

"The propelling machinery consists of a single screw, triple expansion 14 by 22 1/2 by 38 (ins. diameter) by 24 in. (stroke) engine, jet condensing. It is designed to develop 900 i.h.p. at 185 r.p.m. on 180 lb. steam. There are two Scotch boilers, single-ended, 10 by 11 ft., with a total heating surface of about 2,260 sq. ft., and operated under forced draught.

"The pumping equipment consists of fresh water pumps, sanitary pump, bilge pump, main feed pump, general service pump, ballast pump, and feed filter.

"The vessel has been built by the Polson Iron Works, Ltd., Toronto."

From her original registry documentation, we learn that GRENVILLE, C.134547, was the eighth vessel registered at Ottawa, Ontario, in 1915. Her gross tonnage was 497.32 and her net tonnage was 232.04. Her wireless signal call letters were CGCG, which is interesting in light of her much later service for the Canadian Coast Guard. The original registered owner of all 64 shares in the vessel was "His Majesty the King represented by the Honourable the Minister of Marine and Fisheries for the Dominion of Canada, for the time being, Ottawa, Ont." Her registry certificate was dated on 9th July, 1915, by Ottawa registrar F. M. Journeaux.

Again from the Appleton article, "In 1916 the GRENVILLE handled all the work from Prescott to Presqu'ile, including the building of the Burnt Island Light, and finished a long season when she took off the keeper of the Main Duck on December 29."

The next year saw GRENVILLE involved in rescuing a survivor from a sunken schooner. From Canvas & Steam on Quinte Waters by Willis Metcalfe, we have the following story. "Barge ALOHA Foundered off Nine Mile Point. Caught in a terrible storm on Monday, October 29th, 1917, one man lost his life and four other members of the crew had a most thrilling time before being rescued, when the barge ALOHA of Midland, Ontario, loaded with 925 tons of coal, on her way from Erie, Pa., to the Canadian Locomotive Works, Kingston, and being towed by the steamer C. W. CHAMBERLAIN of Toronto, foundered abreast of Nine Mile Point, and nine miles from the port of Kingston.

"The wrecked vessel, a two masted barge, was owned by P. Milnes and Kerr, coal dealers, Toronto. The Captain of the ALOHA, Daniel McVicar, 76, of Deseronto, met death and his body drifted ashore on Simcoe Island. The members of the crew who were saved were: John Vale, mate, Kingston; Fred Hunt, wheelsman, of Wiarton, Ont.; Clarence Mills, deckhand, Portsmouth, Ont., and C. H. Ellis, cook, of Belleville.

"The four men had a close call for their lives. Mills had the most thrilling experience, as for six hours he clung to one of the masts which he climbed when the barge went over on her side, and there he clung for all this time, suffering terribly from the cold, until rescued by Captain Esford of the government lighthouse tender GRENVILLE, which went from Kingston to his succor.

"Vale and Ellis were rescued by Capt. William Stalker and crew of the steamer CHAMBERLAIN, as they were struggling in the water, holding on to some of the wreckage. Hunt got on to the top of the cabin when the climax came, and drifted toward Simcoe Island, and was picked up by a gasoline launch near the shore.

"The crew of the CHAMBERLAIN made a gallant attempt to save Capt. McVicar. The latter had on a lifebelt, but did not manage to get hold of any of the wreckage. He was thrown a line, but the wind was so strong it did not get within his reach. Still another was thrown to him but this, too, he failed to get, and he was carried away and perished. The men on the CHAMBERLAIN did everything possible to reach him but their efforts were fruitless."

We return to Appleton's story. "A change in this routine came about in 1917 as a result of a tragic loss. The CGS SIMCOE, which had been ordered from Parry Sound to Saint John, N.B., to relieve the CGS DOLLARD on that station, was lost with all hands, working her way through the Quebec Agency. She had lifted the Magdalen Island buoys and on December 6 was overwhelmed in a severe snowstorm. The DOLLARD sailed for Parry Sound as intended but, proving unsuitable, was relieved by the GRENVILLE in 1918.

"Tragedy Strikes Again: The Parry Sound Agency was worked by the two vessels, GRENVILLE and LAMBTON, until April 1922, when tragedy struck again, this time the LAMBTON being lost with all hands. This disaster was particularly tragic as the LAMBTON was taking the Lake Superior lightkeepers to their stations and was lost without trace near Caribou Island."

We break away from the Appleton narrative to look at a brief article from the "Goderich Star" of July 25, 1923. It read: "The Government lighthouse supply boat, the GRENVILLE, was