

The Hindman barges and tugs then were sold off for scrapping, with the exception of SUSAN HINDMAN, which was sold for further operation and saw service from 1969 through 1972 as HERBERT A., running for the Port Colborne Tug Company before being sold off-lakes. SULPHITE, having remained idle at Owen Sound, was sold in 1966 to A. J Frank & Son Ltd., of Hamilton, Ontario. She was taken to Goderich, Ontario, where she was dismantled. Then her remains, along with the cut-up superstructure of LYNDIA HINDMAN, were loaded into the hull of the barge MITSCHFIBRE, which was towed in November of 1966 to Ashtabula, Ohio, and cut up for scrap by the Acme Scrap Metal and Iron Company in 1967. As so ended the career of one of the most beautiful steam tugs ever to serve on the Great Lakes.

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Ed. Note: We thank Gerry Ouderkirk for bringing to our attention the news clipping from the Fred Landon collection concerning the collision between DELKOTE and MARTIN MULLEN.

If any other members should have items or memories concerning SULPHITE, we would be pleased to hear from them.

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TWO BOOKS FROM SKIP GILLHAM

Member Skip Gillham, of Vineland, has produced two more books to add to his extensive list of titles. The Ships of the Misener Fleet, a 176-page softcover, gives the corporate history of the various Misener operations as well as an illustrated history of each vessel in the fleet. Interior photos are black-and-white, while the cover photos are in colour. Order for \$30.00 Canadian from Skip Gillham, P.O. Box 443, Vineland, Ontario L0R 2C0.

The other offering is Ships in Trouble: The Great Lakes 1880-1950. The second book from Skip in this series by Vanwell Publishing is a 128-page softcover featuring photos of ships involved in mishaps of various types, with very brief descriptions. Order for \$22.95 Canadian from Looking Back Press, P.O. Box 2131, 1 Northrup Crescent, St. Catharines, Ontario L2R 7S2. Phone 905-937-3100 or fax 905-937-1760.

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ADDITIONAL MARINE NEWS

During July, Marinette Marine began construction of the first "Littoral Combat Ship" designed for use in close proximity to enemy shore positions. She is to be delivered to the Navy in December of 2006.

Upbound in the Welland Canal on June 27 was the salt water tug GULF SERVICE towing another tug, the unbelievably ugly NORFOLK, which at one time was owned by McKeil Marine as VORTICE. NORFOLK was taken to Sturgeon Bay, where she will be refurbished to be paired with the new cement barge being built for the Lafarge interests. After delivering NORFOLK, GULF SERVICE departed Sturgeon Bay on July 8 towing the salt water tank barge ENERGY 11103.

Departing Montreal in mid-July under her own power was the former 1961-built package freighter NOVA, (a) FRENCH RIVER (81), (b) JENSEN STAR (86), (c) WOODLAND (91), (d) WOODLANDS (98), (e) LORENA 1 (03), (f) NOVA D. (05). She was sold by Groupe Desgagnes Inc. to Turkish shipbreakers. She was fitted out for this final voyage despite the fact that the ship had not sailed under her own power for a number of years. Before she became NOVA D., she carried the unregistered name NUNAVUT TRADER.

Having finished her mid-life reconstruction at Port Weller, the former JEAN PARISIEN was rechristened (b) CSL ASSINIBOINE ON June 30. After running her sea trials on Lake Ontario, she departed Port Weller upbound on July 5th. The reconstruction is said to have cost \$30 million Canadian and will extend the life of the ship by many years.

Still going strong in her 99th year is the cement carrying steamer formerly known as SOUTH-DOWN CHALLENGER, (a) WILLIAM P. SNYDER (26), (b) ELTON HOYT II (52), (c) ALEX D. CHISHOLM (66), (d) MEDUSA CHALLENGER (99). Before the vessel entered service during June, she was renamed (f) ST. MARYS CHALLENGER to reflect her acquisition by the St. Marys Cement Co.

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