

moved to Block's Terminal, located in an area leased to the Gulf-Tampa Drydock Company. Her cargo remained intact. Her owners, still anxious to operate her, tried to have her re-engined in order to avoid further costly break-downs. They located a suitable engine in northern Florida and had it trucked to Tampa, where it was installed. (We have no details of this engine.) It appears that it was at the same time that the vessel's pilothouse and texas were relocated on the boat deck at the forward end of the after cabin. The original smokestack seems to have remained. In early 1973, the owners posted a \$100,000 bond against the earlier notice of seizure issued over the repair bill. As such, the ship was permitted to sail, and she departed Tampa on Friday, May 4, 1973, bound for Guayaquil, where she delivered the cargo which had been in her holds for 14 months. Six members of the old crew had stayed with the ship during her long lay-up, and they sailed with her to Ecuador.

Thus, the story of GRAINMOTOR had not reached its end when, in June of 1973, Skip Gillham wrote: "We wish her many years of smooth sailing after all her problems. Who knows but that some day she may load a cargo for delivery in the Great Lakes she knew so well."

However, such was not to be the case. "Scanner" reported in December of 1974: "Two more losses on salt water have been reported, but these will be of particular interest to the avid lake shipping enthusiast, for they involve the former [lake] bulk carriers GRAINMOTOR and BELVOIR. Earlier in 1974, BULK GOLD, (a) GRAINMOTOR, was sold by the Antilles [Lines] Ltd. of Nassau to Ocean Services Ltd., Bluefields, Nicaragua, and she was renamed (c) ANDY. She is reported to have foundered south of Isla de Providencia on July 24th while en route from Pensacola, Florida, to Guayaquil, Ecuador. There is no word on casualties..."

By the time she was running as ANDY, as the photo accompanying this feature will show, she was looking much the worse for wear. She looked little like the proud canaller that once had graced the lakes and the St. Lawrence River, and for which Canada Steamship Lines and her builders had such high hopes.

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Skip Gillham's original story credits thanked The Gold Line, E. Dawson Roberts & Co., Brent Michaels, Paul Michaels, Stuart L. King of the "Charleston News and Courier", Robert A. Zeleznik, Thomas J. O'Conner of the Tampa Port Authority, Canada Steamship Lines Ltd., David T. Glick, Nels Wilson and J. N. Bascom. We now would also like to thank Adam Zhelka, and to acknowledge various items that appeared in issues of "Canadian Railway and Marine News". The late T.M.H.S. member Ivan S. Brookes' scrapbooks again proved invaluable, as did the records of James M. Kidd. Thanks, Skip.

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#### LAY-UP LISTING ADDITIONS

The following additions and corrections have been reported to augment the listings which we presented in the February issue.

**Montreal:** Add ALGOPORT, ALGOVILLE and SAUNIERE (moved from Les Mechins in January).

**Toronto:** Add LA MALBAIE (barge), PATRICIA D. 1 (tug), S/VM 86 (barge).

**Hamilton:** Add HAMILTON ENERGY.

**Port Weller:** Add VAC (tug).

**Toledo:** Add BESSIE B. (tug), CHERAW (Corps tug), CROW (barge), IDAHO (tug), ILLINOIS (tug), JOHN FRANCIS (tug), JOSEPHINE (tug), LOUISIANA (tug), MARILYN H. (tug), MIGHTY JAKE (tug), MIGHTY JESSIE (tug), FRANK PALLADINO JR. (tug), PIONEERLAND (tug), PRAIRIELAND (tug), WELDCRAFT IV (tug).

**Monroe:** BUXTON II (dredge), MUSKEGON (tug), J. WILKINSON (dredge).

**Detroit:** ACUSHNET (tug), CORMORANT (tug), DEMOLEN (Corps tug), DIAMOND BELLE (exc.), DIA-