

THE OVERLAND VOYAGES OF THE GUY M. NO. 1

In recent issues, we have mentioned the move from Long Lake to Sault Ste. Marie, Ontario, of the former Abitibi and Kimberly-Clark rafting tug GUY M. NO. 1, (a) ORIENT BAY (75), which was purchased during the summer of 1990 by J. W. Purvis Marine Ltd., of the Canadian Soo. Needless to say, there was more to this story than we could tell in a short "Marine News" item, and we thought our readers would like to know the whole story.

We extend our most sincere thanks to those members who took the time to send to us various clippings and reports concerning this most unusual event. Without that assistance, we could not present this additional account of the tug's wanderings.

The 1990 overland trip out of Long Lake was not the first such excursion for this tug. Back in 1975, ORIENT BAY was hauled out of Lake Nipigon (where she and her sister-tug, NIPIGON, had run logs for the Abitibi Power & Paper Company Ltd.) and was taken overland to Long Lake, where Kimberly-Clark of Canada Limited used her to haul log booms from Longlac to Chorus Bay. It was after this move that the 1938-built tug was not only renamed but also was re-engined with much more powerful machinery.

During the summer of 1990, GUY M. NO. 1 was taken on a final trip down Long Lake to Chorus Bay, under the command of her most recent master, but she managed to run aground whilst moving aside a log boom so that she could pass. She soon was freed, however, apparently without damage. Once she reached Chorus Bay, her pilothouse and the small cabin behind it were cut away, and her mast and stack were taken down, all with the aid of a crane brought in from the Soo. GUY M. NO. 1 then was hauled from the water, being pulled by a bulldozer sideways up the beach over skids made from eighty 50-foot poplar logs.

A series of 100-ton jacks then raised the tug so that she could be hauled away by a 175-foot-long, heavy-load trailer. There followed a 60-kilometre trip over bush roads, some of which had to be improved for the occasion. One three-quarter kilometre section of road had to be constructed specially for the "tow", and a temporary rail crossing also had to be installed.

Once she had made it safely out of the bush, GUY M. NO. 1 had to be hauled 19 kilometres down Highway 17 from Terrace Bay to Jackfish. Suffice it to say that this caused a certain amount of consternation to motorists caught up in the traffic snarl which resulted. An assortment of police officers and utility workers made way through the traffic for the convoy and also cleared away power lines and other obstructions. In fact, the tug was followed closely along the highway by a house being transported in an unrelated move, but whose owner took advantage of the tug's movement.

Once at Jackfish, GUY M. NO. 1 was placed into Lake Superior by means of a launching ramp constructed of 200 truckloads of gravel. The trip down Highway 17 had been made on September 5th, and by the 10th of the same month, the tug was at the Canadian Soo. There, her cabins, stack and mast were put back in place, and the tug was put into operating condition so that she might serve the Purvis fleet as (c) SCOTT PURVIS.

We earlier had reported that the tug would serve at Thunder Bay, along with another sister-tug, W. J. IVAN PURVIS, but as a result of the amount of power which the SCOTT PURVIS boasts, it has been decided that she will remain at the Soo.

By the way, our readers might be interested to know that the move of the tug cost about \$100,000 and the tractor-trailer which moved the tug along the highway had a total of one hundred wheels. The fact that such a move was considered for a 52-year-old tug speaks highly of the design and construction (by Marine Industries Ltd.) of this particular class of tug.)