

A late-season accident occurred on (of all days) Friday, 13th January, 1989, when ENERCHEM CATALYST (the former DOAN TRANSPORT) grounded off Round Island in the Straits of Mackinac whilst en route from Chicago to Sarnia with a cargo of 37,000 barrels of caustic soda. For as-yet-unexplained reasons, the tanker became stuck on one of only a few sections of sandy bottom in an otherwise rocky passage, and she could not free herself despite the assistance of the tugs CHIPPEWA, MARY E. HANNAH, ANGLIAN LADY and TUG MALCOLM. Accordingly, ENERCHEM AVANCE was sent to the scene and, on January 17th, she took on part of the CATALYST's cargo, enabling the grounded ship to be freed. It is reported that ENERCHEM CATALYST was not seriously damaged, and none of her cargo escaped into the environment.

Yet another vessel has been "flagged-out" of the Canadian register in an effort to reduce operating expenses. SASKATCHEWAN PIONEER, an "ocean-laker" operated by Misener Shipping for Pioneer Shipping Ltd., was re-registered at Douglas, Isle of Man, during the last week of January while the vessel was lying in the port of Antwerp, Belgium. Accordingly, SASKATCHEWAN PIONEER joins SELKIRK SETTLER under Manx registry. It is, however, unlikely that the third vessel in the series, CANADA MARQUIS, will be re-registered, for she frequently runs in a trade between Canadian ports which would not be available to her if she were under foreign registry.

There has been a renaming in the Canada Steamship Lines fleet. The self-unloader HON. PAUL MARTIN, which was built at Collingwood in 1985, and which presently is operating off-lakes, has been rechristened (b) ATLANTIC ERIE. The new name continues one of the company's current naming schemes for self-unloaders operating on salt water.

The U.S. canal at Sault Ste. Marie closed for the season on Sunday, January 15th, with the downbound passages of CASON J. CALLAWAY and EDGAR B. SPEER. The canal was held open to await the downbound transit of EDWIN H. GOTT, but the latter experienced difficulties in getting loaded at Two Harbors, and she could not get away in time to make the Soo before the closing of the canal, and she went into winter quarters at Duluth.

As will be seen from the lay-up listing in this issue, the former American Steamship Company self-unloader ADAM E. CORNELIUS (whose departure from the lakes was reported in the January issue) is wintering at Montreal. It is understood that she will be refitted for towing during the winter, presumably with some sort of towing notch at her stern, and will enter the Nova Scotia salt trade in the spring.

Readers will recall that, as a result of complications encountered in her short-lived service on the Detroit and St. Clair Rivers last spring, the barge SCURRY, (a) HUDSON TRANSPORT (87), spent the late spring and summer in idleness at the Government Wharf in the Canadian Soo. It is to be assumed that the difficulties eventually were overcome, for SCURRY departed the Soo on November 25th, in tow of the tug W. J. IVAN PURVIS, bound for Sarnia. SCURRY's departure from the St. Mary's River was delayed when she was forced to anchor at DeTour as a result of inclement weather.

As usual, the St. Clair Region Conservation Authority has contracted for a tug to be available for icebreaking duties on the Sydenham River as a precaution in the event that ice formations threaten to cause flooding in the area. This year, the tug hired is PRINCESS NO. 1, of Waterways Transportation Ltd., of Windsor. A press report indicated that the Authority was not able to obtain the Sandrin Brothers Ltd. tug GLENADA, because her services had been retained for icebreaking at Goderich if required.

In our last two issues, we have commented upon the arrival of the salt water vessel MORMACTIDE at Sturgeon Bay, where Bay Shipbuilding is converting her into a training ship for the New York State University Maritime Academy at Fort Schuyler. We now learn that it is intended that she be renamed EMPIRE STATE III for her new service.