

The former Newfoundland fishing "schooner" CLARENVILLE, which had been operated in recent years as a restaurant at Owen Sound, closed in April as a result of the financial difficulties of her owners. She was placed in the hands of receivers, the secured creditor being the Ontario Development Corporation. On the morning of August 7th, CLARENVILLE caught fire under mysterious circumstances and, with the blaze fuelled by insulation and by bunker oil which escaped and burned on the surface of the water, the vessel was severely damaged. She broke her back and sank at her pier. Meanwhile, the sailing vessel CAROLYN ROSE, which also has been lying at Owen Sound for some time, remains sunk in the harbour, attached by the claim of her creditor, the Toronto-Dominion Bank.

CAPT. EDWARD V. SMITH, the 595-foot, Bahamas-registered barge made out of the former American Steamship Company self-unloading steamer ADAM E. CORNELIUS (III), has been in operation since her christening on June 3, her conversion having been completed by Halifax Dartmouth Industries Ltd. She is owned by Keybulk Transportation Inc., of Montreal, and has been towed by the tug IRVING MIAMI. Running out of Pugwash, Nova Scotia, the SMITH made trips during the summer to Rimouski and to Trois-Rivieres.

Meanwhile, it appeared that the CORNELIUS name had, at last, disappeared from the American Steamship fleet. Nevertheless, in ceremonies held on June 15th at Buffalo, the company's self-unloading motorship ROGER M. KYES was renamed (b) ADAM E. CORNELIUS (IV) in honour of the son of one of the founders of the fleet. Although retired, Mr. Cornelius still retains ties with American Steamship. The vessel involved in the renaming was built in 1973 by AmShip at Toledo, and undoubtedly will carry her historic new name for many years to come.

At long last, the activation of the long-idle steamer HARRY COULBY by the Steinbrenner fleet has been accomplished. Although Kinsman Lines had acquired the ship from the Interlake Steamship Company last year, the 1927-built straight-decker had remained in lay-up at Superior, Wisconsin. This spring, however, she fitted out at Fraser Shipyards and was renamed (b) KINSMAN ENTERPRISE (II). She cleared the lakehead on June 15 with her first cargo, grain for Buffalo, but only made two trips before she was back at the wall, not only because of a lack of cargoes but also because additional refit work was required. It was anticipated that she would be back in service as soon as the grain trade picked up. Meanwhile, Kinsman was operating its other two ships, KINSMAN INDEPENDENT (III) and HENRY STEINBRENNER (IV), the latter running despite suggestions that her scrapping was imminent. There even have been suggestions that Kinsman Lines might be seeking to acquire other idle vessels in order to keep them available for the grain trade, but nothing definite has developed.

The venerable steamer KINSMAN ENTERPRISE (I), (a) NORMAN B. REAM (65), has been sold to Marine Salvage Ltd. for scrapping overseas. The vessel, built by the Chicago Shipbuilding Company in 1906, was originally part of the U.S. Steel fleet, and was operated by Kinsman from 1965 through 1978. In May of 1979, she was sold to the Port Huron Marine Terminal for use as a grain storage hull, and she was renamed (c) HULL NO. 1. She has been employed in the same capacity ever since, with cargo handling gear on deck and with her stack painted all black, but still with a red hull. Her deteriorated condition has resulted in her sale, and by mid-August she had been welded shut and her deck gear had been removed in preparation for a scrap tow.

During the second week of May, the former Shell Canada bunkering barge BAYSHELL (II) cleared Toronto in tow of the McKeil tug GLENEVIS, and she was downbound at the Iroquois Lock in the Seaway on May 10th. The tow arrived at Montreal on May 12, and the barge cleared on the 22nd in tow of the U.S. tug NEPTUNE, bound for Panama to perform bunkers service there. During the course of her trip, the former BAYSHELL had no name painted on her, but the Port of Montreal reported her name as PETROPAN P. The 1072-Gross Ton, outboard-propelled BAYSHELL had been built in 1967 at Collingwood.