

the former United States Coast Guard tug SAUK. ALISON LAKE was never intended for the Toronto excursion trade, and she will be operated by the Rogers interests in the Bahamas. ALISON LAKE was at Halifax at the same time as LAKE RUNNER.

Another Toronto excursion vessel was due to leave Lake Ontario in unusual fashion, but has not done so. WATERWAYS 1, also a former cross-lake ferry as well as party boat, was to be shipped to Italy aboard the Dutch heavy-lift ship KAAPGRACHT on or about December 6th. But while the loading operation was under way in the Polson Street slip, WATERWAYS 1 somehow was dropped and damaged. As a result, her exportation did not occur, and WATERWAYS 1 has returned to her lay-up berth at Port Dalhousie. It remains to be seen what will happen to her in 2000.

It was reported in late November that the Bay Shipbuilding Corporation has received two new construction orders that will keep 325 workers busy at the Sturgeon Bay shipyard for at least two years. One of the new ships will be a 325-foot hopper dredge, to be named LIBERTY ISLAND, ordered by the Great Lakes Dredge & Dock Company, of Oak Brook, Illinois. The highly-automated suction dredge is being designed by the Krupp organization of Lubeck, Germany. Bay Ship delivered a dipper dredge, NEW YORK, to Great Lakes Dredge & Dock in May of 1999. The second new project involves building a 250-foot barge which will serve as a platform for cutter-suction dredging equipment for Lake Michigan Contractors Inc., of Holland, Michigan.

Meanwhile, Port Weller Dry Docks has been busy. Algoma Tankers' ALGOEAST arrived at the shipyard on December 20th in preparation for the winter work which will convert her from a single-hull to a double-hull tanker. And on December 21st, Port Weller floated the new hull which will be joined to the stern section of the C.S.L. self-unloader H. M. GRIFFITH. The GRIFFITH arrived at the shipyard well in advance of the closing of the Welland Canal for the winter.

The Welland Canal saw some very interesting passages during December. On the 15th, the new Canadian Coast Guard search and rescue vessel CAPE ST. JAMES, built by Metalcraft Marine at Kingston, was upbound on the first leg of her delivery trip to Vancouver. She was bound to Toledo, where she was to be loaded aboard a truck for the cross-continent haul. On December 18th, the tug CAPT. FRED BOUCHARD was downbound towing the 504' x 78' foot oil barge SENECA, which had been built by Bay Ship at Sturgeon Bay for coastal service. And also on the 18th, the tug JOYCE L. VAN ENKEVORT passed down the canal en route for New Orleans, where she will be paired with the self-unloading barge GREAT LAKES TRADER being completed there. The two will make up the lakes' newest, 845-foot, tug/barge combination. JOYCE L. VAN ENKEVORT had pushed the Interlake Steamship Company's barge PATHFINDER (the former J. L. MAUTHE) until the new tug DOROTHY ANN replaced her in that service.

The Lower Lakes Towing Company's newest acquisition, SAGINAW, (a) JOHN J. BOLAND (III), was christened as scheduled in a ceremony held at the Government Wharf, Sarnia, on November 20th, despite the fact that her fit-out had not been completed and the repainting of the ship had not been finished. SAGINAW's first cargo was a load of stone out of Meldrum Bay, and she made her first arrival at Cleveland on December 12th. Lower Lakes' original ship, CUYAHOGA, is being repowered this winter at Sarnia, and we understand that the company may be contemplating the acquisition of a third vessel for its fleet. SAGINAW began her first trip by clearing Sarnia on December 3rd.

With the departure of the 1953-built JOHN J. BOLAND from its fleet, we understand that the American Steamship Company may be contemplating the renaming of another of its ships to honour the fleet's co-founder. John J. Boland, Sr., and Adam E. Cornelius, Sr., went into partnership in 1904 and formed the American Steamship Company in 1907. Will the 1973-built CHARLES E. WILSON be the next ship to bear the BOLAND name?