

With the recent scrapping of FORT HENRY and FORT YORK, it had been hoped that the C.S.L. package freighter FORT CHAMBLY, (a) FORT CHAMBLY (76), (b) CHAMBLY ERA (78), might be a candidate for preservation at the redeveloped site of the old Collingwood Shipyards. The motorship was built there, Hull 169, in 1961, 445.4 x 56.2 x 28.1, 5852 Gross and 3833 Net. She had not run since C.S.L. abandoned its package freight services, and had been lying since December 23, 1981, at Ojibway on the Detroit River. About 7:00 a.m. on December 6th, fire was discovered aboard the ship and, before the blaze could be controlled by Windsor firefighters, the pilothouse and entire aft accommodations area of the ship had been gutted. The firemen's efforts were hampered by doors welded shut and barbed wire wound around mooring cables to prevent vandalism on the idle ship. Nevertheless, intruders had taken much equipment from FORT CHAMBLY, and vandalism was the cause of the fire. Fortunately, the ship remained afloat despite the large amount of water that was poured on her to quell the flames. FORT CHAMBLY now will likely be scrapped, and her end thus parallels that of FORT YORK, which was scrapped after her cabins were gutted by fire while she was idle at Point Edward.

At long last, the anticipated end has come for the motorship CHICAGO TRIBUNE (II), (a) THOROLD (I)(33), which was built in the U.K. in 1930. Long operated by the Q & O fleet, and briefly by Groupe Desgagnes, she was one of the last of the canallers, and was lengthened in 1962. She had been idle at Toronto since 1986, and recently was sold to International Marine Salvage for scrapping at Port Colborne. The tug THUNDER CAPE towed her from her Toronto berth during the afternoon of December 13th.

Courtesy of the World Ship Society, we finally have arrival dates for some overseas scrap tows. ASHLAND, sold to S.I.P.S.A., arrived at Mamonal, Colombia, on February 5, 1988, and scrapping began during July. A.H. FERBERT and SAMUEL MATHER were sold via Marine Salvage and Dutch interests to Cukurova Celik Endustrisi T.A.S. and arrived at Aliaga, Turkey, on June 20. ROGERS CITY arrived at Recife, Brazil, on June 23 and her scrapping began immediately.

We earlier noted that the big drydock GENERAL GEORGES P. VANIER was to be towed from the Vickers yard at Montreal to Lauzon. The other Vickers drydock, named DUKE OF CONNAUGHT, built in 1912 in the U.K., was sold recently for scrapping at Sydney, and the two sections of the dock were taken in tow by the tug TRIUMPH SEA, owned by Secunda Marine Services Ltd., Dartmouth, N.S. Lloyds casualty reports indicate that, in heavy weather on November 22, the 402-foot "stern" section of the tow broke adrift, and the 197-foot "bow" section followed suit a few hours later. The tug IRVING BIRCH went to assist, but she and TRIUMPH SEA could do nothing, and both sections of DUKE OF CONNAUGHT went hard aground in the Magdalen Islands. At last report, neither had been refloated due to weather conditions.

On December 11 at 7:00 p.m., CANADIAN PROGRESS was upbound in the Amherstburg Channel, Detroit River, when she was forced out of the channel to avoid collision with the passing tug PRINCESS NO. 1 and a barge. The PROGRESS grounded and was unable to free herself. Eight tugs, including CAROLYN HOEY, SUSAN HOEY, SHANNON and BANTRY BAY, were sent to the scene with the barge LAKEWOOD, into which some of the PROGRESS' cargo was lightered. The ship finally was freed, and proceeded upbound on December 14th.

Speaking of Detroit River accidents, we must correct our November issue report of the October 5th incident in which severe damage was occasioned to the bow of ENERCHEM REFINER. It was not the Detroit River Light which the tanker struck, but rather #1 East Outer Light at the mouth of the river.

One of Toronto's excursion vessels has departed the scene. CORNICHE, operated by Baccarat Yacht Charters Ltd., was towed from her Jarvis Street berth during the night of December 16-17 by ELMORE M. MISNER, en route to Port Dover for scrapping. The wooden-hulled ship was built at Gravenhurst in 1942 as the fairmile Q089, and later served as COASTAL QUEEN and GRANDE COMMANDER. The 112-foot CORNICHE will be replaced by another party boat for the 1989 season.