

In the Mid-Summer issue, we reported the foundering of KOBÄ, (a) IROQUOIS (67), (b) TROISDOC (III)(83), in the Gulf of Mexico on April 10, 1989. It had been reported that her last owner was Transportacion Maritima Peninsular, S.A., of Progreso, Mexico. Member Daniel C. McCormick, of Massena, New York, an expert on the subject of canallers, has determined that KOBÄ had passed by 1984 to Transportacion Maritima de Yucatan, S.A., of Merida, Mexico, and that her final owner (date of acquisition unknown) was Navisur S.A. de C.V., S.A., Mexico.

A recent visitor to the lakes on several occasions was the two-masted ketch SHEILA YEATES, whose most recent lake jaunt included a tour around Lake Superior in the summer of 1988. The YEATES, built in 1976, sailed early this summer for Cornwall, England, via Greenland and Iceland, but she never completed the North Atlantic crossing. On July 13, she became trapped in ice off the southern tip of Greenland and the following day a distress call was sent out. A Danish shrimp trawler broke the YEATES out of the ice and took her in tow but, after travelling 430 miles on the towline, the YEATES finally sank in 4,200 feet of water after encountering heavy weather off Iceland.

The active career of the passenger steamer PRINCESS MARGUERITE (II) appears to have come to an end. The last steamer in regular service on the Canadian west coast, PRINCESS MARGUERITE (C.190660) was built in 1949 as Hull 729 of the Fairfield Shipbuilding & Engineering Company Ltd. at Govan, Glasgow, Scotland. She and her sistership, PRINCESS PATRICIA, were built for the Canadian Pacific, and the MARGUERITE was 355.8 x 56.0 x 28.8, 5911 Gross and 2379 Net. Both ships were powered by a set of two steam turbines connected to two electric motors. Canadian Pacific eventually retired the handsome steamers from the ferry service and the PATRICIA was converted for the Alaska cruise service; she presently is lying idle, apparently awaiting a trip to the breakers. MARGUERITE passed to the ownership of the Government of Canada (Ministry of Transport & Communications for the Province of British Columbia), for which she was operated on the route between Victoria and Seattle by the British Columbia Steamship Company (1975) Ltd. Latterly operated by B.C. Stena Line, PRINCESS MARGUERITE made her last trip on September 17. It is said that she will be replaced by a diesel powered ship in 1990. However efficient the newer vessel may be, we shall miss the MARGUERITE's handsome lines, her varnished wood pilothouse and her melodious triple-chime steam whistles. She was the epitome of Canadian Pacific's very traditional design for lake and coastal passenger vessels, the symbol of a gracious way of life now vanished from the ken of North American travellers.

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GLASS ON THE BEACH

Member Gerry Ouderkirk has brought to our attention a rather interesting local phenomenon. After an easterly blow, lumps of raw blue glass appear on the beach around the foot of Victoria Park Avenue in Toronto's east end, and if there has been a really good easterly storm, the lumps that come up on shore can be as big as a person's fist, or even larger. For some time now, pieces of this glass have been appearing in store windows in the Beaches area, and local residents have become familiar with the material.

Gerry thinks that he may have found the answer as to where this glass originates. First of all is the fact that a new glass plant opened at Toronto about 1898. Then come several interesting, albeit conflicting, items in the writings of C.H.J. Snider. In "Schooner Days CXVII" ("The Toronto Telegram"), he mentioned the schooner ZEBRA, which he described as "a small fast schooner of 15 tons burden, rebuilt from semi-open wood boat MERRIMAC, which had a maximum capacity of five cords (of wood). Capt. Abram Block rebuilt MERRIMAC in Port Credit and gave her a schooner's stern and topmasts. Originally her rudder was outboard. She was owned for a time by Capt. Wm. Hinds, and was wrecked at Victoria Park, 1899, after he had