

The vessel will require extensive repairs but officials of the Kingston Shipbuilding Company this morning stated that they did not know whether the local company would get the repairing job or that the boat would be put in drydock and tenders called. Fifteen hundred tons of the NOVADOC's 2,500-ton cargo was removed before she was released. The Pyke barge DAVIE is bringing a load of the salvaged cargo to Kingston but as to whether the Sin-Mac tugs are also bringing part of the damaged flour cargo to Kingston could not be learned this morning."

December 11, 1932: "Barge Broke Loose When Near Wharf. When but a few hundred yards from the old Cereal Works wharf the barge [GEORGE T.] DAVIE, in tow of the tug SALVAGE PRINCE, which was bringing part of the salvaged flour cargo of the NOVADOC to Kingston, broke away and swiftly drifted eastward before a strong wind. The SALVAGE PRINCE succeeded in getting on the aft side of the drifting barge and a cable was fastened to the end of the barge. She was towed behind Cedar Island and both tug and barge are waiting for the wind to abate before coming to the wharf."

On December 12, the paper noted that NOVADOC would probably go to Kingston under her own power and be put into the drydock at the Kingston Shipbuilding Company. After being released, the ship was towed to shallow water where efforts to pump her out were begun. It was said she had a large hole in her hull. A December 13 report said that GEORGE T. DAVIE still had not been docked at the Cereal Works, nor had NOVADOC arrived at Kingston. The "Whig-Standard" noted on December 14 that the barge finally had been docked at the Cereal Works on Ontario Street the previous afternoon.

On December 16th, the paper reported that NOVADOC was to leave Alexandria Bay for Kingston at noon that day under her own power and would be drydocked on arrival. "After towing part of the cargo of the NOVADOC to Kingston early this week, the Pyke tug SALVAGE PRINCE returned to Alexandria Bay with more pumps for the NOVADOC. The boat has considerable water in her bow and both pumps and compressors will likely have to be used to keep her afloat on the way to Kingston."

December 17, 1932: "... NOVADOC limped into Kingston harbour last evening from Alexandria Bay, N.Y., and has been placed in the drydock at the Kingston Shipbuilding Company's yards. A rough estimate of the damage is placed at \$30,000 but an accurate estimate cannot be procured until Captain Hayes makes a survey of the vessel. It was learned at the yards this morning that about 15 plates at the fore part of the vessel are damaged. The NOVADOC left Alexandria Bay early yesterday afternoon and completed the trip to Kingston in five hours. She stopped at Clayton, N.Y., to take on additional fuel. The vessel came to Kingston under her own power. Three pumps were required to keep the vessel afloat, two of them being supplied with steam from the vessel while the third was supplied with power by the tug SALVAGE PRINCE, which accompanied the boat to Kingston. Fifty bags of cement were placed against the large hole in the bow... .

"The hold in the central part of the vessel had to be filled with water to keep her balanced on her trip to Kingston. The vessel had a slight list but the short trip was made without mishap... . It was learned this morning that the entire cargo of the NOVADOC was damaged but it was expected that 80 per cent of it would be salvaged. It was not known at the offices of the Kingston Shipbuilding Company this morning whether the local company would be awarded the contract of repairing the NOVADOC or not... ."

The January 1933 issue of "Canadian Railway & Marine World" reported: "The closing of the 1932 navigation season on the Great Lakes and St. Lawrence River was marked by several strandings, including those of the s.s. NOVADOC on Frontenac Shoal near Kingston, Ont. The Paterson Steamships Ltd. s.s. NOVADOC... ran aground on Frontenac Shoal, in the St. Lawrence River off Alexandria Bay, about 30 miles from Kingston... early on Dec. 4... . She left Fort William on November 28 in command of Capt. W. Beatty, with about