

**Ed. Note:** Much of the history of GLENCLOVA comes from the writings of the late James M. Kidd. Jim did considerable research into the ship's history, and also researched the life of James Playfair. The photos are from the collection amassed by John H. Bascom over many years. Accounts from various issues of "Canadian Railway and Marine World" have been helpful. That publication was once Canada's foremost shipping magazine.

If anyone can supply additional information, and particularly a photo of the steamer as RISACUA, we would be most grateful to hear from them.

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### WILLIAM C. MORELAND REVISITED

In the March issue, we featured as our Ship of the Month No. 241, the ill-starred steamer WILLIAM C. MORELAND (16), (b) SIR TREVOR DAWSON (20), (c) CHARLES L. HUTCHINSON (II)(51), (d) GENE C. HUTCHINSON (62), (e) PARKDALE (II).

Of course, the main focus of our article was on the steamer's grounding on Sawtooth Reef, off the Keweenaw Peninsula, on October 18th, 1910, the MORELAND only being on her fifth trip at the time. That part of the story was so interesting, and yet so difficult to put together, that the rest of the ship's history rather faded into the background.

We mentioned that the rebuilt steamer's 41 years of service for the Pioneer Steamship Company (1920 - 1961) was "fairly uneventful", but when we said that we completely missed another major grounding which the vessel suffered during that period. Details of it can be found in Dr. Julius F. Wolff, Jr.'s Lake Superior Shipwrecks, so we're not sure how we missed mentioning the event.

This other accident befell the CHARLES L. HUTCHINSON (II) on Saturday, October 31st, 1925, and again the accident scene was close to the Keweenaw Peninsula. In darkness and heavy weather, the HUTCHINSON struck a shoal some three miles south of Manitou Island, which is located off the northeastern tip of the Keweenaw. At dawn on November 1st, the HUTCHINSON managed to free herself from the reef, but in so doing, she damaged her propeller and rudder to such an extent that neither was operable. The southerly gale then blew the helpless HUTCHINSON up onto Manitou Island itself, where the ship lay exposed to the heavy seas. It was feared that she would break up, just as the MORELAND had done 15 years earlier.

The Eagle Harbor lifesaving crew came quickly to the scene but fortunately the weather moderated and the HUTCHINSON's crew did not require removal from their ship. The Great Lakes Towing Company's tug ILLINOIS and wrecking steamer FAVORITE (III) arrived on the scene on November 2nd, and were able to free the ship within a few days. She was towed to Superior for drydocking and repairs, but en route, a major leak developed that threatened to sink the steamer. The wrecking crew was able to keep it under control until the tow could reach port.

Back in 1910, when the MORELAND was wrecked, her master, Capt. Claude M. Ennes, had to go ashore in a yawlboat for help. However, in 1925, the HUTCHINSON was equipped with radio, and Capt. James H. Smith could summon the surfboat without leaving his ship. There was no doubt, however, that the ship was in very grave danger before the weather abated, and it was reported that five ships, including the Algoma Central Railway's W. C. FRANZ, stood by in readiness to lend assistance if it became necessary to take the crew off the HUTCHINSON.

We extend our most sincere thanks to Skip Gillham for drawing to our attention this oversight from our original feature.

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