

An unsourced clipping (but most likely from the "Hamilton Spectator") dated May 4, 1947, stated: "In a howling gale and pea soup fog last evening, Captain W. J. Hawman and Captain Herbert Oates, in charge of the tugs HELENA and TOWNMASTER (sic) brought in the s.s. B. LYMAN SMITH (another U.S.M.C. scrap hull -Ed.) from Port Colborne. Navigating the (Burlington) canal and then anchoring the vessel east of the Steel Company of Canada in the dense fog was today described by local mariners as a masterpiece of seamanship. Had the hull, which has been brought here for scrap, been left outside in the lake, there was a chance that other freighters might have collided with it, and the efforts of the tug masters of the Hamilton Shipping Company, in charge of these operations, have won the praise of all sailors."

In 1949, the Canadian Dredge & Dock Co. Ltd., Toronto, which had been formed in 1910 at Midland by James Playfair and associates, acquired TOWNMASTER, and she was renamed (c) SHEDIAC, possibly in anticipation of using her on the east coast. We have never been able to discover a photo of the tug bearing this name, and this likely is because even though some sources indicate that she was SHEDIAC until 1951, there is good evidence to suggest that she already had been renamed (d) TRAVELLER before the end of the 1949 season. In C.D.&D. service, TRAVELLER sported a grey hull, red cabins and a black stack with a red band. In later years, the company's crest was superimposed on the red band. SHEDIAC/TRAVELLER joined her former scrap tow mate A. M. MACAULAY in the Canadian Dredge & Dock fleet.

An unsourced Ivan Brookes news clipping dated November 30, 1956, printed a report from Kingston. "Two tugs were in trouble near here yesterday, and required assistance from local salvage companies. H.M.C.S. LOGANVILLE, a small tug attached to H.M.C.S. Cataragui, was brought to the surface of the Cataragui River this afternoon after sinking in 10 feet of water. The LOGANVILLE was raised by a derrick and scow of the Canadian Dredge and Dock Company. She was placed on the scow and taken to the company's plant to determine the cause of the sinking. A second tug, the TRAVELLER, belonging to Canadian Dredge and Dock, called for assistance when its ventilating fans failed near Cedar Island, forcing it to operate under reduced power. Three vessels were brought to shore by another of the company's own small tugs and the SALVAGE (sic) QUEEN of Pyke Salvage..." Other sources indicate that TRAVELLER was escorted on November 29, 1956, by SALVAGE PRINCE, rather than by S.A. QUEEN.

TRAVELLER did towing jobs all around the lower lakes and St. Lawrence River areas, and she and the rest of the Canadian Dredge & Dock fleet were kept very busy on the new St. Lawrence Seaway project, and in dredging harbours such as Port Colborne in anticipation of the Seaway's opening. After all of this activity was ended, however, most of the company's steam tugs were put into lay-up at Kingston, and many of them, the A. M. MACAULAY included, never operated again, and eventually were scrapped after lying idle for years.

Two of them, however, survived in the company's service, these being TRAVELLER and G. W. ROGERS, both of which were repowered to extend their lives. In 1960, TRAVELLER received a 700 b.h.p., 6-cylinder engine by Atlas Diesel A/S, Frederikshavn, Denmark, with 11.4 inch cylinder diameter and 19.3 inch stroke.

The ROGERS and TRAVELLER usually were based at Toronto from the 1960s into the 1980s, doing local harbour towing, working with the company's own derricks and dredges, and assisting with tows (scrap and otherwise) in the Welland Canal. The operations of the C.D.&D.Co. have, however, been reduced substantially in recent years (the tug BAGOTVILLE is still operated out of Toronto), and both G. W. ROGERS and TRAVELLER eventually were sold. TRAVELLER was acquired by McKeil Marine Ltd. in 1984, and her base of operation then became Hamilton.

TRAVELLER did not operate extensively for McKeil because of her age and con-