

around Saint John until July 14, when the main CAT engine suffered a severe blow-back in its crankcase. On July 16, she went on the Saint John Dry Dock for a 16-day refit. She departed Saint John on July 31, arriving at Pictou, Nova Scotia, on August 3. She stayed at the Pictou dock from August 4 to the 8th for repairs to her drag head and drag pipe. The log ends on September 6, but we have a report that three days later, she managed to run over her own drag head. In later years, it was noted that there were some 150 feet of new bottom plating on the port side, and this may have been installed as a result of this accident.

There is no log for 1982 and so it is to be assumed that she lay idle at Whitby, McNamara's home base, having made her way there at some point. Sometime during her career with McNamara, her pump room was shifted from the aft end to the forward end, and the drag pipe rehung forward. She began operations again on June 19, 1983, departing Whitby for Pointe au Pic, Quebec, where she arrived June 26.

She dredged in the Pointe au Pic, Ile d'Orleans and Cap Brule areas until October 31, at which time she departed for Saint John, N.B., where she worked the balance of the season. She had been laid up from September 1 to 8, her starboard Harbormaster having been sent to Whitby for repairs, and her bowthruster going ashore for repairs. At Saint John, on November 18, at 0001 hours, she ran over her dump site buoy but managed to extricate herself. On November 25, 1983, she shipped a wave which flooded her upper engineroom, the water coming in through the port door and generator radiator openings, there being no scuppers capable of rapidly draining large quantities of water from the engineroom. On November 27, she departed Saint John for Whitby, arriving there on December 9 to lay up for the next six years.

Laid up at Whitby, she was joined by ISLE ROYALE and PRINCE EDWARD ISLAND in 1986-1987. ISLE ROYALE, the former OREFAX, was scrapped in the fall of 1988. The former ferry PRINCE EDWARD ISLAND, used as a generating unit during the North Traverse project, remained at Whitby despite public protests from 1988-1991 over the storage of PCBs aboard by her owner, a local scrap dealer. In December of 1988, CHARLES R. HUNTLEY was sold to the Cartier Construction Corporation, along with the 1938-built tug NIPIGON and the former Porter dredge LOCKEPORT. The tug R. & L. NO. 1 towed the HUNTLEY to Belleville, Ontario, in the spring of 1989 when McNamara began closing its Whitby operations and moving them to Belleville.

Alexander Hume, proprietor of Alexander Hume Inc., purchased the HUNTLEY in the summer of 1989 and towed her with his tugs ANGUS M. and SOULANGES (both former McNamara tugs) from Belleville to Toronto for a refit. Captains Geoff. Rae and Lauren "Sea Hag" Peterson commanded the tugs. During the refit, our own Capt. Gerry Ouderkirk began working on the HUNTLEY as Ship's Mechanic. During the refit, her CAT-driven generator threw a piston rod through the crankshaft, leaving an 8-inch hole in the engine block. It was replaced by a rebuilt Caterpillar unit. Also at this time, she was given a new GM V1671 to power her suction pump. A GM V671 powered her bowthruster. During the winter of 1989-1990, her old coal chutes were converted into engine stores compartments.

The Harbormasters were removed for refit in the drydock at Whitby, where she underwent inspection before her departure from the lakes for the east coast. She cleared Whitby on November 6, 1989, under Capt. Martin Johnson, and passed down through the Iroquois Lock at 1630 on November 7th. She passed through Canso and spent November 12 laid over at Port Hawkesbury awaiting better weather. The Port Hawkesbury Yacht Club graciously opened its doors to the crew that night (Gerry's 38th birthday) and most of the HUNTLEY's crew stood a double watch at the bar!

The ship departed Canso at midnight. At 0400 on the 13th, her main CAT engine gear box gave out. Second Engineer Dan Leonard had just come on watch and Gerry was still in the engineroom at the time. Apparently, one of the gear teeth broke off and stripped the forward gearing, resulting in much