

Concerning NATIRONCO's sinking in the Detroit River, "The Evening Record" of Windsor, June 19, 1917, reported: "Badly damaged by a collision with the freighter NATIRONCO, which was sunk in the Detroit River channel on the Canadian side, off Sandwich, at midnight Monday, the steamer EASTERN STATES, bound from Detroit to Cleveland, will be in drydock undergoing repairs for the next three weeks.

"The freighter was bound for Detroit with a cargo of iron ore and, according to Capt. Lee C. DeNike of the EASTERN STATES, was carrying poor lights. The passenger ship struck the freighter on the port side and a little back of the bow, cutting a deep hole. The freighter turned on her side and sank in a few minutes. Only part of the freighter remains above water.

"At the crash, the freighter's crew put off in yawls and landed on the Detroit side of the river. The majority of the D. & C. steamer's passengers were asleep when the crash came. There was no panic, according to members of the crew. The EASTERN STATES put back to Detroit, where the passengers and cargo were transferred to the steamer DETROIT II (sic - must have been CITY OF DETROIT III -Ed.) and the trip to Cleveland continued.

"An investigation to fix responsibility for the accident has been started. Canadian and American experts will examine the submerged hull of the NATIRONCO and decide what disposition will be made of it to clear the channel and not obstruct navigation."

Regarding the later owners of NATIRONCO, we have heard from members Wm. A. Schell and John H. Wilterding, Jr., the latter referring us to the "Register of Merchant Ships Completed in 1892" by A. J. Starke, of Australia. Some of the details are conflicting, but we have tried to pick a trail through them.

NATIRONCO's sale to France seems to coincide with the purchases of the French Government's Lindeboom Mission of July, 1917, which purchased a number of ships (including the canaller DORIC) in the U.S. and Canada. Theo. Colombier, Bordeaux, must have been a broker, because no registers show him as owner of the ship. She apparently was owned by the French Government in 1918, and the 1919 Lloyd's shows NATIRONCO under the same ownership. She was sold in 1920 to private French owners, Societe Maritime et Commerciale de France, Paris, and registered at Rouen. She was surveyed at Marseille in May 1920 for classification by Bureau Veritas. The 1920 Lloyd's shows her under the name SCORPION, but that is its only "official" appearance, and it does not appear in 1921 as an "ex name". (Strangely, it reappears as an "ex" in the 1923 and 1927 issues of Bureau Veritas Register. BV also shows some strange and unsupportable engine details, so their data is "questionable".)

SAN CARLO seems to have been the name officially registered at the time of the private French acquisition. The 1922 Lloyd's shows owner as Giuseppe Guidi fu Giov., Sanremo, Italy, registered at Porto Maurizio. In 1924, owner was Secondo Vigevano fu Cesare, of Genoa, and in 1925 it was Del Gatto & Loffredo, of Torre del Greco. SAN CARLO is listed in the 1929 Lloyd's but was deleted by 1930. Lloyd's Confidential Index shows a 1929 sale to Raffaele Corbo di Vincenzo, of Civitavecchia, Italy, and this may have been a shipbreaker. So far, no details of her demise are known, but it seems possible that she was broken up at Civitavecchia about 1929, or perhaps a year or two earlier (register entries not always having been timely).

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**For Sale by Silent Auction:** a large collection of photos, postcards, books, etc. All proceeds to be contributed to the Canadian Cancer Society in memory of the late Toronto Marine Historical Society member, Capt. Ron Tackaberry. There will be a series of auctions. To receive all lists of items to be sold, send \$2.00 to Ronald F. Beaupre, 526 Thede Drive, Port Elgin, Ontario NOH 2C4. Ron will advise interested and subscribing parties of all necessary details.

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