

Not only had the CLEVELAND not done that, but she also had been downbound on the specifically designated upbound course. Her radar equipment also had been taken ashore that year, it was reported, as it required repair and could not be licensed. After finishing its enquiries at Detroit, the Coast Guard Board moved on to Milwaukee to interview the master and officers of RAVNEFJELL. Charges eventually were laid against the CLEVELAND's master and, as far as we know, he was found in default.

Aft Gallery Facing Aft Showing Collision Damage



CITY of CLEVELAND III July 1954 G.P.B.

Forward Gallery - Facing Forward.



CITY of CLEVELAND III July 1954 G.P.B.

These are two more Gordon Bugbee photos. Left is the aft atrium showing the timbers bracing the galleries. Right is the forward atrium facing forward. The ship was lying at Wyandotte when these views were taken in July, 1954.

The D & C first said that the CLEVELAND would be out of service for three weeks for repairs, but in fact she was retired and, after removal of much of the external collision debris, she was moved to a pier at Ojibway on the Canadian side of the Detroit River. Not only was there no room for her to lie idle at the D & C wharves at Detroit, but the company did not want the damaged ship to be lying where passengers on its other vessels could closely observe the damage. The 1950 season proved to be the last for operation by any of the D & C steamers, and George J. Kolowich announced on May 9, 1951, that the company was suspending passenger operations. Thereafter, the company would concentrate on its real estate holdings and eventually was merged into a trucking operation. Kolowich blamed a number of factors for the service abandonment, but most particularly the City of Detroit for condemning its wharf and terminal properties. A major factor undoubtedly was the short cruise season on the lakes and the serious maintenance continually required on the wooden superstructures of all of its big ships.