

This ends our look at Algoma Central's "Original Four" freight steamers. They were not the luckiest ships on the Great Lakes, and they certainly were not the most handsome, but they managed to get a new shipping company off to a good running start, and the fleet has flourished ever since.

We sincerely congratulate the Algoma Central Corporation on the occasion of its Centenary, and we extend to its management, officers and crews our very best wishes for the years to come.

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Ed. Note: We acknowledge herewith the extensive historical notes kept by the late James M. Kidd and John H. Bascom concerning these four vessels, and their photographic collections. We also appreciate the additional information on all four ships as contained in John O. Greenwood's Namesakes 1900-1909 and Namesakes 1910-1919, as well as certain details concerning the losses of MONKSHAVEN, THEANO and LEAFIELD as described in Julius F. Wolff Jr.'s Lake Superior Shipwrecks.

As usual, if any of our members can add any additional information about these four interesting little steamers, we would be most pleased to hear from them. There are not many photographs of these ships, and we have tried not to use the most common of them, but if any member should happen to have any other views of any of these ships, we would be happy indeed to have sight of them.

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its time slot with Australian shipbuilder Austal Ltd., and it was announced in October that the firm was negotiating with Royal Schelde Shipbuilding, of The Netherlands, for the construction of its two ferries. The launch of the cross-lake service has now been set back to 2001. We won't hold our breath!

When SEAWAY QUEEN went back into service at the end of September, she did so wearing some unusual markings. During the latter days of her lay-up at Toronto, she was used for the making of a film, and she was seen flying the U.S. flag, with the home port of Chicago painted on her stern, and with the letters 'HS' superimposed over the diamond on her stack. These markings were still in evidence when she made her first trip of the year up the Welland Canal, as filming continued throughout the canal transit, but she since has reverted to her more normal appearance.

The Nautical Adventures (Rogers) sail excursion vessel EMPIRE SANDY once again has left her Toronto home for a winter of operation out of Nassau, in the Bahamas. EMPIRE SANDY departed Toronto on Thanksgiving Day, October 11th. It was said that she would receive a new engine during her trip southward.

Some rather unusual drydockings recently have taken place at Hamilton, Ontario. The Prothero 1930-built, former Danish coaster KAJAMA, (a) WILFRIED (64), has been at Heddle's being cut down in preparation for the installation of masts to make her into a sail excursion vessel for Toronto. The Toronto Island ferry SAM McBRIDE was drydocked for her regular survey and inspection during early autumn and she returned with her "Kool" applique almost intact. (Perhaps it will peel off entirely during the winter.) And the most unusual of the drydockings at Heddle Marine was the National Historic Landmark U.S. ARMY LT-5, the museum tug from Oswego, New York, which had to be drydocked for maintenance and repair work. The tug went to Hamilton on August 28th, and was there for a month. She's called MAJ. ELISHA K. HENSON.

An unusual grounding on September 24th involved the cruise ship NORWEGIAN SKY which, with 2,700 passengers aboard, found the bottom at the mouth of the Saguenay River. She was refloated at high tide, three hours later.