

On Friday, October 7, the Great Lakes Towing Company tugs MONTANA and UTAH pulled the 63-year-old, former Cleveland-Cliffs Steamship Company steamer WILLIAM G. MATHER out of the Frog Pond at Toledo where she had been laid up for many years. The ship was taken out to the area of the C & O Docks No. 2 coal machine, where she was moored while the tow was transferred to the big G-tug OHIO. The tow finally cleared Toledo at about 7:00 p.m. on the 7th, with UTAH assisting during the departure. WILLIAM G. MATHER arrived on the morning of October 8 at Cleveland, where she will be preserved as a museum forming part of a harbour redevelopment project.

Meanwhile, we should note that work has been progressing on the refurbishing of the MATHER's former fleetmate, WILLIS B. BOYER, which now is a museum ship moored at the City Dock at Toledo. The starboard side of the steamer's hull has been completely repainted and, by early October, work had begun on the port side. Of course, the BOYER will retain the distinctive Cleveland-Cliffs colours which she wore during the last stage of her long career. The BOYER is considerably older than the MATHER, having been built back in 1911 as (a) COL. JAMES M. SCHOONMAKER.

At a Michigan Department of Transportation meeting at Houghton on September 28, commissioners postponed a decision on the disposition of the venerable carferry CHIEF WAWATAM until an October 26 meeting at Lansing. Out of seven bids received for the CHIEF, two were favoured. In the category of operation or scrap, the leading bid was one of \$110,000 from J. W. Purvis Marine Ltd. of the Canadian Soo, to cut the CHIEF down to a barge. The leading bid for preservation of the ship was in the amount of \$500 from Basic Marine, which proposed making the boat into a restaurant and museum at Escanaba. It was announced on October 27 that CHIEF WAWATAM would go to Purvis after the removal of all artifacts for the appropriate preservation ashore.

At long last, the former Canadian Coast Guard icebreakers d'IBERVILLE and N. B. McLEAN have left for overseas breakers after lying idle for years at Sorel. The two icebreakers were moored side-by-side, and the British tug LORNA B. went alongside them on September 3rd. The scrap tow did not begin immediately, however, as the tug required repairs and had to await the arrival of parts. SALVAGE MONARCH finally pulled the McLEAN out of Sorel on September 22 and took her as far as Pointe au Pic. The tug then returned and, on the 24th, assisted LORNA B. in pulling d'IBERVILLE away from Sorel. LORNA B. cleared Pointe au Pic on September 26 with both icebreakers in tow, bound for Kaohsiung. The steam-powered d'IBERVILLE, 291 feet long and 5678 Gross, had been built at Lauzon in 1952. N. B. McLEAN, twin-stacked and fitted with reciprocating engines, was a real veteran, having been built at Halifax back in 1930. The McLEAN was no stranger in these parts, having made several ice-breaking ventures into the lakes.

We have received a report that the venerable tug DENISE V., latterly owned by Verreault Navigation Inc., of Les Mechins, Quebec, is laid up at Matane, Quebec. The tug is in need of a replacement engine, and as well her hull requires much work if she is to return to service. During the winter months, the tug's owners will decide whether DENISE V. is to be refurbished or whether a new tug will be built to replace her. DENISE V., of course, is the former JAMES WHALEN, which was built at Toronto back in 1905. One of the most famous icebreaking tugs ever to serve on the lakes, she was based at the Canadian Lakehead for many years. She later was converted from steam to diesel power, and since her acquisition by Verreault she only rarely has appeared in the lakes.

On October 6th, the Algoma Central Marine straight-decker ALGOMARINE, (a) LAKE MANITOBA (87), cleared the Welland Dock, where she had been undergoing work preparatory to her conversion to a self-unloader. She proceeded upbound to the fuel dock at Port Colborne, where she took on bunkers. She then went out into Lake Erie, anchored to await clearance, and on the 7th entered the canal downbound for Port Weller and the beginning of her conversion at the shipyard there.