

In the February issue, we reported the arrival of a number of former lakers at the scrapping beach at Aliaga, Turkey, according to Lloyd's reports. We now have additional information received via the World Ship Society. It confirms that FORT CHAMBLY and NIPIGON BAY arrived at Aliaga on September 19, 1989, in tow of FAIRPLAY IX. The purchaser of FORT CHAMBLY was Yazici Gemi Sokum Ticaret A.S., while NIPIGON BAY was to be dismantled by Ege Celik Endustrisi T.A.S. In respect of HULL NO. 1, the former KINSMAN ENTERPRISE (I), the W.S.S. reports her arrival date as October 9th (not the 10th) and her purchaser as Cukurova Celik Endustrisi A.S.

The World Ship Society has also reported the arrival of the two sections of ENDERS M. VOORHEES at Aliaga on August 23, 1989, where they were to be dismantled by Kalkavanlar Gemi Sokum Ticaret A.S. This is the first report we have received concerning the VOORHEES since her apparent loss during her original scrap tow. It will be recalled that VOORHEES, in a Force 9 storm, broke away from the tug EVEREST whilst en route from Algeciras to Aliaga, and on January 24, 1988, she grounded at Profitis Elias on Kithnos Island in the Cyclades, between the Mirtoan and Aegean Seas. We had thought that her hull had been considered as unrecoverable because we had received no reports of any salvage efforts. Perhaps, in due course of time, we may learn something of the manner in which her remains were retrieved from Kithnos.

A recent Lloyd's report indicates that another former laker was scrapped recently, although the report bore no mention of where or when the dismantling occurred. The vessel involved was COLORADAS, the former SARNIADOC (II)(76), which had been operated under the Mexican flag by Merida-based owners since she was sold out of the fleet of N. M. Paterson & Sons Ltd. in 1976.

Last issue, we mentioned the recent sale of the Wellington Towing Inc. tugs CHIPPEWA and IROQUOIS to the Great Lakes Towing Company. We now learn that CHIPPEWA is to be renamed MISSOURI, while IROQUOIS will become ALASKA for the new owners. Current indications are that MISSOURI may be moved to Detroit, but it appears that ALASKA will remain at the Soo, where Great Lakes presently has WISCONSIN and VERMONT stationed. At the same time has come confirmation that the Gaelic Tug Boat Company, Detroit, has discontinued its harbour ship assistance operations, although it will continue its other tug services, such as barge transportation, bunkering, salvage and lightering. As a result, Gaelic has sold to Great Lakes Towing its WICKLOW, PATRICIA HOEY and GALWAY BAY, which will be rechristened NORTH CAROLINA, NEW HAMPSHIRE and OREGON, respectively. There will be no ownership or name changes for the rest of the large Gaelic tug fleet.

J. W. Purvis Marine Ltd., of Sault Ste. Marie, has proposed what appears to be the most satisfactory plan yet for the idle Canadian Soo Lock. Purvis has commissioned engineering consultants to examine the structure with a view to repairing the lock and operating it as a self-sufficient operation of the Purvis firm. It would seem that the lock could be repaired for about \$5 million, and then operated on a user-pay system, with the lock used for boat storage and repairs in the winter. Adjacent marina and recreational vehicle facilities would be developed, along with tourist facilities. Local officials appear to favour the plan, particularly as there seems to be no immediate hope of the federal government repairing and reopening the canal.

Much was made in the east coast press of the removal of the Canadian crew from the Algoma Central Marine self-unloader ALGOBAY at Shelburne, Nova Scotia, on January 25th. Many of the former crew members claimed that they had not been given proper notice, etc., but the main point of contention simply appears to have been that the vessel was being "flagged out" to Liberian registry. On January 31st, during a storm, ALGOBAY parted her bow lines and drifted some 75 feet off the dock at Shelburne. At first she lay parallel to the pier, but then swung perpendicular to it, and it took about four hours to get her secured to the wharf again. The only person aboard ALGOBAY when the incident took place was the chief engineer, and the weather condi-