

Port Colborne, and deposited the barge in Ramey's Bend, where it later was dismantled.

The 1909-built freighter HENRY R. PLATT JR. (II), (a) G. A. TOMLINSON (I) (59), arrived at the Ramey's Bend scrapyards on November 27, 1970, in tow of the tugs TRAVELLER and HERBERT A. The PLATT had been owned by the Gartland Steamship Company, but had been idle ever since the American Steamship Company had acquired control of Gartland. The PLATT, however, would not be scrapped by Marine Salvage, but only stripped of her superstructure. She later was towed to Hamilton, Ontario, where her hull still serves as part of a wharf facing at the Stelco plant.

On June 28, 1971, HERBERT A. was again at Toronto, this time towing from the port the 1932-built steam canal tanker WESTERN SHELL (II), (a) LAKESHELL (I) (33), (b) JOHN A. McDOUGALD (50), (c) EASTERN SHELL (I)(69), (d) FUEL MARKETER (I)(70). Shell Canada Ltd. had sold the tanker to the Big D Line Ltd., of Marine City, Michigan, and Chatham, Ontario, and after HERBERT A. arrived with the tanker at Port Colborne, WESTERN SHELL was unofficially (never registered) renamed (f) ALFRED CYTACKI. Then, with HERBERT A. as her motive power, the CYTACKI was used as a barge in the Bunker C trade from the Shell Oil plant at Corunna, Ontario, to Detroit. On October 2nd, 1971, however, HERBERT A. brought the barge back to Port Colborne, reportedly as a result of the new owner's non-payment of the account of the Port Colborne Tug Company. The HERBERT A.'s bill must somehow have been satisfied, because ALFRED CYTACKI later went back into service in tow of the big steam tug CHRIS M. (better known today as the sail excursion vessel EMPIRE SANDY), which the Big D Line had acquired, and which came for the CYTACKI at Port Colborne on November 21st, 1971.

Released from her CYTACKI duties, HERBERT A. got into the scrap tow business again, and on October 21, 1971, she and the Canadian Dredge & Dock Company's G. W. ROGERS arrived at Ramey's Bend scrapyards towing the 1906-built self-unloader W. E. FITZGERALD, another former unit of the Gartland Steamship Company's fleet. On November 10, 1971, HERBERT A. and G. W. ROGERS were back at Ramey's Bend, this time to pull the stripped-down hull of HENRY R. PLATT JR. out of the scrap bed and take her down to Hamilton, where the tow arrived on Remembrance Day, November 11th.

But time was running out for HERBERT A. The tug was growing old, and her hull plating clearly showed the evidence of hard use. Her owner was finding it increasingly difficult to find work for HERBERT A. and, accordingly, when the opportunity came to dispose of the vessel, Herb Fraser & Associates wasted no time in consummating a deal.

HERBERT A. passed down the Welland Canal for the last time on October 24th, 1972, bound under her own power for Sorel, Quebec. She had been sold to the Carrick Corp., of Nassau, Bahamas, but with the season so late, it apparently was decided not to send her southward immediately. She spent the winter of 1972-1973 in drydock at Sorel, and in October of 1973, she was still at Sorel, wearing the new name (h) TARA HALL, which she had received in August. Apart from the new name, however, she was still sporting the colours of the Port Colborne Tug Company, and observers had begun to wonder whether she would ever see service for her new owner.

T.M.H.S. member Rene Beauchamp spotted TARA HALL at Trois Rivieres, Quebec, on January 6th, 1974, at which time, although still in Port Colborne Tug Company livery, she was preparing to sail for the Bahamas, despite the fact that it was wintertime. TARA HALL suffered rudder damage (presumably from ice) in the St. Lawrence River off the mouth of the St. Simeon River on January 18th, and she had to be fetched by the Davie Shipyard tug LEONARD W., which was stationed at Quebec City.

Just when TARA HALL finally departed Canadian waters for the southern seas was not reported. Lloyd's Register is not of much assistance as to what hap-