

In our two previous issues, we have commented upon the sale of the fleet of the Rouge Steel Company to Lakes Shipping Co. Inc., an affiliate of the Interlake Steamship Company, Cleveland. We identified the new name of BENSON FORD (III) as (c) KAYE E. BARKER, however at that time we were not certain of the name that was to be given to the former WILLIAM CLAY FORD (II). After the April issue went to press, we learned that the latter steamer had entered service as (c) LEE A. TREGURTHA. We now understand that both BARKER and TREGURTHA have been painted up in full Interlake colours, but most observers have expressed the feeling that this change has not improved their appearance! It had been anticipated that the smaller self-unloader HENRY FORD II would not be operated by her new owner, but rather would be sold to other operators; nevertheless, at last report, it seemed possible that she might indeed see some service for Lakes Shipping during 1989. Several suggestions have been made in respect of a possible new name for the motorship, but no confirmation of any rename had been received by the time of this writing. Any self-propelled service for HENRY FORD II would appear to be a short-term consideration at best in view of the age and condition of her vintage diesel machinery.

In the April issue, we made extensive comment concerning the Columbia Transportation Division's reactivation of its "Maritime Class" self-unloading steamer J. BURTON AYERS, which had been idle at Toledo since 1985. Following the fitting out of that vessel, came the astonishing news that Columbia was preparing to fit out yet another denizen of its Toledo "boneyard", namely the "Maritimer" CRISPIN OGLEBAY (II), (a) J. H. HILLMAN JR. (74). This steamer was built by the Great Lakes Engineering Works at Ashtabula in 1943 as part of the L6-S-B1 class, was converted to a self-unloader in 1974, and had been lying idle at Toledo since August 22, 1981. Her reactivation must be considered as nothing short of miraculous, as most observers had felt that her next trip would shortly be to the breaker's yard. No doubt, such would have been the case had not the shipping business become so brisk on the U.S. side of the lakes. Some persons have suggested that they would like to see the OGLEBAY's sistership, ROBERT C. NORTON (II), in service as well, but that must surely be a forlorn hope in view of that ship's condition...

ALGOMARINE went into service as soon as the Welland Canal opened for traffic this spring, fresh from her conversion to a self-unloader at Port Weller Dry Docks. The motorvessel has an aft-mounted unloading rig which is somewhat similar to that installed on FRONTENAC and HALIFAX, but we are told that it is marginally better in appearance despite its size.

Despite reports that she was to be scrapped at the close of the 1988 navigation season, the Kinsman Lines steamer HENRY STEINBRENNER (IV) fitted out at Buffalo this spring and went into service. It is said that she will operate until her "ticket" expires later this season, as we gather that present intentions are not to drydock HENRY STEINBRENNER for survey and inspection as she comes due. In the meantime, Kinsman is once again a three-ship fleet, for KINSMAN INDEPENDENT (III) is running as well, and a recent report indicated that the company's most recent acquisition, HARRY COULBY, was fitting out at Superior, Wisconsin.

The tanker ENERCHEM AVANCE grounded in the lower St. Mary's River at Sault Ste. Marie on April 18 whilst attempting to land at the Government Wharf on the Canadian side. The motorship was hung up for seven hours before the Purvis tug AVENGER IV managed to pull her free, apparently without any serious damage. None of the vessel's fuel cargo escaped during the incident.

The McKeil Work Boats Ltd. craneship D. C. EVEREST, (a) D. C. EVEREST (81), (b) CONDARRELL (88), saw her first active service, since being purchased by the Winona, Ontario, firm and saved from the scrapyards, when she was used between March 13th and 23rd to assist with winter maintenance work at Hamilton on the Misener Shipping steamer JOHN A. FRANCE. It remains to be seen what the McKeil fleet will do with D. C. EVEREST on a long-term basis now that the motorvessel has been reactivated.