

The ULS International Inc. straight-deck bulk carrier CANADIAN HUNTER was out of service in late summer and was lying at Pier 25, Hamilton, undergoing extensive repairs to her port bow. Much steel had to be removed and replaced in the area of the anchor pocket and on the turn of the bow to repair damage sustained when the HUNTER struck the east abutment of Bridge 11 at Allanburg on the Welland Canal during August. The damage was all located along the steamer's loaded waterline. CANADIAN HUNTER, (a) HAMILTONIAN (68), (b) PETITE HERMINE (72), was built at Saint John, New Brunswick, in 1962, and has spent much of her time during the past few years in idleness. Accordingly, it is good to see that the damage she suffered in this incident is being fixed. Interestingly, her near-sister, CANADIAN MARINER, (a) NEWBRUNSWICKER (68), (b) GRANDE HERMINE (72), arrived at Toronto in mid-July and, whilst lying on the face of Pier 35, underwent extensive stern repairs, including the replacement of her propeller. The MARINER sailed again on September 20.

Another ULS steamer which was idle during the latter part of the summer was SEAWAY QUEEN, which arrived at Toronto on the morning of August 8 and laid up on the south side of the ship channel, east of the Iroquois Salt dock. During the lay-up, work was done on refurbishing of the ship's holds. SEAWAY QUEEN sailed again during the next last week of September. It has been suggested that SEAWAY QUEEN may see future use in a trade related to the acquisition in July by Dofasco of control of the Algoma Steel Corporation Ltd. For many years, Upper Lakes Shipping has carried ore and coal to the Dofasco plant at Hamilton, and it seems likely that ULS will be involved in serving expanded operations planned for the Soo plant of Algoma Steel. We will also watch to see what effect, if any, the change in control of Algoma Steel will have on the company's little motorship YANKCANUCK (II), which normally carries steel products between the Soo and Windsor. YANKCANUCK was on the dry-dock at Thunder Bay during late August and early September.

As previously reported, the Michigan Department of Transportation is determined to dispose of the idle Straits of Mackinac steam carferry CHIEF WAWATAM, which is laid up at Mackinaw City. Bids for the ship were called, and two classes of bids were solicited, either for use or scrapping of the hull, or for preservation of the 77-year-old ferry. The seven bids received were opened on September 7. The highest, in the amount of \$110,000 was submitted by J. W. Purvis Marine Ltd., which wants to use the hull of the CHIEF as a barge. Bids were also submitted by several shipbreakers, including Marine Salvage of Port Colborne, and several bids for preservation of the ship were also received. The bids were to be submitted on September 28 to the Michigan Transportation Commission, which may accept any of the bids, reject all of them or defer a decision.

The work of rebuilding the former Hanna steamer JOSEPH H. THOMPSON is proceeding, albeit slowly, at Menominee, Michigan. The THOMPSON, which last operated in 1982, is owned by Upper Lakes Towing Company Inc., and is being made into a barge. The tug which will tow her is being built out of the severed stern section of the steamer, and was cut away on August 3rd. The tug is to be powered by engines taken from railway locomotives and will be controlled from the THOMPSON's pilothouse. The THOMPSON has been lying at Menominee since 1984, when she was towed around from Ecorse.

McAllister Towing and Salvage Inc., Montreal, has acquired another tug for its fleet. She is SANTA CRUZ, (a) ESSO SANTA CRUZ (87), which was built in 1976 at Fort George Island, Florida. Latterly, she was owned by Lago Oil & Transport Company, managed by Naviera Cerralvo, and registered at San Nicolas, Netherlands Antilles. She arrived at Montreal on July 17 and, after extensive modifications, was due to enter service this autumn as (c) PATRICIA McALLISTER.

An unusual St. Mary's River tow on September 15 involved two boats of the same name. The Arnold Transit Company's Straits ferry CHIPPEWA had engine problems, and the Wellington Towing Company tug CHIPPEWA went to DeTour to fetch the ferry and tow her up to the Twin City shipyard at the Michigan Soo.