

unsuccessful. In reality, the press reports were totally incorrect. The HELEN HINDMAN did not go aground in this incident, and instead, both tugs were practicing prudent seamanship, lying at anchor and riding out the storm in safety.

HELEN HINDMAN was the first ship to leave winter quarters at Collingwood during 1957, when she departed that harbour on February 15th after being on the drydock. She had a remarkably easy trip back to Owen Sound, although she encountered much drift ice once into the inner harbour at the Sound.

On November 25th, 1959, the 1890-built steamer QUEDOC (I), (a) MARISKA (23), (b) KAMARIS (26), was sold by N. M. Paterson & Sons Ltd., Fort William, through Marine Salvage Ltd., Port Colborne, to Holden Sand & Gravel Ltd., Toronto. Intended for use as a barge to haul aggregates, the venerable steamer was renamed (d) H.S.&G. NO. 1 on April 28, 1960, and she was, shortly thereafter, towed from Collingwood to Port Colborne by HELEN HINDMAN. With her stack removed, H.S.&G. NO. 1 carried only one cargo of stone, as far as we are aware, and then lay idle at Toronto until she was scrapped in 1961 at Hamilton.

In an interesting sequel to the tow of the QUEDOC (I), HELEN HINDMAN and RUTH HINDMAN towed the 1960-built Paterson steamer NEW QUEDOC (63), (b) QUEDOC (II), from Midland to Collingwood for engine repairs in late December of 1961. Paterson officials stated that the repairs were not related to the flooding of NEW QUEDOC a few days previously, when a valve accidentally had been left open. The water had been pumped out and the need for engine repairs was determined when the ship was in winter quarters at Midland. NEW QUEDOC's cargo of 477,000 bushels of grain was removed before the vessel was towed around to the shipyard at Collingwood.

In April of 1963, HELEN HINDMAN, laid up as usual at Owen Sound, took on a crew for a few days to go to Collingwood to turn the new C.S.L. upper laker BLACK BAY, then under construction there. That job done, HELEN HINDMAN then returned to Owen Sound and lay there for three or four weeks as she was made ready for her usual summer season of towing the fleet's pulpwood barges. But other work was taken by the Hindman tugs whenever it was available, and on September 29, 1963, HELEN HINDMAN towed the 1907-built Hanna steamer CARLE C. CONWAY, (a) WILLIAM A. HAWGOOD (11), (b) R. L. AGASSIZ (34), out of Manitowoc, Wisconsin, en route to Fort William for scrapping. The scrap metal from the CONWAY eventually was shipped to Japan in the Formosan salty UNION TRADER. On October 6th, 1963, HELEN HINDMAN was upbound at the Soo with the CONWAY's near-sistership, the 1911-built EDMUND W. MUDGE, (a) QUINCY A. SHAW (31), in tow, also bound for Fort William shipbreakers. The metal from the MUDGE also eventually wound up in Japan.

HELEN HINDMAN was no stranger to scrap tows, which became more frequent after the new Seaway opened and the 1960s wore onward. On July 2, 1964, she passed upbound at the Soo with the Algoma Central Railway's 1903-built steamer ALGOWAY (I), (a) G. WATSON FRENCH (24), (b) HENRY P. WERNER (37), (c) JOHN J. BOLAND JR. (II)(40), in tow. ALGOWAY was bound from Port McNicoll to Fort William for scrapping.

During the 1965 season, the Hindman Transportation Company Ltd. acquired the 1906-built upper lake bulk carrier JAMES LAUGHLIN, which it renamed (b) HELEN EVANS. The ship was christened in honour of the former Helen Hindman, who latterly had become the wife of Parker Evans. With the newly acquired steamer honouring his sister, Helen, Howard Hindman renamed the tug previously known as the HELEN, rechristening her (g) SUSAN HINDMAN, in honour of his daughter.

She ran under this new name for only a short period, and took whatever work her owner could find for her. VIGILANT had been sold for scrapping back in 1956, and MITSCHFIBRE was sold to a similar fate in 1966. DELKOTE and SWEDE-ROPE were retired from service in 1967 and were sold for scrapping at Hum-