

Boone has recalled that it was only a few months after this incident that Captain Hawman was lost from HELENA on Lake Superior.

The "Collingwood Enterprise Bulletin" of Thursday, September 18th, 1947, reported that "Collingwood was startled to learn this afternoon that Capt. W. J. Hawman had been drowned early today, believed to have been washed overboard from the tug HELENA into Lake Superior. At the time of going to press, no details were available, but it is understood that the last he was seen was about one-thirty Thursday morning.

"Capt. Hawman has always made his home in Collingwood, where his wife and son reside. He is the second member of the Hawman family to lose his life at sea, a brother, Arthur, being drowned a number of years ago (in 1927 -Ed.) in the loss of the (Canada Steamship Lines) freighter KAMLOOPS.

"This is the second time tragedy has struck Collingwood's marine circles this summer, the first being the death of Capt. Eldon Walkinshaw (who was master of C.S.L.'s EMPEROR when she stranded to a total loss on Canoe Rocks in Lake Superior on June 4, 1947 -Ed.)."

A subsequent article indicated that Capt. Hawman was 56 years of age, had been sailing the lakes for 40 years, and had held his master's ticket for 25 years. It mentioned that some of the lake vessels in which he had sailed before going in the tug HELENA were the Playfair steamer GLENDOCHART, and the Upper Lakes & St. Lawrence Transportation Company's canallers JOHN A. HOLLOWAY, JUDGE HART, JOHN S. PILLSBURY and NORMAN P. CLEMENT.

Captain Hawman's body was never found.

Our sincere thanks go to Don Boone for his generosity in sharing these interesting items with our readers.

* * * * *

EASTCLIFFE HALL REVISITED

It would seem that our readers enjoyed the October issue's feature article on the Hall Corporation motorship as much as Bob Graham enjoyed writing it and Ye Ed. enjoyed preparing it for "Scanner".

One error, however, crept into the photopage that accompanied our feature, and we are suprised that we were not deluged with letters bringing it to our attention. In any event, we must correct the record and to this end would ask readers to note that, in the photo showing her at Lock 17 in the Cornwall Canal, EASTCLIFFE HALL was downbound and not upbound.

* * * * *

A FEW OTHER CORRECTIONS

-- In the October issue, we mis-spelled the names of the two deep-sea Socanav tankers which had been used on the Ultramar float. Each ship's name is actually only one word - ICEVINHA and ICEPURHA, and not as we gave them.

-- PRESIDENT CASINO V, (a) DAYLINER, (c) MAJESTIC STAR CASINO, came to the lakes in 1994 and not in 1995 as stated in the October issue.

-- In our Mid-Summer DALHOUSIE ROVER feature, we mentioned that the 29 U.S. Maritime Commission scrap hulls had been laid up in Misery Bay at Erie, Pennsylvania, before being towed to Hamilton. In fact, the boats, although anchored at Erie, were approximately 2.5 miles away from Misery Bay at the west end of Erie Harbor. Misery Bay is best known as the resting place for many years of Perry's NIAGARA and LAWRENCE.

* * * * *