

Over the years, there have been a number of serious accidents which have resulted from tugboats being pulled over by the towline whilst handling lakers in close quarters. BAYPORT was turned over and sunk off Collingwood on June 22, 1959, whilst helping CAPTAIN C. D. SECORD to tow the disabled MOHAWK DEER. The G-tug AMERICA had it happen twice whilst attempting to refloat stranded vessels, on October 21, 1941, with B. F. JONES, and on June 28, 1946, with UNITED STATES GYPSUM. A similar accident, unfortunately, occurred about 9:00 a.m. on Friday, September 23, as the Hamilton Marine Div. of ULS International tug JAMES E. McGRATH was helping HON. PAUL MARTIN away from the fit-out berth at Port Weller Dry Docks. The MARTIN, facing south, had swung her stern out from the wall and the McGRATH was between the ship and the wall when she suddenly heeled over and sank. The accident apparently occurred as a result of two factors, one being the pull of the towline and the other being the force of the MARTIN's propeller wash. Fortunately, the crew of four managed to escape the sinking tug. The McGRATH came to rest at an acute angle, with only her mast and a small portion of her pilothouse visible. The canal was closed to traffic until the condition of the tug could be stabilized, and the McKeil tugs GLENEVIS and LAC COMO were sent to the scene. The McGRATH was soon raised with the assistance of the shipyard's cranes, and she was returned to her usual berth outside the drydock entrance. JAMES E. McGRATH was built in 1963 as a replacement for the old steam tug PORT WELLER, which previously handled towing jobs at the shipyard, and she had operated in a generally successful manner until this incident.

When the McGRATH sinking occurred, HON. PAUL MARTIN was departing the shipyard to return to service after a late-summer refit. It is interesting to note that the home port chosen for the MARTIN since her return to the Canadian flag is Windsor, an extremely unusual port of registry for a C.S.L. vessel. The MARTIN finally was able to get underway about 4:00 p.m. on September 23rd.

The Misener Shipping ocean-laker CANADA MARQUIS was the recipient of an unpleasant surprise on September 12 whilst she was unloading a cargo of steel in the Calumet section of the port of Chicago. While lifting a payload into the hold of the MARQUIS, an overhead bucket crane collapsed across the deck of the motorvessel, and it took two days for the mess to be cleaned up so that unloading could be resumed and the ship could sail. The falling payload punched a hole in the MARQUIS' tanktop, and the crane boom damaged the hatch coamings, and so the ship was sent to the shipyard at Thunder Bay for repairs.

On August 10, the tug FAIRPLAY XIV departed Sorel with KINSMAN INDEPENDENT (II) and OAKGLEN in tow, bound for as-yet-unidentified overseas breakers. It is reported that this tug has dual registry, in that she shows Hamburg as her home port but she flies the flag of Antigua and Barbuda.

We earlier reported the departure from the lakes of the former U.S. Steel "supers" BENJAMIN F. FAIRLESS and IRVING S. OLDS, which were sold to Marine Salvage Ltd. and which cleared Quebec on July 9 in tow of OSA RAVENSTURM, en route to Taiwan breakers. It since has been reported that FAIRLESS, owned by Chinese interests, was resold to Taiwan scrappers for \$168.00 U.S. per light displacement ton, a very handsome price, indeed. The same source indicated that the OLDS, owned by "China Panama" (whatever that may be), had also been resold to Taiwan breakers for the same price per ton. We assume that shortly we will receive a report of the arrival of the pair at Kaohsiung...

It would appear that the move of the pilothouse of the former tinstacker SEWELL AVERY from the steamer's hull, now sunk as a dock on the Canadian side of the upper St. Mary's River, to the Lake Superior State University campus in Sault Ste. Marie, Michigan, will not occur before next spring. The AVERY was made into a dock last year, but the move of the pilothouse, which was donated for the project by A. B. McLean Ltd., has been delayed while plans have been made for the transfer and for its financing. The cabin is to be used as part of the L.S.S.U. visitors' centre.