

In the November issue, we reported the sale to Fraser Shipyards Inc., Superior, Wisconsin, of the former U.S. Steel straight-decker LEON FRASER, for eventual conversion into a cement carrier. When that report appeared, the FRASER already was lying at Superior, having made the tow from Lorain with TUG MALCOLM. The Wellington Towing tug CHIPPEWA met TUG MALCOLM and LEON FRASER at DeTour at 4:00 p.m. on October 24th, and assisted them up the river, arriving on the pier below the Poe Lock at the Soo at 11:30 p.m. Fog closed the river but the tow was allowed to lock upbound about 1:00 a.m. in the morning and then spent the night on the upper Poe Lock pier. The river was reopened late the following morning and the tow got underway at 11:30 a.m. on the 25th, with CHIPPEWA assisting as far as Gros Cap. LEON FRASER and TUG MALCOLM arrived off the Superior entrance on the afternoon of October 27 but were forced to anchor as a result of high winds and heavy seas. The storm abated about five hours later, and the tow arrived at the Fraser yard just before midnight. By October 31st, the FRASER's stack had been painted all black, thus obliterating the famous U.S. Steel colours.

On September 27, the newly-constructed Drummond Island to DeTour Village passenger and auto ferry DRUMMOND ISLANDER III departed her builder's yard at Pascagoula, Mississippi, en route to the Great Lakes. She took the inside passage up the east coast and stopped at New York on October 12th for bunkers and supplies. She was at Boston on the 16th. The ferry made it safely around the Gaspé and into the St. Lawrence, and was expected to be delivered only a bit more than a week after her scheduled delivery date.

When Marine Salvage resold for overseas scrapping HULL NO. 1, (a) NORMAN B. REAM (65), (b) KINSMAN ENTERPRISE (I)(79), which latterly was used as a storage barge at Port Huron, Michigan, her ownership was transferred to Equipment and Parts Export Inc., of New Jersey, which then received U.S. MarAd approval to resell the old steamer to Cukurova Celik Endustrisi A.S., of Turkey. The latter firm is well known for having dismantled a number of former lakers in recent years at Aliaga, Turkey. HULL NO. 1 departed Sorel, in tow of the tug JANTAR, on September 6th, and passed Malta on October 1st, bound for Aliaga. We do not as yet have an arrival date for the tow.

Another scrap tow of former lakers recently ran into trouble on the overseas passage. It will be recalled that the Panamanian tug McTHUNDER (formerly GER) cleared Sorel on August 26th with SIR JAMES DUNN and GEORGIAN BAY, apparently bound for a Turkish scrapyards, likely Aliaga. The tow stopped at Ponta Delgada, Sao Miguel Island, in the Azores, for a rest from September 23rd to the 25th, and then proceeded onward. On October 3rd, in heavy weather, whilst some 230 miles from Ponta Delgada, the DUNN broke loose from the tow. McTHUNDER took GEORGIAN BAY back to Ponta Delgada, left her there, and then returned to search for the DUNN. Meanwhile, a Lloyd's report indicated that, on October 8th, the Panamanian tug DALMAR SERVANT had located the DUNN some 300 miles southwest of Ponta Delgada, and had taken her in tow, bound for that port. We have no additional detail, but we assume that the original tow was reformed and that the two former C.S.L. steamers eventually made it in safety to Aliaga.

In previous issues, we have commented upon the April, 1989, departure from the lakes of the former Shell Canadian Tankers Ltd. bunkering barge BAYSHELL (II), which had been laid up at Toronto. Several versions of her new name, including PETROPAN T., PETROPAN P. and PETROPAN NO. 1, were circulated at that time, but none were confirmed, nor was the identity of her new owner. Information published recently by the World Ship Society has indicated that the new owner is Pilot Oceanways Corp., Panama, and that the tanker's name really is PETROPAN I. We shall be interested to see the first entry in a shipping register to confirm both pieces of information...

Last issue, we reported the fire suffered by C.S.L.'s H. M. GRIFFITH in her unloading gear on September 27 as she was downbound above Lock Eight in the Welland Canal. She was towed back into Port Colborne harbour, where repairs were begun. The work was still going on late in October, but the motorship was back in service during November.