

FORMER LAKE SELF-UNLOADERS ON SALT WATER

In recent years, a number of self-unloading vessels built for Great Lakes use or as "Caribbean Class" (with combined lake and deep-sea capabilities), or converted to such use, have been operating mainly on salt water. For those observers resident in the Great Lakes area, it often is difficult to trace the comings and goings of some of these self-unloaders. Accordingly, we are pleased to have received from T.M.H.S. member "Mac" Mackay, of Halifax, Nova Scotia, a list detailing the visits that such vessels made to the Port of Halifax during the calendar year of 1991.

We thought that our members might find this listing to be of interest, particularly in view of the recent announcement that Canada Steamship Lines and Upper Lakes Shipping have been holding negotiations which eventually may result in the merger of their respective international, deep-sea self-unloader services.

ALGOBAY (Liberian registry): 1 Halifax visit - for bunkers only.
 AMBASSADOR, (a) CANADIAN AMBASSADOR (86) (Vanuatu registry): 1 load gypsum.
 ATLANTIC ERIE, (a) HON. PAUL MARTIN (88) (Bahamas registry): 5 loads gypsum and 1 visit for repairs.
 ATLANTIC HURON, (a) PRAIRIE HARVEST (89) (Bahamas registry): 4 loads gypsum.
 NANTICOKE (Canadian registry): 7 loads grain and 1 load gypsum.
 PIONEER, (a) CANADIAN PIONEER (88) (Vanuatu registry): 7 loads gypsum.
 SAUNIÈRE, (a) BROOKNES (76), (b) ALGOSEA (82) (Canadian registry): 2 visits - for bunkers only. This ship normally operates in the salt trade from the Magdalen Islands.

In addition, the port received 13 visits, 8 with grain and 5 with gypsum, from HALIFAX, (a) FRANKCLIFFE HALL (II)(88), which is under Canadian registry but is restricted in her operations and does not venture beyond Halifax.

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ADDITIONAL MARINE NEWS

Earlier, we mentioned that the Essroc Cement barge METIS would be pushed during the 1992 season by the east coast tug IRVING BIRCH. Nevertheless, on April 17th, the tug IRVING ELM was upbound in the Seaway, bound for Toronto, and on the 22nd, IRVING ELM was downbound in the Seaway again with METIS in tow. We are not certain whether the IRVING ELM may be permanently assigned to the barge, or whether both Irving tugs may handle her as their respective schedules may permit.

Last issue, we mentioned that the Lake Ontario passenger service, planned by TNR Corp. to run from Toronto to St. Catharines and Rochester, had encountered difficulties and that its contract with Norwegian shipbuilder Kvaerner Fjellstrand had been reported as cancelled. The shipyard was to complete two \$8 million catamarans for the TNR service. Not long after that report appeared, we received another press report to the effect that a representative of the shipyard was in St. Catharines to talk with representatives of TNR, so it would seem that there still may be hope for the service to begin in 1992 as anticipated.

At the time we went to press with this issue, we were advised that the ocean-laker SASKATCHEWAN PIONEER was in a Cuban port, loading a cargo of bulk sugar which was to be delivered to the Redpath Sugar manufacturing plant on the Toronto waterfront. SASKATCHEWAN PIONEER is owned by Pioneer Shipping Limited (James Richardson & Sons Limited), and was operated by Great Lakes Bulk Carriers, although we understand that she now is operating for the Fednav Group. If the "SASK PI" (as she has been known almost since her first appearance in the lakes in 1983) does in fact bring raw sugar here, it will be the first ever appearance of the vessel in Toronto Harbour.

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