

One of the last few canallers remaining on the lakes has been CHARLES R. HUNTLEY (C.148898), which was built in 1926 by Napier & Miller Limited (Hull 255) at Old Kilpatrick, Scotland, for the Eastern Steamship Company Ltd., of St. Catharines. She passed a decade later to the Upper Lakes & St. Lawrence Transportation Company Ltd., Toronto, for which she operated until the opening of the new Seaway rendered the canallers obsolete. Laid up at Toronto, she was sold in 1960 to the McNamara Construction Company Ltd., and in 1961 she was converted to a sandsucker at Whitby. She operated at first with her steam machinery still in her, but later it was replaced by a big Caterpillar diesel. Then her rudder was removed and two Harbourmaster outboard units were fitted for steering purposes. The HUNTLEY handled a number of dredging projects around the lakes and down the St. Lawrence River, and latterly was owned by Canpac Leasing Limited, Montreal, and leased back to McNamara Marine. She was lying idle at Belleville this summer (having been towed there from Whitby by R. & L. NO. 1), when she was purchased by Alexander Hume Incorporated, the same owner that purchased the McNamara tugs ANGUS M. and SOULANGES in 1988 and had them refitted at Toronto over the past winter. (The tugs now carry reddish-orange stacks with two very narrow black bands and a large black letter 'A'.) The two tugs towed CHARLES R. HUNTLEY from Belleville to Toronto, arriving on the morning of October 9th. Moored at the far east end of the north side of Pier 35, the HUNTLEY was generally refurbished and her cabins were repainted. The upper portion of each cabin was given a fresh coat of white paint, while the dark red McNamara stripe around the lower portion of each deckhouse became Hume's reddish-orange colour. The two tugs towed the HUNTLEY out through Toronto's East Gap on the afternoon of October 21, bound for Whitby, where the sandsucker was drydocked. She was then scheduled to proceed under her own power to New Brunswick, where she will work a dredging project during the winter months. There remains a possibility that she may eventually be sent to the Bahamas for a project there. HUNTLEY is being operated by Alexander Marine, an affiliate of Alexander Hume Incorporated.

The remains of the fire-ravaged CLARENVILLE have been removed from the bottom of Owen Sound harbour. On September 20, Wallace Marine, of Penetanguishene, assisted by two Toronto crane companies, began to lift the burned-out hull from the water. It was only partially raised, however, when the weight of the sodden hull and the water in it caused the wooden hull to break apart. Plans to lift the boat out in one piece were then abandoned and eventually the remains of CLARENVILLE were lifted out onto the wharf in pieces using a clamshell crane. Meanwhile, 22-year-old Gordon Sutton, of no fixed address, was charged with arson in connection with the fire which destroyed CLARENVILLE on August 7th.

CLARENVILLE had been owned by Hank Buitendyk, whose Highland Cove Marina Ltd. went into bankruptcy in the spring of 1989. The firm's other vessel was the schooner CAROLINE ROSE, which was sailed up from Newfoundland in 1982. She sank at her Owen Sound moorings in June of 1988, was later raised, and was moved farther up the harbour, where she was allowed to settle again. She is still registered in the name of Thelma Buitendyk, and the Canadian Coast Guard has been seeking legal guidance on whether it has the right to dig up the remains of CAROLINE ROSE and remove them from the port.

The early October weather proved to be disruptive to the schedule of the Manitoulin Island ferry CHI-CHEEMAUN. High winds and heavy seas caused the ferry to be held at Tobermory on October 3rd and 4th, and as well she was unable to make the evening sailing on October 6 or the morning crossing on October 7. Extra sailings were planned later in the weekend to help CHI-CHEEMAUN cope with Thanksgiving Holiday traffic.

It is reported that Marine Salvage Ltd., Port Colborne, has purchased two more vessels for scrapping at Ramey's Bend. The most recent acquisitions are the dipper dredge OMADHAUN and the drill boat HASSETT, which have been obtained from the Dunbar & Sullivan Dredging Company, of Cleveland. Dunbar & Sullivan recently have been disposing of a number of boats from their once-extensive dredging fleet.