

free the salty, which had buried some 400 feet of her hull in the soft, muddy bottom. After two Purvis Marine tugs were sent to help, FEDERAL ST. LAURENT finally was wrenched free of the mud at about 7:00 a.m. on July 10. The ship was inspected after she went to anchor in Waiska Bay, and when she was found to be undamaged, she was allowed to proceed on her way.

An earlier accident near the Soo was potentially much more serious. At about 6:10 a.m. on Wednesday, June 9th, the Upper Lakes Shipping self-unloader CANADIAN OLYMPIC was downbound in the northerly approaches to the West Neebish Channel's narrow Rock Cut. The OLYMPIC had passed downbound at the Soo just before midnight Tuesday, but had to secure below the locks when the river was closed as a result of fog. The fog later lifted and the river was reopened shortly before 4:00 a.m. Apparently, however, the fog was closing in again as the OLYMPIC approached the head of the Rock Cut, and she grounded in a most precarious position, only some 500 feet above the Neebish Island ferry crossing. The ship's forepeak was holed and she took on water. Almost immediately after the grounding, the Coast Guard closed the river to traffic again because of the fog and, of course, downbound traffic could not have passed the area in which the OLYMPIC was in trouble anyway. When at last the river was reopened, tugs and a lighter were dispatched to the scene but, as it turned out, they were not needed. The crew of the OLYMPIC ballasted the ship down by the stern, and with the help of a fortuitous southwesterly 35 m.p.h. gust of wind, the vessel floated free without the tugs during the late afternoon. The wind, in fact, blew the ship all the way around so that she actually was facing upbound in the downbound-only channel! Once the vessel was reballasted properly, she was moved upriver to anchor in Lake Nicolet for inspection, which revealed the extensive nature of the damage to the OLYMPIC. Air compressors were used to expel water from the forepeak, and the ship then was cleared to proceed on to Nanticoke with her cargo of coal. Repairs were to be done at Port Weller Dry Docks.

On July 2nd, a brand new business opened at the site of the former Port Arthur Shipbuilding Company Ltd. yard at Thunder Bay. On that day, PASCOL Engineering, a new division of Canadian Shipbuilding and Engineering Ltd., began operations. (Its name is an acronym formed from the initials of the old shipbuilding firm.) The new company will employ from 40 to 60 workers, and will handle repairs to ships afloat as well as various other metal fabrication contracts for industry. PASCOL, inheriting its predecessor's properties, started life totally debt-free and plans were afoot to ensure its financial viability. Many of the old shipyard buildings which are obsolete and unnecessary will be demolished, and the drydock will no longer be used. Only the office building, machine shop and fabrication plant are to be retained by the new operation.

In prior issues, we made mention of the fact that the Inland Lakes Transportation Inc. 1927-built, steam-powered cement carrier S. T. CRAPO had been scheduled to go into the yard of the Bay Shipbuilding Corporation at Sturgeon Bay, Wisconsin, on June 1st for the removal of her steam propulsion machinery and the installation of diesel power. As has been quite evident to anybody observing the lake shipping scene, however, the CRAPO did not keep her date at Sturgeon Bay, and has been hard at work in the cement trade all summer. It is our understanding that the repowering of the CRAPO has been occasioned by an upswing in the demand for cement which has prompted I.L.T. to keep the CRAPO in service, as well as running ALPENA, PAUL H. TOWNSEND, the recently-refurbished J. A. W. IGLEHART, and the veteran steamer E. M. FORD. Only the steamers J. B. FORD and LEWIS G. HARRIMAN have remained idle, both now consigned to "permanent" duty as storage hulls. While most historians have rejoiced in the continued operation of CRAPO as a steamer, we wonder how long she can operate economically as the last coal-fired freighter on the lakes. We will be interested to see whether the repowering is rescheduled and, if so, from whence her "new" power will come.