

The small Panamanian salty SAMARU entered the lakes back in June 1979, and stayed nine years, being laid up first just inside the mouth of the River Snyc, and then for many years at Port Dover after her acquisition by Harry Gamble Shipyards. At long last, however, Gamble found a buyer for SAMARU and, on July 31, carrying the new registry port of San Lorenzo, Honduras, and owned by Yew Seng Shipping Company PTE., of Singapore, she cleared Port Dover for Port Weller, her name now spelled SA-MARU. She arrived at Montreal on August 22 and sailed on the 27th, allegedly to take up operation out of the Miami River.

The western Lake Erie ferry PELEE ISLANDER suffered propeller damage during late August and limped around her route at reduced speed for several trips. She closed out her Sandusky service earlier than usual, and sailed for Port Colborne, arriving on the West Street Wharf during the night of August 28-29. The next day, she went down through Lock Eight to the Marsh Engineering drydock at Ramey's Bend for the necessary repairs.

No decision regarding the future of the damaged Canadian Soo Lock is expected until next year. Nevertheless, it has been announced that \$3,000,000 will be spent to establish a Canadian Coast Guard station at the Soo to house facilities presently located at various sites in the area and to provide a home base for CARIBOU ISLE. Two sites are under consideration; one is on Canadian Parks Service property near the disused lock, whilst the other is the former Ministry of Natural Resources aviation centre just below the Government Wharf. Construction will begin in the summer of 1989, and the station should be complete by July of 1990.

A late summer and autumn visitor to the Port Weller shipyard has been the H.M.C.S. NIPIGON, which has been undergoing extensive refitting. The warship was at Montreal on August 27 and entered the Seaway the same day. NIPIGON was on the fit-out wall behind HON. PAUL MARTIN when JAMES E. McGRATH had her accident.

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FLORENCE REVISITED

One of the T.M.H.S. members who is always willing to assist with "Scanner", and who often has information to add in answer to questions raised in some of our features, is Donald Page of Kingston. Now he has been able to come up with information which we had despaired of ever locating, this being in respect of the boilers installed in the steam tug FLORENCE, which was our Ship of the Month No. 166 in the Mid-Summer Issue.

It would seem that FLORENCE's original boiler was 12'6" in diameter and 11'6" in length, with three furnaces, and produced steam at 100 p.s.i. The boiler was built by the shipbuilder, namely Maritime et Industrielle Cie., Levis, Quebec. In 1912, a new boiler was fitted in FLORENCE, this being one built that year by L. Matheson & Company of New Glasgow, Nova Scotia. It was 16'5" in diameter and 11'3" in length, with two furnaces, and it was capable of producing a working pressure of 120 p.s.i. It would seem likely that FLORENCE's first boiler did not produce sufficient steam, particularly when she was towing large schooner barges in the years following her 1906 acquisition by the Quebec Transportation and Forwarding Company Ltd.

We are greatly indebted to Donald Page for his assistance with the story of FLORENCE, and we would still be pleased to hear from anyone else who might have anything else to add to our feature.

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FEES: Just a reminder that we would appreciate receiving all membership renewals as soon as possible. Please see the note on the front page for details, including the address of our Treasurer. Thank you.

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