

November 10th, 1968, but she never again turned her wheel. She spent the 1969 season idle down the Toronto Ship Channel, and early in 1970 she was sold to Marine Salvage Ltd., of Port Colborne, which resold her to Spanish breakers. The tug HERBERT A., assisted by the TRAVELLER, towed her out of Toronto's Eastern Gap on April 29th, 1970, and took her down to Quebec City. She cleared Quebec on May 12, 1970, in tow of the deep-sea tug SALVONIA, making the tow across the Atlantic by herself and not in a tandem tow as did so many old lakers. She arrived safely at Carthagen, Spain, on June 8, 1970, and subsequently was broken up. She was, by our count, the 99th laker towed overseas for scrapping since the opening of the St. Lawrence Seaway in 1959. Of these, she was the third-largest, having then been surpassed in size only by EDWARD Y. TOWNSEND (sent overseas in 1968 but lost en route) and LEMOYNE (I) which was towed across in 1969.

But what, readers may well ask, happened to the sisterships of WILLIAM C. MORELAND? Well, WILLIS L. KING and THOMAS WALTERS remained with the Jones and Laughlin fleet until it ceased ship operations and sold its boats to the Wilson Transit Company on November 15, 1952. In 1953, the KING was renamed (b) C. L. AUSTIN, while the WALTERS became (b) FRANK R. DENTON. In 1957, they became part of the Wilson Marine Transit Company and in 1972 were acquired by the Kinsman Marine Transit Company. Having spent their entire lives together, it was only fitting that both were sold in 1984 to Triad Salvage for scrapping at Ashtabula, Ohio. This destination was, perhaps, appropriate in that the MORELAND was bound for Ashtabula when she was wrecked back in 1910.

WILLIAM C. MORELAND was on the lakes for 60 years and, in fact, part of her remains there to this day, on the bottom of Lake Superior. But she might have run as long as did her sistership and her replacement if only the haze hanging over the shore of Lake Superior on the evening of October 18, 1910, not fooled her officers into navigating too close to the shore of the dreaded Keweenaw Peninsula, where she ran foul of the jagged rocks of Sawtooth Reef.

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Ed. Note: Much erroneous material has been written about WILLIAM C. MORELAND over the years. Our December 1969 feature on PARKDALE was basically correct but was grossly abbreviated. We are pleased to attempt to set the record straight at this time.

Of great assistance to us was the research of Fred W. Dutton, whose two-part series on the MORELAND wreck appeared in the Spring and Summer 1949 issues of "Inland Seas", quarterly journal of the Great Lakes Historical Society. It included material gleaned from the protest of Capt. Ennes, together with a supplement to the master's report provided by Capt. William H. Hill, marine superintendent of the Becker fleet, and the wreck report filed by Capt. Joseph Kidd, who represented the underwriters.

Also of assistance was the report by Dr. Julius H. Wolff, Jr., in his Lake Superior Shipwrecks, together with the private writings of the late James M. Kidd and John H. Bascom. John Greenwood reviewed the operations of the Becker fleet in Volume One of The Fleet Histories Series. Various shipping registers have added valuable, albeit at times conflicting, statistical details. Learning when not to believe shipping registers is one of the most difficult tasks confronting a marine historian!

We have tried to use for our photopage some less-frequently published photographs of the vessel, and we hope that our members enjoy them. We would be pleased to hear from any member who can add any significant further material concerning this most interesting steamer and the six years of trouble caused by her encounter with Sawtooth Reef.

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