

We should like to express our apologies to the original author of this piece, whoever he or she might be, in respect of the minor changes in construction and spelling which we made in the interests of the "readability" of the article for our members.

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WINTER WEATHER (UGH!)

The past three winters have been relatively inoffensive ones for the residents of Toronto and the western Lake Ontario area. Nevertheless, this coming winter may well be a nasty one (particularly if you believe what The Farmer's Almanac has to say about it!). We would not suggest planning a mid-winter picnic on one of the local beaches...

It is always possible (despite our specific instructions for Mother Nature to the contrary) that the weather might interfere with one of our regular membership meetings, and we should like our readers, once again, to take note of arrangements for such situations. If inclemency of weather should hinder the holding of the December, January, February or March Meetings, it would be impossible for us to contact personally all those members who might (or might not) be planning to attend.

Accordingly, if conditions should be such that cancellation of a meeting would appear to be a definite consideration, Toronto area members may call Gordon Turner (762-3130) or the Bascoms (921-8436), while Peninsula area residents may call David Bull (646-7900). Please do not call during the day, but only on the actual evening of the meeting, and ONLY if conditions should make cancellation a real possibility.

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ADDITIONAL MARINE NEWS

-- Two vessels laid up at Toronto departed shortly before we went to press. ENERCHEM ASPHALT completed her repairs and sailed from the foot of Sherbourne Street on October 27th. CANADIAN MARINER, which had been on the north side of the Cousins Terminal (Pier 35), alongside BAIE ST. PAUL, for two periods of idleness in 1990, sailed out again early on October 29th.

-- Arriving at the face of the harbour wall near the foot of Sherbourne Street, Toronto, on October 30th, was the Upper Lakes Shipping self-unloading steamer JAMES NORRIS. She was ballasted down heavily by the bow, and work was underway on repairs to her propeller. We had no details on how any damage might have occurred...

-- Our Mid-Summer issue mentioned the problems encountered earlier this year by the Imperial Oil tanker IMPERIAL ACADIA. In fact, her hull repair was not impossible at Marystown because of the size of the drydock there; the Marystown shipyard has no drydock! The tanker was too heavy for "Synchrolift", the Marystown marine railway. This is why it was on March 17 that IMPERIAL ACADIA arrived at Halifax on the deck of MIGHTY SERVANT 1. The tanker also suffered an engineroom fire on May 23 while at the Halifax Shipyard, and this delayed her return to service by about a month. IMPERIAL ACADIA did not run sea trials until June 23rd.

-- It was on October 17 that the refloated hull of the tanker JUPITER was pushed out of the way to allow a resumption of vessel traffic on the Saginaw River.

-- The Inland Steel self-unloader JOSEPH L. BLOCK grounded in the Middle Neebish Channel of the St. Mary's River on October 12th. Soon refloated, she went to the Fraser Shipyard for repairs.

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