

A mid-January report indicates that the scrapping of the former tinstacker JOSHUA A. HATFIELD at Duluth has progressed to the point that her after end is gone as far as the aft cargo bulkhead. As difficult as it may be to imagine, the HATFIELD is the last of the many "Steel Trust" boats that were lying idle at the U.S. Lakehead, the rest of the large reserve fleet having been broken up over the last decade or so. Meanwhile, down at Port Colborne, the scrapping of CHICAGO TRIBUNE began on January 14th as the wreckers attacked her stern.

We earlier commented upon the wreck, last autumn, of the barge OLS-30 which, loaded with liquid calcium chloride, grounded and sank north of Rogers City while in tow of KRISTEN LEE. The salvage barge McALLISTER 252, which also grounded on December 3rd, was freed on the 10th and was taken to Sturgeon Bay for repairs to her hull. As a result of unfavourable weather conditions, work on the wreck then was suspended for the winter, the cargo of OLS-30 supposedly having been sealed inside the hull. Salvage efforts are to resume in the spring.

Maple Leaf Mills has announced that it will construct a \$23 million addition to its Port Colborne grain elevator and flour mill. The new plant sections will include manufacturing, warehousing and shipping facilities for the production of over 300 varieties of commercial flour mix. The existing mill was originally constructed in 1928 and was completely rebuilt after being destroyed by fire on October 7, 1960. Most of the grain brought to the Port Colborne plant is carried in Upper Lakes Shipping vessels.

Last issue, we reported that the Toronto excursion boat CORNICHE was towed out on the night of December 16-17 by ELMORE M. MISNER, bound for scrapping at Port Dover. In fact, she was bound for Port Stanley, but the MISNER did not take her, for the latter had to attend to towing the tug ATOMIC to Port Dover for repairs. Instead, the small tug WESTPETE towed CORNICHE from Toronto to Oshawa on December 17, pending Seaway Authority clearance for the Welland Canal tow, and on December 18, WESTPETE took CORNICHE over to Port Dalhousie. WESTPETE was deemed by the Authority to be too small for a canal tow, but cleared the Buffalo tug MOHAWK to pass downbound on December 22 en route to pick up CORNICHE instead. Once MOHAWK was down the canal, however, the Authority refused her permission to tow CORNICHE upbound because MOHAWK is only a single-screw tug. As a result, MOHAWK had to return to Buffalo, and CORNICHE is wintering at Port Dalhousie, some of her equipment having been removed and shipped to Port Stanley for fitting aboard her replacement, KLANCY II, which is being built by Kanter Yachts.

On December 5, 1988, there arrived at the Verreault Navigation shipyard at Les Mechins, Quebec, a most unusual visitor. She is the steamer CHAUNCEY M. DEPEW, 185.1 x 35.6 x 13.5, 685 Gross and 282 Net, which was built in 1913 by the Bath Iron Works, Bath, Maine, as the passenger vessel (a) RANGELEY for the Maine Central Railroad. Late in 1924, she was purchased by the Hudson River Day Line, and she began her most famous phase as (b) CHAUNCEY M. DEPEW. She often was nicknamed the "Day Line Yacht" because she handled a lot of charter work and was the smallest of the Day Line steamers. She was chartered by the War Department in 1940, and requisitioned in 1942, and after the war was operated in various east coast services. From 1950 until about 1970, the DEPEW served the Government of Bermuda as a tender and excursion boat, and her old name was retained, although originally it had been intended to rename her SOMERS ISLE. When she was no longer needed at Bermuda, she drifted back to the U.S., where she went through a not-uncommon period as a would-be restaurant at various locations. In December 1987, under the unofficial name ARATUSA, she sank at Seacaucus, New Jersey. We have no idea why CHAUNCEY M. DEPEW has been taken to Les Mechins, but we hope that the future holds for her something more promising than the trials which she has endured since the termination of her Bermuda tender service two decades ago.