

The wind, by the time GLENLYON attempted to enter Siskiwit Bay, must have veered into the northeast, for the steamer missed the safe entrance and was driven broadside onto the rocky northeast shore of Menagerie Island. The vessel was mortally wounded, and she began rapidly to take water into her stokehold and engineroom. Two of GLENLYON's crew, first officer Donald McLaughlin and watchman Wilfred Roy, volunteered to take one of the lifeboats in an attempt to reach shore. They were able to land on the beach inside Siskiwit Bay, but there was little that they could accomplish there.

Meanwhile, another steamer of the Great Lakes Transportation Company fleet, the GLENSANNOX (26), (a) GEORGE E. HARTNELL (23), (b) GLENOGLE (23), (d) PORTSMOUTH, also was fighting the storm on the open lake. Her master likewise decided to attempt to reach the shelter of Siskiwit Bay, and in so doing sighted the plight of the stranded GLENLYON. The GLENSANNOX stood by GLENLYON all through the night, and during the morning of November 2nd was able to launch her own lifeboats to lift the crew from the wreck. The United States Coast Guard lifeboat had been called from the Portage Ship Canal Station, and it arrived in time to pick GLENLYON's first mate and watchman off the lonely beach.

GLENLYON hung on the rocks of Menagerie Island just long enough for all of her crew to reach safety, but the ship herself was beyond hope. In the heavy seas which were battering her mercilessly, she soon slipped from her precarious perch and sank to the bottom. Off the outer side of Menagerie Island, the lake is some sixty fathoms in depth, and so no effort ever was made to attempt to recover the ship.

To this day, the wreck of GLENLYON lies on the floor of Lake Superior. There it occasionally is visited by divers as one of the many interesting wrecks that lie in the area of Isle Royale.

Although she was more than thirty years old and certainly not the most modern nor efficient of ships, GLENLYON was a valued part of the Playfair fleet, and her loss, along with that of GLENSTRIVEN and GLENORCHY, dealt the Great Lakes Transportation Company Ltd. a nasty triple blow. New ships were under construction for the company, but GLENLYON most probably would have lasted to make the transition into the Canada Steamship Lines fleet in 1926. However, like GLENFINNAN, GLENSANNOX and other former fleetmates, she would undoubtedly have been sent to the scrappers during the years of the Great Depression had not the luck of the handsome steamer turned bad in that nasty autumn of 1924.

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Ed. Note: We realize that there are a number of unanswered questions pertaining to certain stages of the career of WILLIAM H. GRATWICK/MINNEKAHTA/GLENLYON, and we would welcome the assistance of any readers who might have additional information which they could share with us.

Anyone wishing to read more about the many marine accidents on Lake Superior would do well to peruse The Shipwrecks of Lake Superior, by Dr. Julius H. Wolff, Jr., published in 1979 by the Lake Superior Marine Museum Association, Inc. For those interested in a detailed history of the Ontario Paper Company, we would recommend Trees To News, by Carl Wiegman, published in 1953 by McClelland & Stewart Limited.

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JANUARY QUIZ

We offer congratulations to those members who spotted the three vessels from our 1955-56 Toronto lay-up list which still are active today. For those who might not have recognized them, they are CHARLES R. HUNTLEY, P. S. BARGE NO. 1 (EDWIN T. DOUGLASS) and NIAGARA II (NIAGARA). Thanks to those who wrote in with their answers.

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