

Back in 1988, McAllister Towing & Salvage Inc. retired its venerable Montreal harbour tug RIVAL, and began to cannibalize her for parts for other tugs in the fleet, and particularly for RIVAL's sistertug, FELICIA. During the summer of 1991, RIVAL, stripped down to the hull and for sale by her owner, was hoisted from the water and placed on shore near the McAllister tug base at Montreal.

Another longtime member of the McAllister fleet was the salvage barge MAPLEHEATH, (a) TOILER (19), which dated back to 1911. She last operated as a steamer for Canada Steamship Lines in 1958, and on November 29, 1959, was acquired by McAllister, which cut her down to a crane-equipped wrecker. She participated in many of McAllister's wrecking jobs, but we now learn that, last summer, she was sold to Valleyfield Docks & Terminals, and was towed up to Valleyfield, Quebec, from Montreal by one of the McAllister tugs.

In the December issue, we mentioned the anticipated completion of the enlargement of the main drydock at the Merce Industries Inc. shipyard at Toledo, Ohio. On December 12th, the Manitowoc Company, of Manitowoc, Wisconsin, which operates the Bay Shipbuilding Corporation yard at Sturgeon Bay, announced that it had purchased Merce Industries and would take over the operation of the yard, with former president Henry Merce, Jr., staying on with the new owner for three years. The deal still required formal approval by the Toledo - Lucas County Port Authority, which owns the shipyard property and had leased it to Merce since 1985.

On January 20, the Socanav Inc. tanker LE SAULE NO. 1, which was en route from St. Romuald to Montreal, and had laid over for the night at Trois-Rivieres because of navigation conditions on the river, struck an embankment surrounding one of the pillars of the Laviolette Bridge at Trois-Rivieres. There was mist on the St. Lawrence at the time of the accident. The fleet's HUBERT GAUCHER, wintering at Sorel, was hastily fitted out and departed on January 21st to go to the aid of her fleetmate. LE SAULE NO. 1, (a) LUDGER SIMARD (82), was refloated late the following day, and then underwent inspection and repairs at Trois-Rivieres.

We earlier reported that the former Paterson motorship CANADOC (II) had departed Montreal in early August, bound for Cartagena, Colombia, in tow of the tug DALMAR SPIRIT. The scrap tow was downbound past Quebec City on August 3rd. We now learn that CANADOC arrived at Mamonal (Cartagena), on August 26th.

We earlier commented upon the July 20, 1990, grounding in the Saguenay River of the tanker ENERCHEM FUSION, (a) CHEMICAL TRANSPORT (86), her subsequent idleness at Montreal and Lauzon, and her departure from Canadian waters in April of 1991 under the name (c) REAL PROGRESS. It now has been reported by the World Ship Society that the buyer of the tanker was Tatton, Inc., of Liberia.

One of the most surprising and unusual recent marine developments is the struggle which seems to have broken out over possession of the former U.S. Army Corps of Engineers tug NASH. As reported last issue, the NASH was acquired by the H. Lee White Marine Museum at Oswego, and she arrived at that port on December 17th. Incredibly, one Richard Swacen, director of the Maritime Discovery Centre of Rochester, has been widely quoted in the local press as being upset over the fact that his group, despite not wishing to purchase the tug, did not obtain her! Swacen's group reportedly is annoyed that the Oswego museum intends to operate NASH on Oswego harbour tours as well as using her as an historic display, and the Rochester organization "aims to see the boat preserved even if it cannot be taken from the (Oswego) Port Authority". Stay tuned for the next episode in the ongoing saga...

Another continuing battle is the one being fought over the remains of the sidewheel passenger and freight steamer ATLANTIC, which sank in Lake Erie off Long Point on August 20, 1852, after a collision with the propellor