

freighters MARTIAN and COLLINGWOOD exceeded RENVOYLE's 4,650 deadweight and 176,000 bushel capacity. She spent her last winter at Toronto during 1965-1966. While she was unloading her storage cargo, she was used for the filming of an episode of "Seaway", a serial drama that appeared on the C.B.C. television network.

RENOYLE fitted out in the spring of 1966 but she ran only until June 30th, when she was laid up at Hamilton. She spent the summer in idleness but fitted out again in late October and was sailed under her own power to Kingston, arriving there on the 30th. She was then laid up along with her fleetmate COLLINGWOOD. It appeared that both had reached the end of the line, as they were moored west of the grain elevator where so many old C.S.L. vessels had spent their last days before being sold for scrapping. Some navigational equipment was removed from the steamers and few observers expected that either would run again.

Business conditions, however, were considerably improved in 1967, Canada's centennial year, and both of these veteran steamers were refitted and returned to service during the month of May. But RENVOYLE was not to operate for long. On Thursday, June 1st, RENVOYLE was clearing the C.S.L. wharf at Point Edward in the quarter-mile-wide narrows of the Huron Cut of the St. Clair River. While turning to port to head downstream, a manoeuvre that she had completed safely hundreds of times, she veered unexpectedly over to the westerly side of the river and struck the Tomlinson self-unloading steamer SYLVANIA which was unloading at the dock of the Peerless Cement Company at Port Huron.

SYLVANIA sank in about fifteen minutes and came to rest on the bottom in 27 feet of water with a severe starboard (outward) list, causing vessel traffic on the river to be suspended until it could be made certain that the sunken ship would not slip over into the navigation channel. RENVOYLE was anchored 400 yards downstream on the U.S. side, and then returned to the dock at Point Edward where she was unloaded.

SYLVANIA was raised by McQueen Marine Ltd. on June 12, 1967, and was taken to the American Ship Building Company's yard at Lorain, Ohio, on June 20 by the tugs AMHERSTBURG and A-BURG. There the damage to her hull, a twelve-foot-long by one-foot-wide gash in her starboard side, was repaired, permitting her to return to service on October 12, 1967. The 1905-built steamer was acquired by the Columbia Transportation fleet in 1971 and served it until she was retired in 1980. She was scrapped at Ashtabula in 1984.

Although RENVOYLE only sustained a "bloody nose" (a good-sized dent in her bow), the accident ended her career. She proceeded immediately under her own power to Kingston and laid up west of the elevator alongside her already-idled C.S.L. fleetmates WESTMOUNT, R. O. PETMAN and MIDLAND PRINCE. She would never sail again under her own power,

During the legal battle that followed the accident, C.S.L. filed a Limitation of Liability proceeding with the District Court at Cleveland. This forced all of the claimants, including the Tomlinson Fleet Corp. and the cargo interests, to file their respective claims for damages in one action. Under this proceeding, C.S.L. had the right either to put up a bond or file an interim stipulation with respect to the value of the RENVOYLE with a further request that the court appoint a trustee and that the vessel be sold.

On September 30 - October 1, 1967, RENVOYLE was towed up the Welland Canal by the tugs GRAEME STEWART and G. W. ROGERS, and she was taken to Fairport, Ohio, within the court's jurisdiction, and placed in the hands of the local U.S. Marshal. An auction was held on November 15, 1967, at which the Acme Scrap Iron & Metal Company was the high bidder, the sale price being \$21,000. The limitation fund, therefore, consisted of this amount, which was turned over to Tomlinson in settlement of its claim.