

The change of venue for our November Meeting comes via the courtesy of member Jim Semon, who again has made available to us the excellent video facilities of the Conference Room at the offices of his company, Carlton Cards. Members who attended our Video Night last November will recall how good the viewing is in this specially-equipped room, and we extend to Jim our sincere thanks for making the facilities available to us again this year.

To reach the meeting site from the Queen Elizabeth Way, take the Kipling Avenue exit and proceed north to the first traffic lights. Turn left on The Queensway and continue two short blocks to Vansco Road. Carlton Cards is located at 1460 The Queensway, on the north-east corner at Vansco Road.

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MARINE NEWS

In the Mid-Summer issue, we mentioned that the idle Great Lakes Bulk Carriers steamer WHITEFISH BAY, (a) WHITEFISH BAY (69), (b) QUETICO (83), had been retired by her owner, Canada Steamship Lines, and might go to Hamilton for use as a soya bean storage hull. This has proven not to be the case. Instead, WHITEFISH BAY, along with the idle C.S.L. self-unloader STADACONA (III), (a) THUNDER BAY (II)(69), has been purchased by Jimmy S. Y. Chen, of Chenco - Inter Pac Trade, Puyallup, Washington. The two ships will be scrapped at a mainland Chinese port, but en route, they will load scrap cargoes at Argentia, Newfoundland. STADACONA arrived from her lay-up berth in Ojibway at Port Colborne on the afternoon of September 22nd, and she was downbound in the Welland Canal on the 23rd. The lead tug for the canal tow was KAY COLE, and she was assisted by EVANS McKEIL, GLENBROOK, GLENEVIS and PAUL E. NO. 1. We have no information as to whether WHITEFISH BAY has yet left her lay-up berth at Sorel, Quebec.

Also in the Mid-Summer issue, we commented upon a news item which had appeared in "Fairplay" magazine, to the effect that the Enerchem Transport Inc. tanker ENERCHEM AVANCE, (a) ARSENE SIMARD (78), (b) GASPE TRANSPORT (86), which had been laid up at Lauzon, Quebec, since June, had been sold to unidentified buyers. Nevertheless, the sale of the ship was never completed, and ENERCHEM AVANCE has since been returned to active service by Enerchem.

We earlier reported the grounding in the St. Clair River off Marysville, on April 26th, of the American Steamship Company's H. LEE WHITE. That incident was relatively minor and no serious damage resulted, but at 2:24 p.m. on Sunday, September 7th, the WHITE found herself in a far more serious situation. The WHITE was bound for the McLouth Steel plant at Trenton, Michigan, with a cargo of taconite pellets. She was negotiating the Trenton Channel, which runs between Grosse Ile and Trenton, and was approaching the swing span in the 1,000-foot Grosse Ile Toll Bridge, when she lost control (for reasons not yet disclosed). The WHITE missed the open draw and struck the fixed span to the east of the swing span, causing severe damage to a 150-foot section of the structure. The WHITE then grounded, her bow pointing toward Grosse Ile and her stern facing Wyandotte. The ship was freed early the following day, apparently none the worse for her ordeal, but the bridge was expected to be out of service for several months for repairs. As a consequence, the only other bridge to Grosse Ile, at the south end of the island, became a major traffic bottleneck, and the island community requested that the Wayne County Road Commission limit the number of times that bridge is swung open (normally twice an hour) to pass pleasure craft, in an effort to ease vehicular congestion.

Another serious accident occurred at about 3:00 a.m. on Friday, August 28th. The Great Lakes Bulk Carriers' RALPH MISENER, upbound with a load of ore from the lower St. Lawrence for Lake Michigan, was approaching the Shell Oil dock at Corunna, on the St. Clair River, to take on bunkers. The vessel suddenly veered toward the south end of the long Shell dock, and knocked a 100-foot section of the catwalk between piers into the river. A hole 12 feet