

Thursday, June 29, 1939: "GRENVILLE Off Shoal - The GRENVILLE, Government boat, which looks after navigation aids on Lake Ontario and part of the St. Lawrence River, was snagged on a shoal herself this week for a short time. The sturdy little boat recently painted a dull gray was caught on a rocky shoal between Clayton and Gananoque on Tuesday. The GRENVILLE had to enlist the aid of the tug RIVAL, owned by Sincennes McNaughton Tugs Ltd. in Kingston, to pull her off. No damage was done."

Shortly after this trouble, GRENVILLE left her Prescott depot for Lake Erie on a special mission. The "Great Lakes News" of August, 1939, carried the details. "CROCUS Locates Sunken Hull. U.S. Lighthouse Skipper Solves Mystery As To Location of Wreck of Canadian AYCLIFFE HALL. A three year search for Lake Erie's mystery ship, the sunken Canadian steamer AYCLIFFE HALL, ended Tuesday, July 18, adding a feather to the cap of Lawrence N. Ditlefsen of 11 Norwalk Ave., skipper of the U.S. Lighthouse Service tender CROCUS of Buffalo, says the 'Buffalo News'. The AYCLIFFE HALL, which went to the bottom of the lake June 11, 1936, after she had collided with the steamer EDWARD J. BERWIND, was found Monday, shortly after sweeping operations were started about 19 miles off Long Point, Ontario, by the CROCUS and the Canadian Government steamer GRENVILLE. Apparently sliced in two, the stricken ship had defied efforts to locate her."

The "Kingston Whig Standard" of Friday, July 21, 1939, added to the story with the following report. "Diving Equipment Sent. -Pumps and other equipment used by H. E. Poland, construction foreman and diver attached to the Prescott lighthouse depot, have been shipped from that town to Port Stanley for use in investigating the obstruction in Lake Erie which has been located by the C.G.S. GRENVILLE and the U.S. supply ship CROCUS and which is believed to be the wreck of the steamer AYCLIFFE HALL, which went down in July 1936. Poland will make his descent from the GRENVILLE to see if he can identify the boat. It is expected that the wreck will be either salvaged or blown up with dynamite as what are believed to be the masts are only eight feet below the surface of the lake."

The following story was obtained from an unsourced clipping in the 1939 volume of the Ivan S. Brookes scrapbooks collection. "Lake Mystery Is Cleared When Ship Is Identified. Port Burwell, Ont., July 26, 1939. A mystery which has kept Great Lakes sailors guessing for three years is solved with the identification of wreckage lying in Canadian water in Lake Erie as that of the ill-fated AYCLIFFE HALL, which sank in 1936 after a collision. When the government lighthouse supply ship GRENVILLE steamed into port here late last night she carried with her the solution to the vessel's disappearance after unsuccessful salvage operations undertaken after the accident. H. E. Poland, a diver, identified the wreck as that of the missing boat.

"Ship on Side -Attention was drawn to the submerged obstruction in the centre of Lake Erie earlier this shipping season as a menace to navigation. Federal marine authorities decided to investigate. They found the 26-foot heavy wooden spar riding under the surface, attached to some sunken object. The spar was identified as one attached as a marker to the AYCLIFFE HALL wreckage, in the fall of 1936, after the vain salvage attempt. Positive identification of the wreckage followed yesterday when Poland descended to explore. The ship had rolled over on its side, dragging the two-foot square beam under the surface with it.

"The AYCLIFFE HALL is lying in 50 feet of water and marine authorities believe it may be found practical to refloat the vessel and refit her for further service. An official of a well known Kingston salvage firm said his company would not attempt to raise the ship, but expressed the opinion the AYCLIFFE HALL could be reconditioned for service by extensive repairs should it be decided to salvage her.

"The GRENVILLE under Captain John Patchell, left here Sunday and remained at the scene of the wreck until last night. Yesterday a diver made four or five trips to the wreckage and used dynamite to free the spar from the ship."

The late Willis Metcalfe, famed historian of eastern Lake Ontario, reported in his book Memories of Yesteryear, that for five months in 1945, a test of radar equipment was made aboard GRENVILLE, the first civilian ship in Canada to be so equipped. The test was eminently successful, and GRENVILLE's master, Capt. Murray Barry, spoke very highly of the performance of the radar set installed on his ship. A Dominion government technician, who also was aboard during the testing, also spoke highly about the new equipment.

The "Morrisburg Leader" of December 24, 1948, reported a near drowning aboard GRENVILLE. "James Wert, 20, son of Mr. & Mrs. George Wert of Prescott, narrowly escaped drowning when