

stone berth under her own power on November 22, 1979, and cleared the Welland Canal downbound on the 23rd.

TUXPANCLIFFE was used in the grain trade on the Gulf of Mexico for a few years but, on March 24, 1983, she was seized by a United States marshal at Houston, Texas, for debts which included \$153,000 in back crew pay and \$53,000 in unpaid wharfage fees. She was ordered to be sold at auction, but the highest bid submitted was only \$2,200 and the sale was set aside by a judge on the basis that the bid was inadequate. Another marshal's sale on September 3, 1983, brought better results and TUXPANCLIFFE was sold for \$60,000 to Texas breakers. She was towed from Houston to Corpus Christi in October of 1983, and shortly thereafter was cut up for scrap.

The late T.M.H.S. member Capt. John Leonard, commanded both PIC RIVER and BLACK RIVER in their later years and he, fortunately, was able to save some interesting small relics from the ships, a number of which he passed to friends. However, the only major surviving piece of either PIC RIVER or BLACK RIVER is a spare anchor from the latter which exists to this day in the park at Welland Canal Lock 3, having been donated by the Ontario Paper Company. Each of these two ships had served the Q & O fleet for close to forty years, and it is good that some part of them, albeit small, was preserved along the banks of the canal through which they passed so frequently.

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Ed. Note: We are very appreciative of the major contributions, by way of research, made to the preparation of this feature by Skip Gillham and by Capt. Gerry Ouderkerk. The scrapbooks of the late Ivan S. Brookes were of much assistance, as were the writings and photos of the late James M. Kidd and John H. Bascom. For more details concerning the trials and tribulations of Pittsburgh Steamship Company vessels on western Lake Superior in the late autumn of 1905, we would refer readers to Julius F. Wolff Jr.'s Lake Superior Shipwrecks, 1990, Lake Superior Port Cities Inc.

If any of our readers have any further information concerning either of these ships, we would appreciate hearing from them.

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#### ROCKY RIVER REVISITED

We are pleased that our October feature on ROCKY RIVER provoked much good comment.

It would appear that two small errors crept into Page 10 of that issue, and we thank Bill Schell for setting them right. The Norwegian vessel which FOUNDATION JOSEPHINE II helped into port in December of 1953 was not "HELLO" but rather HEILO, 1790 Gross Tons, (a) TULLY CROSBY (49), (b) ALEXANDER T. (51), (c) SPIND (53). She was an N3-S-A1 ("Jeep") steamer completed in June 1943 by Walter Butler Shipbuilders Inc., Superior, Wisconsin, under U.S. Maritime Commission contract for lend-lease to the Ministry of War Transport, London.

The correct spelling of the name of the U.S. Coast Guard cutter mentioned in paragraph 6 was CHINCOTEAGUE (WAVP-375), a former U.S. Navy seaplane tender.

As respects ROCKY RIVER's machinery, we would confirm that the 1949 Lloyd's Register confirms that she had (at that time), one 12-cylinder oil engine 12½" x 13" connected to an electric motor and hence to the screw shaft. It was built by the Busch - Sulzer Bros. Diesel Engine Company, of St. Louis, Missouri. We know not whether there was any change in the machinery after the tug passed out of Quebec and Ontario Transportation Company ownership.

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