

steam pipe to the steering engine in the pilothouse, as well as the pipe to the whistle. As a consequence, the GRAY became unmanageable. Eventually she was brought safely into Batchawana Harbour, where she remained over the winter and well along into the 1938 navigation season.

Eventually, the G. R. GRAY was towed down to the Canadian Soo by the tug WALTER WYMAN, but she never was repaired and she remained in idleness, notable in that she remained stackless throughout this period. Even before the GRAY's stack-rolling incident of November of 1937, the Abitibi Power and Paper Company Ltd. had decided to replace its fleet of wooden-hulled, steam-driven tugs with steel-hulled, diesel-powered units.

An order was placed with Marine Industries Ltd., of Sorel, Quebec, for five modern tugs, which were delivered to the company during 1938. These vessels were the 140-foot ABITIBI and KAM, and the smaller but similar 90-foot MAGPIE, NIPIGON and ORIENT BAY. Consequently, it was not necessary for the company to contemplate repairs to the aging, storm-damaged G. R. GRAY.

The GRAY remained, forlorn and unrepaired (stackless), at the Canadian Soo until 1946, when she was sold to J. F. McColman, of Thessalon, Ontario. The hull of the venerable steam tug was stripped of any equipment of value, and then was towed to Thessalon, on the north shore of Lake Huron, where she lay in a local marine "boneyard" until her remains finally burned during 1959.

Thus, far from the eyes of those who had known this big tug in her many years of open lake service, the idle G. R. GRAY ended her days mid-way through the eighth decade of her long life. She lasted longer than most tugs of her vintage, and she survived the transition from sail to steam amongst the majority of the cargo-carrying vessels on the Great Lakes. Age and obsolescence eventually took their toll, however, and in an age when historical preservation had not yet become fashionable, the GRAY simply was laid to rest in the manner in which so many wooden-hulled lake vessels met their end over the years.

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Ed. Note: For a number of years, your T.M.H.S. secretary, John H. Bascom, has been wanting to feature G. R. GRAY (II) in these pages, but much important information was lacking from the available records. We wish to express our most sincere thanks to Ron Beaupre, of Port Elgin, to G. I. "Buck" Longhurst, of the Soo, to Rev. Peter J. Van der Linden, of Port Huron, and to the Institute for Great Lakes Research, at Perrysburg, Ohio, for their invaluable assistance in the preparation of this feature. If any of our readers should know the whereabouts of any additional information concerning G. R. GRAY, we would appreciate hearing from them so that any extra detail might be included in a subsequent follow-up article.

Of course, the item which we most would like to locate would be a photograph of the tug when she carried her original name, BISMARCK.

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T. P. PHELAN

Our Ship of the Month in the April issue was the Lake Winnipeg sandsucker ROSAMOND BILLET, which later was completely reconstructed as the C.S.L. cannaller T. P. PHELAN, and which ended her days tragically on Lake Erie as the sand boat HOWARD S. GERKEN.

Our story has flushed out considerably more information concerning this most interesting vessel and we shall have a follow-up story for you in the October issue. The reason we have not included it in the current issue is that we have been able to uncover two additional photographs of the BILLET, and an excellent Hayward view of the PHELAN at Montreal, and there was not sufficient photopage space in this issue for us to bring you these photos.

Watch for T. P. PHELAN "revisited" in the October "Scanner".

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