

Mention of the Toronto Drydock brings to mind the fact that an interesting conversion is taking place there. For a number of years since being acquired by the Rogers interests, the former U.S. Coast Guard tug SAUK has been slowly cut down and rebuilt. She is being transformed into a two-masted auxiliary schooner for service in the Caribbean, and she tentatively has been renamed (b) ALISON LAKE, in honour of Alison Lake Rogers, one of the daughters of Norman Rogers. Much steel ballast has been put into her hull, she has been repowered with a GM V1271 engine, and she has been given a new and lower cabin configuration.

Several issues back, we mentioned the repowering of the tug GLENMONT at Toronto with one of the engines earlier removed from the Island ferry WILLIAM INGLIS when she received her second repowering. We erred, however, in identifying the machinery. The INGLIS' first machinery was of Fairbanks-Morse manufacture, while her second engines were twin Cummins V12-525-M diesels (not G.M. equipment as we stated), and it is one of these that is going into GLENMONT. In fact, we erred twice, because it was rather more than seven years ago that these engines were taken out of the INGLIS, although we do not have the exact date.

We should also correct another small error from the December issue. The current owners of the former Seaway tug WELLAND are the Minor Brothers (not "Miner" as we reported).

Much has been said in recent issues concerning the ill-starred overseas scrap tow of CANADIAN PATHFINDER and CANADIAN HARVEST, which saw the latter break in two in heavy weather on December 3rd, only two days after the tow finally left Mulgrave, Nova Scotia. Another tow ran into trouble, however, and we quote from a press report from Walvis Bay, Namibia, dated February 1st: "Arrest of d-e buoy & supply vessel SIMCOE (961 gt, built 1962, not vessel SIMCO as before reported) and steam bulk carrier CANADIAN HUNTER: The plaintiff is Kaliningradmorneftegaz PLC, as tug owners and there are two defendants, Tata Ltd., and Global Marine Transportation Inc. The arrest is in connection with a dispute over the towage money payable." This report, which appeared in "Lloyd's List", is interesting but in gross error, in that it has identified one of the vessels involved as the still-active Canadian Coast Guard tender SIMCOE, when in reality the boat that was in tandem tow with CANADIAN HUNTER behind the Russian tug NEFTEGAZ-66 was ALGOSTREAM, (a) SIMCOE (94), which was of 18102 Gross Tons and was built in 1966. We have not yet had a report of the arrival of ALGOSTREAM or CANADIAN HUNTER in India, so they may still be at Walvis Bay pending resolution of the litigation over towage fees.

The Lake Michigan carferry BADGER enjoyed a successful season in 1995, and when she begins her 1996 season, it will be with an extra car deck added to increase capacity to 170 autos per crossing and to serve an increasing commercial truck business. Additional passenger facilities are also being added and a press release indicates that in the spring and fall seasons, passengers will be able to enjoy the "Badger Boatel", by reserving one of the ferry's staterooms.

Two salt-water tankers formerly operated by the Enerchem interests have been sold. The January, 1996, issue of "Marine News" of the World Ship Society reported that CHIPPEWA, (a) SUNCOR CHIPPEWA (83), built in 1981 and 13279 Gross Tons, has been sold by Fram Tankers VIII Ltd., Liberia, to The Shipping Corp. of India Ltd., and renamed (c) JHULELAL. CHIPPEWA did not venture up the Seaway at all in 1995. Then, in mid-February, according to another source, CHIPPEWA's sistership NORDIC BLOSSOM, (a) NORDIC SUN (89), (b) NORDIC, was sold to her former charterer, Laurin Maritime, a Swedish-based company.

The Soo Locks finally closed for the 1995 navigation season on January 15th with the downbound passage of the USS Great Lakes Fleet Inc. steamer PHILIP