

Last issue, we commented upon the fact that the G.L.B.C. Inc. straight-deck steamer DAVID K. GARDINER, (a) LAWRENCECLIFFE HALL (II)(88), had been towed from Hamilton, where she had spent the season in lay-up, to Windsor for grain storage service at the latter port. We mentioned that we also had received a report that G.L.B.C.'s LEMOYNE (II), (a) MAPLECLIFFE HALL (88), might also be going to Windsor for grain storage use, but such has not yet proven to be the case. However, on November 16th, the idle G.L.B.C. bulker RICHELIEU was towed out of Thunder Bay by the Purvis Marine Ltd. tug ANGLIAN LADY. The RICHELIEU was en route to Windsor, and had been loaded with storage grain for the trip.

Also in our last issue, we mentioned the difficulties that befell MONTREALAIS on October 21st, when she was struck by high winds, shortly after she left Burns Harbor, upbound on Lake Michigan, and lost five of her hatchcovers over the side. Subsequently, the United States Coast Guard Marine Safety Office at Chicago announced that the Hydrographic Survey Company's research vessel NEPTUNE had begun to search for the wayward hatchcovers on October 26th. Her job was not to recover them, but simply to locate them and ensure that none were standing upright on the bottom of the lake, in which position they could be a hazard to navigation.

MONTREALAIS, as reported, was back in service fairly quickly and it develops that this was possible because replacement hatchcovers were "borrowed" from another hull built by Canadian Vickers Ltd. at Montreal, namely the idle LEMOYNE. At last report, temporary wood-and-canvas replacement hatchcovers were being built for LEMOYNE, to allow her to provide winter grain storage service, perhaps at Windsor.

This convoluted story does not end here, however, for the misfortunes of the MONTREALAIS continued. On November 26-27, she was upbound light in the Welland Canal when she missed the turn to port above Bridge 10 at Thorold South. She reportedly sustained considerable damage to her bottom on the starboard side abaft the bow, and she proceeded up to Port Robinson, where she turned in the entrance to the old channel. She then returned down the canal to Port Weller Dry Docks, for docking to repair the damage. It was hoped that MONTREALAIS could be repaired in time to send her up the lakes for a winter storage grain cargo.

On Monday, October 25th, the Imperial Oil Limited tanker IMPERIAL ST. CLAIR was downbound in the St. Lawrence River, reportedly with a cargo of Bunker C fuel for Newfoundland. At 6:07 a.m., when the ship was in the vicinity of Clayton, New York, IMPERIAL ST. CLAIR suffered what was described as an electrical malfunction in her boiler room, and serious burns were sustained by the ship's chief engineer. The tanker was put to anchor and aid was rendered by the Clayton fireboat LAST CHANCE, which eventually transported the injured person to hospital ashore.

On Thursday, November 4th, at about 7:00 p.m., the Polish salty ZIEMIA ZAMOJSKA was bound out from South Chicago with a load of corn when she struck the east leaf of the 106th Street bascule bridge over the Calumet River. The ship did not suffer any significant damage, but the bridge, which was open when hit, did sustain sufficient damage to its base that local authorities anticipated that it would be disabled for several months. Road traffic was diverted to the 95th Street bridge whilst repairs were under way to the damaged structure. At last report, the cause of the accident had not been determined.

We ran out of space in the November issue without being able to report the arrival of a very unusual visitor at the "Government House" elevator at Port Colborne on October 18th. Making what was her very first visit to that elevator with a cargo of grain was KINSMAN INDEPENDENT (III), (a) CHARLES L. HUTCHINSON (62), (b) ERNEST R. BREECH (88), the handsome 1952 product of the Defoe shipyard at Bay City, Michigan, and one of only two steamers currently operated by Kinsman Lines Inc., of Cleveland, Ohio.