

for she was still in service later that month. On Saturday, May 26th, 1917, NATIRONCO stranded in Lake Ontario, some twenty miles west of Kingston. Again, however we have no specific details of the occurrence. As her name had not been changed at his point, we would assume that she may still have carried occasional cargoes for National Iron.

These two accidents, however, were minor compared with what happened the next month. During the early morning hours of Tuesday, June 19, 1917, NATIRONCO cleared the port of Toledo, Ohio, and headed upbound. Near Grassy Island, opposite Ecorse in the Detroit River, NATIRONCO was in collision with the Detroit & Cleveland Navigation Company's sidewheel passenger steamer EASTERN STATES. Both ships were heavily damaged in the collision, and it was necessary to beach NATIRONCO on the Canadian side of the river, in order to prevent her from sinking right in the navigation channel.

NATIRONCO was abandoned to the insurance underwriters as a constructive total loss, and they then advertised for bids for the wreck on an "as is" basis. On July 27, 1917, NATIRONCO was sold to A. B. Mackay, her former owner, who was acting in the transaction on behalf of Theo. Colombier, of Bordeaux, France. The purchase price was \$32,500. NATIRONCO's Canadian registry was closed on July 31, 1917.

It should be noted that, at the official investigation which was held following the accident, it was alleged that the collision had occurred because of an improper display of running lights on NATIRONCO. The wrecked steamer was refloated on October 5th, 1917, and according to a report appearing in "Canadian Railway and Marine World", she was towed to Toledo for repairs in the shipyard there. Upon completion of the necessary work in 1918, the steamer left the Great Lakes for service in European waters.

It has been said that the ship was renamed SCORPION on salt water, but all available evidence would seem to indicate that this name never was formally registered. By 1924, however, Lloyd's Register was showing her as SAN CARLO, owned by Secondo Vigevano fu Cesare, of Genoa, Italy. She was registered at Genoa, with Italian Official Number 1186. Her dimensions were reported at that time as 234.4 x 35.1 x 20.0, 1430 Gross and 858 Net. The 1924 Lloyd's also shows the steamer as having been reboilered in 1900, but we are unable to locate any other source which confirms that the ship ever was reboilered, either on the Great Lakes or elsewhere.

SAN CARLO did not appear in the 1932 Lloyd's Register, but the American Bureau of Shipping list of that same year showed her owner as Raffaele Corbo and her home port as Torre del Greco, a port near Naples, Italy. It has been reported elsewhere that SAN CARLO was broken up in 1929, but we have no confirmation of this. The fact that she was listed in the 1932 A.B.S. is not particularly significant, for she was not classed with the American Bureau and so it is possible that her demise had not been reported to it.

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Ed. Note: Two views of PIONEER appear on our photopage. One, showing her in the newest drydock of her builder, probably in 1893, is taken from "Around The Lakes", a fascinating book chock full of assorted marine information, photographs and drawings, published in 1894 by the Detroit Dry Dock Company. It also contains a deck view showing PIONEER's cranes, but we did not have room to use that photo this month. Maybe later...

Our broadside view of PIONEER in operation is very strange. A close examination shows that somebody has retouched the photo to remove not only the background but also the two spar deck cranes. Also blanked out is the upper part of most of the closed rail on the spar deck, perhaps to "hide" the white-out of the cranes. The bridgewing crane is partially visible in profile, although the boom is hidden, or perhaps "erased".

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