

Back in the May issue, we reported on the accident which occurred on the afternoon of April 23, 1988, near Buoy 2A in the South Shore Canal of Lake St. Louis in the St. Lawrence Seaway. The upbound motorvessel QUEDOC (III), (a) BEAVERCLIFFE HALL (88), which was acquired earlier this year by N. M. Paterson & Sons Ltd., Thunder Bay, was struck by the downbound scrap tow of BIRCHGLEN and the tugs THUNDER CAPE and ELMORE M. MISNER. As a consequence of the collision, QUEDOC went aground and severely damaged her bottom. She went to Port Weller Dry Docks for the necessary extensive repairs, and spent a good portion of the summer there. It would be bad enough for any ship to suffer one such accident in any navigation season, but it was QUEDOC's lot to go through the agony twice. At about 1:50 a.m. on October 26th, QUEDOC was departing Burns Harbor, Indiana, when her rudder jammed and she struck the stone breakwater. The ship then ranged along the breakwater and, before she could be pulled away from it, she indented and ruptured plating and framing all along the turn of the bilge on the starboard side. QUEDOC was taken to a safe mooring where divers could take a look at the damage, and it was decided that she would have to proceed immediately to the closest available drydock, which was the yard of the Bay Shipbuilding Corporation at Sturgeon Bay, Wisconsin.

QUEDOC, however, was not the only former Halco bulker to find herself in serious trouble during 1988. On November 2nd, PETER MISENER, (a) OTTERCLIFFE HALL (83), (b) ROYALTON (II)(85), (c) OTTERCLIFFE HALL (88), was bound up the Saguenay River, en route from South Chicago to Port Alfred with a cargo of petroleum coke. At about 5:37 p.m., the motorvessel grounded in the vicinity of Pointe aux Crepes, and did extremely serious damage to her entire bow. The vessel managed to make the dock at Port Alfred, where she was examined by divers while her cargo was being unloaded. The bulbous bow was found to be completely wrecked, and the hull plating and framing was discovered to be damaged fifteen frames back from the stem on each side, necessitating the replacement of at least twelve steel plates on each side of the bow. The damage extended from the forefoot up to the twenty-foot water mark! At the time the Lloyd's casualty report was prepared, it was not as yet determined to which drydock PETER MISENER would be sent for further examination of the damage and the necessary repairs, but it seemed likely that the closest major dock, Lauzon, would be the wisest choice. Up to the time of our writing, there had been no explanation of how PETER MISENER managed to run head-on into something in the exceptionally deep Saguenay River...

Since December 22, 1982, the 12434-ton, Canada Steamship Lines steamer SIR JAMES DUNN has been lying idle at Midland, Ontario, to which her last trip had taken her with a winter storage cargo. The DUNN was built in 1952 as Hull 109 of the Port Arthur Shipbuilding Company Ltd., 647.0 x 66.9 x 35.0. She was a sistership of THUNDER BAY (II), which still serves C.S.L. as the self-unloader (b) STADACONA (III), and also of the Upper Lakes Shipping steamers JAMES NORRIS, which still operates as a self-unloader, and GORDON C. LEITCH, which was scrapped overseas. The DUNN remained a straight-decker and, accordingly, her usefulness has decreased over the years. It had been anticipated, with the steamer stripped of much equipment and also heavily vandalized, that the DUNN would be sold for scrap soon, but that fate has been delayed, at least for a while. During the autumn, SIR JAMES DUNN was chartered to Victory Soya Mills Ltd., Toronto, for the storage of soya beans this winter, and the tugs GLENBROOK and W. N. TWOLAN were dispatched to fetch her down from Midland. A protracted spate of inclement weather delayed the tow, and it took the tugs almost two weeks from the time they passed upbound at Sarnia until they brought the DUNN safely to Toronto, several days being spent sheltering en route. In fact, the tugs did not bring DUNN into Toronto via the Eastern Gap until the early evening of Friday, November 18th. The DUNN joins several other vessels in the storage service of Victory Mills, and it will be interesting to see how long the charter delays what appears to be her inevitable date with the shipbreakers.