

This being very much "the winter that wasn't", at least through January, a number of lake vessels have continued to run whereas they normally would have been in lay-up long ago. Accordingly, for a few of the ships included in our lay-up listings in this issue, we have shown where they are expected to lay up. Continuing to haul salt out of Goderich was PETER R. CRESSWELL, while CANADIAN ENTERPRISE remained in the coal run and CAPT. RALPH TUCKER has continued to run calcium chloride from Manistee to Amherstburg along with GEMINI. But one vessel actually came back out of lay-up to resume service as a result of the almost complete lack of ice to hamper operations. Essroc Cement's STEPHEN B. ROMAN, which laid up at Toronto in early January, left again on the 22nd. To the time of this writing, she had taken a split cargo from Picton to Oswego and Charlotte, and the first of at least two cargoes from Picton to Toronto. Meanwhile at Toronto, Essroc loaded METIS with a storage cargo.

The canal at Sault Ste. Marie, Michigan, closed for the season at midnight on January 15th, as scheduled. The last commercial transit of the canal was made by ALGOMARINE on the afternoon of the 14th; she was downbound for lay-up at Owen Sound after having unloaded ore from Marquette at the Algoma Steel plant. The last upbound passage was made by PHILIP R. CLARKE earlier that day as she proceeded on her way to lay up at Superior, Wisconsin.

The latest Juniper-class U.S. Coast Guard buoy tender turned out by Marinette Marine was launched with ceremony on Saturday, January 26th. She is christened OAK, and when completed this autumn, will be stationed at Charleston, South Carolina. Also undergoing completion at the Marinette shipyard are SYCAMORE, which will be based at Cordova, Alaska, and CYPRESS, whose home port will be Mobile, Alabama.

One of the few places around the Great Lakes to experience any "real" winter conditions has been Buffalo, New York, which received a huge dump of snow as the new year began. Not only were local residents seriously inconvenienced (snow removal equipment even was sent over from Toronto), but a marine casualty resulted as well. The 35-foot, 1992-built tug DEEP SEE - not "Deep Sea" as in some reports - (U.S.983184), (a) ELEANOR M, sank in the Buffalo River as a result of the weight of snow accumulated on her decks. The tug, owned by Buffalo Industrial Diving Co. Inc., Buffalo, was soon raised with the aid of a crane, and ice on the river helped to contain a small spill of diesel fuel.

Some readers may have been wondering whatever became of the former Toronto pilot tug COLINETTE. The answer is that, still owned by the McKeil organization, she is ashore at the Nadro Marine Services Ltd. yard at Port Dover, Ontario, where she is undergoing a complete reconstruction. Not only is her superstructure being all rebuilt and a new pilothouse constructed on the upper deck, but the 1943-built tug is being converted to twin screw. Meanwhile it is reported that McKeil Marine has retired its oldest vessel, the 1895-built tug ARGUE MARTIN (C.103332), (a) ETHEL (38), (b) R. C. CO. TUG NO. 1 (58), (c) R. C. L. TUG NO. 1 (62). Built at Sorel, she probably is best known for her many years of service with the Russell Construction Company.

At the Canadian Soo this winter, the venerable deck barge (and former Straits carferry) CHIEF WAWATAM is having her two aft propulsion engines removed to allow for deck improvements. (The bow engine was removed when the ship was cut down to a barge.) One of the engines coming out of the CHIEF reportedly will be placed on display in a new building to be constructed near where NORGOMA lies. There has been proposed a \$2.8 million upgrade of Roberta Bondar Park facilities, including a refurbishment of NORGOMA herself, the vessel to have a tearoom and a 14-room bed and breakfast facility aboard.