

In the March issue, as Ship of the Month No. 275, we featured the sistership steamers CRETE and VERONA. This feature attracted much interest amongst the members, and we are able to provide some additional information, thanks to Skip Gillham, John Greenwood, Bill Schell and Capt. John Tackaberry.

CRETE was formally delivered to the Lackawanna Steamship Company on October 12, 1907, while Lackawanna took delivery of VERONA on November 2, 1907. As for CRETE collisions, we now know of one more. On May 16, 1930, she collided with the Ash-Consaul Bridge at Toledo, causing \$6,500 damage to her stem, forward cabins and foremast, and \$30,000 damage to the bridge. CRETE was repaired at the shipyard at Toledo and returned to service on May 24. Investigators determined that CRETE had sounded danger blasts on her whistle which were not heeded by the bridge, and the ship was exonerated of any fault.

The September 8, 1936 collision with CORNELL took place at 7:00 a.m., 40 miles above Whitefish Point, Lake Superior. CRETE was downbound with ore while CORNELL was upbound in ballast, and both went to the Soo for damage assessment and temporary repairs. Arbitrators found both ships equally at fault, in that each was checked down when the other's signals were heard, but not sufficiently to avoid a collision.

In addition to what we said about the June 23, 1948 collision of CRETE with J. P. MORGAN JR., we now know that CRETE was escorted to the north entrance of the Portage Canal by U.S.C.G. WOODRUSH, and arrived at Houghton, Michigan, late on the 23rd. She later proceeded to Superior for repairs, departing the Knudsen shipyard on August 1st. The MORGAN JR. was downbound at the Soo on July 6th with a large patch covering her hull damage. The master of CRETE was not the only one to suffer the consequences; Capt. Frank W. Quinn of the MORGAN JR. was found guilty of misconduct and his ticket was lifted for two years.

In respect of the 1957 collision of VERONA and JOLIET, John Tackaberry recalls noticing that MANITOBA had a new reinforcing ring around her starboard hawsehole and evidence of plate renewal in the area, so those likely were a result of the collision.

CRETE was idle in 1958. She came out again in 1959 but went to the wall in that summer's steel strike, and never ran again. As for her scrapping, Lloyd's Wreck Book for 1962 showed that CRETE was broken up at Savona, Italy, in the fourth quarter of 1962 by A.R.D.E.M. S.p.A. It seems likely that her transoceanic scrap tow did take her to Genoa, and that her scrap cargo was unloaded there before she was towed on to Savona. As for our suspicion that JOSEPH SELLWOOD went overseas in the same tow, we now learn that she (also acquired by the same scrappers) left Genoa in tow on July 19, 1962, bound for Vado Ligure, where she was dismantled.

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GEORGE R. CORRIN

It is with regret that we note the passing, on April 16, of T.M.H.S. member 939, George R. Corrin, of Saskatoon, Saskatchewan. Born in Toronto, he loved trains and steamboats. After his retirement in 1985, he did much cruising, including the Nile and the Amazon. We extend our deepest sympathy to those he left behind.

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More On ROBERT KOCH?

Yes, we have a lot more to say about ROBERT KOCH, our April Ship of the Month. But as you can see, we are out of space here. You'll just have to wait for the Mid-Summer issue!

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