

IN MEMORIAM

We recently learned of the passing of two members of the Toronto Marine Historical Society who had close connections with the shipping industry.

CAPTAIN HAROLD HOGAN

Captain Hogan, T.M.H.S. No. 623, passed away at Kingston on February 15, at the age of 72. He began his sailing career when he joined the C.S.L. package freighter CANADIAN when he was only 17 years old, and he remained in C.S.L. canallers for many years. He sailed GLENELG from 1958 until 1965, when he joined the ferry WOLFE ISLANDER, and he sailed WOLFE ISLANDER III until 1989. He also served on the local excursion boats ISLAND QUEEN and ISLAND BELLE. His final trip came last October, when he took WOLFE ISLANDER III up to Hamilton for drydocking.

Capt. Hogan did manage to make it to a few T.M.H.S. meetings over the years, and we are saddened by his passing. He is survived by his wife and son, to whom we extend our deepest sympathy.

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RONALD SANDERSON

Ronald "Sandy" Sanderson, of Collingwood, passed away on October 3, 1999, after a short illness. He was T.M.H.S. No. 980 and enjoyed a long sailing career. Sandy happened to be Second Engineer in the Paterson steamer SCOTIADOC when she was sunk in collision with the BURLINGTON on Lake Superior on June 20, 1953. Shortly after becoming a member of T.M.H.S., he wrote for us his first-hand account of the accident, which appeared in our issue of November 1997 as a follow-up to Ship of the Month No. 236, our history of SCOTIADOC.

Sandy married his wife, Nina, the same year SCOTIADOC sank, and to her we express our deepest sympathy on his passing.

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LEAFIELD REVISITED

When we did our "Original Four" feature on LEAFIELD, MONKSHAVEN, THEANO and PALIKI late last year, we mentioned that LEAFIELD grounded on August 17, 1912, on Beausoleil Island in Georgian Bay, and did a major "number" on her bottom plating. Vern Sweeting, of Midland, has pinpointed the wreck site as being the north side of Gin Island (West Beausoleil), well out of the shipping channel. In the photo he kindly supplied, we can see how high up on the rocks she ran, and just to the left of her bow can be seen the light on Brebeuf Island. We thank Vern for his generosity in sharing the view.

Gerry Ouderkirk found an item in the Collingwood paper of August 22, 1912, indicating that LEAFIELD was en route to Midland to load pig iron when she went aground. She was commanded by Capt. Alex McIntyre. The same paper noted on September 5th that the majority of the damage was on the port side by No. 1 tank, and that eighteen plates were being replaced.

A Duluth report of November 28, 1906, noted that the barge AGAWA (I) had broken away from LEAFIELD off Passage Island in a storm. The barge was recovered.

"The Goderich Signal" of April 22, 1915, reported that PALIKI, commanded by Capt. R. G. Bassett, was first boat through the Canadian Soo Lock for the season on April 15th. She was bound for Chicago with a full load of steel rails. By April 19th, PALIKI was aground on Simmons Reef, in Northern Lake Michigan to the west of the Straits of Mackinac. We have no more information concerning this grounding and assume that PALIKI was not seriously damaged.

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