

In our feature, we mentioned that TYNEVILLE was completed in April 1928, and that we assumed that she originally was registered at Newcastle, as were so many other canallers which were built on the Tyne for Canadian owners. We stated that we had no evidence that the steamer ever ran as TYNEVILLE in Canadian waters, and that she was renamed (b) JOHN J. BOLAND JR. and was re-registered at Sarnia, probably at the time of her delivery voyage.

We still have no photo of TYNEVILLE, and have every reason to believe that she was renamed by Misener (in honour of his principal backer) when the ship was purchased from the builders. However, T.M.H.S. member Kenneth E. Thro has managed to come up with a photograph of the BOLAND showing the registry port of Newcastle clearly painted on her counter stern. That photo is reproduced on our photopage this issue, as it is a very rare view and one that we wish to share with all of our members. We also include a copy of yet another rare view of the vessel, that being a copy of what appears to be a George Deno photo, although we have never seen it in any Deno collection.

We do not have in our possession a 1928 Dominion List of Shipping, but we do have the 1929 List, and it shows the BOLAND JR. as registered at Sarnia. Accordingly, we must conclude that the ship operated for a short period of time under her British registry, but must have been placed on the Canadian register very shortly after her entry into lake service. We would be remiss if we did not remark on how clean the steamer's paint appears in the Thro stern photo, which would lead us to think that it was taken when she was very new.

In our feature, we quoted from some newspaper accounts of the ship's loss and the official enquiry. We did so, rather than to give the final outcome of the enquiry, simply to provide some idea of what the crew went through during and after the sinking. In addition, space was a vital consideration in the preparation of the January issue. We now have space available, and so we are pleased to present the report on the accident and the official enquiry, as it appeared in the November 1932 issue of "Canadian Railway and Marine World".

"The freight s.s. JOHN J. BOLAND JR., owned by Sarnia Steamships Ltd., Port Colborne, Ont., sank in Lake Erie, near Erie, Pa., on October 5. She left Port Colborne for Erie, Oct. 4, and during the night of Oct. 4-5 took on a cargo of coal, leaving Erie early in the morning of Oct. 5, bound for the Welland Ship Canal, in command of Capt. Edward C. Hawman, of Sarnia. Following the sinking, four members of the crew were missing: Jean McIntyre, of Welland, the assistant stewardess; G. Keary, Hamilton, fireman; H. Jobes (sic), of St. Catharines, and S. Brooks, of Windsor, Ont., oilers. Miss McIntyre's body was recovered and was buried at Welland, Oct. 8. Capt. Hawman and fourteen members of the crew reached the U.S. side of the lake, near Westfield. The captain reported that the ship sank very quickly, and the other survivors stated that it sank so suddenly that they were struggling in the water before they knew what had happened; one of the boats was floating in the water nearby and several of the crew climbed into it, pulling others in until fifteen of the crew were aboard. The survivors returned to their homes via Buffalo, N.Y.

"It was rumoured that the casualty had been caused by a broken rudder, but at an enquiry held at Toronto, Oct. 11... Capt. Hawman's reported testimony indicated that it resulted from shifting cargo. There was a cargo of 3,115 tons of coal, and a deck cargo of about 400 tons. Capt. Hawman is reported as having stated that about three hours after leaving Erie, the ship listed about 15 degrees, and a few minutes later took a further list, the deck cargo then shifting and the boat rolling over. Frank Wilkinson, who appeared for the ship owners and officers, contended that there was no evidence of negligence, that the ship was staunch, well equipped and had passed inspection. Capt. Hawman testified that the ship was not leaking. He also praised the efforts of first officer Murdo Smith for his prominent part in the work of rescuing those who were saved. At the conclusion of the enquiry, judgment was reserved.