

deeply into the port side of the forecastle of CARDINAL, opening her up from the forecastle head to well below the waterline, the 25 foot wide hole extending into the hull for almost half the width of the ship. CARDINAL was taking water, but the inflow was contained in the forward compartments and the vessel remained afloat.

The collision trapped two members of CARDINAL's crew in their cabins, which were severely crushed. Wheelsman John Prince, 25, of St. Catharines, received a fractured hip and five broken ribs, while Andre Letourneau, 19, of Welland, suffered cuts and bruises. Prince was trapped for 90 minutes in the wreckage before he could be freed. The two injured men were removed from the ship by a U.S. Coast Guard helicopter from Selfridge Air National Guard Base at Mount Clemens, Michigan, and they were flown to the General Hospital at Wyandotte, Michigan.

CARDINAL was escorted by a Coast Guard tender to the Scudder Dock on Pelee Island. There she was examined and found to be in no immediate danger. Accordingly, she sailed under her own power, escorted by the McQueen tug ATOMIC, proceeding not up to Sarnia but rather down to Toronto. She was at Port Colborne on May 25th, while Seaway Authority inspectors checked to ensure that she could transit the Welland Canal in safety, and she arrived at Toronto the following day. She laid up on the north wall of the Turning Basin along Commissioners Street, and was moored facing west so that the damage was on the outboard side and could not be seen from the street. Her owners and insurers had a full inspection of the collision damage done, and it was decided that the damage was so extensive that repairs would not be economical.

CARDINAL's nemesis, HENRY STEINBRENNER, had sustained substantial bow damage in the collision, and she proceeded to the American Ship Building Company yard at Lorain for repairs. The probability being that the STEINBRENNER would be found liable for the accident, the Kinsman Marine Transit Company in early June of 1974 petitioned the U.S. District Court at Cleveland to limit its liability for the collision to \$107,000.00, being the assessed salvage value of the STEINBRENNER.

CARDINAL never ran again. She was sold to Hamilton interests for scrapping, and on Monday, August 19, 1974, she was towed from Toronto to Hamilton. The tanker was broken up at the Strathearne Terminals scrapyards at the east end of Hamilton Harbour, most of her after end being dismantled by mid-October and the whole ship gone by year's end. CARDINAL's Canadian registry was officially closed on May 30, 1975.

It is rather interesting to note that two of the ten Furness Shipbuilding Company near-sistership canal tank steamers remained in operation on the Great Lakes longer than CARDINAL, but only very briefly. (Several others were still active on salt water under foreign ownership.) Furness Hull No. 178 was CYCLO-WARRIOR (47), (b) TEXACO WARRIOR (I)(69), which was built for the McColl-Frontenac (later Texaco) interests, and which latterly served the Hall Corporation fleet as (c) LAKE TRANSPORT (II). She did see about three months of service in 1974 (just a bit more than CARDINAL enjoyed) and then was sold to foreign operators who took her off to salt water.

Even more durable was the 1929-built Furness Hull No. 145, which was JOHN IRWIN (I)(40), (b) CYCLO-BRAVE (47), which also was built to the order of the McColl-Frontenac Oil Company Ltd., and then served the Texaco Canada fleet for the rest of her life, latterly as (c) TEXACO BRAVE (I). This handsome steamer always was kept in absolutely immaculate condition and was much admired by observers of the shipping scene. She served through the entire 1974 season and then was laid up at Toronto. She was sold for scrap early in 1975 and was broken up at Ramey's Bend, Humberstone, by Marine Salvage Ltd. during the summer of 1975. Some of her equipment survives today in the sidewheel ferry TRILLIUM, which was being reconstructed at the same time that TEXACO BRAVE was scrapped.