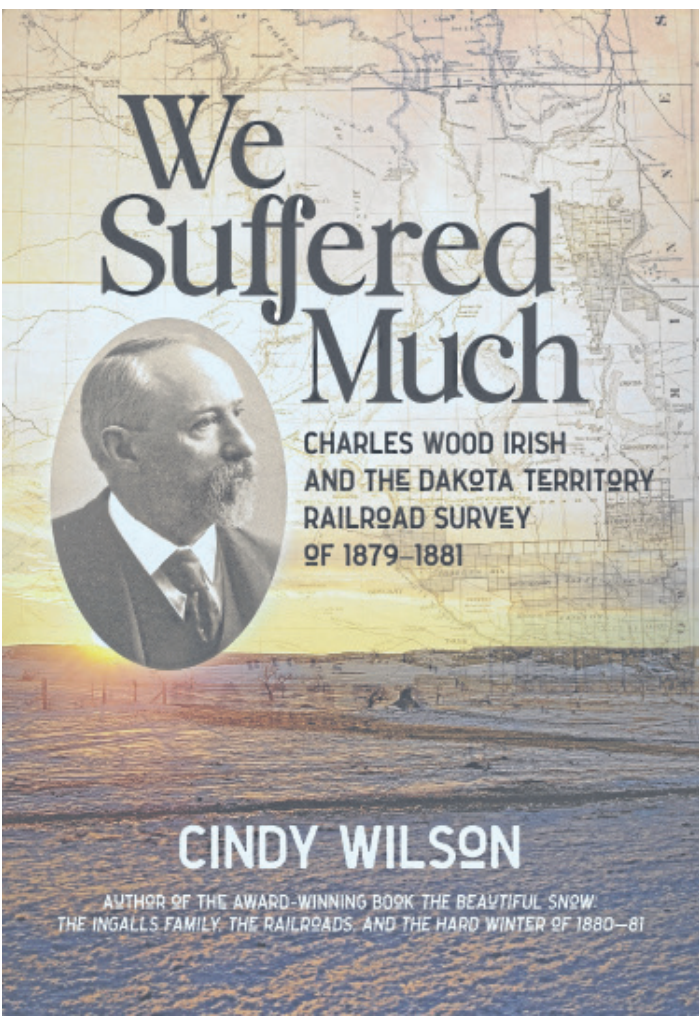
# 'WE SUFFERED MUCH'



DRONE PHOTO COURTESY OF STEVE DEVORE

This image shows a series of ridges that Charles Wood Irish had identified that could bring railroad tracks from the divide between the Bad River to the south down to the Cheyenne River, just upriver from the Forks (where the Belle Fourche joins the Cheyenne). From there, the original plan was to follow the Belle Fourche valley up towards Sturgis and Deadwood (or, Sturgis then skirt the Hills to the north and on towards the gold fields of Montana and Idaho, with the idea of a spur to Deadwood), according to Cindy Wilson, author of "We Suffered Much."

## New book follows railroad surveyors' journey across South Dakota



**TANYA MANUS**  
Journal staff

Traveling across South Dakota could have been very different if the Chicago and North Western railroad's grand plans had become reality. The little-known renaissance man who led a team of railroad surveyors across the state is the focus of a newly released book, "We Suffered Much."



Wilson

Award-winning author Cindy Wilson chronicles the true story of surveyor Charles Wood Irish and the creation of the railroad from Tracy, Minn., to Pierre, S.D., as well as the survey west of the Missouri River for the Chicago and North Western Railroad. By gleaning material from diaries, personal letters and contemporary newspapers, Wilson pieced together and tells of Irish's experiences leading the survey.

"This was such an amazing project," said Wilson, who lives near Mankato, Minn., and frequently visits South Dakota.

"We Suffered Much," a nonfiction retelling of railroad surveyors in South Dakota, was released in March.

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CINDY WILSON

This image shows railroad tracks built 25 years after the survey expedition described in Cindy Wilson's new book, "We Suffered Much." Chicago and North Western railroad company followed Irish's survey as far as modern Philip. Then, instead of following Irish's route, the railroad instead skirted to the south, towards the Box Elder Creek valley, which as seen was much less challenging.

## Titanic law may cap ship owner liability

**ETHAN M STEINBERG, CHRIS DOLMETSCH AND MATTHEW GRIFFIN**  
Bloomberg News

The owner of the ship that rammed into a Baltimore bridge could face hundreds of millions of dollars in damage claims after the accident sent vehicles plunging into the water and threw the eastern U.S. transportation network into chaos.

But legal experts said there is a path for reducing liability under an obscure 19th-century law once invoked by the owner of the Titanic to limit its payout for the 1912 sinking.

At the center of the legal fallout will be Singapore-based Grace Ocean, owner of the container ship Dali that crashed Tuesday into the Francis Scott Key Bridge at the start of a voyage chartered by the shipping giant Maersk.

The company could face a bevy of lawsuits from multiple directions, including from the bridge's owner and the families of six workers who were presumed dead after a search in the Patapsco River.

Damages claims are likely to fall on the ship owner and not the agency that operates the bridge, since stationary objects aren't typically at fault if a moving vessel hits them, said Michael Sturley, a maritime law expert at the University of Texas at Austin's School of Law.

But an 1851 law could lower the exposure to tens of millions of dollars by capping the ship owner's liability at how much the vessel is worth after the crash, plus any earnings it collected from carrying the freight on board, said Martin Davies, the director of Tulane University's Maritime Law Center.

The law was passed initially to prevent shipping giants from suffering steep and insurmountable losses from disasters at sea. An eight-figure sum, while still hefty, would amount to "considerably less" than the full claims total, Davies said.

"It's a very unusual casualty in one respect, particularly because of this footage of the whole bridge falling down," Davies said. "But in many ways, it's not unusual, because ships collide and there's damage and there's injury all the time."

Lawrence B. Brennan, an adjunct professor of law at Fordham University School of Law in New York and an expert on admiralty and maritime law, said he assumes the Dali's operator will shortly begin a proceeding in the U.S. under the 1851 law, which was cited by the Titanic's owner in a Supreme Court case more than a century ago.

The ship owner's insurance would help the company through the legal risks. About 90% of the world's ocean-bound cargo is insured by an arm of the International Group of Protection and Indemnity Clubs, which oversees the 12 major mutual insurance associations for ship owners.

A key to determining any insurance claims will be proving whether the accident was caused by negligence, and if so by whom, or mechanical failure, according to Bloomberg Intelligence. The ship is insured by the Britannia Protection and Indemnity Club, which is a mutual insurance association that's owned by shipping companies. It's one of the dozen clubs that make up the International Group of P&I Clubs.

That gives the policies related to the Dali a total insured limit of about \$3 billion, a sizable sum but one that "would be very manageable for the global reinsurance market," Bloomberg Intelligence analysts Matthew Palazola and Charles Graham said in a note.

"We are working closely with the ship manager and relevant authorities to establish the facts and to help ensure that this situation is dealt with quickly and professionally," Britannia P&I said.

Bloomberg Intelligence also said Maersk may not be liable as the Danish company had no crew on board and the ship was operated by a charter company.

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