

It would appear that Socanav Inc. has acquired another tanker for its fleet. Reports indicate that the company has purchased IONIAN EAGLE, (a) ERRIA PILOT (83), (b) KOMIYA (89), a Panamanian vessel of 4796 Gross Tons, built in 1982 and until recently owned by Adriatic Tankers. The ship was purchased in Venezuela and left St. Anna Bay on December 6th, bound for Halifax. She cleared Halifax on December 17th, en route to Shelburne, Nova Scotia, apparently for refit. IONIAN EAGLE made one Seaway trip back in 1989. Strangely, the entire purchase seems to have been shrouded in secrecy and even at this late date no confirmed details are available.

It now seems appropriate to give more details of the formation of Great Lakes Bulk Carriers, which received brief mention in our last issue. The new organization will operate sixteen straight-deck bulk carriers owned by Canada Steamship Lines Inc., Misener Shipping, and Pioneer Shipping Ltd. (James Richardson & Sons Ltd.), and ownership apparently will remain with the original fleets. Although all remaining vessels of the Misener and Pioneer fleets will be involved, C.S.L. reportedly will keep two of its straight-deckers for its own St. Lawrence River trades, and none of its self-unloaders will be involved. The pooling arrangement is expected to reduce operating costs and to keep the vessels viable in the grain and ore trades, in a manner somewhat similar to that used by the Algoma Central Corp. and ULS Inc. in their own pool known as Seaway Bulk Carriers. President of Great Lakes Bulk Carriers will be David K. Gardiner, heretofore president and C.O.O. of Misener Shipping.

Consideration has been given by local officials to the possibility of obtaining the 243-foot U.S.S. WILLIAMSBURG, the former yacht of U.S. President Harry Truman, and bringing her to Morristown, New York, on the St. Lawrence River. The ship, presently lying in the Potomac River in much deteriorated condition, might be used as a breakwater and tourist attraction at Morristown, but any acquisition of the WILLIAMSBURG would depend upon financing arrangements and the possibility of obtaining national historic landmark status for the ship.

Meanwhile, national landmark status has been granted by the National Park Service to the Lake Michigan carferry CITY OF MILWAUKEE, which currently is lying at Elberta, Michigan. The designation is very important to the efforts of the Frankfort-based group attempting to preserve CITY OF MILWAUKEE, but unresolved are Elberta's objections to efforts to have the steam ferry moored at Elberta as part of a permanent museum facility.

The first mid-winter tanker run up the St. Mary's River with fuel oil for the Canadian Soo took place on February 1st and 2nd, as ENERCHEM CATALYST made the river trip with the assistance of United States Coast Guard ice-breaking efforts.

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LAY-UP LISTINGS

It is with pleasure that we present the following addenda to the listings contained in the February issue.

Shelburne, Nova Scotia: To previous list, add A. G. FARQUHARSON.

Montreal: To previous list, add ENERCHEM AVANCE. (It should be noted that tankers wintering at Montreal and Sorel generally operate intermittently.)

Port Colborne: To previous list, add ALGORAIL.

Cleveland: J. A. W. IGLEHART, WILLIAM R. ROESCH, PAUL THAYER, WOLVERINE.

Our thanks to Mac Mackay, Rene Beauchamp, Greg Rudnick and Larry Tonno for this additional information which should finalize our lay-up listings for the winter of 1990-1991. We appreciate the assistance of all members who participated in the accumulation of data for the report.

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