

When the package freighter WOODLAND passed down at the Soo Locks on September 15, she presented a most unusual sight, for on her deck were two large fuel storage tanks which she had loaded at Thunder Bay. The tanks were so high and wide that they blocked forward visibility from all but the extreme ends of her pilothouse wings. WOODLAND took her unusual cargo on down the lakes and through the Welland Canal, and delivered the tanks at Hamilton, where it is said that they will be used for asphalt storage.

Last issue, we mentioned the raising of the sunken and derelict remains of SOUTH AMERICAN, and their removal to Baltimore. It is now reported that, in late August during a windstorm, SOUTH AMERICAN broke away from her berth at the Maryland Drydock Company, and was blown several miles down Chesapeake Bay. She was fetched by tugs and supposedly was permitted to settle on the bottom at her berth to prevent any recurrence of the breakaway. During the coming winter, SOUTH AMERICAN allegedly will be made ready for a tow back into the lakes.

An unusual late-summer visitor to Sault Ste. Marie, Michigan, was the USS Great Lakes Fleet Inc. self-unloader CASON J. CALLAWAY. What was strange was that CALLAWAY did not just pass through the canal. Instead, she docked at the Soo and was laid up there from September 6 through the 18th. As a result of a malfunction in a lubricating-oil pump, CALLAWAY had sustained bearing damage in her turbines, and repairs were put in hand whilst the steamer lay alongside the old Carbide Dock.

Enerchem Transport Inc., Montreal, appears to have purchased a seventh tanker for its fleet. She is the Bahamas-flag ASFAMARINE, which was up the Seaway to Kingston and Hamilton in July and arrived back at Montreal on July 16. She then left the system but was expected back at Quebec on September 15 to join the Enerchem fleet, possibly under the name ENERCHEM ASPHALT.

In our last issue, we commented upon the predicament of the Canadian fishing tug THE LAST TIME, her difficulties resulting from her seizure on December 6, 1987, by U.S. authorities. The State of Michigan apparently decided not to appeal a recent court decision ordering the return of the tug to her owner, Ferroclad Fisheries Ltd., and so THE LAST TIME was upbound on the St. Mary's River, returning from Cheboygan, on September 8th.

The passenger vessel CARIBBEAN PRINCE, a regular visitor to Lake Ontario and the St. Lawrence River, grounded on Cat Island Shoal in the Seaway early on August 26, whilst downbound with 72 passengers aboard. The tugs DANIEL McALLISTER, CATHY McALLISTER and ROBINSON BAY were called to the scene and they managed to refloat CARIBBEAN PRINCE during the afternoon of August 27, after which the ship went to the Wilson Hill Anchorage for inspection. We understand that her passengers were allowed to remain aboard during the incident.

Two more fires have occurred this year on vessels undergoing work at sites along the Welland Canal. On August 10, LEMOYNE suffered damage in her engineroom area as a result of a blaze started by a welder's torch whilst the ship lay at the Welland Dock. A large crew of firemen attended and the fire was extinguished before any serious damage was occasioned. LEMOYNE (II), the former MAPLECLIFFE HALL, cleared the Welland Dock on August 30. Meanwhile, on August 25, fire broke out in the port bow tunnel of ALGOMARINE, near the bowthruster, as she lay in drydock at Port Weller. The blaze was fought for some five hours and two firemen were injured. There was some plate damage, but nothing serious enough to delay the planned October 1st start on the conversion of ALGOMARINE to a self-unloader.

It was confirmed early in September that the former Upper Peninsula Shipbuilding Company yard at Ontonagon, Michigan, latterly owned by the now-bankrupt Wedtech Corporation, and most recently leased to R. J. Rotundo Inc., has been sold to Lake Shore Inc., of Iron Mountain, Michigan. This latter firm already employs some 600 workers in three plants at Iron Mountain/Kingsford, Marquette, and Iron River. It is not yet clear what Lake Shore Inc. intends to do with the infamous shipyard.