

and which had been built back in 1900 for the American Steamship Company, and was absorbed into the Pittsburgh Steamship Company in 1901. This latter vessel was sold by Pittsburgh in 1909 to the Port Huron and Duluth Steamship Company, which had her rebuilt as a package freighter in 1910. She foundered on the North Atlantic on December 23, 1916.

AUGUSTUS B. WOLVIN, which commonly became known either as "The Yellow Kid" or "The Yellow Monster" as a consequence of her size and unusual hull colour, was involved in one known scrape when she grounded on July 30, 1908, in Portage Lake, Michigan. Damage reportedly was minimal.

In 1913, Pickands Mather & Company, which had long been involved in the vessel management business on the upper lakes, formed the Interlake Steamship Company, which took over the ownership of the various vessels it managed. Amongst the ships whose ownership Interlake assumed were seven ships purchased from the Wolvin interests. The latter included JAMES H. HOYT (West Superior, 1902), D. G. KERR (i)(West Superior, 1903), JAMES H. REED (Wyan-dotte, 1903), as well as the previously mentioned JAMES C. WALLACE, H. P. BOPE, WARD AMES and AUGUSTUS B. WOLVIN. Thus these vessels became part of the large Interlake fleet, of which Henry G. Dalton was president and Harry Coulby was manager. The WOLVIN took on the ore-red hull colour used by Interlake, while her deckhouses remained white. Her smokestack became black with a broad orange band. Her foremast was buff and her mainmast was black.

She first was registered by Interlake at Cleveland (some sources said Fairport), although latterly her port of registry became the tax haven of Wilmington, Delaware.

The WOLVIN enjoyed many years of successful service in Interlake colours, and we know of no significant accidents in which she was involved. She did, however, maintain her unusual appearance with her flush fore-castle and poop. In the 1920s, she was given an enclosed upper pilothouse in the turret style, and in the late 1930s, an enclosed catwalk was added to the front of this house.

Over the winter of 1937-1938, AUGUSTUS B. WOLVIN was given two new coal-fired Babcock and Wilcox watertube boilers which had a total of 5,798 square feet of heating surface, and which still produced steam at 250 p.s.i. We believe that it was at this time that she was given an enclosed after cabin on the quarterdeck. This addition gave the steamer a much more substantial appearance aft. The lifeboats were relocated up to the new hurricane deck. This rebuild increased the WOLVIN's tonnage to 6988 Gross and 6059 Net.

Over the winter of 1949-1950, AUGUSTUS B. WOLVIN had her holds rebuilt with a new tanktop and new sidetanks. She then had four holds with three watertight bulkheads. She was given a new spar deck with 16 hatches spaced on 24-foot centres, with four 11' x 13' hatches giving access to each of the four holds. One-piece steel hatchcovers were provided and an "iron deckhand" (mechanical hatchcrane) was fitted.

We believe that it was at this same time that she also was given a new look forward. She was fitted with a fully-topgallant 48-foot fore-castle, atop which was placed a large new texas cabin, and above that was set a new and much larger pilothouse, of roughly rectangular shape but with curved corners and with 13 large windows in its face. A "doghouse", containing additional crew accommodations, was added on the boat deck aft. The steamer thus went from something of an anachronism into a thoroughly modern lake bulk carrier. The ship's tonnage was increased to 7403 Gross and 6474 as a result of this reconstruction.

This more modern look was augmented over the winter of 1955-1956, when AUGUSTUS B. WOLVIN was given a new, thicker and much stubbier smokestack, consequent upon her conversion to burn oil fuel. At this same time, she was fitted with new luffing lifeboat davits.