

We also have a report that Socanav Inc. has retired (at least for the present) one of its older tankers. LE FRENE NO. 1, (a) JOS. SIMARD (82), which was built in 1964, has been laid up at Sorel, Quebec, since July 15, 1991, and it is said that she is being used as a source of spare parts for the other tankers of the fleet. There presently are fourteen tankers under Socanav ownership, including L'AIGLE, (a) ERRIA PILOT (88), (b) KOMAYA A. (89), (c) IONIAN EAGLE (91), which was acquired by the company during 1991.

Despite the refurbishment of the 1953/1954-built American Steamship Company self-unloading steamer JOHN J. BOLAND (III) at Fraser Shipyards Inc. Superior, Wisconsin, during 1991 and the early part of the 1992 season, few lake shipping observers really thought that this ship, idle since 1984, would actually be returned to service. Nevertheless, on April 22, 1992, the BOLAND cleared Superior bound for Marquette, Michigan, where she loaded a cargo of coal. Despite the current unpredictable economic conditions, the BOLAND has remained in service ever since, carrying a wide variety of cargoes. She is the only steamer remaining in the A.S.C. fleet; the company's only boat continuing in long-term lay-up now is the 1905-built motorship NICOLET.

At our last report, four former Star Line excursion vessels, displaced from previous trades, were lying at Port Lambton, Ontario, awaiting disposal. STAR OF CHICAGO II and STAR OF CHICAGO III arrived at Port Lambton on April 16, 1991, while STAR OF DETROIT and STAR OF CHICAGO I came in two days later. On May 23, 1992, STAR OF DETROIT departed the Chenal Ecarte under her own power, bound for Nicholson's Dock at Ecorse, where she was refitted for dinner/cruise service out of Cincinnati, Ohio, and was renamed STAR OF CINCINNATI for the Webb Companies, of Lexington, Kentucky. She departed Ecorse on June 6th and was downbound in the Seaway on the 9th, her long trip out to the Atlantic, down to the Gulf of Mexico, and up the Mississippi and Ohio Rivers expected to take two months. On June 1st, STAR OF CHICAGO I cleared Port Lambton under power for Nicholson's Dock, where she was refitted for dinner/cruise service in the Detroit area, where she reportedly is to operate as STAR OF DETROIT (II). On June 29, 1992, STAR OF CHICAGO II was moved to the Seaway Terminals wharf at Port Huron, reportedly for brief refitting prior to a projected sale, but the transaction did not take place, and on July 1st, STAR OF CHICAGO II returned to her berth in the Chenal Ecarte. STAR OF CHICAGO III remains idle at the Lee Marine dock at North Port Lambton.

We earlier reported that the USS Great Lakes Fleet Inc. 1,000-footer EDWIN H. GOTT had dropped her starboard rudder into Duluth harbour on April 3rd whilst leaving her winter berth, bound for Two Harbors for her first load of taconite for the season. By April 12, GOTT had been fitted with a new rudder and propeller blades, and on the 13th, the old, heavily-damaged rudder, recovered from the depths, was lifted ashore at the Duluth Port Terminal. Meanwhile, engine problems have resulted in the same fleet's ROGER BLOUGH operating through the summer on one engine. We are given to understand that the damaged engine may have to be completely replaced.

During July, the lost Columbia Transportation steamer EDMUND FITZGERALD again made the news. Strangely enough, it was in respect of the recovery of an artifact from the steamer which was not related to her tragic 1975 sinking on Lake Superior. The "FITZ" lost one of her anchors in the Detroit River during January of 1974, and the Great Lakes Maritime Institute, in conjunction with the Dossin Great Lakes Museum, located the anchor, acquired salvage rights to it, and in July raised it, for display at the museum.

At long last, Whitby, Ontario, has got rid of its number one eyesore, the barge (and former carferry) PRINCE EDWARD ISLAND, but although Whitby's problem has been solved, it seems that the Port of Toronto has inherited it! PRINCE EDWARD ISLAND (C.134206) was a four-stacked carferry, registered at Charlottetown and designed to carry passengers and railroad cars to her namesake island. She was built in 1915 by Armstrong, Whitworth & Company Ltd. at Newcastle-on-Tyne, and was 285.3 x 52.2 x 21.3, 2795 Gross and 1110