

Our annual listing of vessels laid up for the winter at various lake and river ports will be presented in the February issue. This is an important historical record and we need to continue it. When your local port has its winter fleet, please write down all the names and sent them to us. Please be accurate (no guessing). Please include ferries and tugs but be sure to label them as such. Please do not assume that someone else will send us the report from your area; we prefer to have too many reports than none at all.

We need to hear from you by January 26 at the latest. You may write to the address in the masthead, Page 1, phone during the evening to (416) 921-8436, e-mail the Editor at [jay.bascom@sympatico.ca](mailto:jay.bascom@sympatico.ca) or fax Jay Bascom at Aviva Canada (416) 368-7054.

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MARINE NEWS

Last issue, we mentioned that the BARGE LAVIOLETTE was on her way from Trois-Rivieres to Toronto with a storage cargo of sugar for the Redpath plant, but that she had been forced to stop at Montreal in order that some of the sugar could be taken out to make the barge more manoeuvrable under tow. The barge resumed her upbound journey in December, tended by the tugs SALVOR and BONNIE B. III, but on December 9, whilst near Cornwall, BONNIE B. III and the barge made contact, which caused some damage to the barge. The tow moved on to Prescott, where repairs were made. The tow then proceeded on to Toronto, where BARGE LAVIOLETTE was moored alongside CANADIAN MARINER on the west face of Pier 35. We believe that this is the first time BARGE LAVIOLETTE has moved away from Trois-Rivieres since the former bow and midbody of CANADIAN EXPLORER became a barge for Services Maritimes Laviolette Inc.

In other news of sugar cargoes, CANADIAN TRANSPORT arrived at Toronto on December 2nd with a sugar cargo that she unloaded into ALGOISLE at Pier 52. Observers first thought that ALGOISLE would hold this cargo for storage, but two weeks later, ALGOISLE was towed to the Redpath plant and unloaded. Then on December 19, the tugs VIGILANT 1 and PROGRESS arrived at Toronto and took ALGOISLE in tow for Hamilton, where she arrived during the evening and was moored at Pier 26. We will miss seeing ALGOISLE in Toronto, but are pleased because her move to Hamilton is believed to be in preparation for her refitting and a return to active service in 2004.

A numbered company, 1169685 Ontario Inc., an affiliate of Upper Lakes Shipping, has acquired the tug COMMODORE STRAITS (C.326535), and she arrived at Trois-Rivieres in mid-December from the west coast of Canada. The 3,700 H.P. tug is 128.9 x 34.1 x 15.7, 565.96 Gross and 79.42 Net. Built in 1966 at Halifax, she originally sailed as HAIDA BRAVE for Reliance Towing Company (Kingcome Navigation Company), and in 1978 she became (b) COMMODORE STRAITS for Cosulich Holdings Ltd., Vancouver. She is a good-looking tug, although in need of some fresh paint. It is believed that she will be used to handle BARGE LAVIOLETTE and also CANADIAN TRADER after the latter is cut down to a barge. We cannot believe that a tug as large as COMMODORE STRAITS would be needed simply to move storage barges at Trois-Rivieres, however, and so must assume that the barges will travel farther afield. There has been no suggestion of a rename for the tug as yet.

While we are on the subject of Upper Lakes Shipping, sugar storage, barges and the like, we should mention that Toronto is hosting its largest sugar storage fleet ever. This year there are no fewer than six vessels with storage sugar for the Redpath plant, and they will be unloaded gradually during the winter. They are CANADIAN RANGER, ALGOVILLE, MONTREALAIS, CANADIAN MARINER, BARGE LAVIOLETTE and GORDON C. LEITCH. In past years, there usually were only five ships laid up here with storage for the sugar plant at the foot of Jarvis Street, and in the early years of the plant's operation, there were no winter storage cargoes.