

would run between Sarnia and Port Huron, and would be operated by a Sarnia businessman. He has offered to buy a 45-foot, 200-passenger ferry, which presently is lying idle on the Canadian east coast, and place her on the short route across the St. Clair River. Many obstacles must be overcome if the ferry is ever to become a reality, including the obtaining of land for docks and parking, as well as making arrangements with two federal governments for the provision of customs and immigration services.

It has been suggested recently that the Enerchem Transport Inc. tanker ENERCHEM LAKER, (a) ROCKCLIFFE HALL (II)(72), (b) ISLAND TRANSPORT (86), was being sold for service in Caribbean or Gulf of Mexico waters. One version of the story had a prospective South American buyer killed when his small plane crashed as he was en route to view the former tanker, while another suggested that the tanker already had been sold to Panamanian owners. Regardless, ENERCHEM LAKER seems destined to leave the lakes.

In a bizarre incident occurring on November 3rd, a faulty switch in the control mechanism caused the unloading boom of the C.S.L. self-unloader NANTICOKE to crunch down on the roof of a 60-foot-high storage dome on a dock at Port Stanley. The ship was preparing to unload a cargo of commercial fertilizer which she had brought from Belledune, New Brunswick, after which she was to take on a load of corn. Damage to the igloo-shaped warehouse was estimated to be in the area of \$100,000.

Early on the morning of October 26th, a heavy gale caught the dredge NORTHERLY ISLAND on Oregon Inlet and slammed her into a section of the 2.5-mile Bonner Bridge which links Hatteras Island to mainland North Carolina. A substantial segment of the bridge fell, cutting off road access and electrical power to the island's residents. We mention the incident because NORTHERLY ISLAND was doing dredging work in the lakes a few years ago.

On November 17, the tug TORRENT, sent from Texas by the Marine Specialty Company, was upbound in the Seaway en route to Lake Superior to take in tow the "Ontonagon Barge" which was launched on October 24th. On its way out of the lakes, the tow encountered all sorts of problems, including damage to the tug's towing winch which prevented shortening up the towline when the tow arrived off Gros Cap. The line snagged a wreck on the bottom and St. Mary's River traffic was stopped on November 30-December 1 while local tugs came to help sort out the situation.

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THE ANNUAL THEME SLIDE NIGHT

We should like to draw particular attention to the members' slide night coming up on 4th January, 1991. Our topic, "Before and After", was suggested by member Alain Gindroz, of St. Catharines, who sails in the vessels of the Algoma Central fleet. The topic is intended to give members the opportunity to show several slides of each ship they select, showing the vessel at various stages during her career. This might mean almost anything, and we are certain that our members will exercise their imagination and produce as interesting and varied a show as the Annual Theme Night usually generates.

We have elected to limit the number of slides per person to sixteen so that nobody will go away from the meeting disappointed because there was not enough time for their slides to be shown. Why sixteen and not fifteen? Just because a good selection of "Before and After" slides should come in pairs!. But if you want to illustrate THREE different stages in the life of some ship, don't let us stop you...

We look forward to seeing you in January and anticipate a large turnout for the meeting.

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