

ceeded to St. Zotique anchorage and a diver was sent down to have a look. I knew that there was no damage, but I noted a protest anyway. When we went to Collingwood later for routine inspection, there was nothing (no damage to be seen). When I sent my report to the D.O.T. (Department of Transport), I complained about the red stake. When we came back up a week later, there was a gas buoy on the spot, so something good came out of the incident."

MANITOBA spent the winter of 1966-1967 at Goderich, and she was fitted out to run again in the spring of 1967. Nevertheless, despite the fact that she was such a pretty ship and in such good condition, the 1967 season was to be her last, so she ran only two years in Norlake colours. She was laid up at Hamilton at the close of the 1967 season, and she remained idle there through 1968. The company had work contracted for the smaller ALEXANDER LESLIE through the 1968 and 1969 seasons (she was sold for scrapping at the end of 1969), but the MANITOBA just could not hack it, as she was too small to compete with newer and much larger ships in the grain and ore trades.

Early in 1969, MANITOBA was sold to Commercial Metals, a Texas firm, and she was fitted out at Hamilton late in May. She steamed up to Detroit, where she arrived on June 2nd. There she loaded a partial cargo of scrap metal and, on June 6, 1969, she passed down the Welland Canal under her own power, bound for Quebec City, where she let down steam for the very last time. On June 27, 1969, she was towed from Quebec by the tug BRITONIA and, as far as we know, she made the Atlantic crossing in a single tow (that is, with no other ship in tandem with her). On July 19, 1969, the tow arrived at Newport, Monmouthshire, England, where she was scrapped by John Cashmore Ltd. To the best of our knowledge, she is the only laker scrapped at that port in the post-Seaway era.

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Ed. Note: We thank Gerry Ouderkirk for planting in Ye Ed.'s ear the suggestion for a feature on CRETE because of her collisions. Gerry also supplied some clippings from the Brookes collection. The Editor, when writing the story, decided to add the sistership, VERONA, to the feature. Having decided to do that, we just had to bring in the reminiscences of Capt. John Tackaberry concerning MANITOBA, and we extend our most sincere thanks to John for his assistance. Both John and Ye Ed. wish that the late Capt. Ron Tackaberry still was with us to add his comments about Norlake Steamships and the operation of MANITOBA.

Of assistance with CRETE's Lake Superior collisions has been Dr. Julius F. Wolff, Jr.'s Lake Superior Shipwrecks. Dana Thomas Bowen's Shipwrecks of the Lakes showed photos of both CRETE and J. P. MORGAN JR. after the 1948 collision. And we credit John Greenwood for "namesakes" details.

If any of our readers have any further information to add concerning CRETE and VERONA, we would be pleased to hear from them.

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