

Lloyd's listings for 1921 through 1923 showed Inter-Coast S.S. Co. Inc., of Boston, as the ship's owner; our 1924-1925 Lloyd's showed Briton S.S. Co., J. T. Hutchinson, manager, and Lloyd's for 1927 through 1930 showed Intercoast (note: spelled as one word, no hyphen) S.S. Co., Boston, as owner. The listing for 1931 shows Thompson Transportation (note: not "Transit") Co., without a port (the latter probably meaning that a transfer of ownership was pending), and the final listing in 1932 shows Westland S.S. Co., Cleveland, as owner.

Now, all of this is well and good, but it does not assist us in any understanding of whether or not MARUBA ever actually operated on the lakes after her return in 1923. So did she ever run under Hutchinson management, or that of anybody else, when she came back to the lakes and was rebuilt at Ashtabula? We strongly believe that Hutchinson may have run her in 1923, the year of her return to fresh water, but that the others probably did not have her in operation.

That she may have run in 1923 is very strongly suggested by an extremely interesting letter which we have received from Captain John Tackaberry, of St. Catharines, Ontario. John states that, amongst the memorabilia collected by his late father was a rivet which he picked up from inside the hold of the Canada Steamship Lines Ltd. steamer COLLINGWOOD, in which he was serving as watchman during 1923. After an accident on Lake Erie in a blizzard during the late autumn of 1923, John's father was sent below with the entire deck crew to build a cement box in one of the cargo holds, around an area of damage, and he picked up the sheared rivet from the tank top. COLLINGWOOD went to the shipyard at Port Arthur for repairs, and the elder Tackaberry was paid off there on December 12, 1923.

The "grabber" in all of this? It is the fact that John was told by his father that the damage to the side of COLLINGWOOD was caused by a sideswipe collision between COLLINGWOOD and the steamer MARUBA! The COLLINGWOOD was upbound at the time, and her master was Captain George Pearson, of Owen Sound, Ontario.

John wonders whether his father might possibly have been mistaken in respect of the name of the vessel that struck COLLINGWOOD, but we rather doubt this. It seems possible that if MARUBA did sustain damage in such a collision (although we can see no evidence of collision damage in the Cleveland landfill photo of her), the owners may not have considered it worthwhile to repair her. We have checked all of the records presently available to us, and we are unable to find any mention of this collision.

We hope that the collision did, indeed, occur as described, if only for the reason that it would prove that MARUBA actually was put to some useful purpose after all the work that went into bringing her back to the lakes and rebuilding her for freshwater service.

We thank all those who wrote to us about our MARUBA feature, and we look forward to hearing from anybody else who might have anything more to add to the story of this interesting steamer.

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WINTER LAY-UP LISTINGS

We end this issue with a reminder to all of our members that we would like them to rush to us their winter lay-up listings for the various Great Lakes and St. Lawrence River ports. As noted on Page Two, we need this information very quickly, and if it can be faxed to us, or given by telephone, we would be very grateful so that the information can be included in the February issue if at all possible. A follow-up listing with additions and/or corrections, will appear in the March issue.

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