

appears to have been black, with a white or silver circle on which was placed a large letter 'H'. Black and white photos of the ship do not give us any clue as to whether any other colours formed part of the ship's livery.

There also was another change in the appearance of VULCAN during her years of Helm ownership. Her old wooden foremast by this time had been replaced by a much lighter steel pipe spar. The mainmast was unchanged.

The next few years proved uneventful for VULCAN, and she seems to have served her owners well. On Monday, May 7th, 1917, however, VULCAN was involved in a collision with the much larger steamer DANIEL J. MORRELL off Whitefish Point at the far eastern end of Lake Superior, near the entrance to Whitefish Bay. Fortunately, neither steamer sustained serious damage.

On Wednesday, October 30th, 1918, however, VULCAN ran into much more serious trouble whilst she was upbound with a cargo of 3,200 tons of anthracite coal consigned to Hancock, Michigan. The ship was on a course for the eastern entrance to the Portage Ship Canal when heavy weather drove her hard ashore on Point Abbaye, which is the point at the outer end of the small peninsula that separates the west side of Huron Bay from Keweenaw Bay, on the south shore of Lake Superior some 22 miles from the eastern side of the base of the Keweenaw Peninsula. Not only was the vessel solidly aground but, to make matters worse, her wooden pilothouse was destroyed in a fire which occurred shortly after the stranding.

Tugs and other wrecking equipment were sent to the scene of the accident by the Great Lakes Towing Company, and VULCAN was refloated successfully. She then was towed to her original destination of Hancock, on the Portage Ship Canal, where her cargo of anthracite was unloaded. Unfortunately, however, as soon as the coal was removed, water began to come through the VULCAN's punctured bottom plating in such volume that her wooden tanktop was blown out and the steamer sank at her dock, with her bow down in 36 feet of water. As may be seen from the photograph of the wreck which accompanies this article, only a portion of the stern of VULCAN remained above water. The steamer not only was heavily down by the bow, but she had a marked list to starboard as well.

It was determined that any attempt to salvage VULCAN would require the construction of a major cofferdam around the hull, at considerable expense, and consequently the steamer was abandoned to the underwriters as a total loss.

The wreck lay where it was until the following spring, and on June 10, 1919, VULCAN was purchased for \$20,000 by the Canadian Towing and Wrecking Company Ltd. The purchase took place during the course of an auction which was held at Houghton, Michigan, by the underwriters' representatives, R. Parry Jones & Company, of Cleveland. The only other bidder at the auction was James Clarke, who was representing James Playfair, of Midland, Ontario. Playfair, one of Canada's most famous shipping entrepreneurs, seldom let anything he wanted escape him, but in this case VULCAN got away and wound up in the hands of Playfair's opposition.

The new owner of VULCAN set about salvaging the sunken steamer, and the effort was completed successfully under the direction of the famed salvage master, Tom Reid, who operated out of Sarnia and Port Huron. Reid raised the VULCAN with the assistance of the big and powerful icebreaking tug JAMES WHALEN and the wrecking barge EMPIRE. After being refloated, VULCAN was towed around to the shipyard at Collingwood, Ontario.

After being transferred to Canadian registry and enrolled at Montreal under official number 138859, the ship was rebuilt by the Collingwood Shipbuilding Company Limited during the autumn of 1919 and the following winter. It would seem possible that this rebuilding was done "on speculation", in the hope that a buyer for the vessel would be found once the reconstruction had taken place. On the other hand, her eventual owner might well already have acquired ownership of the steamer.