

turning basin at the east end of the Ship Channel. During the summer, she was stripped down to the deck by Ship Repair & Supply Ltd., and after the work was done, she was moored along the east main harbour facing, just south of the Polson Street slip where she used to unload. On August 17, 1978, ROBERT H. towed her out of Toronto and down to Trois-Rivieres, Quebec, on the St. Lawrence River, where she was to be used as a barge under the name (b) GENERAL KARRIER.

We do not believe that she ever saw any great amount of service, however, and in 1985, GENERAL KARRIER was sold to Sidbec Steel. During 1986, she was dismantled for scrap at Contrecoeur, Quebec.

CEMENTKARRIER was a vessel that had been designed and built for a specialty trade and this, in addition to the quality of her design and the fittings originally placed in her, as well as her lengthening at the time of the opening of the new St. Lawrence Seaway, meant that she could enjoy a life rather longer than that experienced by many of the canal-sized ships built for Canadian owners in the late 1920s and early 1930s. Those of us who regularly saw her in service, whether on the Bay of Quinte or in Toronto Harbour or other areas, remember her with fondness.

Her successor, ENGLISH RIVER, is still running the Bath to Toronto route two decades later, but this boxy stemwinder is not the handsome ship that CEMENTKARRIER was, and there are frequent rumours that ENGLISH RIVER herself may be cut down to a barge at some point in time to reduce operating costs, or that she may be replaced by a specialty tug/barge combination for her short trips up and down Lake Ontario.

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Ed. Note: Much of the information about the corporate history of Canada Cement Lafarge Ltd. and its forebears was gleaned from "The Canada Cement Lafarge Story", published by the company and distributed to stockholders not long after the formation of the new corporate entity.

Ye Ed. remembers CEMENTKARRIER with a particular fondness, having watched her comings and goings through the Toronto Eastern Gap for more than two decades, and photographing her on more occasions than he might wish to acknowledge!

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MARUBA - REVISITED YET AGAIN

We always have fun preparing Ship of the Month features for "Scanner" and following up on those features later should further information become available, as it often does as a consequence of the wealth of knowledge possessed by the members of this Society and their willingness to share it for the common good.

One of the most enjoyable Ship of the Month features that we ever have put together was that which concerned the 1890-built, Minnesota Steamship Company steamer MARUBA, which was our Ship of the Month No. 216 in the issue of December, 1994. We thought that our feature was very good at the time we penned it, but our members developed so much additional material that scarcely an issue has passed since without further mention of the ship. The current issue, we are happy to say, is no exception!

Readers will recall that photos of MARUBA after she left the lakes in 1918 or after she returned in 1923 are very rare. We still would like to find a photo of her being cut apart at the Great Lakes Engineering Works at Ashtabula or being towed down through the canals in sections, and likewise we never have seen a view of her coming back, or being rejoined at Ashtabula, or during her brief period of operation once back on the lakes.