

The first C.S.L. ship-to-ship coal transfer of 1991 took place in Sept-Iles Bay, July 14-17. In those four days, LOUIS R. DESMARAIS, H. M. GRIFFITH, MANITOULIN, J. W. McGIFFIN, JEAN PARISIEN and TADOUSSAC transferred 144,000 tonnes of coal into the salty MINERAL EUROPE, which then sailed for Israel. Another unusual coal cargo was loaded into Fednav's FEDERAL ST. CLAIR on August 19-20 by the Superior Midwest Energy Terminal at Superior. The cargo, 27,551 net tons, consigned to a power plant at El Ferrol, Spain, was the first load of western low-sulphur coal ever shipped to Europe via the Seaway.

Authorities at Port Huron, Michigan, hope to build a dock capable of accommodating large ships, to be located at the south end of Pine Grove Park. It would be formed by adding a southward extension to the wharf presently used for the U.S. Coast Guard station. It is said that the dock would be a place where larger boats could moor for exhibition and touring purposes, but nobody has stated which ships might be expected to use the dock, although a local tourism official stated that "legalized gambling on Great Lakes cruise ships is an idea whose time has come". What cruise ships? The same source indicated that "in Toronto, there is a constant line of people to tour big ships docked for a few days". What large ships, apart from a warship or two each summer, ever come to Toronto to attract this "constant line of people"? Somebody should check their information...

We could not hope to list all the summer lay-ups on the lakes, but suffice it to say that idle U.S. bulk carriers began to fit out during August and September, and the Canadian bulkers when grain and ore movements north of the border began to pick up. Toronto hosted three summer lay-ups, CANADIAN RANGER and CANADIAN EXPLORER, which arrived August 6th and 27th, respectively, and LEMOYNE, which tied up on August 1st, all of them at Pier 35. The first to re-enter service, was CANADIAN EXPLORER, which cleared on September 18th. CANADIAN RANGER and LEMOYNE (which received engine work during her lay-up) went back into service later in the month.

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REFLECTIONS: STORIES OF THE GREAT LAKES

Member Paul G. Wiening has produced a 144-page softcover, in upright 8½" by 11" format, containing sixteen chapters, each detailing an area of specific interest to lake historians. Both covers feature colour photos, while the interior is illustrated with numerous black-and-white views in varying degrees of quality. The book is published by Stonehouse Publications, of St. Catharines, and for Canadian content, four of the chapters have been contributed by another T.M.H.S. member, Skip Gillham.

The cost of the book is \$19.95 in U.S. Funds, "plus standard shipping and handling". Contact Paul G. Wiening Enterprises, 432 West Michigan Street, Port Washington, Wisconsin 53074, U.S.A.

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BRUCE HUDSON REVISITED

The tanker BRUCE HUDSON was our Ship of the Month No. 188 in the issues of January, February and March, 1991. Sadly, for the second time in 1991, we have learned of the passing of another veteran of service in this unusual little tanker. Captain Leo Joseph O'Neill passed away on Friday, April 19, and was buried the following Monday at Thorold. He had been mate in JOAN VIRGINIA, and later went master in BRUCE HUDSON, remaining with her after she became COASTAL CLIFF, and he stayed in her until she went out of lake service. Capt. O'Neill later became a pilot and finally retired in 1974. Later, he relieved with longtime T.M.H.S. member Capt. Bert Harris in the Canadian Dredge and Dock Company Ltd. tug G. W. ROGERS.

We thank Capt. John Leonard for bringing to our attention the passing of Capt. O'Neill.

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