

OUR ERROR

We would like to express our sincere apologies to new member Luc Frigault, of Niagara Falls, Ontario, whose name we inadvertently mis-spelled when we welcomed him in the pages of our Mid-Summer issue. Nobody likes to have his or her name spelled incorrectly (just ask Ye Ed., who gets every spelling possible except the easy, simple and correct one!), and so we wished to set the record straight for our new member.

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MARINE NEWS

At long last, Toronto Harbour has lost one of its more longterm "residents". The Canada Steamship Lines 1949-built, self-unloading steamer HOCHELAGA had been laid up along the south side of the Leslie Street slip, off the Turning Basin, since her arrival under tow from Kingston on November 10th, 1987. (HOCHELAGA, METIS, NIPIGON BAY and T. R. McLAGAN all had been laid up alongside the grain elevator at Kingston, but were removed to Toronto when the elevator property was sold for redevelopment.) Over the years she spent lying at Toronto, HOCHELAGA was stripped of much of her equipment and fittings, including her unloading boom, and her hull and cabins began to rust badly. Finally, HOCHELAGA was sold for scrapping overseas, and we believe that the sale was handled via Jimmy S. Y. Chen, of Chenco-Inter Pac Trade, of Puyallup, Washington. Also sold to the same buyer was C.S.L.'s long-idle package freighter FORT ST. LOUIS, which had been lying most recently at Montreal after her temporary use there as a historical display during 1992.

On the afternoon of Saturday, October 2nd, 1993, the McKeil Marine tugs KAY COLE, GLENBROOK and GLENSIDE put lines on HOCHELAGA, dragged her up the Ship Channel, and then out into Lake Ontario via Toronto's Eastern Gap. (This was most interesting in that GLENBROOK and GLENSIDE were two of the tugs which had brought HOCHELAGA into Toronto from Kingston back in 1987.) GLENSIDE left the tow once it was out on the open lake, and the other two tugs continued with the tow, which cleared the Seaway, downbound, in the mid-afternoon of October 6th. HOCHELAGA and her tugs arrived off Pointe-au-Pic, Quebec, on the 7th.

Meanwhile, late on October 6th, FORT ST. LOUIS, with her name painted out, departed Montreal under tow of the Panamanian tug/supply ship PAMAR SALVOR, which was assisted as far as Quebec City by OMNI-ST-LAURENT. (PAMAR SALVOR once was owned by the Canadian Coast Guard and was used as a search and rescue boat under the name JACKMAN.) Upon reaching Pointe-au-Pic, HOCHELAGA was added to the tow, which then set off en route to Mamonal (Cartagena), Colombia, where the two lakers are to be dismantled. We regret seeing them leave our waters, but we must admit that the appearance of HOCHELAGA had deteriorated so significantly during her stay at Toronto that we are pleased to see her put out of her misery. Many observers had expected that she would be towed away for scrap long before such became a reality. It is also interesting to note that this was the first (and, to date, the only) overseas scrap tow of former lakers during 1993.

In the Mid-Summer issue, we mentioned the acquisition by the Desgagnes group of companies of the 1976-built tanker RIO ORINOCO, (a) JOASLA (79), (b) ORINOCO (82), which Desgagnes salvaged as a wreck from the shore of Anticosti Island and renamed (d) THALASSA DESGAGNES. We noted that during May and June, and well into July, THALASSA DESGAGNES was at the shipyard at Lauzon, undergoing a general refurbishment as well as repair to her severely-damaged bottom. We now know that repairs to THALASSA DESGAGNES have taken much longer than anticipated, and that as of October 6th, she was still in one of the drydocks at Lauzon. Desgagnes, meanwhile, has been advertising in the public press for a person experienced in the operation of tankers! As far as we know, THALASSA DESGAGNES, an asphalt carrier, is the first major tanker owned by the Desgagnes group.