

In our last issue, we made mention of the reported sale of the Misener Shipping ocean-lakers SELKIRK SETTLER and CANADA MARQUIS. In fact, we now learn that such reports were, at best, premature. The vessels, indeed, have been on the market (although this fact has not been generally publicised), but the actual sales have not been concluded as a result of a gap between bid and asked positions. We should also advise that the Misener "billboards" were removed from the sides of the SETTLER at the time of her flagging-out from Canadian registry in March of 1988. The July drydocking of CANADA MARQUIS at Thunder Bay was to repair a fracture in a bottom weld which caused her to make water in a double-bottom tank, and which had to be fixed before she could go overseas. The ocean-lake alliance which was terminated this spring was the so-called Unitramp-Misener Lakes Service, which was a pool of ships hauling steel products westbound and grain eastbound. The service had become economically non-viable and Misener made the decision to attend to all its own cargoes for the ocean-lakers. We will advise members if we receive confirmation of any sale of the Misener ships.

In the Mid-Summer issue, we reported the acquisition by J. W. Purvis Marine Ltd., Sault Ste. Marie, Ontario, of the former Abitibi Power & Paper Company Ltd. tug ORIENT BAY. In fact, the tug had been operated for many years as (b) GUY M. NO. 1 by Kimberly-Clark of Canada Limited on Long Lake, hauling log booms between Longlac and Chorus Bay. This summer, the tug's pilothouse was removed to facilitate the move, and she was brought out from Long Lake, being placed into the waters of Lake Superior at Jackfish. She finally arrived at the Canadian Soo on September 10th, and there she will be refurbished so that she can operate for Purvis at Thunder Bay along with yet another sister tug, W. J. IVAN PURVIS, which began life as Abitibi's MAGPIE. The former ORIENT BAY reportedly will be renamed (c) SCOTT PURVIS, in honour of the son of her owner.

On August 11th, the Dale T. Dean Walpole-Algonac Ferry Line placed in service its new auto and passenger ferry CITY OF ALGONAC, which was built for the route between Walpole Island, Ontario, and Algonac, Michigan, by Duratug of Port Dover. The new ferry can accommodate 12 cars and 100 passengers per trip. CITY OF ALGONAC and WALPOLE ISLANDER (1986) run together continuously from 7:00 a.m. to 10:30 p.m., with the 1946-built LOWELL D. assisting on weekends and at other periods of heavy traffic. The advent of CITY OF ALGONAC means that there now are six ferries crossing the St. Clair River in this area, with three boats normally running in busy periods on the crossing between Sombra and Marine City, just upstream. The Sombra ferries were particularly busy on the weekend of July 14-15, when the Walpole Island ferry service was shut down as a result of blockades placed at the Island entry points by the Walpole Island First Nation residents in sympathy for the cause of the native peoples involved in the Oka crisis situation.

There has been much positive response to a project which would restore ferry service across the St. Lawrence River between Waddington, New York, and Morrisburg, Ontario, for the first time since 1956. Plans seem to be progressing nicely and, if all details, including customs arrangements, can be finalized, service might start as early as the summer of 1992. Operators of the ferry would be Duncan Edmonds of Morrisburg and Maurice Bourbonnais of Ottawa. The latter has operated the Masson-Cumberland ferry across the Ottawa River with the ferries M. BOURBONNAIS and M. BOURBONNAIS II, and it is proposed that two boats might eventually be needed on the Waddington-Morrisburg crossing.

It was back on March 19, 1990, that the salt-water vessel POLLUX suffered severe damage in a major explosion and fire which occurred whilst the ship was loading toxic waste at La Baie, Quebec, on the Saguenay River. POLLUX finally was taken up to Port Weller Dry Docks for repairs, and she arrived at the shipyard on May 19th. She retained her Norwegian registry but was