

The summer of 1992 saw the usual quota of warships touring the lakes. The U.S. Navy sent in the big assault landing ship U.S.S. BOULDER (her second lake trip), the fast frigate SAMUEL ELIOT MORRISON, and the little LCU (Landing Craft Utility) 1680. The French F.S. NIVOSE was in the lakes during August, spending several days at Toronto. We saw the H.M.C.S. OTTAWA during May, but the most impressive naval visitor was the brand new Canadian Patrol Frigate H.M.C.S. HALIFAX, built by Saint John Shipbuilding. The prototype of a new generation of Canadian warships, her keel was laid on March 19, 1988, and she was commissioned at Halifax on June 29, 1992. She visited Toronto from September 3 through 7, and was open most days for public inspection.

An article in the June/July issue of "International Dredging Review" gave more details of the appearance of D. C. EVEREST at Toronto to dig contaminated soil out of the Parliament Street slip. The project was conducted by Environment Canada in an effort to find a means of containing polluted sediment without disturbing the water column during dredging. The experiment featured use of a special Cable-Arm, precision-sealed clamshell bucket which could lift 275 cubic yards of material per bite without digging a hole, as a conventional dredging bucket would do. The reclaimed sediment was placed in a hold fitted with a gravity-fed filtration of drainage tiles wrapped in filter fabric, and after the material settled out, the water was pumped to a secondary holding compartment. The EVEREST then carried both liquids and solids to the Cherry Street experimental treatment facility for processing.

It hardly seems possible that, 25 years ago this month, your Editor had the honour of being amongst the last passengers ever to sail aboard a traditional lake overnight passenger steamer, as the Chicago, Duluth & Georgian Bay Transit Company's SOUTH AMERICAN made her final voyage, a tearful passage from Detroit to Montreal. In October of 1967, we knew that SOUTH AMERICAN, sold to the Seafarers' International Union for use at its training facility at Piney Point, Maryland, would face an uncertain future, but we were unprepared for what was to happen over the next two-and-a-half-decades. The "SOUTH", never used by the S.I.U., made her way to a disused shipyard at Camden, New Jersey, where for years she mouldered away, half-sunk, her wooden cabins decaying, her machinery removed, and her interior decimated by vandals. Resurrected a few years ago, she was towed to Baltimore, it being rumoured that various groups might purchase her and take the old ship back to Detroit for static use on the waterfront there. But, as might have been anticipated, such plans came to naught, and the old girl finally has been put out of her misery. On Tuesday, August 18, 1992, Kurt Iron Works, Baltimore, owner of SOUTH AMERICAN since 1988, began cutting up the ship for scrap, having despaired that anyone would come forward with the means to preserve the ship in a respectable manner. In reality, however, the career of SOUTH AMERICAN ended back on that wet afternoon of October 16, 1967, when the last lake nightboat departed her dock at the foot of Detroit's Woodward Avenue, to sail forever into memory.

In the Mid-Summer issue, we reported the July 13 grounding of the Interlake Steamship Company's MESABI MINER on the Bayfield Turn of the St. Mary's River at the Soo. She was docked at the Soo for inspection and then was turned back and sent to Bay Shipbuilding at Sturgeon Bay for repairs to her substantial bottom damage. Repairs completed, the MINER was upbound at the Soo on August 6 on her first trip after the accident. Incidentally, on August 8, Interlake's straight-decker J. L. MAUTHE arrived at the DeTour coal dock for a summer lay-up. She went back into service on September 3rd.

The "Chicago Tribune" reported on September 1st that the U.S. Coast Guard is preparing to amend safety regulations to permit the operation of river-barge traffic on Lake Michigan from Chicago up to Milwaukee. Such traffic, emanating from the Mississippi River system, presently has access to the port of Chicago from the Illinois Waterway via the Chicago Sanitary and Ship Canal and the Calumet Sag Channel, but has never been permitted to operate on the open lake. The change, although opposed by several organizations, including