

"As soon as the fog whistle of the approaching ship was heard close enough for passing signals, a one blast passing signal was sounded by the MILLER, which was not answered, then fog whistles were sounded again, and another one blast passing signal was sounded by the MILLER, which was answered by a one blast from the approaching steamship. The MILLER ported her helm, when, after sounding more fog signals, the MILLER sounded another one blast passing signal, and got an answer of one blast, when the MILLER put her helm hard aport, when at this time a steamship, which afterwards proved to be the GLENORCHY, en route from Lake Superior to Lake Erie, loaded with grain, loomed up in the fog ahead of the LEONARD B. MILLER, the engines of the MILLER were immediately reversed to full speed astern, when after the MILLER backing one minute, the ships came together stem on, with the result of the bow of the MILLER being stove in back to the collision bulkhead, and the bow of the GLENORCHY stove in, which resulted in the sinking of the GLENORCHY, a total loss. Before the GLENORCHY sank, the LEONARD B. MILLER took the crew off the GLENORCHY (over the bows of the impacted ships -Ed.), and landed them on a tug (the G-tug OREGON -Ed.), which delivered them to Sarnia, Ont.

"This office being unable to obtain any statements from the officers or crew of the GLENORCHY, we are unable to give the movements of that ship, and after a careful review of all the facts and circumstances in the case of the movements of the officers and crew of the LEONARD B. MILLER, it is the opinion of this office that she was being navigated with caution, complying with all the laws, rules and regulations, also complying with the Lake Carriers' (Association) Rules of navigation on the inside course up bound in Lake Huron, and doing everything possible to avoid collision.

"Having no jurisdiction over Canadian ships, we dismiss the case."

This is a perfect example of the difficulty in investigating a marine accident occurring in one country's waters, involving vessels owned in two different countries. The repairs to the MILLER were reported to have cost \$85,540.95, while the insurance loss on the GLENORCHY and her cargo amounted to \$391,272.94, the largest such loss on the lakes during the 1924 season.

We apologize for any difficulties our members may have reading the judgment, but we have reprinted it exactly the way it was written. Steamboat inspectors of the day were not necessarily experts in grammar...

The GLENORCHY tangled with the wrong ship when she got into the altercation with the MILLER, for the latter was a much larger vessel. LEONARD B. MILLER (U.S.207272) had been built by the American Ship Building Company at Lorain in 1910, and she was 504.0 x 54.0 x 30.0, 6291 Gross and 4291 Net. Built for W. C. Richardson's Miller Transit Company, she joined the Columbia fleet in 1921. She was renamed (b) CHARLES W. GALLOWAY in 1937, (c) ROBERT C. NORTON (I) in 1958, and (d) BUCKEYE (II) in 1974. Rebuilt as a self-unloader and craneship in 1958, she was sold in 1979 and latterly operated as a barge for Upper Lakes Towing. She was slowly scrapped at South Chicago in the early 1990s after having been retired due to old age.

Nothing was said in the "Canadian Railway and Marine World" reports of the heroic efforts of "Tatey Bug" Burke in making sure that all of his crew members got safely off the GLENORCHY before she foundered. The press would make much more of his involvement in the sad end of the ARLINGTON sixteen years later.

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Ed. Note: We hope our members enjoy reading the story of the GLENORCHY. We wish to acknowledge the assistance of Albert Schelling, of Thunder Bay, who sent us the 1924 Fort William newspaper, the writings of John O. Greenwood, and the records of the late James M. Kidd and John H. Bascom.

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