

on the red band. The foremast and boom were buff, while the mainmast was buff with a black top.

In 1951, not long after the RANDLE was acquired, Capt. George Hindman announced that his company, Diamond Steamships, "has sold its assets" to the Reoch Steamship Company Ltd., of Montreal. The Reoch firm, formed in 1950 by Capt. Norman J. Reoch, former vice-president and general manager of Canada Steamship Lines Ltd., acquired only Diamond's four freighters. The purchase price was not revealed, and press releases indicated that no change in ship personnel was planned by the new owner. As a result of the sale, GEORGE HINDMAN became (d) BROOKDALE (I) for Reoch, while BLANCHE HINDMAN was renamed (g) PARKDALE (I), HELEN HINDMAN became (g) GROVEDALE (I), and HOWARD HINDMAN was rechristened (d) FORESTDALE. All four of these canallers went to the breakers during the 1960s, PARKDALE and GROVEDALE finishing out their careers in the service of the Upper Lakes & St. Lawrence Transportation Company Ltd.

Then powered by a 16-cylinder GMC diesel engine which had been built in 1942 and installed in 1952, CHARLES R. RANDLE SR. passed not to the Reoch fleet but instead into the newly-formed Hindman Transportation Company Ltd., and in 1953 she was renamed (f) HELEN HINDMAN (II). This name honoured the daughter of Capt. George Hindman, the sister of Howard Hindman; Howard eventually was to assume control of the family's shipping business, becoming president of the Hindman Transportation Company Ltd. in 1960. The name, of course, had been freed up for use on the tug upon the sale of the Wolvin canaller which previously had borne the name.

HELEN HINDMAN (II) was used by Hindman to tow various barges that the organization owned. In addition to VIGILANT, the company owned the former Driftwood Lands and Timber Ltd.'s venerable pulpwood barges MITSCHFIBRE of 1895, (a) MARCIA (24), the 1897-built DELKOTE, (a) CARRINGTON (27), (b) CORDOVA (II)(39), and the 1897-built SWEDEROPE (II), (a) SIDNEY G. THOMAS (40). Along with HELEN HINDMAN, the company towed these barges with its two other big tugs, RUTH HINDMAN (I)(65), (a) WILLIAM A. MCGONAGLE (I)(37), (b) MARGUERITE W. (53), (d) LYNDA HINDMAN, built in 1908, and the 1919-built "Shipping Board" tug SULPHITE, (a) BALLEW (26).

HELEN HINDMAN (II), like her Hindman Transportation fleetmates, at first was painted grey, with purple deckhouses edged with aluminum, and her stack was yellow with a large red letter 'H' on it. These colours were most certainly distinctive, but not universally popular and, after a few years, the hull became black, the cabins white, and the stack yellow with a white diamond and a large black letter 'H' on it. The prominent cowl at the top of the HELEN's new, short stack was black. In time, the stack became buff, with a black cowl at the top, and a broad red band on which was located the white diamond and black 'H'. This stack design was to remain different, in the form of a buff bottom instead of black, from that worn by the steam freighters in the fleet.

At the time of her repowering, the RANDLE, soon to become HELEN HINDMAN, had lost her old wireless cabin, which had been located abaft her old tall smokestack, and her new and shorter funnel, which appeared to be a cut-down version of the original, was relocated where the wireless cabin used to be. The boom was removed from the foremast, and both masts were shortened considerably.

Late in the 1953 season, the new HELEN HINDMAN was erroneously reported in the press as being aground in a heavy storm while bound from Wiarton to Collingwood to attend the launching of the C.S.L. freighter GEORGIAN BAY in 1953. Supposedly lashed by high waves and with little chance of being freed before morning, HELEN HINDMAN was being attended by another Hindman tug, the diminutive PAUL EVANS, which was reported standing by with a line aboard the HELEN. The EVANS, it was stated, had tried to free the other tug, but was