

T.M.H.S. member Norman Eakins, of Point Edward, has produced a publication which he hopes will be the first in a series of annual directories. Entitled Ships on the Great Lakes in 1994, it is a compilation of all sorts of information about lake vessels and ocean-going visitors to the lakes in 1994. The 184 pages of the directory come punched ready to be placed in a three-ring binder (you supply your own) and are shipped in plastic wrap. The cost of the publication is \$29.00 Canadian to addresses in Canada, or U.S. \$24.00 to United States addresses, including shipping. Interested parties should contact Norman Eakins, P.O. Box 25010, Point Edward, Ontario N7V 4K1.

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ADDITIONAL MARINE NEWS

Seaway Bulk Carriers' CANADIAN PATHFINDER, the former BAIE ST. PAUL, which has been lying idle first at Hamilton and, since last autumn, at Toronto, has recently had white towing marks painted on her hull, fore and aft, indicating the imminence of an overseas scrap tow. We have heard that she may be heading to breakers in India, and also that she may be accompanied on the trip by CANADIAN HARVEST, the former RIMOUSKI, which has been laid up at Montreal.

It was reported in the March 10, 1995, issue of "Marine News", that Ocean Navigation Inc., of Quebec City, has acquired from Canadian Marine Drilling Ltd., of Alberta, the 184.5-foot, 1971-built, ice-classed tug/supply boat CANMAR SUPPLIER VII. The boat was to be drydocked at North Vancouver and then sailed via the Panama Canal to a yard in eastern Canada, where she will be refurbished and refitted as an icebreaking tug.

Last year, we commented upon the disposition of the various ferries which used to serve the now-defunct amusement park on Boblo Island in the Detroit River. One of the boats that ran to the island from Gibraltar, Michigan, was the 1984-built TECUMSEH. People who knew her in this guise would hardly recognize her now. After a long run down from the lakes via the Hudson River and Intracoastal Waterway, she was rebuilt at Fort Lauderdale as the "tiki boat" RUMRUNNER KEY, and she began excursion service at Key West, Florida, on January 7th. Owned by a Captain Pinney, she makes regular two-hour trips around Key West and nearby islands. Her open upper deck is rimmed by a "palm thatch skirt and partially shaded by a tiki-hut roof. More outstanding", according to local press reports, "there is a giant hot tub, a real sand beach and palm trees". The total effect is quite, er, "overwhelming"...

Problems over how the Pelee Island ferries JIIMAAN and PELEE ISLANDER will run in 1995 were solved recently when it was agreed that the mainland Ontario terminus for the boats will be Leamington, from the commencement of service in the spring until July 31, and then from August 1st to the close of navigation, the boats will run out of Kingsville. The decision appeared to satisfy both towns and their respective tourist facilities.

In the February issue, when we mentioned Montreal's new firefighting barge R.W. 1, we erroneously mentioned the handling tug W. N. TWOLAN as being owned by St. Lawrence Tug Boats Inc. The latter firm, in October, 1993, bought out and then adopted the name of McAllister Towing & Salvage Inc., which now owns the TWOLAN.

The Enerchem tanker ENERCHEM TRAVAILLEUR, (a) JAMES TRANSPORT (86), left her Montreal lay-up berth on December 30, under tow for Montreal-East, where her tanks were cleaned. She later was taken to Les Mechins, Quebec, where she is being converted to a fresh water carrier. Expected to be ready in April, she will be renamed (c) ENERCHEM DOLPHIN and, registered in the Bahamas, she will be on a three-year charter to carry water to the Bahamas from Florida.

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