

It was announced in late autumn that, effective January 1, 1990, and subject to Canadian government regulatory approval, the ULS Corporation and the Marine Division of the Algoma Central Railway had agreed to enter into an arrangement for the pooling of the operations of the straight-deck bulk carriers of the two fleets. Basically, it will see the remaining Algoma straight-deckers time-chartered to ULS, without any change of names or colours. This arrangement will enable ULS to handle the additional ore tonnage which, commencing in 1990, it will bring up the Seaway to the Dofasco plant at Hamilton. (It will be recalled that Dofasco is closing two obsolete Northern Ontario mines and has purchased a large interest in the Quebec Cartier Mine.) Cargo requirements will be such that it is believed that all of the straight-deckers will be kept busy in the ore trade for the entire 1990 season, and it will remain to be seen how much grain will be available for them to carry on downbound trips. In recent years, the future of some of the straight-deck bulkers in both fleets had become questionable, but the increased ore traffic would appear to guarantee their future for a number of years. Upbound iron ore now will be a principal trade pattern and not just a convenient backhaul for ships in the grain trade. The agreement between the two firms will have no bearing on the self-unloaders of the ULS and Algoma fleets, for they will continue to be operated independently by the companies in their usual trades.

We have received a report to the effect that the self-unloading bulk carrier COALER 1 was sold during August for \$400,000 to Hong Kong buyers, reportedly for scrapping. The sale is notable because COALER 1 was built in 1961-62 as Hull 526 by Lithgow's Wm. Hamilton Ltd. (Glen Yard) at Port Glasgow, Scotland, for the Hall Corporation of Canada. Christened HALLFAX (C.314398), she was 373.2 x 58.1 x 28.9, 5780 Gross and 3569 Net, and was powered by two six-cylinder Nydqvist & Holm diesels. Launched February 6, 1962, and delivered at Sydney, Nova Scotia, on June 14th, she ran for Halco on the lakes and the east coast. Over the winter of 1965-66, Canadian Vickers Ltd. enlarged the ship at the Davie yard in Lauzon, Quebec, at which time she became 430.0 x 58.1 x 30.0, 7470 Gross and 5113 Net. Halco decommissioned HALLFAX in 1981 and sold her to Cia de Navegacion Vapor Negro S.A., Panama, which renamed her (b) COALER 1 and took her off to operate in warmer climes on salt water. Now, it would seem, her usefulness has come to an end.

Two issues back, we mentioned the chartering by Enerchem Transport Inc. of the tanker NORDIC, (a) NORDIC SUN (89). It now develops that her former owner, Welland Shipping Company (Sun Transport Inc., managers), sold her to as yet unidentified purchasers who in turn arranged the Enerchem charter. The vessel is to operate under the Liberian flag. She left Brest, France, on October 4 for Gothenburg, Sweden, where she was renamed, and she made her very first appearance at Montreal as NORDIC on November 1st. With Enerchem stack colours displayed, NORDIC passed up the Seaway on November 3rd, bound for Sarnia.

The Paterson motorship SOODOC (II) is trading on salt water again this winter. As earlier reported, she was brought back under the Canadian flag during the summer, but on October 15, whilst lying at Quebec City, SOODOC again was placed under Bahamas registry. It has become customary for SOODOC to spend her winters on salt water, while her sistership ONTADOC (II) usually remains in the lakes.

Last issue, we noted the departure from Port Weller Dry Docks of the extensively (and expensively!) reconditioned destroyer-escort H.M.C.S. NIPIGON, but we did not give the actual date of her sailing. In fact, it was on November 9th that NIPIGON cleared Port Weller for Halifax.

On November 30, the C.S.L. self-unloader ATLANTIC HURON, (a) PRAIRIE HARVEST (89), sailed from Port Weller after the completion of her conversion. The motorship passed upbound through the Welland Canal and took two loads of coal out of Sandusky in order to "break in" her new gear. ATLANTIC HURON then sailed for salt water, where she will operate in various trades through the winter months.