

After a season which saw more salt water ships bringing sugar to the Redpath plant than in any year in memory, recent shipments to the plant have been made by lakers of the Paterson fleet. Up to the time of this writing, two cargoes had been brought in by WINDOC, and one each by PATERSON and CARTIER-DOC. It has been a pleasure to see Canadian ships serving this Toronto refinery.

The most recent United States Coast Guard buoy tender delivered by the Marinette Marine Corp. is the JAMES RANKIN, named for a turn-of-the-century lighthouse keeper in the San Francisco Bay area. The RANKIN cleared the Marinette shipyard on September 26th, and after a show-the-flag tour of the lakes, was downbound in the Seaway on October 12th. The ship will be based in the Baltimore area.

The summer of 1998 saw the reopening, after many years of inactivity, of the rebuilt Canadian lock at Sault Ste. Marie. The lock, which is not only useful to handle smaller vessels and relieve the U.S. canal of some of the tour boat lockages, is also a major tourist attraction for the Canadian Soo. However, the Canadian canal closed for the season on October 9th, one week earlier than scheduled. The early closing was made so that engineers can investigate why the anchors on the upper gates are moving, and how to remedy the problem before there are serious consequences. The lock is tentatively scheduled to open for the 1999 season on May 15th.

On the United States side of the Soo canal, it was announced on October 13 by the Corps of Engineers that a \$3.6 million contract had been awarded to Durocher Dredge & Dock Inc., of Cheboygan, Michigan, for three winters of work on the Poe Lock. The contract will involve the construction of cofferdams around the lock's stop logs to allow for the repair of the lock's recess area, and will also deal with joint repairs on the lock walls. The work will all be done during the winter shipping hiatus each year, but as the 1,200-foot Poe Lock is the only lock suitable for extended season navigation by 1,000-footers, the hiatus each year is very short.

Things are not looking very promising these days for the 1931, ex Grand Trunk and Ann Arbor carferry CITY OF MILWAUKEE, which for many years operated across Lake Michigan between Muskegon and Milwaukee. The Village of Elberta, on whose waterfront the ferry is moored pending efforts by the Society for the Preservation of the S.S. CITY OF MILWAUKEE to restore her as a museum, wants to get rid of the ship. The Village has received District Court approval for the removal of the ferry, but the Society is pursuing a federal court lawsuit to keep the CITY OF MILWAUKEE at Elberta. There is no sign of an early end to the legal wrangling which, unfortunately, does not enhance the ferry's chances for significant restoration or preservation.

The Algoma Central self-unloader ALGOLAKE ran aground in Lake Erie some two kilometres off Nanticoke on October 14th while taking coal to the Ontario Hydro plant there. She took on some water, and part of her cargo had to be lightered, but ALGOLAKE was refloated the following day.

As we reported earlier, another Algoma ship, but one from an earlier era, has been in the news recently. During the summer, divers removed barrels of lubricant from the wreck of the ROY A. JODREY, after some of their contents appeared to be escaping. The 1965-built JODREY sank in the Upper St. Lawrence River on November 21, 1974, after ripping out her bottom on Pullman Shoal. It was thought that the majority of possible pollutants had been removed from the wreck after the sinking. In early October, however, there were reports in the local press to the effect that more oil was appearing on the surface in the area of the wreck, and the U.S. Coast Guard once again was investigating the situation.

A grounding in the Bay City area of the Saginaw River on October 15th involved the Upper Lakes Towing Inc. self-unloading barge MCKEE SONS, (a) MARINE ANGEL (52), which is handled by the tug OLIVE L. MOORE. The former steamer