

MAUNALOA II arrived at the Toronto Elevators plant early the next day, and quickly was unloaded. She departed at 7:15 p.m. on Friday, June 18th, and proceeded under her own power to Hamilton, where she was laid up at the Strathearn Terminals (United Metals and Refining Company) scrapyards at the east end of the harbour. On October 1st, 1971, the sale of the ship finally was approved, and the scrapping of MAUNALOA II began on October 15th. Work progressed rapidly and she was cut down to her tanktop by December 18th. The last of her remains had been pulled from the scrapping berth by May of 1972.

Thus came to an end the long career of a very handsome and distinctive steamer, the last of the original Minnesota Steamship Company boats to operate. With her hunkered-down look forward, her big smokestack, and her open fantail, she presented a classic profile. She served all of her owners very well, and we regret that no better end could be found for her than the wreckers' torches.

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**Ed. Note:** Why it took us so long to consider MAUNALOA for a "Scanner" feature, we can't imagine, but at long last, it's done! Our sincere thanks are extended to Ron Beaupre, Jack Messmer and Capt. Gerry Ouderkirk for their assistance. Of invaluable benefit were materials from the collections of three late T.M.H.S. members, Ivan Brookes, Jim Kidd and John Bascom.

Now, does anybody have a really good photo of MAUNALOA in Minnesota colours? And has anybody ever seen a photo (presumably at the shipyard) of MALIETOA wearing the name TEXAS? For the former, we can hope. For the latter, we don't think so...!

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#### MARINE NEWS

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On the afternoon of November 12th, the Illinois Marine Towing tug WINDY CITY was nearing the Chicago Avenue bridge over the Chicago River, pushing two barges. The lookout positioned at the head of the tow warned of a canoe on the river ahead, and the master reversed the tug's engine, causing a loss of steerageway. The first barge pushed between two dolphins and struck the 86-year-old bridge, inflicting little damage to the barge but serious damage to the bridge. Although pedestrians were allowed to continue using the bridge, auto traffic was re-routed for almost a week while temporary repairs were put in hand. It was not known when permanent repairs would be undertaken.

On November 13th, the grain elevator at Owen Sound celebrated the 75th anniversary of the arrival of the first cargo of grain at Great Lakes Elevators. On the 11th, elevator employees both past and present were treated to a celebratory dinner hosted by the facility's owners. What ship brought in the first cargo 75 years ago? It was Algoma Central's 1901-built HOME SMITH (36), (a) WILLIAM S. MACK (18), (c) ALGORAIL (I).

A tug well known in these parts for many years has been renamed. Built in 1962 at Owen Sound, FLO COOPER served the Pitts Construction fleet and "lived" at Toronto for years. She is now owned by McNally Marine Inc., Hamilton, as a consequence of the merger of the Pitts, Canadian Dredge & Dock and McNamara Marine organizations. The COOPER recently was renamed (b) SANDRA MARY.

It has been reported that M.A.C. GAGNE, the sediment holding barge which formerly was the C.S.L. self-unloader SAGUENAY, has had most of her forward cabin structure removed at Thunder Bay. The ship currently is owned by Pierre Gagne Contracting Ltd., Thunder Bay.

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