

pened to her as TARA HALL. It showed her still registered at Owen Sound to her former owner through 1977, and then in 1978 showed her as owned by the Carrick Corp., Nassau, without any registration details (no flag, no call sign, and no port of registry). The 1982 Lloyd's reported the following data: TARA HALL, 411 Gross Tons, 213 Net; Call Sign H09484; owner - Carrick Corp. Ltd., Beaumont House, Bay St., Nassau, Bahamas; registered in Panama. Panamanian registry numbers are somewhat confusing, but the official number shown in Lloyd's as 4288-PEXT, would probably have been assigned in 1973 or 1974, so there is a good chance that she was flying the Panamanian flag shortly after leaving the Great Lakes in 1974.

Skip Gillham has reported that "she was damaged when a vandal set fire (to her) at New Orleans on May 12, 1975", so she must then have been operating in the Gulf of Mexico / Caribbean Sea area. (Note: In the first instalment of this feature, we erroneously showed this date as May 12, 1925, putting it incorrectly into the vessel's XELDA period.)

An all-night root canal procedure probably would be easier to suffer than attempting to do marine historical research in Nassau! The Carrick Corp. folded its operations at Nassau on November 30th, 1984, and Carrick International was incorporated at Nassau in December of 1984. Donald Brown, of Brown's Boat Basin Ltd., Nassau, a veteran in the Bahamian towing trade, does not recall ever having seen TARA HALL, nor does anyone else in Nassau. Howard Hindman last heard of the tug being under arrest at Miami, Florida, where she supposedly was sold by the Sheriff for non-payment of debts. By this time, she may possibly have become an American hull again.

In 1996, Lloyd's Register had this to say about the vessel: "It is with considerable regret that I have to advise you that we have no further information on the tug TARA HALL, which is being removed from the Register of Ships as we strongly suspect that she no longer exists. Although TARA HALL is still registered in Panama, I understand that this may be because no one has ever bothered applying for cancellation; this usually involves paying a fee and clearing all debts. A couple of years ago, the Panamanian authorities approached Lloyd's Register to help them find out what ships were sailing under their flag. There were a large number that had been sold to other flag states, broken up, or become casualties, that were still on their files because cancellation of registry had never been applied for."

So what really did become of TARA HALL after she sailed southward? Did she see any useful service, and if so, for how long? We may never know, but readers who might have any additional information about this distinctive old tug are invited to correspond with us to fill in the blanks. Are any of our stalwart members up to this challenge?

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