

# LOST AT SEA

Further examples of ships whose sailing days are definitely over

BY SUSAN DUPREY  
sduprey@challengeweb.com

The sad remains of the 100-ft *Jean-Richard* in the Ottawa River, Canada. The industrial boat worked with many paper companies hauling wood. Eventually replaced by steel boats, the wooden craft was used as a pleasure boat until being abandoned in 1987.



The coastal areas of Baja California are littered with wrecked and abandoned fishing vessels, including *San Agustin III*.



On New Zealand's South Island is the wreck of the SS *Lawrence* in Mokihinui River. She was built as a 160-ft two-masted twin-screw iron steamer at Sunderland, England. When coal was discovered at the tiny village of Mohikinui, the boat was deployed to transport coal. On 28 April 1891, she became lodged in the sandbar at the river's mouth but managed to break free. Owing to her damaged propeller blades, she drifted onto the beach. The next day, her back was broken in heavy weather and she was declared a total loss.

◀ Their working days apparently over, these ships have been left to the elements at Hanstholm, Denmark. Note the skull and crossbones on the left ship.



Remains of the MV *Excelsior* in Mutton Cove, Osborne, Australia. The screw steamer was built in 1897 in Scotland and measured 131-ft. Originally, she was mainly employed on the north coast of New South Wales. Most recently, she was converted to a coal hulk — lightering coal to the steam-powered dredges working in Port Adelaide. She was abandoned in 1945, the hulk now being embedded in mud.

Grytviken (Swedish for The Pot Cove) is an abandoned whaling village in the British territory of South Georgia. The area is littered with shipwrecks, including *Petrel*, a former whaling ship. She was built in 1928 in Oslo and ended her whaling career in 1956. Some 115-ft long, the 244-ton ship was abandoned some years ago and now sits as mute testimony to a nearly extinct industry. SC

