

In our feature, we mentioned that R. O. PETMAN made her departure from the lakes, en route overseas for scrapping, when the tugs GRAEME STEWART and SALVAGE MONARCH towed her down through the Iroquois Lock of the Seaway on April 11, 1968. This was, in fact, a typographical error, as the date of her passage through Iroquois was May 11, 1968.

For all of this additional information, we express our most sincere thanks to Capt. John Leonard (who served in OSLER during the 1941, 1942 and 1946 seasons), and to Bob MacDonald, to Alan Sykes and to Skip Gillham.

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SEAWAY OCEAN VESSELS

The sixth annual edition of Rene Beauchamp's Seaway Ocean Vessels, this edition covering the 1988 navigation season, is now available. A 24-page soft-cover, it features an attractive cover with a colour photo of PROOF TRADER passing PETER MISENER above Cote Ste. Catherine Lock. As usual, the publication includes a listing of ships which made their first Seaway transit in 1988, as well as those salties which returned to the Canal during the year after earlier transits. New features include a cumulative listing of ships which made their first Seaway trips between 1983 and 1987, and increased statistics concerning the 1988 newcomers. Of course, the work has been completed with member Rene's usual penchant for detail and accuracy.

A "must" for salty fans, the publication may be ordered from Rene Beauchamp, 9041 Bellerive, Montreal, Quebec H1L 3S5. The price, including postage, is \$6.00 in Canadian funds or \$5.50 in U.S. currency.

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WILLIAM WEIGHILL

It is with regret that we report the death in mid-March, 1989, at Providence Villa, Toronto, of T.M.H.S. member William Weighill, after a lengthy illness. Bill had been a member of our Society for many years and was a staunch supporter of T.M.H.S. He was particularly interested in passenger vessels. Also a railway enthusiast, Bill had worked for many years for the Canadian Pacific Railway.

To his family and friends, we express our most sincere sympathy.

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ADDITIONAL MARINE NEWS

-- It has been confirmed that the self-unloader HENRY FORD II has been renamed SAMUEL MATHER, which would seem to indicate that her new owner, Lakes Shipping, intends to operate her in 1989. We are pleased to see the reappearance of this historic name on the vintage motorvessel.

-- The excursion vessel CAPT. MATTHEW FLINDERS arrived at Toronto during the evening of May 8th to conclude her long delivery voyage from Australia.

-- The auto and passenger ferry ONTARIO NO. 1 arrived at Prescott on May 7th and called at Toronto on May 9 en route into the lakes, the vessel already being painted in Ontario Northland colours. No new name has yet been announced for her, but we join our voice with others who have recommended the name MANITOU for her.

-- The sale of the un-named Ontonagon-built tug to Marine Specialty Co., of Friendswood, Texas, was confirmed by the Court in late April.

-- The tug MINNIE A. SELVICK was sunk at Green Bay on April 24 when she was crushed between the salty GENERAL VARGAS and the pilings of a bridge over the Fox River.

-- Faced with the end of their lease at Toronto's Harbourfront, the owners of the diver training ship FUEL MARKETER (II) sold her for scrap, and she cleared Toronto for Port Colborne on May 9 in tow of the tug STORMONT.

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