

Despite the efforts of those who wished the entire vessel preserved, the Michigan Department of Transportation received U.S. MarAd approval to sell its venerable steam carferry CHIEF WAWATAM to J. W. Purvis Marine Ltd., Sault Ste. Marie, Ontario, for reduction to a barge. State officials catalogued, labelled and videotaped (for security and Customs purposes) all artifacts aboard the 1911-built ferry which are to be preserved. CHIEF WAWATAM was towed from Mackinaw City by the Purvis tug ANGLIAN LADY and, assisted by W. J. IVAN PURVIS, which met her at DeTour, she arrived at the Canadian Soo on the afternoon of December 16. Over the winter, Purvis will remove items tagged by the State (including the entire pilothouse) and will ship them back into Michigan. The rest of the cabins then will be stripped off and the hull fitted for towing. It had been intended to cut down the ship's sides, leaving only a closed bulwark around the former cardeck, but present plans call for retention of the steel sides to protect ro/ro cargo from sea damage. Purvis anticipates having the CHIEF in service with ANGLIAN LADY in 1989, and business prospects apparently are good for the service.

Last issue, we reported the November 2nd accident wherein PETER MISENER went aground in the Saguenay River, causing extensive bow damage. The ship unloaded at Port Alfred and then proceeded to Montreal, where repairs to the bulbous bow and shell plating were done by Montreal Tanker Repairs Inc. With the extent of the damage, we wonder how all of the repairs could be made without drydocking. In respect of the accident itself, there has yet to be an official explanation of how the vessel could run headlong into the side of such a deep waterway as the Saguenay. Meanwhile, the other Misener acquisition from the Halco fleet, DAVID K. GARDINER, (a) LAWRENCECLIFFE HALL (II) (88), also suffered accidental damage. The GARDINER was at Quebec on November 10-11, when an ore grab-bucket dropped from a height into her fifth hold. Severe internal damage resulted, and the GARDINER was at the shipyard at Thunder Bay on November 28th for inspection and repairs.

There has been much rumour recently concerning the former American Steamship Company self-unloader ADAM E. CORNELIUS, which had been laid up at Toledo since late in 1985. We now have the answers. The 1958-built steamer was sold to Marine Salvage Ltd., Port Colborne, which received U.S. MarAd permission to resell her to a Canadian firm, Keystone Navigation Inc. Keystone will operate her as a self-unloading barge for the Canada Salt Company, primarily on the run between Pugwash and Mulgrave, Nova Scotia, in tow of the tug NORTHERN BEAR. Early in November, both turbines were taken out of CORNELIUS, the low-pressure engine to be installed this winter in BENSON FORD (III), and the high-pressure plant to be held in reserve. BARBARA ANN towed the CORNELIUS from Toledo on November 24, and she passed down the Seaway on the 29th, in tow of CATHY McALLISTER, HELEN M. McALLISTER and DANIEL McALLISTER.

McAllister Towing & Salvage Inc., Montreal, has retired one of its most famous tugs. For many years, RIVAL, built in 1923 at Sorel, ran on the river and into the lakes for the Sincennes McNaughton fleet. She was converted from steam to diesel power in 1959, and eventually was taken over by McAllister, the successor to Sin-Mac. In later years, as her condition deteriorated, RIVAL was used primarily as a harbour tug at Montreal. Then, late in 1988, she failed inspection at an Ile aux Coudres shipyard and, on November 10, she returned to her Montreal berth for the last time. She will be dismantled there by McAllister crews and any usable parts will be kept for use aboard her sistership FELICIA. The last registered owner of RIVAL was Bury Court Shipping Co. Ltd., Halifax, a McAllister affiliate.

At long last, we know what happened to our old friend, the former Canadian Dredge and Dock tug G. W. ROGERS, a veteran of 1919, which for many years had been a familiar sight around Toronto. Sold several years ago to Great Lakes Marine Contracting Ltd., Port Dover, she still was seen in these parts. Late in 1987, however, she sailed off en route to a project at Sint Maarten in the Netherlands Antilles. She stopped at Albany, New York, on the Hudson River, where she sank at her dock on December 24, 1987. She reportedly was sold for breaking up on the spot.