

for her spraying displays in welcoming passenger and troop ships to Halifax. At the beginning of August, 1945, the National Harbours Board returned JAMES BATTLE to her owners (Sincennes-McNaughton Line Ltd., Montreal), and at that time, ROUILLE came under the control of the N.H.B. She continued to function in the Halifax area but, on April 15, 1946, she was returned to J. P. Porter & Sons Ltd., Montreal. (It should be noted that the Canadian List of Shipping had continued to show the Porter firm as official owner of ROUILLE throughout the wartime period.)

Once she was returned to Porter's operation, ROUILLE worked all over the Eastern Canada region. Frequently towing the big (120-foot) dredge FUNDY (built in 1909 at Welland), ROUILLE served all around the coastal area. She worked at Digby, Dingwall, Port Hawkesbury, Saint John and other interesting ports, all the time based at Halifax.

ROUILLE still retained her Toronto registry through these years, and in the Toronto enrollment records there are two interesting ownership notations. One indicates that, on July 1st, 1946, the ownership of ROUILLE was transferred by Porter to Marine Industries Ltd., Sorel, Quebec. The second item, dated October 1st, 1946, records a transfer of ROUILLE back to J. P. Porter & Sons Ltd., Montreal.

After many years of absence from the Great Lakes, ROUILLE returned to her home waters in what was to be her last year of operation. On April 24, 1954, ROUILLE was upbound in the St. Lawrence canals with a hopper barge in tow. She was bound from Nova Scotia to the lakes with this barge, although we do not know where she took it. A photo of ROUILLE taken on this occasion (and reproduced on the photopage accompanying this issue) shows that the big tug still looked much as she had throughout her life, but her hull was much banged and dented from heavy use, and she looked generally very "tired".

ROUILLE apparently spent the latter part of the 1954 season working on the construction of the new St. Lawrence Seaway, and at the end of the season she set out to return to her usual home base at Halifax. She never reached her destination, however, for on Friday, December 3rd, 1954, she sank in heavy weather, in a position six miles southeast of Cape Smokey, Cape Breton. Five members of the tug's crew were lost with their ship in this most unfortunate accident.

And so ended the life of ROUILLE in what had become her second home waters. There are few today who even recall the years of service that the tug put in at the port of Toronto, for which she had been designed by Harbour Commissioners who severely overestimated their port's towing needs. Even so, they built a very handsome tug and it is unfortunate that she could not have spent more time in the Great Lakes.

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Ed. Note: For their invaluable assistance with this feature, we sincerely thank our T.M.H.S. Secretary, John H. Bascom, for his personal reminiscences of ROUILLE's Toronto activities; Dan McCormick, of Massena, New York, for his generosity in allowing us to use his excellent photo of ROUILLE in the Cornwall Canal, and "Mac" Mackay, of Halifax, for providing much of the information about ROUILLE's experiences on the east coast. The records and scrapbooks of the late T.M.H.S. Treasurer, James M. Kidd, also were of considerable assistance to us in preparing this history.

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A Word to Our Members: The most difficult part of preparing a Ship of the Month feature often is the selection of an appropriate vessel. In order that we may best reflect the interests of our members, we are always pleased to receive suggestions of ships which we might feature in upcoming issues. So if you have any ideas in this regard, please feel free to write to us.

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