

Returning to lake trade under the Canadian flag during 1993 was the Algoma Central Marine 1978-built self-unloader ALGOBAY, which spent the recent winter laid up at Port Colborne. ALGOBAY will not be flying the Algoma black bear houseflag in the foreseeable future, however, for she has been chartered for three years to Canada Steamship Lines Inc., and over the Easter weekend, the vessel was renamed (b) ATLANTIC TRADER as she fitted out for the new season. She since has been trading through the Seaway, so she has not gone entirely into salt-water service.

Idle through the 1993 season at Toronto was the Upper Lakes Shipping 1952-built steamer JAMES NORRIS, which was converted to a self-unloader in 1981. Since her conversion, she normally has operated on the Lake Ontario stone trade from Colborne to Clarkson, but her services were not required in 1993. On April 7th, however, the NORRIS arrived under tow at Port Weller Dry Docks where she was to be given survey and inspection as well as a general refurbishing. We understand that the NORRIS will find a new niche in the salt trade during the 1994 season.

After many months of speculation by observers as to how the predicted breakup of the fleet of GLBC Inc. (Great Lakes Bulk Carriers) would occur, approval has been given by Canadian federal authorities subject, we understand, to review after three years to ensure that a monopoly has not been created. The GLBC ships, which actually were owned by Canada Steamship Lines Inc., Misener Holdings Ltd. and Pioneer Shipping Ltd., will now be owned either by Algoma Central Marine or by ULS Corporation, and will be operated by Seaway Bulk Carriers, the marketing consortium that already operated the straight-deck bulk carriers of the Algoma and ULS fleets. Of the fifteen GLBC ships (Pioneer's SASKATCHEWAN PIONEER will be under FedNav charter and thus not involved in the deal), Upper Lakes Shipping will take over ownership of BLACK BAY, DAVID K. GARDINER, LEMOYNE, PETER MISENER, RALPH MISENER, MURRAY BAY and RIMOUSKI. BAIE ST. PAUL appears also to be involved but will not operate. The remaining ships, JOHN A. FRANCE, SCOTT MISENER, RICHELIEU, SENNEVILLE, SILVER ISLE, SIMCOE and WINNIPEG will be under Algoma ownership. Various renames will take place, but details are not confirmed at this time.

Some of the older vessels in the Algoma and ULS fleets may be discarded with the acquisition of the GLBC vessels, but ULS faces a particular problem in that C.M.U. crews cannot be placed on ships formerly operated by S.I.U. crews for at least a year. Accordingly, with the Seaway Bulk Carriers ships busy with a large early movement of U.S. grain, Upper Lakes fitted out all of its straight-deckers, except CANADIAN HUNTER, which remained idle at Toronto. Even SEAWAY QUEEN was placed in service, departing Toronto on April 26th. Algoma also fitted out ALGOCAPE, (a) CAROL LAKE (87), which wintered at Toronto, but it would appear that a deal has been consummated for her sale to other operators.

In an earlier issue, we noted the sale of the Groupe Desgagnes Inc. motorship STELLA DESGAGNES, (a) TECUMSEH (67), (b) NEW YORK NEWS (III)(86), to deep-sea operators. In an effort to remove her from Canadian waters, her new owners took the ship, renamed BEAM BEGINNER, from Montreal to Trois-Rivieres, but she got no further due to heavy ice conditions and damage suffered by the vessel. She remained at Trois-Rivieres from December 31st to January 15th, at which time she was towed to Becancour. At last report, she was being detained at Becancour by the Canadian Coast Guard, with no indication of when or if she would sail for warmer climes.

Our winter lay-up listings unfortunately contained errors in respect of the vessels wintering at Valleyfield, Quebec, and at Hamilton, Ontario. At Valleyfield, we showed the venerable lighter (and former steamship and motor-vessel MAPLEHEATH, [a] TOILER), but we now learn that the 83-year old hull of MAPLEHEATH was scrapped there during 1993 by Valleyfield Metal. The hull bore the name of McAllister Towing & Salvage painted down its sides right to the end, even though the vessel latterly served as a static cargo-handling