

was under way at a prominent shipyard, that being Fraser Shipyard's rebuilding of the former U.S. Steel ore carrier LEON FRASER into a cement carrier for the Lafarge Coppee interests. There seems little likelihood of the resumption of new construction at any lake shipyard in the foreseeable future. (The one exception is the Peterson Builders yard at Sturgeon Bay, which continues to build wooden-hulled naval vessels.)

Unfortunately, scrap sales continued on the Canadian side of the lakes, with owners taking advantage of still-high scrap metal prices to dispose of marginal vessels and improve their financial situation. Notable sales were the Misener steamer SCOTT MISENER (III) and the P & H Shipping steamer ELMGLEN (II), both of which were sold from operation during the spring. Another scrap sale was that of Paterson's idle CANADOC (II). It has been suggested that several other idle Canadian lakers may also be sold by their owners shortly if, in fact, deals have not already been concluded.

In fact, the 1990 season, with all of its red ink on the ledgers, may be the straw that broke the camel's back for the Canadian lake shipping industry. Economic conditions have been unfavourable for a number of years in a row, and it may well be that some traditional operations may fall by the wayside, as it were, and that more ships may go to the breakers.

For the third consecutive season, the lakes were free from accident-related canal blockades, but navigation was stopped in another area by one of the worst lake accidents in many years. The September 16th explosion and fire aboard the Cleveland Tankers Inc. motortanker JUPITER at Bay City, Michigan, not only destroyed the vessel but also closed the upper reaches of the Saginaw River to navigation for more than a month. There were several other serious accidents on the lakes in 1990, among them being the sinking of the tug BARBARA LYN on Lake Huron on October 1st, and the fire aboard JOHN B. AIRD on October 16th.

Many of our members are closely attached to the shipping industry, and it is our hope that the 1990 navigation season was for them as pleasant, safe and busy as possible under current conditions. We wish them all the best for 1991. Indeed, we hope that the coming year will be a very good one for all of our members and, of course, for the Toronto Marine Historical Society itself.

But now, as once again our memories of summertime fade away, as the skies and waters of the Great Lakes take on that familiar grey pallor of winter, as the winds rage and the blowing snows obscure the horizons, and as the haze rises from the cold waters, the lake ships are scurrying to collect and deliver their last cargoes of the year before heading for the calm and safety of winter quarters. We wish them all safe passage.

And to all of the many members of our steadily growing family, the Toronto Marine Historical Society, we take this opportunity to extend our very best wishes for a Merry Christmas and for all possible Happiness in the New Year. Take care, dear friends, and may 1990 bring to you all a full measure of love, warmth, health and success.

* * * * *

MARINE NEWS

The new name of the tug GUY M. NO. 1, (a) ORIENT BAY (75), which recently was acquired by J. W. Purvis Marine Ltd., of the Canadian Soo, and was removed from the waters of Long Lake to the Soo, is actually W. I. SCOTT PURVIS, and not the shorter version of the name earlier reported. The tug's first major job for Purvis began on November 2nd, when she left the Soo with the company's barge P.M.L. SALVAGER. She was taking the barge to Thunder Bay, where it was to be drydocked.