

Meanwhile, there will be a change in the operation of Essroc Cement's barge METIS in 1992. Last year, her first season as a barge, she was pushed around by the Purvis Marine tug AVENGER IV from the Soo. This year, however, METIS will be handled by the east coast tug IRVING BIRCH.

The April 18, 1992, issue of "Skillings' Mining Review" reported that, back in January of 1992, the Erie Sand Steamship Company, of Erie, Pennsylvania, purchased from the American Steamship Company the 1943-built, "Maritime Class" self-unloader RICHARD REISS, (a) ADIRONDACK (43), (b) RICHARD J. REISS (II)(86). The ship previously had been operated under charter by Erie Sand from American Steamship. The REISS, originally built as a straight-decker for the U.S. Maritime Commission, was turned over to her first private owner, the Reiss Steamship Company, in return for obsolete tonnage (namely the ALEX B. UHRIG and RICHARD J. REISS [I]). The Reiss fleet converted her to a self-unloader in 1964, and American Steamship repowered her in 1976. Her name was shortened in 1986 by the removal of the middle initial, in an apparent effort by her charterer to avoid having a ship with thirteen letters in its name. RICHARD REISS is the latest in a series of self-unloaders which Erie Sand has obtained from the American Steamship fleet, some earlier such vessels being J. L. REISS, J. F. SCHOELLKOPF JR., JACK WIRT and CONSUMERS POWER.

During the night of April 10-11, the Algoma Central Marine self-unloader ALGOSTEEL (II), (a) A. S. GLOSSBRENNER (87), (b) ALGOGULF (90), struck a submerged object in the channel whilst attempting to leave the port of Cal-cite, Michigan, with a load of stone. Two of her ballast tanks were breached and the ship remained fast on the bottom. Arrangements were made for Purvis Marine to send three tugs from the Soo to assist ALGOSTEEL, and her cargo was transferred to ALGOSOO. Once refloated, ALGOSTEEL proceeded upbound light, passing up at the Soo on April 13th. She made her way to Thunder Bay, where PortShip was to attend to the necessary repairs.

In the January issue, we mentioned that during November, 1991, the St. Lawrence Seaway Development Corporation's tug ROBINSON BAY returned to her duties in the U.S. section of the Seaway after an absence of some eight months, during which she was given a \$2.5 million refit at the Great Lakes Towing Company's yard at Cleveland. While the 1958-built ROBINSON BAY was absent from her home waters, her place was taken by the former U.S. Navy tugs MENASHA and MASCOUTA, which had been laid up at the Philadelphia naval yard until the S.L.S.D.C. acquired them. With ROBINSON BAY back on station, the two smaller tugs were no longer required, and the S.L.S.D.C. sold MENASHA on November 12, 1991, to John Fedak, of Ogdensburg. MASCOUTA had been sold on October 24th to a buyer identified only as Bill McLean.

Despite press reports of opposition from certain parties in the Rochester area to the acquisition of the former U.S. Army Corps of Engineers tug NASH by the H. Lee White Marine Museum at Oswego, plans are proceeding for the dedication of NASH on June 6th, the 48th anniversary of "D-Day". NASH, then named MAJOR HENSON, participated in the Normandy invasion and, on June 9, 1944, shot down an enemy plane over the English Channel. The Oswego museum has announced plans to try to find any surviving members of the crew who were aboard the tug during the Normandy operation in order that they might participate in the dedication ceremonies.

Governor Mario Cuomo of New York has unveiled a plan for the refurbishing of the New York State Barge Canal system. Cuomo wants the New York State Thruway Authority to assume control of the waterway and to improve facilities along the banks of the canals to attract more recreational boaters. Under authority granted when voters last fall approved a constitutional amendment to permit the collection of tolls from boats using the canals, the Thruway Authority would collect such tolls and use the funds to upgrade the system. The Cuomo plan would require the approval of the New York state legislature before implementation could begin. The only self-propelled freighter using the canals these days is the Erie Navigation Company's DAY PECKINPAUGH.