

Kalkavan Ticaret Sudan Kalkavan, of Istanbul. Likely all of these parties were involved with the demise of the steamer.

ENDERS M. VOORHEES was the first of the "Supers" to leave the lakes. The tug AVENGER IV cleared Duluth on August 22, 1987, with the VOORHEES in tow, and the tow passed down the Welland Canal on August 28th, assisted by GLENBROOK. The tow was downbound at the St. Lambert Lock in the Seaway on September 2nd. The VOORHEES and the LAMONT were taken across the Atlantic in a tandem tow behind the tug IRVING CEDAR, the tow departing Quebec on September 15, 1987. IRVING CEDAR left her charges at Algeciras, Spain, where they had arrived on October 24.

The Greek tug EVEREST set out from Algeciras on December 15, 1987, with THOMAS W. LAMONT in tow, took her safely to Aliaga, and returned for the VOORHEES. EVEREST and VOORHEES cleared Algeciras on January 13, 1988, but en route to Aliaga the tow encountered a Force 9 storm. The VOORHEES broke tow and, on January 24th, she grounded at Profitis Elias on Kithnos Island in the Cyclades, between the Mirtoan and Aegean Seas, not far from the Greek coast and the port of Piraeus. The stranded steamer subsequently broke in two, and no immediate attempt was made to salvage her. Indeed, it appeared to observers on our side of the Atlantic that the VOORHEES had found her final resting place and had eluded the scrappers.

Such, however, was not the case. With the price of scrap metal soaring, salvage finally was undertaken and the two pieces of the VOORHEES were refloated. We have no details on how the salvage was accomplished, but it is known that the steamer's remains arrived at Aliaga on August 23, 1989, and that they were dismantled there by Kalkavanlar Gemi Sokum Ticaret A.S.

A. H. FERBERT was towed out of Duluth on September 15, 1987, by the tug GLENADA. With W. J. IVAN PURVIS assisting, the tow stopped at the Government Wharf at the Canadian Soo on September 19th. The tow took on supplies and then headed on down the St. Mary's River on the 20th. The FERBERT, seemingly reluctant to make the trip to the scrapyards, broke tow near the DeTour Passage and punched a hole in her hull.

The voyage eventually was resumed, and the tow passed down through the Huron Cut into the St. Clair River late on September 24th. However, the FERBERT again strayed and she grounded in the St. Clair Cutoff Channel on the 25th. It took the tugs GLENADA, ELMORE M. MISNER, BARBARA ANN, GLENSIDE, SHANNON and WM. A. WHITNEY to free her! The FERBERT passed down the Welland Canal on October 1st in tow of GLENSIDE, LAC MANITOBA and LAC COMO, but she did not clear Port Weller until October 4th as a result of high winds that kept the tow on the wall. A. H. FERBERT, with tugs GLENSIDE and W. N. TWOLAN, arrived at Lauzon, Quebec, on October 7th.

On December 3rd, 1987, A. H. FERBERT, along with the former Interlake steamer SAMUEL MATHER (VII) (the former FRANK ARMSTRONG), departed Lauzon behind the tug CAPT. IOANNIS S., bound for Sydney, Nova Scotia, where they arrived on the 9th. They did not make the Atlantic crossing until the spring, and the pair of steamers arrived at the scrapping beach at Aliaga, Turkey, on June 20, 1988.

In the early spring of 1988, meanwhile, U.S. Steel had sought and received U.S. MarAd approval to sell BENJAMIN F. FAIRLESS and IRVING S. OLDS to Marine Salvage Ltd., Port Colborne. SALVAGE MONARCH towed the OLDS from Duluth on June 4, 1988, assisted by the G-tug NEW JERSEY, took her down the Soo on the 7th with help from JOHN McLEAN, and was downbound at the Huron Cut on the 9th, assisted there by SHANNON. The tow was eastbound on Lake Ontario on June 13 with HELEN M. McALLISTER and CATHY McALLISTER (SALVAGE MONARCH having returned up the lakes for the FAIRLESS), and the OLDS tow arrived at Montreal on June 14. The vessel lay at Montreal for several weeks, and then was taken on to Quebec on July 2nd by SALVAGE MONARCH and HELEN M. McALLISTER.

SALVAGE MONARCH, again assisted by NEW JERSEY, hauled BENJAMIN F. FAIRLESS