

Amongst the resource materials from which came information that was useful in the writing of this feature were:

- "The Great Lakes Fisherman", Vol. 8, No. 12, October 1981.
- "How It Continued", a history of Kagawong, 1911-1979.
- "Yonder Our Island", a history of Cockburn Island and its people.
- Excerpts from "The Manitoulin Recorder" and other periodicals.

We are also pleased to have a photocopy of the pages of the Course Book kept by Captain Adam Casson of the WINONA. With entries dated from 1922 through 1930, it shows the compass courses and running times amongst all of the various ports and points of reference along the North Channel of Lake Huron. It is an invaluable record of the art of navigation in the years before the advent of electrical and computerized aids to lake sailing.

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A WINONA Postscript:

We were interested to note, as we were preparing our history of WINONA, that she did not seem to have been involved in very many accidents during her years of service on the North Channel, something a bit unusual considering the treacherous nature of those waters.

After we had prepared our final copy of the feature, we received word from Buck Longhurst, who advised that he finally had been able to run down information on two problems that affected WINONA - and both of them occurred during the same month! We could not resist squeezing them onto this page before it went to the printer!

It seems that, early in May of 1908, when WINONA still was relatively new to the waters of the North Channel, she suffered rudder problems whilst she was off Cockburn Island. Unfortunately, no further detail is available. Just one week later, WINONA again encountered troubles in the same general area. In fact, she managed to run aground on Cape Burley, on the shore of Cockburn Island. WINONA did not sustain any significant damage in the stranding, and she was refloated with the assistance of the tugs EDNA IVAN and DYMENT.

If any of our readers can enlighten us concerning any other interesting exploits of WINONA, either on Lake Erie or on the North Channel of Lake Huron, we would be pleased to hear from them.

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LOST BUT NOW FOUND

One of the most famous sailing vessels ever to operate on the Great Lakes was the four-masted schooner MINNEDOSA (C.94884), which was launched on April 26, 1890, at Kingston. She was of full canal dimensions, 242.0 x 38.0 x 17.0, 1315 Gross and 1041 Net. Latterly cut down to a "schooner-barge" by the Montreal Transportation Company Ltd., she met her end on October 20, 1905, when, (over)loaded with grain for Kingston, and in tow of the steamer WESTMOUNT (I) and accompanied by the barge MELROSE, she encountered heavy weather on Lake Huron. Things got progressively worse as the tow crossed the mouth of Saginaw Bay, and eventually MINNEDOSA simply disappeared from sight and foundered. WESTMOUNT was able to save the MELROSE, but MINNEDOSA's ten crewmembers were lost with their ship.

It was recently reported, however, that Detroit businessman and diver David Trotter had, on May 10th, located the wreck of MINNEDOSA in some 250 feet of water off Harbor Beach, Michigan, although not in the position where it was supposed she would lie. The wreck is said to be in good condition and readily identifiable.

MINNEDOSA was Ship of the Month No. 27 in our January, 1973, issue, while WESTMOUNT was No. 73 in March of 1978.

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