Much already has appeared in print concerning the scrap sale during 1990 of the Misener Shipping steamer SCOTT MISENER (III). She was sold from service to the Corostel Trading interests of Montreal, and then via Gibson Shipbrokers, of New York City, to breakers in India. SCOTT MISENER departed Sorel on June 7th in a single tow handled by the Soviet tug LEOPARD, bound for Alang, India. We have not as yet received confirmation of the tow's arrival at its destination, but it is known that LEOPARD and SCOTT MISENER were in the Panama Canal on July 17th.

During the 1990 season, there was considerable confusion as to where the former Paterson bulk carrier CANADOC (II) was laid up, some reports showing her at Sorel, and others placing her at Montreal. Thanks to member Rene Beauchamp, we now have the full facts. CANADOC, of course, spent the winter of 1989-1990 at Prescott with a transit cargo of storage grain. She sailed from Prescott on April 4 and arrived at Montreal on the 5th. She was unloaded there, and on the 6th was moved to another berth where she laid up. She has remained there ever since, and laid up alongside CANADOC through the summer was VANDOC (II), which had wintered at Sorel and which sailed up to Montreal over the night of May 2-3, 1990. CANADOC had white towning marks painted on her hull during the summer, but no scrap tow has yet materialized despite the sale of the vessel via the Corostel and Gibson interests, presumably for scrapping overseas.

In previous issues, we reported the acquisition by the Groupe Desgagnes of the former N. M. Paterson & Sons Ltd. motorships ONTADOC (II) and SOODOC (II). After ONTADOC became (b) MELISSA DESGAGNES in late July, she did trade back into the lakes, but not so her sistership. SOODOC was rechristened (b) AMELIA DESGAGNES at Montreal on or about August 16, but it was not until 1st December, 1990, that she made her first lake trip under her new ownership. On that date, AMELIA DESGAGNES was upbound in the Seaway with a load of pig iron for Milwaukee.

An unusual visitor to the Great Lakes back in 1989 was the Hudson Bay Company's motorship KANGUK (the former HUDSON VENTURE) which made two trips up the Seaway that season. The 291-foot, 2949-ton vessel, which had been built back in 1964 at Stockholm, Sweden, was actually owned by Northern Store Inc., Winnipeg, and was registered at Winnipeg under Official Number C.383714. Now comes word that she has left the Canadian flag. KANGUK sailed from Montreal for the last time on May 7, 1990, bound for Quebec City. There she was handed over to her new owners (as yet unidentified), and a week later she sailed from Quebec bearing the new name ALDABRA and flying the Moroccan flag. We understand that she later was transferred to registry in St. Vincent & Grenadines.

A report in the November/December, 1990, issue of "Workboat" commented upon the rebuilding of the former barge OLS-30. It will be recalled that the barge capsized on Lake Huron late in the 1988 season whilst carrying a cargo of liquid calcium chloride, and spent the winter grinding along the shore in the ice before she could be recovered and righted. She was taken to Sturgeon Bay, where the damage was surveyed and rebuilding bids were called. The contract for repairing the barge was let to Avondale's Harvey Quick Repair Yard at Harvey, Louisiana, and the barge was towed down to New Orleans. After complete structural and mechanical repairs, the barge was returned to the lakes in July of 1990, rechristened HANNAH 2801. The tank barge presently is owned by the Hannah Marine Corporation.

The St. Lawrence Seaway Authority, in an effort to boost canal usage, has offered toll discounts to vessels moving new commodities or taking cargo to new ports. In addition, there will be a 20% discount for shippers carrying regular cargoes but in volumes greater than their previous five-year average. As well, shippers moving both grain and general cargo will pay the lower grain tolls on all their loads. One wonders whether this will generate any extra "business" for the canals...

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