

It wasn't long before the CAMPBELL got into trouble. In press reports dated September 21 and 22, 1933, it was noted that, whilst the tow was en route from Montreal to Toronto with another cargo of 2,000 tons of molasses, the tug FLORENCE ran short of coal fuel. On the afternoon of Wednesday, September 20th, she left the barge and its five-man crew adrift in stormy seas 18 miles out from Oshawa, while the tug went into Oshawa for bunkers, and the barge wallowed in the seas all night. When FLORENCE returned for her barge on Thursday morning, she at first could not locate her and help was summoned. The tug SALVAGE PRINCE was dispatched from Kingston, the tanker CYCLO WARRIOR stood by in the vicinity, and the C.S.L. package freighters KENORA and CITY OF HAMILTON were asked to be on the lookout for the wayward barge.

Eventually, FLORENCE discovered that the Sin-Mac tug RIVAL had found the barge and had her in tow. RIVAL and the barge arrived in Toronto's Parliament Street slip on the morning of Friday, the 22nd, with FLORENCE also present, but none of the crew of FLORENCE or of the CAMPBELL would talk to reporters about the incident. The barge suffered no significant damage during her strange adventure.



This excellent image of PETER G. CAMPBELL, showing how she looked originally, appeared in the press after her Lake Ontario adventure.

The seven-man crew managed to escape in a lifeboat before the tug sank, and took shelter on Timber Island, where they built a fire and dried their clothes before rowing to the Prince Edward County mainland. Several attempts were made to raise the tug, or at least salvage her machinery, one as late as 1941, but all were unsuccessful.

During the 1934 season, with FLORENCE lost, Dominion Tankers appears to have chartered Sin-Mac tugs, and particularly the RIVAL, to handle the CAMPBELL. But the company soon decided to convert the CAMPBELL to a twin-screw motorship, and this work was done by Canadian Vickers Ltd. at Montreal over the winter of 1934-1935. The ship was fitted with two Sulzer two-cycle, four-cylinder diesel engines, whose cylinders measured 11 7/8" by 15 3/4". This new machinery, built in 1935, gave the ship braking horsepower of 600. At this same time, the tanker received a much larger after cabin and a bigger pilothouse, all placed aft, as well as a short (and almost invisible) smokestack. Two short masts also were fitted. This reconstruction increased her tonnage to 836 Gross and 649 Net, while her dimensions were reported as 178.9 x 34.1 x 14.9 on the Dominion register. The 1937 register showed her owner as Tankers Ltd., of Nassau, B.W.I., and it was reported that this firm owned the tanker from 1935 through 1940. The CAMPBELL's ownership was transferred in 1941 to Shell Canadian Tan-

Late in the 1933 season, FLORENCE was to meet her doom. The Toronto evening press of Tuesday, November 14th reported that the tug had been upbound from Montreal en route to Toronto on her last trip of the season. None of the reports of the incident mentioned a barge, so it would appear that FLORENCE was running light tug. Buffeted by heavy seas and blizzard conditions, the tug was unable to find shelter, began to take water, and foundered in 80 feet of water off Point Traverse in eastern Lake Ontario on the morning of the 14th.