

We started our story of the 1929-built steam canaller PHENICIA (31), (b) CHEYENNE (46), (c) SORELDON (II), in the December issue, as our Ship of the Month No. 225. As a consequence of the invaluable assistance of our members, we were able to run an additional piece in the January issue, and a major follow-up in the February issue. Well, here we are one more time, with even more detail concerning this interesting little steamer, and we hope that our readers will enjoy these extra tidbits.

The canal steamer RAHANE (39), (b) A. A. HUDSON (65), (c) HUDSON TRADER, was built in 1924 by Swan, Hunter & Wigham Richardson Ltd. at Wallsend-on-Tyne as its Hull 1241, 248.0 x 43.0 x 22.8, 2222 Gross and 1350 Net. She was best known for her many years of service in the fleet of Northwest Steamships Ltd., but her original owner was the Rahane Steamship Company Ltd. (Canadian Terminal Systems Ltd.), of Montreal, of which R. A. Carter was manager. The Great Depression caused financial problems for her owner, however, and while RAHANE was laid up at Toronto during 1932, her builder repossessed the steamer and then resold her to Sarnia Steamships Ltd., which had been formed in 1928 by Capt. R. Scott Misener and John O. McKellar with the financial backing of the Boland interests of Buffalo. Sarnia Steamships bought two canallers from Swan, Hunter in 1928, four more in 1929, and RAHANE was only one of eight repossessed ships that Sarnia acquired from the shipbuilder in 1932. Misener owned RAHANE until she was sold to Northwest Steamships Ltd. in 1939.

In 1938, however, Sarnia Steamships chartered RAHANE out to Calvin Steamships Ltd., which had been formed over the previous winter by J. D. Calvin (of the famous Calvin family from Garden Island), who had been manager of the Tree Line Navigation Company Ltd. until its owners sold the last remains of that fleet to C.S.L. in 1937. On Sunday, July 10th, 1938, RAHANE, operating for Calvin in the package freight service between Toronto and Montreal, ran aground on a shoal off Ironside Island in the treacherous American Narrows section of the Upper St. Lawrence River, six miles east of Alexandria Bay. At the time, RAHANE had been downbound with a cargo of steel, package freight and grain.

The tug RIVAL and lightering barge COBOURG were dispatched to lighten the RAHANE and eventually she was released, although she did suffer some rather severe bottom damage, and she had to go on the drydock at Kingston for repairs. The Misener steamer YORKTON was chartered to take the next eastbound freight load that RAHANE would have taken if not for her grounding, and CHEYENNE was chartered from St. Lawrence Steamships Ltd. to provide a more permanent replacement until RAHANE could be repaired and returned to service. By all reports, CHEYENNE fulfilled her duties well, but as she was a straight bulk carrier and not equipped to carry package freight on a regular basis, we wonder how she handled some of the cargoes.

CHEYENNE herself was the victim of a grounding incident late in the 1940 season. Downbound from Erie, Pennsylvania, with a cargo of 2,500 tons of coal consigned to Montreal, CHEYENNE, commanded by Capt. J. K. Corson, encountered heavy weather on Lake Erie and was driven aground near Port Colborne on Tuesday, November 26th. The Great Lakes Towing Company's tug COLORADO and lightering barge RESCUE were sent from Buffalo after the weather abated, and they arrived on the scene on the 28th. The vessel was lying in an exposed position on the shore some fifteen miles west of Port Colborne, however, and renewed southwesterly winds prevented the refloating of CHEYENNE, even though some 300 tons of coal were taken out of her, until about 2:00 p.m. on December 1st. CHEYENNE arrived at Port Colborne at 5:30 p.m. on December 1st, and was to be inspected the next day before proceeding on her trip, although damage was not considered to be severe.

Another grounding involving the ship, this one occurring after she had become SORELDON, was reported by "The Evening Telegram", Toronto, on September