

MARINE NEWS

As the summer has progressed, we have seen the assimilation into the fleet of Seaway Bulk Carriers of the former Canada Steamship Lines, Misener Holdings Limited and Pioneer Shipping Limited straight-deck carriers that previously were operated by GLBC Inc. (Great Lakes Bulk Carriers), and were acquired earlier this year by either Algoma Central Marine or ULS Corporation. In our May issue, we reported the new names for those ships bought by ULS, and those are confirmed as correct. For the benefit of anybody who has as much difficulty remembering the changes as we do, we will repeat them here: RALPH MISENER becomes GORDON C. LEITCH (II), BAIE ST. PAUL is CANADIAN PATHFINDER, BLACK BAY is CANADIAN VOYAGER, DAVID K. GARDINER is CANADIAN VENTURE, LEMOYNE is CANADIAN MINER, PETER MISENER is CANADIAN TRADER, MURRAY BAY is now CANADIAN PROVIDER and RIMOUSKI becomes CANADIAN HARVEST. None of these ships will see operation in 1994 because of the fact that they previously were S.I.U.-manned boats, and ULS must wait a year before they are decertified and can be sailed by crews of other union affiliation. CANADIAN VENTURE and CANADIAN TRADER have spent the summer in the north slip at Point Edward, where they have been receiving refits.

As for the ships purchased by Algoma Central Marine, their new names were not available when we printed the May issue, and there were some additional changes to the preliminary list of new names anyway. We should confirm, for the record, that the new Algoma names are as follows: WINNIPEG is now ALGONTARIO, SENNEVILLE is ALGOVILLE, SILVER ISLE is ALGOISLE, RICHELIEU becomes ALGOCAPE (II), JOHN A. FRANCE is ALGORIVER, SCOTT MISENER becomes ALGOGULF (II) and SIMCOE is now ALGOSTREAM. Several of these already have seen service in 1994, and some others have been drydocked for work. ALGONTARIO, for instance, has been drydocked at Erie, Pennsylvania. ALGOISLE ran for a while in the grain trade, and then laid up during August at Toronto after bringing in a cargo of raw sugar.

There is much speculation as to which of the ships newly acquired by the two fleets or already operating in the Algoma-ULS consortium will fall by the wayside as time passes and things shake out. Seaway ran all of ULS's own straight-deckers this spring, with the exception of CANADIAN HUNTER. She has been stripped of almost everything usable and reportedly is to be sold for scrapping. Likewise, it is said that CANADIAN PATHFINDER, amongst the newly-purchased boats, will never see operation but rather a scrap tow. (It was pleasant indeed to see SEAWAY QUEEN running this summer. She did not lay-up for the summer until mid-August, when she went to the wall at Toronto. We hope that she comes back out in the autumn.)

The one Pioneer Shipping vessel not included in the Seaway consortium is SASKATCHEWAN PIONEER, the 1983-built ocean-laker. It was announced during the summer that she has been acquired, strangely enough, by Canada Steamship Lines Inc., but she will remain under charter to Fednav Ltd.

Disposed of by Algoma Central Marine after only a few trips at the beginning of the 1994 season was ALGOCAPE (I), (a) CAROL LAKE (87), which was acquired by P & H Shipping Division of Parrish & Heimbecker Limited. Just too late to be reported in our May issue, she was renamed (c) MAPLEGLLEN, the change being made at the Welland dock. This handsome ship looks very impressive in her new colours, although her P & H stack insignia, which were taken from the idle BEECHGLEN, seem a bit too small for MAPLEGLLEN's much larger stack.

Meanwhile P & H has left BEECHGLEN and WILLOWGLEN idle at Owen Sound, their usefulness to the fleet at an end. It had earlier been thought that BEECHGLEN would be sold overseas for scrap, and in anticipation of sailing her to the Lakehead for a last cargo of grain en route to delivery to a river port, some new plates were put in her bow this spring. However, it now develops that she will be broken up at Port Maitland. WILLOWGLEN will remain alive, albeit inactive, and she will serve at Goderich as a grain storage barge, replacing CEDARGLEN in this capacity. CEDARGLEN, in turn, is to be scrapped at Port Maitland. The shifting about of these vessels, under the ministrations of the McKeil tug KAY COLE, began in mid-August, commencing with the