

heavy fog. Two seamen aboard the MORGAN were killed in the accident, Deeb said. Judge Raymond W. Starr deferred sentence until November 29, and Kielbasa was released under \$1,000 bond.

An unsourced Brookes clipping, undated but filed in sequence dating from early June of 1949, stated: "Freighter Runs into Trouble. The Interlake Steamship Company freighter CRETE ran into trouble at 7:30 a.m. Friday, while upbound in the Amherstburg Channel (of the Detroit River) near the head of Bois Blanc Island when the steering gear let go. Fortunately, the ship was near the entrance to the Sugar Island Channel and thus did not go aground when she turned out of the Amherstburg Channel. The skipper managed to get his ship back in the proper channel and dropped her hooks, but she almost completely blocked the channel and was a menace to navigation for some hours. Traffic was heavy that morning on the lower Detroit River and the upbound ships proceeded at a snail's pace. Shortly after noon, Irvin Kelly, in charge of the Westcott Marine Reporting Office, put two workmen from the Great Lakes Engineering Works aboard and they made temporary repairs so the CRETE could proceed up the river to the shipyards."

"Waterfront With Roy" in "The Telegram" again mentioned CRETE on August 23, 1949: "Eighth to Arrive. The freighter CRESCENT CITY was recently reported as the eighth vessel lined up to relieve the congestion at Buffalo elevators. She arrived at Buffalo, laden with ore for the Wickwire steel plant, and after unloading was assigned to an elevator to take on a storage load of 250,000 bushels. Five other vessels have grain cargoes on board and the freighters CRETE and HARRY R. JONES will join the fleet with grain landings this week."

An unsourced Brookes clipping dated October 13, 1949, reported: "Some 17 Great Lakes vessels have been laid up and possibly more will follow. Interlake Steamship Co. leads the early lay-up fleet with six vessels, Cleveland Cliffs is next with five, Boland & Cornelius and the Tomlinson fleet have two apiece and the Reiss and Morrow Steamship companies have one each out of commission. The six Interlake ore carriers (laid up) are the CRETE, HARRY R. JONES, CALUMET, ODANAH, ELBA and ADRIATIC. A bumper grain crop this year has put grain storage at a premium. The soft coal mines' three-day work week is blamed by Cleveland-Cliffs for the early lay-up." It is interesting to note that five of the seven 1907 Interlake near-sisters were named here; only HEMLOCK and VERONA were not included, and they may well have joined this massive grain storage fleet before the 1949 season was ended.

The usefulness of this class of vessel was, however, drawing to a close for the Interlake fleet. ELBA was sold in 1950, ODANAH in 1954, and CALUMET and HEMLOCK in 1955. But CRETE, VERONA and ADRIATIC worked on for Interlake for a few more years.

An unsourced Brookes clipping, dated May 26, 1957, notes that there was one time when VERONA did not keep her nose clean. "Canadian Soo locks (sic) were closed Friday for repairs. A large pulp log lodged in a section of the valves under the canal floor and jammed mechanism which opens the filling valves. They will probably reopen today. Four Great Lakes ships were damaged in a pair of collisions blamed on early Sunday (May 26) fog which shrouded the St. Mary's River and the Straits of Mackinac. No injuries were reported.

"The first mishap involved the (Cleveland-Cliffs) steamer JOLIET, an ore carrier, and the VERONA, another ore carrier. About two feet of the VERONA's bow was stove in. Part of the JOLIET's bow was left imbedded in the VERONA. The second collision involved the (Pittsburgh Steamship Company's) HENRY PHIPPS and the B. F. AFFLECK, of Cleveland (sic)." Both VERONA and the 1916-built, 504-foot JOLIET (63), (a) HERBERT F. BLACK (30), (c) POWERAUX MARK, were soon rebuilt and returned to service.

In the spring of 1959, Interlake sold VERONA to the Kinsman Transit Company, Cleveland, along with the 1906-built, 514-foot SATURN (iii), (a) JOHN SHERWIN (i)(58). We will have more about the further history of VERONA shortly,