

dem tow, bound for a Turkish port (probably Aliaga). Then, on August 26, the Panamanian tug McTHUNDER (formerly GER), cleared Sorel with SIR JAMES DUNN and GEORGIAN BAY in tow, their destination not revealed. On their departure, the latter pair of scrap-bound ships was assisted by DANIEL McALLISTER and CATHY McALLISTER.

The former steamer and storage barge HULL NO. 1, (a) NORMAN B. REAM (65), (b) KINSMAN ENTERPRISE (I)(79), cleared Port Huron on August 26 in tow of TUG MALCOLM, bound overseas for scrapping. She passed down the Welland Canal on August 28 in tow of SALVAGE MONARCH and ELMORE M. MISNER. She went to the St. Zotique Anchorage in the St. Lawrence to shelter from high winds, being then in tow of SALVAGE MONARCH and HELEN M. McALLISTER, and the tow arrived at Sorel on August 31. She was due to clear Sorel about a week later, but as yet we do not have her final departure date.

Several of the vessels which were idle at Toronto during the summer went back into service recently. They included DAVID K. GARDINER, which had arrived on May 24 and received considerable repair and maintenance work during her stay, and cleared on September 15. ELMGLEN and WHITEFISH BAY, which had been at Toronto since the autumn of 1988, raised steam and departed on September 18 and September 28, respectively.

Two other denizens of Toronto's lay-up fleet have cleared, one to return to service and the other on her way out of the lakes. The Groupe Desgagnes Inc. motorships EVA DESGAGNES and STELLA DESGAGNES arrived at Toronto on June 2nd and 12th, respectively, and laid up side-by-side near the foot of Sherbourne Street. STELLA remained in ordinary for only two months and went back in service on August 7th. EVA DESGAGNES, however, lingered in port and received much repair work, notably to her hull plating near the starboard bow above the waterline. Finally, on the morning of September 23, EVA DESGAGNES departed Toronto via the Eastern Gap, but she sailed as (d) TELCHAC, flying the Mexican flag, and her immediate destination was Sorel, no doubt for preparation for her sea voyage and probably also to load a cargo for her delivery trip. She was still wearing her Desgagnes livery when she left port. EVA DESGAGNES was built as the canaller (a) GRIFFON by Port Weller Dry Docks Ltd. in 1955 for Beaconsfield Steamships Ltd., and later was transferred to the affiliated Mohawk Navigation Company Ltd. She was deepened and lengthened in 1959 and was lengthened again in 1960. She passed to the fleet of the Quebec and Ontario Transportation Company Ltd. in 1967, at which time she was renamed (b) FRANQUELIN (II). After the cessation of Q & O operations, the vessel passed to the Desgagnes fleet, and in 1987 she became (c) EVA DESGAGNES. With her departure for salt water, there has disappeared from the lakes yet another of the few remaining canallers. We shall anxiously await the identification of her new owner.

Last issue, we mentioned the departure from Sault Ste. Marie, Michigan, of "The Ontonagon Tug" in tow of THUNDER and IROQUOIS. The U.P.S.Co.-built tug made it safely out of the lakes and she and THUNDER arrived at Houston, Texas, on August 19. IROQUOIS, which assisted the tow as far as Montreal, returned to the Soo on August 10. As yet, there is no word as to when the barge at Ontonagon may be floated and towed out of the lakes.

Taken out of service after the weekend of September 16-17, the venerable Toronto Island ferry WILLIAM INGLIS was laid up in her slip at the west side of the city ferry docks and her entire boat deck was taken out for the replacement of the wooden planking which, over recent years, has deteriorated markedly and, during wet weather, has rained deluges on the heads of passengers brave enough to ride on her promenade deck. Not only has the decking been replaced, but in addition, the motorship's one unaltered pilothouse (the "bow" pilothouse was modernized several years ago) has been gutted. New wooden windowframes have been fitted and two mullions have been removed so that the three centre windows now form one greatly enlarged window for increased visibility. The INGLIS was built in 1935 as (a) SHAMROCK (II). She normally serves as the summer ferry to Ward's Island and in spring and fall base service.