

salt water. The refit allegedly was to prepare her for a sale, her owner not intending to put her back in the Port Dalhousie excursion trade for which she had been converted from a tug. In any event, GARDEN CITY disappeared from the Polson Street slip during late November and, as yet, we have been unable to determine where she has gone. We await further reports on the ship.

Reports from Lake Superior indicate that one of the last of the missing steel-hulled steamers lost in the Great Storm of November, 1913, may have been found at long last. The big (545 feet overall) Hawgood steamer HENRY B. SMITH, which had been built in 1906 by the American Ship Building Company at Lorain, went missing after departing Marquette, Michigan, downbound with a cargo of iron ore. She never made it to the Soo, and wreckage later was found along the south shore of the lake, east of Marquette. The wreck of the ship itself never was located despite many attempts over the years. In August of 1997, however, a U.S. naval reserve crew, using equipment mounted in an aircraft, located a large object in some 300 feet of water, only four miles northeast of Marquette. Although we do not believe that a positive identification has yet been made by diving at the site, it seems almost certain that the object found on August 17th is the SMITH. If so, this gives even more evidence of the force of a storm that could sink such a staunch vessel so close to the safety of a port.

A Lebanese salty encountered more than a usual amount of trouble in making her entrance into the lakes this autumn, and it took her more than a month to transit the St. Lawrence section of the Seaway. The SEBA M. first was delayed at the Cote Ste. Catherine wharf when she encountered engine problems. Then, on September 6th, she broke down at the American locks. She got under way again the same day but then the engine quit again. She went to the Wilson Hill anchorage, below Morrisburg, and lay there for thirteen days while the engine supposedly was repaired. She cleared the anchorage on the 19th, but only got up as far as Alexandria Bay before the engine cut out again. After being anchored there for three or four days, she got under way again, but more engine problems put the ship to anchor off Cape Vincent. She finally completed repairs on October 5th and sailed for Chicago with her cargo of 10,000 tonnes of steel.

As if all this were not enough, SEBA M. again encountered problems when downbound in the Seaway on November 1st. Approaching the Iroquois Lock, the vessel was dragging her anchor to hold her steady in the current, but the windlass failed and her crew was unable to raise the anchor. SEBA M. proceeded slowly through the lock, dragging the anchor all the way, and she was secured to the lower south tie-up wall until later the same day, when the windlass could be repaired and the anchor raised. We are sure that the crew of SEBA M. will be happy if they never see the Seaway again, and canal officials undoubtedly heaved a great sigh of relief when the ship finally cleared the system.

During the past summer, the shipyard of Washburn & Doughty Associates, of East Boothbay, Maine, launched the EMERALD ISLE, a 130-foot, three-deck ferry built to the order of the Beaver Island Transportation Authority. The boat, capable of carrying 300 passengers and 20 vehicles, and equipped with side ports and a stern ramp, was designed for the 32-mile crossing between Charlevoix, Michigan, and Lake Michigan's Beaver Island. The ferry is powered by two Caterpillar engines of 1,500 h.p. each. As yet, we have not seen EMERALD ISLE reported on her delivery voyage into the lakes, although undoubtedly the trip was scheduled before the close of navigation for the season.

We continue to hear reports that Canada Steamship Lines' self-unloader TARANTAU, idle all season at Toronto, is to be refurbished and converted to a single-belt unloading system. We hope that the reports are true, but...?