

In recent years, much has been said concerning the apparently-imminent closing of the McNamara shipyard at Whitby, Ontario, and the clean-up of the company's "boneyard" there in anticipation of local redevelopment. Despite all of this, the Whitby drydock still is operating and, as we go to press, the Toronto ferry SAM McBRIDE is on the dock for survey, inspection and repair. An unusual visitor to the Whitby drydock during early September was the big (110 feet) tug BARBARA ANN, which for many years has been operated by Malcolm Marine, of St. Clair, Michigan. We wondered why BARBARA ANN would visit a Canadian shipyard, and particularly that at Whitby, and the answer is that the 1936-built tug (she was rebuilt in 1975) is no longer owned by Malcolm. In fact, BARBARA ANN has been acquired by McKeil Marine Ltd., of Hamilton, and she has been transferred to the Canadian flag. BARBARA ANN will likely retain the same name, for the McKeils are adverse to changing the name of any vessel they acquire, and she will be the longest tug (although not the largest in terms of tonnage) in their fleet.

The former Shell Canada bunkering tanker BAYSHELL (II), which departed the lakes during May, has since been observed in service at Balboa, Panama, where she bunkers vessels awaiting transit through the Panama Canal. Her new name, however, is neither PETROPAN P. nor PETROPAN T., as variously reported earlier, but rather PETROPAN NO. 1. Her new owner has not yet been identified.

Due on the drydock at Sturgeon Bay, Wisconsin, this autumn have been the Upper Lakes Towing Co. Inc. barge (and former steamer) JOSEPH H. THOMPSON and the tug which was built out of her severed stern. It had been intended that the tug would tow the THOMPSON to Sturgeon Bay, but the Coast Guard has insisted that the tug and barge be considered as one unit and thus both would have to be towed to the shipyard. The conversion of the THOMPSON has been under way for several years at Menominee, Michigan, and it is hoped that the ship will be able to make several trips before the close of the 1989 navigation season. At first, the THOMPSON will run without deck gear, but cargo-handling equipment will be added as soon as practicable.

Many cargoes of road salt have been brought into Toronto this summer for the Iroquois Salt Company. A number of vessels have delivered the salt to the south side of the ship channel, most of them being Algoma Central Marine self-unloaders. ALGOWAY has been the most frequent visitor, but ALGOSOO has also made the trip. There even was a visit on September 6 by SAUNIERE. As far as we know, this was the first time SAUNIERE ever has come to Toronto. She has been operating in the lakes in 1989, rather than on the east coast, as a result of labour problems in the down-east salt business.

The shipbreakers who purchased the former Canadian Coast Guard icebreakers d'IBERVILLE and N. B. McLEAN have been identified as the Lung Ching Steel Enterprise Company Ltd., of Kaohsiung. The dismantling of the venerable McLEAN began on February 28, 1989, while the scrapping of d'IBERVILLE commenced on March 16th.

Downbound with a cargo of iron ore, the C.S.L. steamer BLACK BAY grounded in the lower St. Mary's River near Buoy 20 off Point aux Frenes on the morning of August 11. The tugs ANGLIAN LADY and AVENGER IV were sent to the scene with the barge P.M.L. SALVAGER, and some of BLACK BAY's ore cargo was lightered out of her. The tugs were unable to pull the steamer free and, on the 12th, the tug CHIPPEWA was asked to assist. More cargo was taken out of BLACK BAY and she finally was freed at 4:20 p.m. on the 12th, shortly before the arrival of CHIPPEWA. BLACK BAY was put to anchor, inspected by the Coast Guard, had her cargo reloaded, and proceeded on her way to Hamilton. She did however, receive bottom damage in the stranding and, with the Port Weller drydock occupied and the Thunder Bay shipyard disabled with labour problems, it was thought that BLACK BAY might be drydocked at Sturgeon Bay. Certain arrangements were made for her attendance there but she did not go to Bay Ship and we understand that litigation has resulted. BLACK BAY was sent instead to Fraser Shipyards at Superior, where the necessary repairs have been put in hand.