

The SCANNER



MONTHLY NEWS BULLETIN OF THE
TORONTO MARINE HISTORICAL SOCIETY

Executive Committee

J. H. Bascom	Roger Chapman	G. Turner
Jay N. Bascom	D. Cobb	W. R. Wilson
David Bull	Lorne Joyce	



Editor

Jay N. Bascom
100 Whitehall Road
Toronto, Ont.
M4W 2C7



VOL. XXII - NO. 4

JANUARY 1989

MEETINGS

Friday, February 3rd - 8:00 p.m. at the Museum. Show and Tell - Marine Style. Members should bring an item of marine interest and be prepared to talk briefly about it.

Friday, March 3rd - 8:00 p.m. at the Museum. Al Sykes, co-author of Pulp & Paper Fleet, will present an illustrated programme entitled "A Brief Look at the Q & O Fleet". Please plan to attend.

* * * * *

THE EDITOR'S NOTEBOOK

The December Meeting featured the third instalment of the reminiscences of Capt. John Leonard, the newest member of the T.M.H.S. executive committee. It was a fascinating evening, humorous and informative, and we thank John for sharing his memories with us.

Please note that our "Show and Tell" evening has been moved up from March to February, in order to accommodate Al Sykes' presentation in March. This should not interfere with what we hope will be a great programme in which our members tell us a bit about some interesting marine object they have brought to the meeting. Please plan to attend and also to participate.

As we enter 1989, we take this opportunity to thank all those who assisted us with "Scanner" in the past year. We appreciate those who wrote or phoned to relay marine news to us, who provided information for feature articles, or who assisted in assembling or distribution of our publication. Without you, "Scanner" could not exist, and we are grateful indeed for all your efforts.

In the New Member Department, a hearty welcome goes out to Douglas Bell of Hamilton, and to Jack Case of Seaforth, Ontario.

* * * * *

AFFILIATED WITH THE MARINE MUSEUM OF UPPER CANADA

ISSN 0318-014X

accommodation for the crew.

OSLER continued in her regular service, mainly in the coal trade, into the 1950s. One of her most frequent unloading docks was that of the Canada Coal Company Ltd., which was located off Cherry Street at Toronto. The president of the coal firm was Robert Osmond Petman, who had previously served with the Weaver Coal Company, another major Toronto coal dealer. On Thursday, June 24, 1954, OSLER was rechristened (c) R. O. PETMAN in ceremonies that were held alongside the C.S.L. passenger terminal at the foot of Yonge Street on the Toronto waterfront. The vessel's registry was officially altered to reflect the name change on June 25th, 1954. Her port of registry still was Toronto, as it would be for her entire lifetime.

R. O. PETMAN continued to serve the C.S.L. fleet for thirteen more seasons, despite her advancing years. By this time, C.S.L. had added more upper-lake self-unloaders to its fleet, and the aging PETMAN and MIDLAND PRINCE spent most of their time on Lakes Erie and Ontario, leaving the upper lake trades to more modern carriers. The old steamers were costly to operate, and they could no longer carry enough cargo to offset the operating costs. As well, their unloading equipment was slow in comparison with newer self-unloaders, and required considerable maintenance to keep it functioning.

At last, Canada Steamships made the decision to retire the PETMAN and she was laid up at Kingston at the close of the 1966 season. She was joined there in 1967 by MIDLAND PRINCE, which had been built the same year (1907, only at Collingwood and for the Midland Navigation Company Ltd.), and which had been converted a decade before the OSLER. The earlier retirement of the PETMAN, a slightly larger vessel, was all the more unusual in the eyes of most observers in that she had retained much of the "spring" of her deck sheer, whereas the hull of MIDLAND PRINCE had flattened noticeably during the years, giving her a more "tired" look.

In any event, R. O. PETMAN spent the 1967 season laid up at Kingston, and on 1st December, 1967, her ownership was officially transferred to Marine Salvage Ltd., Port Colborne. She remained at Kingston during the winter of 1967-1968, during which she was resold via Jacq. Pierot Jr. & Sons to Italian shipbreakers. On April 11, 1968, the PETMAN passed down the Iroquois Lock in the Seaway in tow of the tugs GRAEME STEWART and SALVAGE MONARCH. On May 24, 1968, the Polish tug JANTAR cleared Quebec City with R. O. PETMAN in tow, along with the 66-year-old, former Paterson steamer SOODOC (I), (a) MOSES TAYLOR (26). The tug and her two charges arrived safely at La Spezia, Italy, on June 17th, 1968, where the two old steamers soon were dismantled. The Canadian registry of R. O. PETMAN had been closed out on May 27th, 1968.

* * *

Ed. Note: The biographical information concerning Sir Edmund Osler was taken from The Municipality of Toronto: A History, by Jesse Edgar Middleton, which was published in three volumes in 1923 by the Dominion Publishing Company.

* * * * *

 JOHN J. BOLAND JR., REVISITED

Our Ship of the Month No. 170 in the January 1989 issue was the Sarnia Steamships Ltd. canaller JOHN J. BOLAND JR., which was built in the U.K. in 1928 as (a) TYNEVILLE (28), and which was lost on Lake Erie during the autumn of 1932. We appreciate the comments of our members concerning this feature, but one item which we should correct for the record concerns the beginnings of the Misener fleet. We stated that the association between Capt. R. Scott Misener and John O. McKellar in the shipping business began in 1917 when the captain and the chief engineer acquired the wooden-hulled steamer OVERLAND. In fact, although Misener did acquire ownership of the OVERLAND in 1917, it was not until 1918 that John O. McKellar joined him in the enterprise.

In our feature, we mentioned that TYNEVILLE was completed in April 1928, and that we assumed that she originally was registered at Newcastle, as were so many other canallers which were built on the Tyne for Canadian owners. We stated that we had no evidence that the steamer ever ran as TYNEVILLE in Canadian waters, and that she was renamed (b) JOHN J. BOLAND JR. and was re-registered at Sarnia, probably at the time of her delivery voyage.

We still have no photo of TYNEVILLE, and have every reason to believe that she was renamed by Misener (in honour of his principal backer) when the ship was purchased from the builders. However, T.M.H.S. member Kenneth E. Thro has managed to come up with a photograph of the BOLAND showing the registry port of Newcastle clearly painted on her counter stern. That photo is reproduced on our photopage this issue, as it is a very rare view and one that we wish to share with all of our members. We also include a copy of yet another rare view of the vessel, that being a copy of what appears to be a George Deno photo, although we have never seen it in any Deno collection.

We do not have in our possession a 1928 Dominion List of Shipping, but we do have the 1929 List, and it shows the BOLAND JR. as registered at Sarnia. Accordingly, we must conclude that the ship operated for a short period of time under her British registry, but must have been placed on the Canadian register very shortly after her entry into lake service. We would be remiss if we did not remark on how clean the steamer's paint appears in the Thro stern photo, which would lead us to think that it was taken when she was very new.

In our feature, we quoted from some newspaper accounts of the ship's loss and the official enquiry. We did so, rather than to give the final outcome of the enquiry, simply to provide some idea of what the crew went through during and after the sinking. In addition, space was a vital consideration in the preparation of the January issue. We now have space available, and so we are pleased to present the report on the accident and the official enquiry, as it appeared in the November 1932 issue of "Canadian Railway and Marine World".

"The freight s.s. JOHN J. BOLAND JR., owned by Sarnia Steamships Ltd., Port Colborne, Ont., sank in Lake Erie, near Erie, Pa., on October 5. She left Port Colborne for Erie, Oct. 4, and during the night of Oct. 4-5 took on a cargo of coal, leaving Erie early in the morning of Oct. 5, bound for the Welland Ship Canal, in command of Capt. Edward C. Hawman, of Sarnia. Following the sinking, four members of the crew were missing: Jean McIntyre, of Welland, the assistant stewardess; G. Keary, Hamilton, fireman; H. Jobes (sic), of St. Catharines, and S. Brooks, of Windsor, Ont., oilers. Miss McIntyre's body was recovered and was buried at Welland, Oct. 8. Capt. Hawman and fourteen members of the crew reached the U.S. side of the lake, near Westfield. The captain reported that the ship sank very quickly, and the other survivors stated that it sank so suddenly that they were struggling in the water before they knew what had happened; one of the boats was floating in the water nearby and several of the crew climbed into it, pulling others in until fifteen of the crew were aboard. The survivors returned to their homes via Buffalo, N.Y.

"It was rumoured that the casualty had been caused by a broken rudder, but at an enquiry held at Toronto, Oct. 11... Capt. Hawman's reported testimony indicated that it resulted from shifting cargo. There was a cargo of 3,115 tons of coal, and a deck cargo of about 400 tons. Capt. Hawman is reported as having stated that about three hours after leaving Erie, the ship listed about 15 degrees, and a few minutes later took a further list, the deck cargo then shifting and the boat rolling over. Frank Wilkinson, who appeared for the ship owners and officers, contended that there was no evidence of negligence, that the ship was staunch, well equipped and had passed inspection. Capt. Hawman testified that the ship was not leaking. He also praised the efforts of first officer Murdo Smith for his prominent part in the work of rescuing those who were saved. At the conclusion of the enquiry, judgment was reserved.

"Capt. Scott Misener, president, Sarnia Steamships Ltd., who was in Montreal when the ship sank, left for Port Colborne immediately. He was quoted in a Welland dispatch of Oct. 8 as having stated that he could not say whether an attempt to raise the ship would be made, adding that a representative of the company had been sent to Erie to locate her...

"Following investigation held at Toronto, Oct. 11 and 12, by Capt. L.A. Demers, Dominion Wreck Commissioner, assisted by Capt. C.J. Smith and B.A. Bongard (both from the C.S.L. Lake Ontario passenger steamers -Ed.), as nautical assessors, into the foundering... judgment was given finding the master, Capt. Edward C. Hawman, in default, and suspending his certificate from Oct. 2, 1932, until Jan. 1, 1934, it being recommended that he be issued a mate's certificate during suspension of his master's certificate. The first mate, M. Smith, was warned, and the second mate, A.F. Burtenshaw, was held not to blame.

"The evidence showed that... on leaving Erie, she 'had presumably four feet of freeboard'. After she had got into the lake, the water became rough and a high sea struck her, listing her to starboard about 15 degrees, which she retained. The master sounded the signal calling all hands to boat stations, and the first mate left the wheel and pilothouse to assist in getting the boats ready. Prior to that, the crew, including the firemen, had been attempting to place hatches and tarpaulins, and to batten the hatches on the port side, the starboard side being left untouched. The master remained alone at the wheel; he brought the seas more toward the port beam to facilitate the launching of the starboard boat, and did not leave the wheelhouse until a second sea caused the ship to roll more to starboard, and she finally rolled bottom up. First mate Smith testified that he supervised the taking on of the cargo, and that he was positive that the holds were well trimmed and filled, without, however, having gone under the hatches to ascertain those conditions.

"The judgment stated that the court considered the trimming of the coal cargo was performed perfunctorily, and criticized the taking on of a 400-ton deck cargo of coal before the placing of the hatches. It said that the coal on the deck, no doubt, was spread haphazardly and must have buried the hatch covers and battens to some extent, causing much labour to be expended and time wasted when the necessity for placing them arose. The master had received no instructions to take a deck cargo, which had been taken on his own orders. It had been stated that there was no time to secure hatches at the loading port, other ships waiting their turn to load, but this plea of lack of time was very weak, and the ship should have been made fast, or anchored elsewhere until she had been made ready to proceed to her destination.

"The master's evidence indicated that he failed to apply ordinary judgment. When the ship listed and remained inclined, there was no immediate necessity to man the boats, and an attempt should have been made to bring both wind and sea dead aft, or better still on the starboard quarter, with a view to righting her, the crew getting the boats ready in the meantime. When the ship listed to starboard, after being struck by a heavy wave from the port quarter, the master brought her voluntarily or allowed her to come to, bringing the seas more toward the quarter, with the intention of offering more lee to permit the launching of the starboard boat, this having been, under the circumstances, a wrongful act of seamanship, indicating lack of resourcefulness due to inexperience.

"The court was fully convinced that the loss of the ship was due primarily to the shifting of cargo in the holds and that the list was accentuated by water entering through the hatchways, which were open or improperly secured, in contravention of regulations insisting that the necessary precautions be adopted. A rider to the judgment said: 'The court urges that a meeting between the authorities and Great Lakes shipowners be arranged during the winter to devise some means whereby dangerous, pernicious customs which are said to exist on inland waters may be abolished, such as indifferent stowing,

trimming of cargoes, and the carrying of deck loads indiscriminately."

* * * * *

NOMINAL AND INDICATED HORSEPOWER

Our readers must certainly have noticed that, when describing the engines of vessels which are featured in these pages, we sometimes refer to the Nominal Horsepower of the machinery, while on other occasions it is the Indicated Horsepower that is reported. The reason for using these two different measurements, seemingly at random, is that the various shipping registers and other documents from which our information is taken, have used either one or the other with no apparent attempt (at least in Canada) to standardize the reporting. The editors of the monthly magazine "Canadian Railway and Marine World" ran up against the same problem and, accordingly, the following explanation occurred in the August 1924 issue.

"A matter of interest to marine men, and one that is evidently more or less puzzling to those of them who are not directly connected in marine engineering work, was brought to our attention in connection with the sinking of the Mathews Steamship Co.'s steamer HURONTON, as mentioned in 'Canadian Railway and Marine World' for November. The Marine and Fisheries Department list of ships on the Canadian register shows that the HURONTON was equipped with engines of 127 h.p., while we were informed by the ship's owners that they were of about 900 h.p. The discrepancy is explained by the fact that the Department, in its list of ships on the register, uses the engines' Nominal Horsepower and not the Indicated Horsepower, the latter being what the HURONTON's owners had in mind when giving the information referred to.

"The Nominal Horsepower of a ship's engines is determined from the formula

$$\text{h.p.} = \frac{D^2 + D_1^2 + D_2^2 + \dots}{30}$$
 where D, D1, D2, etc., are the diameters of the respective cylinders in inches, the number of cylinders according with the number of expansions given the steam; that is, the nominal horsepower is the sum of the squares of the cylinder diameters, in inches, divided by 30. The figure resulting from the application of this formula is of little or no value in arriving at a determination of the actual power of a ship's engines, but is merely of use as a reference for appraisal or other similar purposes.

"The actual power of a ship's engines, or the Indicated Horsepower, is determined by applying the well known formula $\text{h.p.} = \frac{p \ l \ a \ n}{33,000}$ to each cylinder, and adding the results. In this formula, 'p' is the mean effective pressure in lb. per sq. in., as established by the indicator cards, 'l' the length of the stroke in feet, 'a' the area of the piston face in square inches, and 'n' the number of single strokes of the piston per minute.

"While Nominal Horsepower is used by the Marine and Fisheries Department in its list of shipping (to which we usually refer in "Scanner" as the Canadian or perhaps Dominion List of Shipping -Ed.), the actual or Indicated Horsepower of any ship's engines should appear on the registry certificate."

Feeling better now that you realize that you were not the only person confused by horsepower calculations, even if the formulae still mean nothing practical to you? Nevertheless, we are still left with a historian's dilemma in that, if the relatively useless Nominal Horsepower measurement is given by the only record(s) available to us in respect of any particular ship, we still must report that measurement even though we would rather use the Indicated Horsepower. In those cases where both figures are available to us, we will report both for the edification of our readers.

* * * * *

Please remember to order your tickets for the ANNUAL DINNER MEETING to be held on Saturday, May 13th. See the first page, this issue, for details. Hope we'll see you there.

* * * * *