

14:24 - Detour Fuel Dock.

Proceeded to Lorain for repairs; checked constantly for water.

It is interesting to note that INVEREWE was a British ship owned by the Gulf Stream Trading Co. of Bermuda, which was a subsidiary of Maple Leaf Mills Ltd., Toronto. Jack Leitch of Upper Lakes Shipping was directly involved with the design of the self-unloading equipment installed on this deep sea ship. She was built at Oslo, Norway, by Akers Mek Verstad in 1961 and launched as BLUEBIRD. This name was quickly changed to ATLANTIC TRADER and then in 1962 to INVEREWE. She was lost by collision in 1973 off the coast of Mexico when she was sailing under the name THEOKRETOR.

THOMAS F. COLE was severely damaged in the collision. Her forecastle was cut open on the port side just abaft the anchor windlass. The forward cabins were crushed by the impact of INVEREWE's bow. The texas cabin and pilot house were pushed back and opened up. It is amazing that she was able to be navigated under her own steam as the wheelhouse windows were broken and her radar mast was dislodged and broken. However, she did proceed to Lorain where she was laid up for the season and work crews began the rebuild of her forward end. The texas cabin was repaired and she received a new pilothouse and forward mast. The new pilothouse was larger than the original and had wings extending out on either side to provide shelter for the doors. The new foremast was considerably shorter than the original and much lighter in structure. The monkey's island atop the wheelhouse also sported new RDF and radar masts.

The following item was reported in the December 1965 edition of "Telescope", Vol. 14, No. 12: "Capt. Richard J. McPhillips of the steamer THOMAS F. COLE has had his license suspended for two months by the Coast Guard for dropping anchor in a cable crossing area. Submarine cables in the St. Mary's River between DeTour and Drummond Island were damaged and the land line telephones were cut for months during the tourist season." No doubt this was very unpopular with the thousands of cottage people who flock to the area to escape the summer city heat.

The COLE sailed for several more years but she was about to be overtaken by a new fleet of ships, very large ships. First it was ROGER BLOUGH in 1972. It was like history repeating itself, very similar to the years when she (the COLE) was built to displace the small inefficient carriers of that day. THOMAS F. COLE arrived in West Duluth on November 24, 1974, and was laid up for the last time. During this lay-up, the new super-carriers began to appear, namely EDWIN H. GOTT in 1978 and then EDGAR B. SPEER in 1980. The THOMAS F. COLE was sold for scrap in 1980 to Western Metals of Thunder Bay. She was towed from her berth in Duluth to Thunder Bay and arrived there on July 31. The D. M. CLEMSON arrived very soon afterwards, and was tied up alongside the COLE in the Kaministiquia River. C. H. McCULLOUGH JR. was cut up ahead of them and a portion of the latter's hull was used as a ramp to assist in the demolition of the two tinstackers. The scrapping of THOMAS F. COLE was completed by October of 1981.

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In addition to sources already identified in the text, we found helpful: Ahoy & Farewell II, Marine Historical Society of Detroit, 1996; Strange Adventures of the Great Lakes, Dwight Boyer, Dodd, Mead & Co., N.Y., 1974; The Ships of Upper Lakes Shipping, Skip Gillham and Garnet Wilcox, Riverbank Traders, St. Catharines, 1994; Namesakes 1910-1919, John O. Greenwood, Freshwater Press, Cleveland, 1986, and The Silver Stackers, Richard J. Kruse, Freshwater Press, 2001.

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