

but a few of the company's canallers were temporarily lucky in that they were sold to other operators for further service, albeit not necessarily in the grain and pulpwood trades to which they had become accustomed. A higher proportion of Upper Lakes Shipping canallers survived than those from any other major fleet. CHARLES R. HUNTLEY did prove to be one of the lucky ones, and years later, she would be the last of the former Eastern and U.L.&St.L. canallers to remain in operation.

The HUNTLEY was sold on July 7, 1960, to McNamara Construction Equipment Limited, Toronto, as a replacement for the venerable and smaller McNamara sandsucker SIDNEY M., which was scrapped at Toronto that summer. The Toronto Dry Dock Company's steam tug J. C. STEWART towed the HUNTLEY to Whitby, Ontario, on July 14, 1960, and there she was converted to a tail-suction sandsucker, equipped with a suction arm on the starboard side and doors in her bottom. There was, of course, much work done on her holds and spar deck to fit her for her new trade, but her deckhouses remained much the same except that an enclosed wing was built onto the starboard side of her pilot-house, from which dredging operations were controlled. Her new tonnage was 1733 Gross and 1186 Net. The conversion work cost approximately \$250,000. When the HUNTLEY entered service in her new form in the spring of 1961, she was given the same colours that McNamara gave its tugs and other dredging equipment; her hull and forecastle were black with a high red boot-top, her forecastle head bulwark was white, while her cabins were red with white tops. Her smokestack was black with a silver band between two very narrow red bands, with a large red letter 'M' on the silver band.

The ownership of the HUNTLEY was transferred on December 27, 1966 to the McNamara Corporation Limited, Toronto, and she continued to be used in various locations around the lakes until she was taken to Halifax for service on the east coast in 1968. During the summer of 1970, she was back on the lakes, working in Hamilton Harbour, and by that time she had been repowered. Her steam engine had been removed and replaced by a 12-cylinder Caterpillar D348 engine and twin Harbormaster outboard engines (one mounted on either side of the fantail) powered by twin GM V1271 diesels. Her boilers were converted to fuel tanks, each carrying 7,763 Imperial gallons (33,290 litres). Her old smokestack was removed during this repowering and never was replaced. The old mainmast also was removed and replaced by something akin to a latticework tower. The work increased her Net Tonnage to 1553.20.

She went off-lakes again in 1971 to participate in the huge North Traverse dredging project, wherein 14 million cubic yards of silt were dredged from the St. Lawrence River off the Ile d'Orleans, east of Quebec City. McNamara was one of the participants in the consortium which won the contract for this immense project. One of her many mates on this project was ILE D'ORLEANS, which once had been her Eastern and U.L.&St.L. fleetmate NORMAN B. MACPHERSON. Once the job was finished, many of the vessels involved, a number of which had been converted especially for use as dredges or spoil carriers, were scrapped, but the HUNTLEY survived, and in 1973-1974 she was laid up at Boucherville, Quebec. In 1975, her ownership was transferred to Canpac Leasing Limited, Montreal, and in 1979 to Roylease Limited, Montreal, which owned her until late in 1988. These were financing deals.

The HUNTLEY's engineer's log for 1981 begins on February 5, with dredging operations at Courtney Bay, Saint John, New Brunswick. Ten days later, she had a bad day and at 0645 struck the dump buoy with the port Harbormaster propeller, but managed to free herself. At 1905 hours that same day, she hit the buoy again, this time with the starboard Harbormaster, putting herself out of commission for four days to make repairs.

On February 25, 1981, she hooked the buoy again with her port Harbormaster, but managed to free herself after 15 minutes. On March 25, she got her starboard Harbormaster prop tangled in steel rod while dredging. She was out of service from May 16 to the 20th, her port G.M. engine having cracked its crankcase and having to be put ashore for repairs. The HUNTLEY worked in and