

A September 18 casualty was the Canadian tanker SIBYL W., which ran aground in the Detroit River opposite Fighting Island Light whilst en route from Sarnia to Montreal with a cargo of gasoline. About 8,600 gallons of cargo were pumped off into a barge, and SIBYL W. was refloated on September 20 by the tugs CAROLYN HOEY, SHANNON and BANTRY BAY. SIBYL W. is the former IMPERIAL QUEBEC, which was sold out of the Imperial Oil fleet during 1987.

On October 5th, the tanker ENERCHEM REFINER, (a) INDUSTRIAL TRANSPORT (86), sustained considerable damage when she ran head-on into the Detroit River Light whilst downbound. On October 13, the motorship went on drydock at Lauzon, where inspection indicated that her entire bow would have to be renewed, from the main deck to the forecastle head, and back almost to the collision bulkhead. This is not the first time that the Detroit River Light has been struck heavily by a passing vessel, and it probably won't be the last!

Last issue, we mentioned the possibility that the salt-water tanker ASFAMARINE would be purchased by Enerchem Transport Inc., Montreal, to become the seventh vessel in that fleet. ASFAMARINE was in the lakes during July and then went back to salt water, but was reportedly due at Quebec on September 15 for transfer and renaming. However, the ship was delayed and it was not until September 29 that she cleared Barcelona, bound into the lakes to Kingston. It has been said that she will then proceed to Hamilton, where the transfer will occur. It has not yet been confirmed whether ENERCHEM ASPHALT will be her new name.

One of the more elderly vessels on the lakes in recent years has been the Erie Sand Steamship Company's self-unloading sandsucker LAKEWOOD, which was built by the Chicago Shipbuilding Company in 1903 as (a) CHARLES M. WARNER, then a straight-deck bulk carrier. She was converted to a sandsucker in 1928 and at that time was renamed (b) MICHIGAN. She was given self-unloading equipment in 1956, when she became (c) LAKEWOOD, and the following year was converted from steam to diesel power. The vessel last ran in 1983, and has been idle ever since at Erie. On August 4, LAKEWOOD was towed out of Erie by the Gaelic Tugboat Company's WILLIAM HOEY, as the venerable ship had been acquired by a subsidiary of Gaelic. She arrived at Detroit on August 5 and was put away in the Nicholson slip at Ecorse. There, during late September, LAKEWOOD's engine was removed in preparation for her conversion to a barge for use in the scrap trade. LAKEWOOD was a handsome boat (despite her too-small funnel after her repowering), resplendent in Erie Sand's green and white hull colours. She was notable in being one of the last extant lake ships to carry an old-style turret pilothouse and texas.

The large drydock GENERAL GEORGES P. VANIER will soon be moved from its usual location at M.I.L. Vickers, Montreal, to the shipyard at Lauzon. The drydock is 560 feet long and 17309 Gross, but is no longer needed at Montreal with the former Vickers shipyard having gone out of the marine building and repair business. The dock will be moved in November, and will be towed by the newly-acquired McAllister Towing & Salvage Inc. tug PATRICIA McALLISTER, (a) ESSO SANTA CRUZ (87), (b) SANTA CRUZ (88).

A late-September arrival at Toronto was the 76-foot, 102-ton tug GLENMONT (C.178534), which sailed from St. John's, Newfoundland, stopping on the 25th at Montreal. The tug was built in 1943 at Owen Sound, and was one of a group of similar wartime-built tugs, a number of which have found their way into the lakes in recent years. GLENMONT's superstructure had been altered somewhat during the long period in which she served the National Harbours Board at St. John's. She was put up for sale earlier this year, and seems to have been bought by a concern identified as Sheppard's Boat. She is lying along the harbour face just east of the Jarvis Street slip and, as yet, there is no indication of what her new owners intend to do with her.

In an earlier issue, we mentioned the extensive refit of the Canadian warship H.M.C.S. NIPIGON, which currently is under way at Port Weller. It is interesting to note that this little bit of work will take about a year to complete and will cost the Canadian taxpayers an estimated \$14.4 million!