

the Lake Carriers' Association, has the approval of the U.S. Maritime Administration and the American Bureau of Shipping. The principal cargo to be moved out of Milwaukee into the Mississippi system would be grain.

The recently reactivated American Steamship Company self-unloader JOHN J. BOLAND made news when, on September 3, she apparently rubbed the bank in the Manistee River whilst inbound to Manistee, Michigan, with a cargo of salt at 9:25 a.m. The steamer, in attempting to move ahead, was reported to have created a propeller wash which capsized and sank two pleasure craft moored at the Manistee Inn Marina. While the BOLAND was checked down, the Coast Guard removed five other yachts from danger. The BOLAND was underway again at 11:30 a.m., and proceeded to her dock on the west side of Manistee Lake. A Coast Guard spokesman indicated that other lake freighters have found themselves in the same predicament as did the BOLAND in this same area on several other occasions during the last two years.

Back when the Toronto Dry Dock Company operated its small shipyard and floating drydock in Toronto's Keating Channel, the Toronto Island ferries were drydocked there whenever they were due for inspection or required repairs. Since the Dixon operation was closed in the late 1960s, however, the ferries have had to seek other sites for drydocking, and they have gone to Port Dalhousie, Port Weller, Whitby and even Ramey's Bend. A new drydock is now available at Toronto, operated by the Rogers interests in the hull of the former coaster MENIER CONSOL, which is moored in the Leslie Street slip, off the Turning Basin. The first ferry to use this dock is WILLIAM INGLIS, which was lifted on September 9, the day following the change from summer to autumn ferry schedule, when the INGLIS could be spared from daily service. The docking seems to have gone well, and other ferries may be sent to the new drydock in the future. The only member of the ferry fleet that could not use the MENIER CONSOL drydock is the sidewheel steamer TRILLIUM, which is too large to be accommodated there.

What was the first ship of the 1992 to call at the Canada Malting elevator at the foot of Bathurst Street, Toronto? Trick question! The elevator has been closed for many years now, but Essroc Cement's STEPHEN B. ROMAN moored there on September 19th, and was open to public inspection as part of the Port Days celebrations.

Few lake incidents ever have generated as much public press coverage as the August sinking by vandals of the tug MENASHA near her Ogdensburg, New York, dock. Faced with the cost of raising the uninsured tug himself, or having the U.S. Coast Guard raise her and send him the bill, her owner, John Fedak, of Lisbon, New York, sold her in September for \$1.00, on an "as-is, where-is" basis to Gordon's Marine Salvage, of Sarnia, Ontario. The proprietor of that company, Donald Gordon, succeeded in raising the sunken tug on September 19th, and then took her to the Prescott elevator slip at Johnstown, Ontario, for cleaning. It was intended that she eventually would sail to Sarnia under her own power. When the tug was raised, her seacocks were found to be open, confirming that it was an act of sabotage (by "parties unknown" but perhaps suspected) that had sent the tug to the bottom of the river.

Last issue, we commented upon the vagaries of the grain trade which had beset the Canadian lake fleet in the summer of 1992. In fact, a season that had seemed to be better than expected took a severe nosedive on August 17, when the Wheat Board halted further wheat shipments to Russia until accounts were paid. The straight-deck bulk fleet then began to lay up again, and in September was facing the prospect of no further Russian grain shipments, an S.I.U. strike, the holding back of grain by farmers, a decrease in railcar shipments, and a closure of elevators at Thunder Bay, all of which combined to turn a year of excellent prospects into one of dismal results.

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