

ing, 28" diam. x 28" stroke, Fowler steering propeller". Further: "This vessel was first equipped with a Fowler (patent) steering propeller, a six-bladed screw with a separate engine for steering and reversing. The propeller proved uneconomical and the contractor (Bell) replaced both machinery and propeller in 1874." This fits with what Bell later said about using the GALLATIN's engine "several years later" in the new ARUNDELL, although apparently with a conventional propeller and rudder system.

From our earliest photos of the ship, we do know that ARUNDELL had a mostly-enclosed main deck (there were open areas on each side), and an upper deck with an open promenade and a full cabin which sported a lengthy skylight. Forward on the hurricane deck was a rather ornate octagonal "birdcage" pilothouse, well abaft of which rose a tall and fairly hefty smokestack, which almost certainly would have been painted all black, while the hull and cabins were white. There was one tall mast, stepped abaft the pilothouse and rising out of the texas cabin, while forward there was a tall steering pole and aft was a very tall jack-staff. A tall galley stove vent rose just to the port side of the pilothouse, along with a ventilator pipe. It is likely that original "equipment" included the figure of a woman, apparently carrying a long spear or standard, standing as a finial atop the domed roof of the pilothouse, and she appears in all the images that show the original pilothouse.

From whence came the name ARUNDELL? Good question! It was an historic family name in the British Isles, the Arundells having been a Norman family settled in Cornwall and dating to the mid-thirteenth century. As with many old families, the name was spelled a number of different ways, the most common being Arundell or Arundel. Perhaps the best known use of the name is in connection with Arundel Castle, located on the River Arun in West Sussex, England, a completely restored medieval castle originally built in 1068 during the reign of William the Conqueror. The castle, magnificent both inside and out, is today open to the public (apart from the private quarters) and remains the family seat of the Dukes of Norfolk, Earls Marshal of England. There has been some speculation as to why David Bell would have chosen this name for his new Buffalo-based steamer, but nothing that to our mind is in any way credible. The steamer's name was spelled as both ARUNDELL and ARUNDEL in various sources, but as the name as painted on her and as enrolled on the United States registry was spelled ARUNDELL, that is the way we shall refer to her, despite the way the sources may have spelled it.

David Bell seems to have continued running ARUNDELL to his own account for three years. The "Buffalo Morning Express" on March 19, 1880, indicated that Bell had refused an offer from Chicago parties to charter ARUNDELL for excursion service, but quoted him as saying that instead he would sell her for \$30,000. He declined an offer of \$20,000 to purchase her engine and boiler, placed on the dock (that is, removed from the steamer). She "made her first Sunday excursion trip of the season down the river yesterday" according to the "Buffalo Morning Express" of June 7, 1880. Other reports mention her successful excursions out of Buffalo during the 1880 season.

That same paper on May 16, 1881, reported: "Saturday afternoon the handsome new propeller (to be named ALBERT J. WRIGHT) built to the order of Mr. L. B. Fortier, to run on the Niagara River with excursion parties, taking the place of the ARUNDELL, sold during the winter by Mr. Bell to parties in Bay City, was launched...".

The new owners of ARUNDELL appear to have been the Holt and Cole interests of Detroit who seem to have given the ship some overnight accommodations. The "Buffalo Morning Express" of July 24, 1882, noted: "The stm. ARUNDELL, formerly a popular excursion boat at this port, is now advertised to run between Bay City and Mackinaw (City)". All of this agrees with the 1884 issue of M.V.U.S. which, as we already have mentioned, showed the steamer as being registered at Bay City by that time.

There are various reports of her in the following years. The "Buffalo Daily Courier" on April 21, 1883, noted that she had arrived at East Tawas on Wednesday from Bay City, the first boat of the season. The "Cleveland Herald" of November 21, 1883, reported that the Mail steamer ARUNDELL, whilst bound from Bay City to Alpena, had gone aground the previous day when, with the master at supper, the second mate mistook the Harman City Light for Alpena. They telegraphed for a tug and the SPRAGUE went to assist, but ARUNDELL's crew refused to be pulled off by SPRAGUE. They instead waited for the arrival on the morning of the 21st of the steamer METROPOLIS, which transferred off the freight and then pulled ARUNDELL free.

On April 19, 1886, the "Buffalo Commercial Advertiser" stated: "The prop. ARUNDELL left Bay