

by the 1979-built tug SEA EAGLE II, (a) SEA EAGLE (82), (b) CANMAR SEA EAGLE (90), the 13424 Gross Ton, 1978-built barge was brought around in 1990 from the West Coast and Canadian Arctic, and in 1991 engaged in various trades, including the transportation of jet fuel up through the Seaway and across Lake Ontario to Hamilton.

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THE ORIGINS OF A SALTY DOG

During the latter part of the 1991 season, observers of the lake shipping scene realized that the tug EVANS McKEIL was hauling a big barge named SALTY DOG I in the liquid calcium chloride trade between Amherstburg and Oshawa. The combination even appeared at Toronto once to shelter from inclement weather. It was rumoured that the barge had formerly been part of the hull of an old wartime T-2 tanker, and thanks to the investigative efforts of member George Ayoub, we are able to present herewith the full story.

Indeed, the T-2 tanker FORT HOSKINS (U.S.248735) was built in 1945 as Hull 149 of the Swan Island yard of the Kaiser Company Inc., Portland, Oregon. She was a typical standard-type tanker, 504.0 x 68.2 x 39.2, 10451 Gross and 6337 Net. By the 1950s, she was owned and operated by the Cities Service Oil Company, of New York, N. Y.

In 1961, FORT HOSKINS was lengthened 110', widened 7' and deepened by 4'6", when a new midbody, built by the Verolme Scheepswert Heusden, at Heusden, Netherlands, was inserted into the hull by the Maryland Shipbuilding and Drydock Company, Baltimore, Maryland, to the order of Tankships Inc., New York, which then owned the vessel.

The old midbody section of the tanker was not scrapped, but in 1965 was sold, and in 1966 was towed to Avondale Shipyards Inc., Avondale, Louisiana, where it was converted into the deck barge OCEAN HAULER 10 (U.S.503419) for Heavy-Lift Inc., New Orleans, Louisiana. The barge was 305.1 x 68.1 x 23.9, 3807 Gross and Net.

In 1979, she was sold to the Allied Towing Corp., New Orleans, was renamed (c) ATC.610, and was converted into a tank barge, 313.0 x 68.0 x 24.0, 3807 Gross and Net, by the Hunt Shipyard at Harvey, Louisiana. The McKeil Marine interests purchased her at Norfolk, Virginia, early in 1991, and she made at least two trips on the east coast during the summer, towed by EVANS McKEIL and hauling material to Halifax from the Esso refinery iron ore dock which was being dismantled. The barge then was carrying the name (d) SALTY DOG 1.

In fact, SALTY DOG I was formally placed on the Canadian register on September 20, 1991, with Official Number C.810989, her home port being Hamilton, Ontario, and her registered owner McKeil Work Boats Ltd., of Hamilton.

On the same day, September 20th, the big tug EVANS McKEIL was also placed formally on the Canadian register as C.810988, registered at Hamilton to the same owners. She was built in 1936 as (a) ALHAJUELA (70), for service in the Panama Canal Zone, but was better known in the lakes as (b) BARBARA ANN (91), latterly operated by Malcolm Marine, of St. Clair, Michigan. McKeil actually acquired BARBARA ANN during the 1990 season.

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CUMBERLAND REPICTURED

Readers will recall that the sidewheel passenger steamer CUMBERLAND, built in 1871 and wrecked on Rock of Ages in 1877, was featured as our Ship of the Month No. 191 in the Mid-Summer and October issues. This month, we are pleased to present two additional photos of CUMBERLAND. The negatives were supplied by Gordon Wendt, of Sandusky, Ohio, and we thank Gordon for his generosity, as well as Roger Chapman, who printed them for us.

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