

Some other happy events on the Canadian side of the lakes in 1994 included the return to regular lake service of YANKCANUCK, running under her own power for Purvis Marine, and the acquisition by Purvis during July of the shipping interests of the defunct A. B. McLean Ltd., of the Canadian Soo. This latter event means continued service for the big tug WILFRED M. COHEN, and a return to service of the venerable tugs MISEFORD and JOHN McLEAN.

Not so happy was the collapse of the plans of several operators to run cruise services on the lakes during 1994, reportedly because of a lack of public support although other factors may have contributed to the situation. Whether the lakes will ever see any meaningful resumption of overnight passenger service is now very much in question. As well, for yet another year, nothing came from any of the plans to run passenger ferry services across Lake Ontario from Toronto to Niagara.

On the United States side of the lakes, things remained very active in 1994, and for the first time in many years, every available operable self-unloading vessel was in service during the summer months. Of particular interest were the Oglebay Norton ships, which shed their traditional Columbia Transportation mantle and were operated under a new corporate structure and with what might best be termed "transitional" livery. Photographers may expect some name and colour changes in this fleet during the coming years, if early reports prove to be accurate.

The Inland Lakes Transportation fleet ran S. T. CRAPO again, but did not proceed with her long-planned repowering and, once again, to the delight of photographers and historians, the fleet's venerable E. M. FORD made an autumn appearance in regular service. Another cement carrier had a much less happy year; the Erie Navigation motorship DAY PECKINPAUGH, which was the last self-powered barge canal freighter in operation, was retired in September from her run between Oswego and Rome, New York, the victim of the economics of road transport. She now is languishing in lay-up, pending disposal.

The handsome Inland Steel steamer EDWARD L. RYERSON has spent the entire year in lay-up, replaced by the ADAM E. CORNELIUS, chartered from American Steamship. There seems to remain some hope that the RYERSON may eventually be converted to a self-unloader, but every year that passes makes the possibility of such a conversion more remote so we would hope that it happens soon for the sake of the steamer's survival.

The 1994 season was not a very happy one from the standpoint of vessel safety, as there were a fair number of relatively major accidents, mainly strandings, and a goodly number of these occurred in the Sault Ste. Marie area. In addition, there were a number of incidents in the spring ice, as the lakes recovered from one of the most severe winters on record. Lakes Erie and Superior were totally ice-covered, Lake Huron was covered except for a small portion of Georgian Bay, and even Lake Ontario was 35 percent ice-covered at one stage. Toronto Harbour was frozen solid up to 18 inches deep for much of January and February, and there was no Toronto Island ferry service for some six weeks.

Scrappings began again on the U.S. side of the lakes for the first time in several seasons, with ROBERT C. NORTON and WILLIAM A. REISS being sent down the Seaway under tow, bound for overseas breakers. The only Canadian scrapping was done at Port Maitland, where the dismantling of the carferries MADISON and GRAND RAPIDS finally was completed, and the former Coast Guard ship EDWARD was dispatched as well. HENRY STEINBRENNER was rapidly cut up, and the scrapyard took delivery of CEDARGLEN and BEECHGLEN. The 1995 season most likely will see the scrap sale of several Seaway-size Canadian lakers no longer required by their owners.

On the shipbuilding front, things seem even more bleak than in past years. Peterson Builders has remained the only yard active in new construction,