

renamed NOMADIC POLLUX during repairs, and on August 24 she was downbound in the Seaway, en route to Belgium. This was one of the largest damage repair jobs ever done on a salty at a Great Lakes shipyard.

Expected to be in service during the autumn of 1990 was the former Hanna steamer JOSEPH H. THOMPSON, which has been converted to a barge by the Upper Lakes Towing Company Inc., of Escanaba, Michigan. Out of the stern of the THOMPSON, and powered by the machinery from old railway engines, has been created the tug JOSEPH H. THOMPSON JR., which will handle the barge, controlled from the THOMPSON's existing pilothouse. On June 30, the tug (travelling alone) was downbound in the St. Clair and Detroit Rivers, bound for Port Weller Dry Docks, where she was to receive some final hull work together with survey and inspection. When the tug and barge are in service together, they certainly will make one of the strangest combinations on the lakes...

Ever since she was retired from duty in 1970, the HURON LIGHTSHIP (originally NO. 103) has been moored at Port Huron's Pine Grove Park, where it was intended that she be on public display. Unfortunately, the idle lightship had fallen into disrepair and was the victim of extensive vandalism. In 1989, however, she was taken over by the Lake Huron Lore Marine Society, whose members completely refurbished the vessel. On August 2nd, the restored lightship was dedicated, and a U.S. National Historic Landmark plaque was placed aboard by Ray Kimpel of the National Park Service, U.S. Department of the Interior. A marine radio station has been set up aboard the lightship and its first transmissions were made on the day of the dedication ceremonies.

We have a report to the effect that the Canada Steamship Lines straight-deck bulk carrier WINNIPEG, (a) RUHR ORE (76), (b) CARTIERCLIFFE HALL (88), will be converted to a self-unloader, with the work to be done at Port Weller Dry Docks during the coming winter. We had reported earlier that the 41-year-old C.S.L. self-unloader HOCHELAGA would be scrapped this year but that her nearly-new unloading boom would be removed before she went to scrap. It would now appear that these two events will be related, and that the boom from HOCHELAGA will be utilized aboard WINNIPEG. It has been said that HOCHELAGA's boom will be removed either by the Harbour Commission's heavy-lift crane at Toronto, or else at the fit-out berth at Port Weller before the ship heads overseas to the breakers. HOCHELAGA already has been stripped out whilst lying in the Leslie Street slip at Toronto.

Another Canada Steamship Lines self-unloader, the ATLANTIC HURON (II), (a) PRAIRIE HARVEST (89), has been flagged-out of Canadian registry to facilitate her operation on salt water. Of course, this action allows her to be manned by a foreign crew, at considerably less expense than if she were to be operated with a Canadian crew. When ATLANTIC HURON arrived at Halifax, Nova Scotia, on September 9th, she was flying the flag of the Bahamas and was registered at Nassau.

After a lengthy study, the U.S. Army Corps of Engineers has decided to discontinue formal annual closing criteria for the Soo Locks. Instead, the Corps has decided to establish January 15th as the normal closing date for the St. Mary's Falls Canal. The setting of this permanent closing date does not, however, rule out individual yearly variations based upon navigation conditions and ice formation.

The former Canonic tug KAREN ANDRIE was purchased last autumn by Basic Marine Inc., Escanaba, Michigan, was repowered, and has been operating in 1990 under the name (c) ERIKA KOBASIC. The vessel is significant in that she is the 110-foot, former icebreaking tug ARUNDEL, which was built for the U.S. Coast Guard in 1939. She is the last of that handsome class of tug still in operation on the lakes, and was sold out of the Coast Guard in 1984.