

Manitoulin Island, at 11:30 a.m. A wireless distress signal carried the message that AGAWA was ashore on Advance Reef. Tugs were ordered to her assistance but the severe weather kept them from leaving shelter. The GENERAL could not get out beyond DeTour, while the HARRISON was unable to leave Owen Sound.

In spite of all of the concern, the crew of AGAWA, although uncomfortable, were not in any immediate danger. The ship had been driven broadside onto a sandbank and the engineroom was flooded as the stern received the worst effects of the seas. The crew moved forward and from there watched as the smokestack went down and the after cabin was demolished. They huddled in the observation room until Saturday morning, when hunger drove them back to the stern to search for food. One injured man was removed that day by a small boat brought all the way from South Baymouth by bobsled. The yawl returned the next morning and took off five more of the crew. Very soon afterwards, the tug GENERAL arrived and removed the remaining men to DeTour. AGAWA lay abandoned until the next spring, when the Reid Wrecking Company was successful in removing her to Collingwood. (For more detail, see "Scanner" Ship of the Month No. 32, Mid-Summer 1973.)

The Paterson bulk carrier ALTADOC (I) lost her steering out on Lake Superior early on Thursday, December 8th, and she drifted helplessly for six hours before being driven ashore on the Keweenaw Peninsula. Captain Richard Simpson (brother of the master of QUEDOC) and his crew were rescued by the U.S. Coast Guard cutter CRAWFORD, but only after being trapped aboard the wreck for three days. (See "Scanner" Ship of the Month No. 177, November 1989.)

Even as far south as Detroit, the storm was wreaking havoc. Fifty mile-an-hour winds sank several launches and tore the big passenger sidewheeler TASHMOO from her moorings. The "Montreal Gazette" carried this story on December 8th: "The TASHMOO, valued by her owners at \$500,000 crashed into the bows of the Detroit-Windsor ferry PROMISE, tearing the latter away from her moorings. Both steamers, with no one aboard, were driven up stream by the gale and the TASHMOO pounded helplessly against the Belle Isle Bridge. The PROMISE was driven against the Grand Trunk Railroad shipping dock and crashed into a coal boat. Both were damaged."

The General Transportation Company's steamer E. W. OGLEBAY was upbound light for Fort William. She was caught out on Lake Superior and the wheelsman could not keep her bow up into the wind and the sea. The master decided to run for shelter at Marquette, but the wind drove the ship off course. At 5:30 a.m. on December 8, the OGLEBAY went ashore at Shot Point, not far from Marquette, driving so far up on the rocks that only small boats could approach her after the storm had subsided. The Marquette station lifeboat removed the crew the following Saturday.

Shortly after the ship was abandoned, a fire broke out in the OGLEBAY's after cabin, and it was virtually gutted. The steamer remained ashore until May of 1929, when the T. L. Durocher Towing and Wrecking Co., of DeTour, with the tug GENERAL, was successful in releasing her. Steam was raised in her boiler for the tow away from the wreck site, but the OGLEBAY was so badly damaged that she never sailed again, and after lying idle for some time, her hull was cut down for use as a dock at Drummond Island.

Also caught in the storm was the canaller LAMBTON, of the Mathews Steamship Company Ltd., Toronto. She had departed Fort William on Tuesday afternoon with a cargo of grain. As she crossed the lake at the height of the storm, she iced up badly and in some places the ice was two feet thick. At 4:00 p.m. on December 8, she ran headlong onto Parisienne Shoal. Seas immediately began boarding the ship, nearly washing some of the crew off the deck. The crew lit flares that night and again Friday night, but they went unseen.

Two crewmen were lost on Friday afternoon when they attempted to swim ashore. Finally, the remaining crew were able to patch the holes in their sole remaining lifeboat and launched it on Saturday afternoon. It took three