

Another contract which will keep Port Weller Dry Docks busy over the coming winter will be the construction of a new double bottom in the Algoma Tankers Ltd. 1977-built ALGOEAST, (a) TEXACO BRAVE (II)(86), (b) LE BRAVE (97), (c) IMPERIAL ST. LAWRENCE (III)(97). The work, which will include piping renewal, will reportedly cost some \$5.5 million and will extend the tanker's life substantially.

Another Algoma Tankers acquisition, ENERCHEM CATALYST, was gradually transformed into (d) ALGOCATALYST during the early summer while she lay alongside the Eastern Gap at Toronto. She also was in and out of lay-up several times until securing some regular work about the beginning of August. The other two former EnerChem tankers have not fared so well. ENERCHEM REFINER, (a) INDUSTRIAL TRANSPORT (86), was sold in a deal consummated on April 30th, and her new owner, Soham Corp., Panama, has renamed her (c) CANAL TRADER. ENERCHEM TRADER, the former (c) LE CHENE NO. 1 (97), is reportedly going for scrap, as she was built back in 1961 and is single-hulled.

Another former Socnav/Branch Lines tanker, CAM ETINDE, (a) ARTHUR SIMARD (82), (b) LE CEDRE NO. 1 (87), was reported by the World Ship Society to have suffered an explosion aboard on March 26, 1999, when she was anchored off Abidjan, inbound from Douala in ballast. Several tanks were damaged and two of the four injured crewmen subsequently died. The tanker reportedly is owned by Master Securities Ltd., Bahamas, and managed by Shipping Management S.A.M. (V. Ships).

With the return to American Steamship Company operation of the self-unloader ADAM E. CORNELIUS after a number of years of charter to the Inland Steel fleet, the oldest vessel in the AmSteam fleet, the 1953-built JOHN J. BOLAND has not been fitted out this year. The handsome steamer reportedly is for sale, with a number of potential buyers expressing interest in her. We hope to see her in service again soon, albeit under new colours.

Arriving in Toronto Harbour in mid-July was a vessel which the Prothero interests intend to have converted to a sail excursion vessel, the work probably to be done by the Heddle yard at Hamilton. She is KAJAMA, (a) WILFRIED (64), a Danish vessel previously owned by A. K. Asmussen, of Egersund. Built in 1930 by Werft Nobiskrug G.m.b.H. at Rendsburg, 133 x 23 x 12, 276 Gross and 150 Net. A stemwinder with a handsome counter stern, she is powered by a 335 b.h.p. Caterpillar diesel engine installed in 1970. She was rebuilt on a number of occasions, being lengthened in 1935 and 1951 and deepened in 1953.

For many years now, the only salt-water line service calling at the port of Toronto has been the C.C.A.L. line (Thor Dahl Shipping) running between Toronto, Hamilton, and Montreal, and the ports of South Africa. For more than two decades, the ships on this route have been the sisterships THORSCAPE and THOR 1, built in 1977 at Tamano, Japan, 542 feet in length and 13,784 Gross Tons. But after so many years, change is coming. THORSCAPE made her last arrival at Toronto on July 24th, and a month later she is still here, sold to new owners from the Far East and swinging at anchor in Toronto Bay awaiting the arrival of a new crew. Her place on the C.C.A.L. service has been taken by the new multi-purpose THORSHOPE, which already has made her first call here. We have not heard whether THOR 1 also may have been sold.

The much-delayed connection of the new Interlake pusher-tug DOROTHY ANN with the company's self-unloading barge PATHFINDER (the former steamer J. L. MAUTHE) finally took place on June 24th at the ore dock at Escanaba, Michigan. DOROTHY ANN had successfully run her second sea trial on June 23 in Little Bay de Noc, off Escanaba, and she managed an impressive 16.5 knots. The tug's official christening was held at Cleveland on June 28th. PATHFINDER's former tug, JOYCE L. VAN ENKEVORT was released and was lying at Escanaba, awaiting further use, probably working one of Van Enkevort's own barges.