

but first, however, we should look at the disposal of the remainder of the "Lackawanna class" ships.

Interlake sold four of its laid-up and no longer required steamers for scrapping in 1962, and amongst them were ADRIATIC and CRETE. Both were sold to the Inland Ship Salvage Company, of Ashtabula, Ohio, which broke ADRIATIC up at its own Ashtabula scrapyard. CRETE, however, was resold to J. C. Berkwood, of New York, N.Y., who flipped her to Italian breakers. CRETE was fitted out one last time and, on May 27, 1962, she sailed under her own power down the Welland Canal. No port of registry was shown on her stern, but she was flying the Italian flag. As far as we know, she was the only old upper lake ship sold overseas for scrapping during that period of many such sales, that actually flew a foreign flag as she left the lakes. Her destination was Quebec City, but we have no confirmation of her date of arrival there, nor when foreign tugs took her away for the trans-Atlantic tow. Neither do we know for sure when she arrived in Italy, but we do know that she was broken up at Genoa. We might surmise that, as another old Interlake steamer, JOSEPH SELLWOOD, steamed down the Welland Canal only three days after the CRETE did, and arrived in tow at Genoa on July 1, 1962, the two ships may have gone overseas in a typical tandem tow.

VERONA, however, had obtained a new lease on life as a result of her sale to the Steinbrenner interests in 1959, and she was to prove to be the last of the "Lackawanna class" to see active service. She retained her ore-red hull and white cabins, and her stack became the usual Kinsman black with two narrow silver bands and a broad green band, with a large silver 'S' on the green band. She was renamed (b) HENRY STEINBRENNER (ii) in 1959, the name recalling that of a previous steamer which had been lost in a storm on Lake Superior on May 20, 1953. The name honoured Henry Steinbrenner (1849-1929), who had married into the Minch shipping family and who formed the Kinsman Transit Company in 1905. His grandson was president of the firm at the time that this vessel was acquired. HENRY STEINBRENNER (ii) served in both the ore and grain trades, as well as anything else that the Steinbrenners could find for her as cargoes.

The company was reorganized in 1963 as the Kinsman Marine Transit Company. In 1965, Kinsman acquired from the U.S. Steel fleet the 1907-built, 587-foot bulk carrier GEORGE F. BAKER, and she was renamed (b) HENRY STEINBRENNER (iii) on entering the fleet. Accordingly, the previous HENRY STEINBRENNER was in 1965 renamed (c) UHLMANN BROTHERS (i), honouring two brothers, Hugh Uhlmann and Paul Uhlmann, Jr. who, at the time of the steamer's renaming, were vice-presidents of the Standard Milling Company, of Buffalo, which was a major client of the Kinsman fleet and recipient of much of the grain that its ships carried.

In October of 1965, however, UHLMANN BROTHERS damaged her bow when she rammed a tie-up wall at the Soo Locks. She made her last downbound passage at the Soo on October 10, 1965 and, after unloading, she was sailed to the American Lakehead. There, her crew was sent off to take over another old tinstacker, NORMAN B. REAM, which Kinsman had just acquired and was having refurbished in the shipyard at Superior, and which was renamed (b) KINSMAN ENTERPRISE (i). The UHLMANN BROTHERS was sold by Kinsman to Fraser Shipyards Inc., of Superior, Wisconsin, and with the prospect of a resale in mind, Fraser repaired her bow damage.

We now step back in time one year. In 1964, a small group of Canadian captains and engineers formed Norlake Steamships Company Limited, whose president was the late T.M.H.S. member Capt. Ronald Tackaberry, and which had its offices at 67 Yonge Street, Toronto. That year, the company purchased the idle, 346-foot, 1901-built steamer ALEXANDER LESLIE, (a) J. T. HUTCHINSON (23), (b) H. A. ROCK (27).

On October 19, 1965, Norlake Steamships, based on the advice of surveyor E. J. Newberry, who advised that she was the best vessel then available,