

storms, and that he is trying to find replacement moorings along the Cuyaga River. It will be recalled that NORMAC operated as a restaurant at Toronto from August of 1970 until June 2, 1981, when she was struck in the Yonge Street slip by the excursion/ferry steamer TRILLIUM. NORMAC sank exactly two weeks later, and she spent considerable time lying on the bottom of the slip before she was raised and rebuilt for the Cleveland enterprise.

Recently elected Grand President of the International Shipmasters' Association is Captain John P. Wellington, of Sault Ste. Marie, Michigan. John, a noted marine consultant and salvage master, and formerly involved in the operation of the Sugar Island ferry, is perhaps best known for his tugboat operations, most notably Wellington Towing Inc., which ran tugs at the Soo from 1987 until 1990. John Wellington is a longtime member of the Toronto Marine Historical Society and a very good friend to many of its members, and we wish him well in his position as head of the ISMA. The 1992 Grand Lodge Convention of ISMA was hosted during January by Twin Sault Lodge No. 22, with numerous activities held in the Sault Ste. Marie area.

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NATIRONCO REVISITED

Our Ship of the Month No. 194 in the February issue was the craneship NATIRONCO, (a) PIONEER (I)(13), and this feature has generated significant reader response. Member Gordon Turner has located some items from "The St. Catharines Standard" concerning the steamer's altercation with the gates of Lock Three on the old Welland Canal, and we are pleased to present this detail as it corrects what we had assumed to be the sequence of events.

The paper of May 3rd, 1917, reported that "The steamer NATIRONCO, owned by A. B. Mackay, of Hamilton, carried away the two head gates of Lock 3 of the Welland Canal about 1:55 this afternoon. The steamer was bound up when something went wrong with the compressor (winch? -Ed.) aboard the boat and the helper ashore was unable to get the wire on the post so as to snub the boat, which was entering the lock at a moderate rate of speed. It is estimated that the damage will amount to somewhere between \$2,500 and \$3,000.

"A portion of the banks at Lock 2 were washed away (by the resulting flood - Ed.). The pontoon and a gang of men were immediately taken to the scene of the accident and repairs started at once.

"The NATIRONCO was in charge of Capt. McLeod, and was formerly owned by the National Iron Co. of Toronto. The foot (lower) gates were held in position by a device recently placed on the gates. It is hoped to have navigation resumed at an early hour tomorrow."

On May 4th, the same newspaper reported: "Navigation was resumed on the Welland Canal about 2 o'clock this morning after having been tied up for about 12 hours due to Steamer NATIRONCO having carried away the 2 head gates of Lock 3. The banks of the canal at the head of Lock 2 were quite badly washed out, but not enough to interfere (sic) with navigation through this part of the canal.

"When the steamer was washed out of the lock by the flood of water, Capt. McLeod signalled for full speed ahead and ran the nose of his boat up to the heel-path bank and worked ahead on his engines until the water had spent its force and lines could be gotten out to hold her. This saved striking the gates of Lock Two."

NATIRONCO was not long delayed by the incident, for "The Mail and Empire" of Toronto reported her upbound at Port Colborne at noon on May 4th.

Gordon's research would appear to cast considerable doubt on the report that NATIRONCO grounded west of Kingston on Saturday, May 26, 1917. The vessel passages in "The Toronto Daily Star" of May 26th show NATIRONCO upbound at the Soo at 4:30 a.m., Friday, the 25th, so if there was a grounding, it either occurred at a different place or else on a different date.