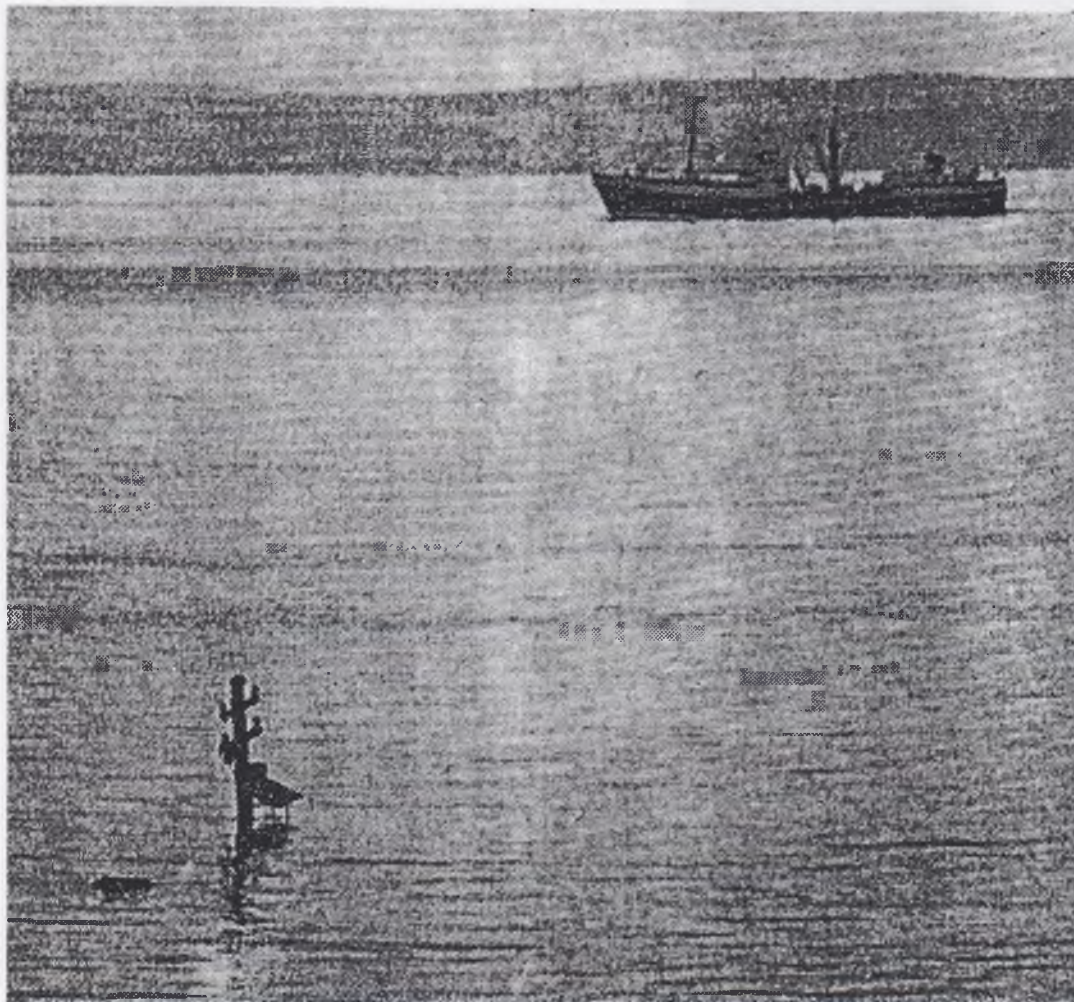


An early press report quoted Norman Hall, general traffic manager for the Hall Corporation, as saying that he doubted whether salvage of the LEECLIFFE HALL would be possible. In fact, his statement proved to be prophetic. Several efforts were made to recover the big ship, but none proved successful. During the summer of 1966, the wreck, deemed to be a menace to navigation, was dynamited to clear the area, and on September 12, 1966, the vessel formally was declared to be a constructive total loss. The fact that it took so long for this step of finality to be taken shows how much both the Hall Corporation and its insurers had hoped that the steamer could be salvaged.



Meanwhile, the federal Department of Transport had been conducting an enquiry into the accident and, during November of 1964, Mr. Justice Arthur L. Smith, enquiry commissioner, released his findings. Smith stated that both ships had been going too fast for the existing weather conditions, that LEECLIFFE HALL had been off course when the collision occurred, and that there had been a "regrettable lack of knowledge as to the real function and value of radar". Capt. Bowen's certificate was suspended for six months from September 5th, and both pilots were handed ticket suspensions for five months. The court was not able to deal with the certificate of APOLLONIA's master, as it had no jurisdiction over Greek certi-

Another CP Wirephoto shows one of LEECLIFFE HALL's mast tops showing above the waters of Petite Malbaie, as another ship passes by.

ates. Lawyers involved in the enquiry indicated that civil suits for more than \$10,000,000 in damages had been commenced.

The court noted that this was the second major collision in the immediate area within a year, the ore carrier TRITONICA having been sunk by the ROONAGH HEAD with considerable loss of life on July 20, 1963. Justice Smith recommended that a channel south of the Ile-aux-Coudres be dredged to accommodate seabound traffic only and thus eliminate passing in the narrow North Channel. This never happened. He also recommended that a winter course in the use of radar be provided to St. Lawrence River pilots.

But all of this was water under the bridge, as it were, for LEECLIFFE HALL, one of the first of the Seaway-size lakers to be built, and the first to be constructed entirely in the United Kingdom, was also the first to be lost. Her time spent on the Great Lakes was brief but memorable.

As for APOLLONIA, she came back to the lakes once during 1965, and in 1981 she was sold to Atrotos Maritime S.A. and was registered Greek as (b) ATROTOS. She passed in 1983 to Almaluz S.A., and was registered in Panama as (c) MAYFAIR. She was sold to Chinese shipbreakers