

Indeed, the Canadian grain trade on the lakes this summer has been nothing short of dismal, and a large number of straight-deckers have spent the summer in lay-up. For example, ALGOCAPE and ALGOSOUND have been decorating the North Slip at Point Edward. At Toronto, WINDOC, CANADIAN HUNTER and SEAWAY QUEEN have remained idle all season, and they have been joined sporadically by QUEBECOIS and also CANADIAN EXPLORER. Interestingly, Toronto Harbour also has had two self-unloaders lying at the wall for the whole season to date. Upper Lakes Shipping's JAMES NORRIS and Canada Steamship Lines' SAGUENAY have remained idle and seem unlikely to see any service this year. (Of course, HOCHELAGA is still here as well, but she long ago was stripped of much of her equipment, including her boom, and she has been awaiting an overseas scrap tow.)

The Port of Toronto, not known for an abundance of shipping activity in recent years, was host to two unusual commercial visitors during the month of July. In with a cargo of sugar for the Redpath plant at the foot of Jarvis Street was the Pioneer ocean-laker SASKATCHEWAN PIONEER, which currently is registered at Nassau. After unloading her sugar, she headed up the lakes to load grain. An even more unusual visitor to Toronto was the Inland Lakes Transportation Inc. steamer ALPENA, (a) LEON FRASER (91), which came to the Canada Cement Lafarge plant on the Polson Street slip. Usually, this plant is serviced only by ENGLISH RIVER, but she has not been much in evidence this year. As far as we know, this was the first ever visit of a "Huron Cement" boat to Toronto, and as we do not believe that the FRASER was one of those "Steel Trust" ships which ever loaded Seaway grain out of Toronto in years past, we are certain that it was also the first visit of this steamer to our harbour. We hope that she comes back again!

Toronto usually plays host to a number of visiting warships, both Canadian and otherwise, during the course of a summer, and 1993 has been no exception. However, there was a most significant naval visitor during 1993. In port from July 26 until August 3rd was the new frigate H.M.C.S. TORONTO, which recently was completed at Saint John, New Brunswick, and which was brought here for her official commissioning. The ceremonies took place on Thursday, the 29th, and the public was welcomed on board for many of the days of the visit. As the frigate departed Toronto by sailing across the face of the port and then out into Lake Ontario via the Eastern Gap, she was observed to be flying a great deal of bunting of local interest. Amongst the flags seen were the Ontario Red Ensign, the flags of the City of Toronto and the Municipality of Metropolitan Toronto, and the emblems of the Toronto Blue Jays, the Maple Leafs and the Toronto Argonauts! H.M.C.S. TORONTO is surprisingly traditional in appearance except for an extremely large and boxy "funnel", which is not entirely pleasing to the eye. The importance of function over appearance is, however, clear when it is known that the purpose of the funnel design is to diffuse engine exhaust and thus protect the ship from the danger of attack by heat-seeking missiles.

Two more tankers recently have left the Canadian flag. One is ENERCHEM AVANCE, (a) ARSENE SIMARD (78), (b) GASPE TRANSPORT (86), which was built in 1972 by Marine Industries at Sorel, Quebec. She latterly was operated by Enerchem Transport Inc., Montreal, who sold her early this year to Limber Maritime Inc., for operation under the flag of Liberia. For her new service, ENERCHEM AVANCE was renamed (d) LEONA II, and her Canadian registry was closed on April 21st. The second tanker to haul down the maple leaf flag was the Socanav Inc. motortanker L'AIGLE, (a) ERRIA PILOT (88), (b) KOMAYA A. (89), (c) IONIAN EAGLE (91), which entered the Socanav fleet only two years ago and which, as far as we know, never made a trip into the Great Lakes. L'AIGLE is now wearing the flag of the Bahamas, but she has not been sold. Instead, we understand, she has been chartered for two years to an as-yet-unidentified operator. We have not seen her reported back in Canadian waters since the charter took effect. We would be interested to learn the identity of the charterer.