

long and 8 feet high was punched into the MISENER's starboard bow above the waterline, and she subsequently proceeded up to the Government Wharf at Sarnia, where repairs were put in hand. The busy Shell bunkers dock was put out of commission for several days but was back in operation by September 1. Press reports attributed the incident to a malfunction in the bridge controls aboard the MISENER, but there has been no confirmation of this. RALPH MISENER is owned by Misener Holdings Ltd., of St. Catharines.

The C.S.L. self-unloader LOUIS R. DESMARAIS was scheduled to take her last load of cement clinker out of Bowmanville, Ontario, for Detroit on September 10th, after which the run was to be taken over by the barge ST. MARYS CEMENT II, which at long last was made ready for service. ST. MARYS CEMENT II, (a) VELASCO (82), (b) CANMAR SHUTTLE (90), had been at the E. S. Fox Ltd. dock at Port Robinson since late last autumn, undergoing conversion for her new trade. She now has an unloading boom mounted on the port side of the deck. Built in 1978 and 13424 Gross Tons, the barge will be pushed by the 1979-built tug SEA EAGLE II, (a) SEA EAGLE (82), (b) CANMAR SEA EAGLE (90). The barge's conversion took longer than anticipated and, as earlier reported, was marred by the death of a workman who was crushed when his crane toppled whilst trying to lift a winch on the barge.

The 1957-built motortanker SIBYL W., (a) IMPERIAL QUEBEC (87), latterly operated on the East Coast by Coastal Shipping Limited, of Goose Bay, Labrador, has been sold to SSS Trading, of Panama, and now is trading in foreign waters as (c) PANAMA TRADER. Meanwhile, there is a new SIBYL W., and she is yet another former Imperial Oil tanker, this time one from the West Coast. She is the former (a) IMPERIAL TOFINO (92), a ship of 764 Gross Tons, which was built in 1973 by McKenzie Barge & Marine Ways, North Vancouver, and was lengthened by 28 feet back in 1979. She was due to be delivered at Halifax on or about September 1st.

We noted, last issue, the return to Canadian-flag Great Lakes service of the C.S.L. self-unloader ATLANTIC HURON (II), (a) PRAIRIE HARVEST (89). The July 25th issue of "Skillings' Mining Review" outlined the ship's duties from March, 1991, to the spring of 1992. She worked the iron ore shuttle for CVG Ferrominera Orinoco CA, in the eastern Venezuela, carrying ore from Puerto Ordaz via the Orinoco River, 295 miles to the BOCA GRANDE, a large salty moored as a permanent ore-transfer station in the open ocean. (Marbulk's PIONEER, formerly Upper Lakes Shipping's CANADIAN PIONEER, also ran this trade.) After leaving the shuttle, ATLANTIC HURON carried salt out of Bonaire, Netherlands Antilles, aragonite out of Ocean Cay for U.S. ports, and then coal from Philadelphia to Sorel, and more coal from Sydney to Sept-Îles. Loading ore from Pointe Noire for Hamilton, on her first trip back into the lakes, she was put back under the Canadian flag on June 16. She arrived at Port Weller Dry Docks in mid-August for routine cleaning and repairs, and we have heard that her saltwater crew had left her in such a deplorable state that a complete fumigation was necessary before the shipyard could begin its work.

On August 14th, the U.S. Coast Guard captain of the Port of Chicago declared a hazard to navigation the 215-foot steamer hull which is lying partially sunk in the North Branch of the Chicago River on the east side of Goose Island. The vessel is the SHOWBOAT SARI II (not an official name as far as we know), which was the former COLUMBIA, floating clubhouse of the Columbia Yacht Club. Latterly she was operated briefly as a restaurant by entrepreneur Joe Salon, but he died in 1989 and the hull, with its boxy superstructure built after a 1955 fire which occurred when she was serving the yacht club, passed to other obscure owners, who the U.S. Army Corps of Engineers now is trying to trace. The ship originally was a sidewheel passenger steamer, CITY OF MACKINAC (I)(93), which was built in 1883 at Wyandotte, and later served as (b) STATE OF NEW YORK (18), (c) FLORIDA (37), and finally as (d) COLUMBIA.