

cy to list. He said the ROVER was very low in the water with only about four inches of freeboard aft..."

DALHOUSIE ROVER was later salvaged and, with her charter ended, perhaps earlier than anticipated, the C. S. Boone Dredging & Construction Co. Ltd. took her back into the lakes. She was involved in another accident not long after her return to fresh water, but this time she was the rescuer, rather than the victim. Another Ivan Brookes clipping, without source and dated simply November, 1945, was datelined Montreal, Nov. 16, and its headline read: "Toronto Tug Capsizes Towing Old Corvette".

"The tug LYNN B. of Toronto, Capt. Albert Styen, is reported sunk in Lake St. Louis. She was towing a corvette and is believed to have capsized when her towline parted. No one was injured in the mishap, and the LYNN B.'s crew of eight scrambled aboard the partner tug DALHOUSIE ROVER which came promptly to their aid. The LYNN B. is the second tug sunk within two months in the work of towing junked corvettes from the Sorel rendezvous (to Hamilton for scrapping -Ed.)."

In 1946, Boone put DALHOUSIE ROVER to work towing to Hamilton the "Misery Bay fleet" from Erie, Pennsylvania. This was the sad collection of superannuated lake steamers which the U.S. Maritime Commission had taken in trade from lake operators in return for the new "Maritime Class" steamers that had been built by Great Lakes Engineering Works and by the American Ship Building Company. The older boats then were chartered back to their former owners for the duration of the war, following which the Maritime Commission took possession of most of them and laid them up at anchor in a long row in Misery Bay at Erie. The 29 steamers were sold in 1946 to the Steel Company of Canada Ltd. for scrapping at Hamilton, and one by one they were towed over to Port Colborne and then down the Welland Canal.

Interestingly, some of these old ships still had some good years left in them, and Canadian operators expressed interest in purchasing them, particularly the big Bethlehem Steel Corporation boats SAUCON, JOHNSTOWN and CORNWALL, and in fact these three were the last of the ships to be scrapped by Stelco. However, the scrapper's contract with the Maritime Commission forbade any resale of the ships for operation, and before they were sent off to Hamilton, the Maritime Commission had deliberately destroyed much of their operating equipment, specifically to prevent re-use.

Another unsourced Brookes news clipping, dated June 13, 1946, reported: "The tugs DALHOUSIE ROVER and McCAULAY (sic) undertook the towing of the hulk of the condemned U.S. freighter CORNELL (sic) from Port Colborne to Hamilton for scrapping". This report contained two errors. The name of the second tug actually was A. M. MACAULAY (which spent many years, as DALHOUSIE ROVER later would, working for the Canadian Dredge & Dock fleet). The second error was more egregious, for the Pittsburgh Steamship Company's "College Class" bulk carrier CORNELL was not one of the vessels traded in to the Maritime Commission at all. The ship to which the report refers was the previously mentioned Bethlehem Steel steamer CORNWALL, (a) MILINOKETT (16), (b) HERBERT K. OAKES (25), (c) STEELTON (II)(43). CORNWALL was the first of the "Misery Bay fleet" to go to Hamilton, and she had arrived at port Colborne on June 4, 1946.

In fact, DALHOUSIE ROVER participated in six of these scrap tows during June of 1946. On June 14, she was photographed towing the former Mitchell and Interlake steamer VEGA, (a) PENDENNIS WHITE (16), into Welland Canal Lock 6.

It was while she was engaged in the towing of the old U.S.M.C. steamers down the canal that DALHOUSIE ROVER suffered the most tragic accident of her career. During the afternoon of Friday, June 28, 1946, the tug was off Port Weller in Lake Ontario, returning from Hamilton, when she suffered damage (some reports say to the engine, while others mention a damaged rudder). The MACAULAY towed her into Port Weller and up through Lock One, leaving her at