

Saguenay River, we can confirm that the tanker now is owned by Tatton Inc., and operated by Real Shipping Company Ltd. Both are Nigerian Corporations, and the ship has been operating in Nigerian waters.

\* \* \* \* \*

### STONEFAX AGAIN

Our March feature on the self-unloading steamer STONEFAX appears to have been popular with our members, from a number of whom we have heard with comments. Without doubt, the most important contact has been from member Capt. Ross M. MacDonald, of Consecon, Ontario, who sailed in STONEFAX from 1961 until 1969, four years as first mate and four years as master.

He recalls that her unloading boom then was 225 feet in length, so either it was a new boom after the 1940 accident, or else it was the old boom lengthened. The spear pole which she carried in her latter years came to her from the Reoch Transports Ltd. canal steamer WILLOWDALE, (a) TALARALITE (47), (b) IMPERIAL MIDLAND (53), which was cut up for scrap in the Toronto Turning Basin during the autumn of 1963.

Capt. MacDonald recalls that, in the spring of 1961 (her second year of Algonquin Corporation ownership), STONEFAX was caught in a storm whilst unloading stone at the St. Lawrence Cement plant at Clarkson. She damaged her port side from No. 1 to No. 4 hold so badly that she had to have a new side put in her at Port Weller Dry Docks.

Ross MacDonald was master of STONEFAX at the time of her 1966 altercation with ARTHUR STOVE, and he is able to give us a better account of the collision than we were able to glean from the press reports. Perhaps most importantly, he advises that the collision did not occur between Allanburg and Port Robinson, but rather above (or to the south) of Bridge 12 at Port Robinson. As well, he confirms that the accident happened at 4:12 a.m. on October 14, 1966, and not as reported in the press. He thought that it had occurred at 4:05 a.m., but "in the court case it was brought out that our clock was not accurate".

The press report containing watchman Ray Gauthier's statement was not accurate. Instead of giving a hard-to-starboard helm order as Gauthier allegedly remembered, Capt. MacDonald confirms that he ordered the wheel hard to port, and full ahead on the engines, in an effort to bring the ship parallel with the STOVE, but that his order came too late to avoid the collision.

"The No. 1 compartment was the only one holed, as the STOVE scraped along the side further aft. We tried to tie to the bollards on the west side below Bridge 12, but the water was going to the starboard side and I thought we were going to capsize, so I worked the ship over to the east side to get her on the bottom to straighten up, which we did well below the bridge. The stern went across the canal, and I ordered the stern line to be dragged ashore and tied to a tree, which brought us back parallel to the canal, and that is where she settled on the bottom."

So that is the way it was, direct from the person who is best qualified to tell us about the incident. Interestingly enough, Ross MacDonald was aboard LAWRENCECLIFFE HALL (II) at Quebec City on May 31, 1971, when STONEFAX and ALEXANDER LESLIE were towed out en route to the breakers at Santander, Spain. We extend sincere thanks for his assistance with the STONEFAX story.

\* \* \* \* \*

### A REMINDER ABOUT THE MAY DINNER

Have you reserved your tickets to the Annual Dinner Meeting which will be held aboard JADRAN on May 9th? Space is limited and it has been selling rapidly. Please contact our Chief Purser (address on the Front Page) at your earliest convenience to ensure a reservation.

\* \* \* \* \*