

their patience in waiting for these extremely interesting views of our January Ship of the Month. (And dare we tell you that we'll have another rare photograph of the A. McVITTIE to share with our readers in an upcoming issue?)

Lay-Up Lists: We sincerely hope that our readers will enjoy the winter lay-up listings that we present in this issue. Our thanks to all who have contributed to the report. If there is no listing for your local port, please send us the information as soon as possible so that we may use it in the follow-up which will appear in the March issue.

Stormy Weather: If we make it safely through February, there will be only one more meeting that could be threatened by winter weather - and that is our March gathering. If March should happen to come in like a lion, members may telephone the Programme Chairman, Gordon Turner, at (416) 762-3130, on the day of the meeting, to confirm whether the meeting will proceed as planned.

In the New Member Department, a hearty welcome goes out to Terry Howes, of Etobicoke, to Norman Smith, of Little Current, and to Michael Moir, archivist of the Toronto Harbour Commission.

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MARINE NEWS

In recent issues, we have documented the termination of railferry services between Windsor and Detroit, and also the Chessie System barge crossing between Sarnia and Port Huron. It has been evident that the CN Rail carferry barge service between Sarnia and Port Huron has been living on borrowed time, pending completion of the new tunnel under the St. Clair River. With only one crew shift working, and 17 of 26 jobs gone, the service, operated by the tugs MARGARET YORKE and PHYLLIS YORKE, with the barges ST. CLAIR and SCOTIA II, has continued to handle items that have been labelled "dimensional loads", or loads that would not fit through the existing St. Clair tunnel or the Detroit River tunnel. The drilling of the new St. Clair tunnel has been completed, but interior finishing and trackwork has yet to be installed, so it is thought that the CN ferries will remain in service until about the end of March.

Readers will note from our lay-up listings that two very unusual vessels are spending the current winter at Sarnia. They are the river-type tugs R. G. CASSIDY and F. A. JOHNSON, which formerly ran the Norfolk Southern's railferry service across the Detroit River. And if readers will note the Toledo lay-up list, they will see that the Norfolk Southern's three rail barges, MANITOWOC, WINDSOR and ROANOKE, are wintering there. In fact, the barges are all at the shipyard, the first time all three ever have been there at the same time. We understand that in the spring, the two tugs and three barges will be heading up into Lake Superior for use in the pulpwood trade at the head of the lakes. It will be interesting indeed to see how river tugs and open-deck barges function on the exposed lake. Stay tuned for more details.

The tail end of the 1994 navigation season was not a very happy one for the tug/barge operations of Andrie Inc. We earlier reported the grounding of its barge A-410 on Bois Blanc Island in the Straits of Mackinac when strong winds raked the barge and her tug JOHN PURVES. Both tug and barge are wintering at the shipyard at Sturgeon Bay, where the extensive damage to the barge is being repaired. Then, on the evening of December 27, exactly one month to the day after the PURVES/A-410 incident, the Andrie tug BARBARA ANDRIE suffered engine problems near Gull Island on Lake Michigan, while towing the 310-foot barge A-390 from Indiana Harbor to Toledo with yet another cargo of asphalt. The tug had to separate from the barge in heavy seas, and the winds swept the barge towards Gull Island. On the morning of Decem-