

Two Canadian tugs and a former lake freighter have been sold recently to interests in Thunder Bay, Ontario. The former Sandrin Brothers Limited 80-foot tug GLENADA, built in 1944 and rebuilt in 1977, and most recently operated out of Sarnia, was acquired earlier this year by Thunder Bay Marine Service Limited, which since has moved her to the Canadian Lakehead. Also "sold North" is the former McAllister Towing & Salvage Inc. (and before that, McKeil Marine Limited) tug W. N. TWOLAN, which has been acquired by Buchanan Forest Products, Thunder Bay. The TWOLAN has been active in the summer of 1995 towing the lumber barge McALLISTER 132, which until the summer of 1994 was towed by the A. B. McLean Ltd. tug WILFRED M. COHEN. The COHEN left that service when she was acquired by J. W. Purvis Marine Ltd.

The former lake freighter now in the course of heading for Thunder Bay is BEAM BEGINNER, which recently was sold to Buchanan Forest Products in a sheriff's sale as a consequence of the impecuniosity of Mexican interests which had tried to take her from the lakes a year earlier. She never even made it out of the St. Lawrence River because of her low power and inability to fight heavy ice, and the damage she sustained in trying to do so. BEAM BEGINNER was better known to lake observers as Groupe Desgagnes Inc.'s STELLA DESGAGNES, (a) TECUMSEH (67), (b) NEW YORK NEWS (III)(86), which we remember as having been operated for most of her years by the Beaconsfield Steamship Company and then by the affiliated Mohawk Navigation Company, and finally by the Quebec & Ontario Navigation Company Ltd. She was built at Port Weller in 1956 and was lengthened and deepened in 1959 upon the opening of the Seaway. Now rechristened (e) WOLF RIVER, the motorship was upbound in the St. Lawrence canals on July 20th in tow of the McKeil tugs OFFSHORE SUPPLIER and GLENBROOK, which took her to Hamilton. There she has been undergoing a general refit and repairs to the stern damage which she suffered in her ill-advised attempt to leave the lakes under Mexican ownership. She should shortly be heading to Lake Superior to begin her new service.

An interesting visitor to the Great Lakes during July and August was the salt-water tanker WELLINGTON KENT, which made several voyages to Thunder Bay, Sault Ste. Marie and Parry Sound, operating under charter to Imperial Oil Limited. WELLINGTON KENT, a rather handsome stemwinder with a cream coloured hull and high green boot-top, made her first trip up the St. Mary's River on July 11th. 424 feet in length and 7745 Gross Tons, WELLINGTON KENT is owned by the Irving Oil interests and is, we believe, the third vessel to carry the name. She was built in 1980 at Saint John, New Brunswick, and sailed until 1993 as (a) IRVING NORDIC.

A much more unusual visitor to the lakes this summer has been the passenger vessel CARIBBEAN MERCY, which has been touring the lakes in an effort to raise funds for third-world relief work. She is the former Norwegian coastal passenger and freight motorship POLARLYS, 245.0 x 39.9 x 23.5, 2163 Gross and 1113 Net Tons. Powered by two 950 h.p. Burmeister & Wain diesels, she was built in 1952 as Hull 98 of the Aalborg Vaerft A/S shipyard at Aalborg, Denmark. Her owner when she was in Norwegian service was A/S Troms Fylkes D/S, of Tromso, Norway. CARIBBEAN MERCY, now registered in Panama, was upbound in the Seaway on May 11th, bound for Grand Haven, Michigan. She arrived at Toronto on August 23rd and was scheduled to stay until September 20th, mooring at the Spadina Quay area of Harbourfront.

On June 12th, Algoma Central Marine announced that it had entered into an agreement to operate six new salt-water vessels which are under construction at Gdansk, Poland. The other two parties to the agreement are EAC Shipping Ltd. A/S, of Kobenhavn, Denmark, and the Wavelength Shipping Corp., a subsidiary of the Egon Oldendorff organization, of Lubeck, Germany. Each of the three companies will own two of the ships, all of which will have open hatches and deck cranes, making them suitable for carrying such difficult cargoes as forest products and manufactured steel, as well as traditional containers. The vessels are expected to enter service in 1997.