

In January, we reported that the old Litton drydock at Erie, Pennsylvania, would be reopened by a firm known as the Jonathan Corp. In fact, the Erie - Western Pennsylvania Port Authority had enquiries both from Jonathan and from the Great Lakes Towing Company to operate the old Litton shipyard, but the Authority decided to lease to Jonathan, a company based in Norfolk, Virginia. Its affiliate, Erie Marine Enterprises, began to reopen the facilities and more workers were expected at the yard during winter. The Interlake Steamship Company laid up at the shipyard two of its 1,000-footers, JAMES R. BARKER and PAUL R. TREGURTHA (not MESABI MINER as earlier reported), but it seems unlikely that Erie Marine will be able to do any major marine work until the yard has been refurbished completely.

The package freighter WOODLAND, (a) FRENCH RIVER (81), (b) JENSEN STAR (86), which lay idle at Montreal during 1990, has been reported sold by Woodlands Marine Inc., Thunder Bay, to U.S. interests for operation under a flag of convenience. It was expected that she would sail from Montreal during the week of January 21st, bound for Florida.

Also sold recently is the small coaster HANCOCK TRADER, owned by A. C. Stark Ltd., of Oshawa. Now owned by Marsh Harbour Shipping Ltd., of Marsh Harbour, Abaco Island, Bahamas, and registered in Honduras, she cleared Sorel on December 6, 1990, under the new name ARAWAK SUN II.

In the January issue, we mentioned the "temporary" suspension of the Lake Michigan carferry service operated by the Michigan-Wisconsin Transportation Company. The firm had alleged that the November 16 lay-up at Ludington of BADGER was due to shallow water problems at Kewaunee, together with the fact that the ferry dock at the proposed "new" western terminus at Manitowoc was not yet ready. The company's explanation of the situation produced a storm of outrage from BADGER crewmembers and Kewaunee officials, all of whom denied in the press that there were any grounding problems at that port. It remains to be seen whether service is resumed come spring...

Contrary to a report in our last issue, LEWIS WILSON FOY and SPARROWS POINT were not renamed on December 20. However, on that date occurred the formal transfer of ownership from Bethlehem Steel to Columbia Transportation (as per a letter of intent signed by Columbia last July). The ships were required to lie empty at an Ohio port for three days prior to the transfer, so the FOY was docked at Lorain and SPARROWS POINT at Ashtabula. Both are laid up at Toledo, but any renames would not likely be made before spring.

It usually is early spring before icebreaking is necessary in the Sydenham River to prevent flooding, but such action was required in early January due to an extremely heavy runoff. The Sandrin Bros. tug GLENADA, along with the smaller MARVIN P., of Lambton Marine, were working to break ice on the river and flush it downstream, and finished operations on January 3rd. GLENADA is on retainer to the local conservation authority and municipalities, but is based at Sarnia.

Despite reports to the contrary, the east coast salt-carrying barge CAPT. EDWARD V. SMITH (the former lake self-unloader ADAM E. CORNELIUS [III]) continues to be towed by the tug IRVING MIAMI. The barge still has her old forward cabins and is navigated from the pilothouse, although her stern has been cut down and is notched for pushing by a tug.

The president of the Ryba Marine Construction Company, of Cheboygan, Michigan, has stated that the firm will investigate the possibility of salvaging its tug BARBARA LYN. The tug sank on October 1, 1990, in Lake Huron off the tip of the Michigan Thumb, with the loss of her master, and presently is lying in some 200 feet of water.

We do not have a date, but it would seem that SCOTT MISENER arrived safely at Alang, India, in August. A Lloyd's report of her leaving Singapore on September 29 for the U.S.S.R. likely referred to tug LEOPARD going home.