

Andrie Inc., of Muskegon, Michigan, will be adding another large tug to its lake fleet in 1996. She was built in 1964 by the Gulfport Shipbuilding Corp. of Port Arthur, Texas, as (a) KATHRINE CLEWIS for the Gulfcoast Transit Co., Tampa, Florida. A sistertug of KAREN ANDRIE (built in 1965), the CLEWIS is 112.0 x 31.5 x 18.8, 433 Gross and 294 Net, and she is powered by two 16-cylinder General Motors diesel engines. The CLEWIS will make her debut in the lakes this spring, and she will be renamed (b) REBECCA LYNN ANDRIE for her new duties. We are given to understand that Andrie Inc. will man and tow the new cement barge to be operated in the lakes by the Lafarge interests.

J. W. Purvis Marine Ltd. has this winter repowered its 80-foot, 1913-built tug ADANAC, (a) EDWARD C. WHALEN, (b) JOHN McLEAN, which Purvis acquired in 1994 with the windup of the operations of A. B. McLean Ltd., also of the Canadian Soo. This development is good news for the ADANAC, but bad news for another former McLean tug, the ROD McLEAN, (a) FAIRPORT, (b) BAYPORT (I), (c) TUG A. (d) TWIN PORT, which dates from 1914. ROD McLEAN had a newer and more powerful engine in her than did ADANAC, but her hull was in bad shape, so the decision was made to transfer the ROD's machinery into ADANAC. The final disposition of ROD McLEAN is not yet definite, but she likely will be scrapped.

In the February issue, we mentioned the "downsizing" of the tanker fleet of Socanav Inc., which in addition to the 1995 sale of L'AIGLE and LE FRENE NO. 1, would now include the sale of J. C. PHILLIPS, L. ROCHETTE and HUBERT GAUCHER, with the latter taken back on charter. Very little information has become available, but we do know that the Canadian registry for the PHILLIPS was closed in September, 1995, and that of the ROCHETTE in October. We understand that the PHILLIPS is now operating as (c) TRADEWIND SPIRIT, flying the flag of Panama. Another Socanav tanker, W. M. VACY ASH, (a) LAKESHELL (III)(87), which latterly has been in the affiliated fleet of QMT Navigation Inc., was not mentioned in press reports concerning Socanav's operations, but we are told that she now also is under Panamanian registry, and we have heard the name of Apollo Navigation mentioned in connection with her.

With the return to service of the "Maritime Class" steamer CUYAHOGA (the former J. BURTON AYERS) during 1995, there was renewed interest on the part of observers in relation to this interesting group of wartime-built ships. In 1995, only two other "Maritimers" were in active service, namely RICHARD REISS of the Erie Sand Steamship Company, and GEORGE A. SLOAN of USS Great Lakes Fleet Inc., while HAMILTON TRANSFER (the former CRISPIN OGLEBAY [II]) was at the Dofasco Plant in Hamilton, trying to be a replacement for a fallen ore bridge. GEORGE A. SLOAN was converted to a self-unloader in 1967 and, like the REISS, no longer has her original steam engine, having been repowered in 1985. We are pleased to see that her owner considers the SLOAN to have an active future with the USS fleet, as evidenced by the fact that during winter lay-up at Superior, the SLOAN's steam steering gear has been refurbished with a steering control retrofit by Sperry Marine Inc. and the fitting of a new hydraulic, clevis-type steering system by Hyde Products Inc., of Cleveland.

Since the opening of the new St. Clair River railroad tunnel between Sarnia and Port Huron in 1995, the former Canadian National railferry barges and their tugs have been lying idle at their Sarnia docks, pending disposition. The tugs are the 100-foot, 272 Gross and 203 Net ton MARGARET YORKE and PHYLLIS YORKE which were built in 1970 at Wheatley, Ontario, and which are exact sisterships except for their power. The barges are the 372-foot ST. CLAIR, (a) PERE MARQUETTE 12, built in 1927, and the 287-foot, 1915-built SCOTIA II. It now is reported that all four vessels were purchased late in 1995 by McKeil Marine Ltd., which apparently plans to use them in the lumber trade on Lake Superior. No further details are available as yet.

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