

into Lake Erie, while Nicholson would handle the trade going up the lakes. This was agreeable to Nicholson, as they already had ships running up the lakes to load cargoes for the grain trade. MATAAFA last ran for Nicholson on Lake Erie in 1957, and her last service of any kind for Nicholson Transit was during the autumn of 1958, when she made five trips to Duluth when Nicholson's combination grain and auto boats could not handle all of the auto traffic to Duluth.

MATAAFA lay idle in 1959, and in 1960 she was chartered to McCarthy for five months at \$10,000 per month. Ranahan-McCarthy Terminal Inc. purchased MATAAFA from the Nicholson Transit Company on May 20, 1961, for \$110,000 and she was destined to be the last flight-decker ever to see service in McCarthy colours.

The three McCarthy flight-deckers were known to be good-handling boats and, in particular, the GEORGE W. MEAD was sailed for a short time by Emory Massman's father, who said that she handled "like a tug", with good manoeuvrability. MATAAFA, on the other hand, while a smooth-runner which never got into any problems at this stage of her career, was very difficult to turn in close quarters. McCarthy apparently had extensions built on to her rudder in an effort to make MATAAFA more manoeuvrable, especially when turning in the Detroit River.

Perhaps MATAAFA always had needed a larger rudder; it will be recalled that she lost steerageway whilst trying to enter the Duluth pierheads during the "1905 Blow", which resulted in her tragic stranding, with significant loss of life, within sight of the crowds watching from the beach. MATAAFA eventually was salvaged, rebuilt and successfully operated for many more years, but it is an interesting coincidence that she proved to be the last auto carrier operated by the McCarthy fleet, especially when her own conversion to a flight-decker was Nicholson Transit's reaction to the conversion of T. J. MCCARTHY, GEORGE H. INGALLS and GEORGE W. MEAD.

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**Ed. Note:** We are most grateful to all of the many members who responded to our original feature and sent us a wealth of additional material concerning these interesting lake steamers. We extend our most sincere thanks to John Greenwood, Emory Massman, Jack Messmer, Bill Schell, Ralph Roberts, Bill Moran and Skip Gillham.

For some extra inspiration for the writing of this follow-up, we spent some time contemplating the bridgwing engineroom bell-pull from the T. J. MCCARTHY, which stands atop a book-case in the Editor's study. It was found in the burned-out remains of the forward end of the MCCARTHY when she was being broken up.

We cannot imagine that there is much else that could be written about GEORGE H. INGALLS and T. J. MCCARTHY after two go-arounds in "Scanner", but we would be pleased to hear from any members who might be able to add to the record.

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left the lakes in mid-September, bound for new work in Florida waters. Cleveland's little RIVER QUEEN, the former STAR OF CHARLEVOIX (II), left the lakes in late October, bound for work at Cypress Gardens, Florida. Another party boat heading south, but only for the winter, is the Rogers sailing vessel EMPIRE SANDY, which normally operates on Toronto Bay, and which will run out of Nassau this winter, as she did last winter. She was at Halifax October 10-12, en route south.

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