

Over the winter months, work has been progressing at Port Weller Dry Docks on the \$15.7 million self-unloader conversion of the Algoma Central Marine bulk carrier ALGOGULF, (a) A. S. GLOSSBRENNER (87). The company has decided that another name would be more appropriate for the ship, and in ceremonies at Port Weller on March 31st, the motorvessel was renamed (c) ALGOSTEEL (II). This is a happy development in that, although the appearance of the ship has not been improved by the installation of the aft-mounted unloading rig, her new name recalls the beautiful, 1907-built steamer ALGOSTEEL (I), (a) THOMAS BARLUM (35), which was acquired by Algoma Central in 1935 and served the line until she was severely damaged in a stranding in 1966. She was then sold for scrapping but eventually wound up as one of the breakwater hulls at Burns Harbor on Lake Michigan, where she has served since 1967. It is to be assumed that ALGOSTEEL (II) will spend a considerable proportion of her time running into the Algoma Steel plant at the Canadian Soo.

The 1989 annual report of the Algoma Central Railway contains two interesting items. One is that the 1990 portion of the conversion cost of ALGOGULF, namely \$6,040,000.00, will be the only significant capital expenditure contemplated by the Marine Division in 1990. This would tend to indicate that any further ideas of self-unloader conversions have been abeyanced as a result of the pooling of the A.C.R. and U.L.S. straight-deck bulk carriers in the ore trade from Quebec to the Dofasco plant at Hamilton under the management of Seaway Bulk Carriers. This new service should keep most of the straight-deckers in inactive service on a regular basis, even if there is not very much grain available for downbound cargoes. Meanwhile, at the company's annual meeting of shareholders at the Soo on April 26th, there will be presented a special resolution that "to better reflect the diversification of the Company, it is proposed that the name of the Company be changed to Algoma Central Corporation. The existing transportation services divisions of the Company will continue to be operated under the division titles Algoma Central Marine, Algoma Central Railway and Fraser Ship Repairs."

The 68,000 dwt. ton self-unloader CSL ATLAS was christened on December 10, 1989, at the Verolme shipyard in Brazil, her sponsor being Mrs. Yvette Holland, wife of the Canadian ambassador to Brazil. The ATLAS, largest ship in the C.S.L. fleet, is equipped with a computerized system of variable-speed tunnel belts, basket gates, a vertical-lift pocket belt system, and an articulated unloading boom. Due for commissioning in April CSL ATLAS is 747.4 x 105.0 x 63.0, and will be registered at Nassau, Bahamas. She follows CSL INNOVATOR, a 63,000 dwt. ton conversion, out of the Verolme yard, and is the first in a series of five newbuildings for the C.S.L. salt water fleet. All of the Verolme vessels, of course, are too large to enter the lakes, but once all of them are in service, the ocean-lakers ATLANTIC HURON, ATLANTIC ERIE, ATLANTIC SUPERIOR and NANTICOKE will likely spend more of their time in lake operation.

With the former (a) HON. PAUL MARTIN (88), now in service for C.S.L. on salt water as (b) ATLANTIC ERIE, the company has decided to repeat the name on another lake vessel. Chosen to operate in 1990 as (b) HON. PAUL MARTIN (II) is the straight-deck motorvessel RIMOUSKI, a 730-footer built in 1965 as Hull 181 of Collingwood Shipyards Ltd.

One of the first vessels to emerge from winter lay-up to begin the 1990 lake navigation season was the oldest self-propelled freighter in Great Lakes service. The Inland Lakes Transportation Inc. (Huron Cement) steamer E. M. FORD, (a) PRESQUE ISLE (I)(56), which was built in 1898, cleared Milwaukee harbour on March 3rd and arrived on the 7th at Alpena to load a cargo of cement for Cleveland. The FORD encountered much heavy ice during her trip, particularly in the Straits of Mackinac, and was assisted there by TUG MALCOLM and the Coast Guard icebreakers BISCAYNE BAY and BRISTOL BAY. The Inland Lakes fleet also put its steamers S. T. CRAPO (1927) and J. A. W. IGLEHART (1936), and the motorvessel PAUL H. TOWNSEND (1945) into service during the month of March.