

We may soon see a return to service of a lake vessel which has not operated for more than two decades. The steamer WILLIAM H. DONNER (U.S.212354) was built in 1914 as Hull 134 of the Great Lakes Engineering Works at Ashtabula, Ohio, 504.0 x 54.0 x 30.0, 6311 Gross and 4843 Net. She was powered by a G.L.E.W.-built triple expansion engine, 23½", 38" and 63" x 42", with steam provided by two Scotch boilers, 15'4½" x 11'6", which was built by the American Ship Building Company. The DONNER was built for the Mahoning Steamship Company and was managed by the M. A. Hanna Company until 1929, when the Bethlehem Transportation Company assumed management. In 1956, Bethlehem, which by then had become owner, transferred DONNER to the Ore Navigation Company, managed by Boland & Cornelius, of Buffalo. That same year, she was converted to a craneship, 6423 Gross and 4995 Net, by AmShip at Lorain. The Bethlehem Steel Corporation, Marine Division, sold the DONNER on February 5, 1970, to the Miller Compressing Company for use as a storage barge and cargo handling facility at Milwaukee. Her former Bethlehem fleetmate CAMBRIA, (a) E. H. UTLEY (25), joined her at Milwaukee in the fall of 1970, but was sold by Miller in 1973 for use as a barge at Norfolk.

We now understand that WILLIAM H. DONNER has been sold to an affiliate of the Upper Lakes Towing Company Inc., of Escanaba, Michigan, the same group that runs the barges JOSEPH H. THOMPSON and McKEE SONS and formerly operated the barge BUCKEYE, (a) LEONARD B. MILLER (37), (b) CHARLES W. GALLOWAY (58), (c) ROBERT C. NORTON (I)(74). The DONNER has been moved from Milwaukee to Menominee, Michigan, where her old deck cranes are being removed and replaced with the cranes and unloading gear which were used on BUCKEYE until her retirement several years ago due to age and condition. We hear that the long-idle DONNER actually will be returned to active service, to be pushed by a tug provided by the Selvick Marine Towing Corporation, and we welcome her completely unexpected reactivation.

In earlier reports, we documented the departure from Canadian waters of the former C.S.L. steamers WHITEFISH BAY and STADACONA. They left the St. Lawrence in late September in tow of the Russian tug/supply ship UMKA, bound for a Zhanjiang, China, scrapyard, having been purchased by Jimmy S. Y. Chen of Chenco-Inter Pac Trade, Puyallup, Washington. We have received a report that both ships broke tow en route southward, but they were recovered by the tug and paused at Puerto Rico before arriving safely at the Panama Canal for passage into the Pacific. We understand that Chen also has acquired the C.S.L. package freighter FORT ST. LOUIS, which served as a historical display this summer at Montreal, but that he will not take delivery of her for scrapping until 1993.

Incan Ships Limited has discontinued its carferry service between the U.S. and Canadian Lakeheads. The Lake Superior route was served by INCAN SUPERIOR (C.348515), which was built for the run in 1974 by the Burrard Drydock Company Ltd., North Vancouver, British Columbia. We understand that henceforth, the boat will be used in west coast service. She passed downbound at Sault Ste. Marie during the afternoon of November 25, 1992, en route out of the lakes to her new home.

Thursday, October 15th, was not a good day for the Hannah Marine Corporation's barge HANNAH 5101. Bound from Indiana Harbor to Toledo with a cargo of 46,000 barrels of liquid asphalt, she was in tow of the Hannah tug KRISTIN LEE. Shortly after passing eastbound under the Mackinac Bridge, the tow swung northward out of the usual channel, and the barge struck hard on North Graham Shoal, about a mile and a half east of the bridge and not far off St. Ignace's Graham Point. The tugs CHALLENGER, JAMES A. HANNAH and GREGORY J. BUSCH were sent to the scene to attempt to refloat the barge, as deteriorating weather was forecast. The efforts were unsuccessful, and it was not until after 4,500 barrels of asphalt were off-loaded into another barge on October 16th that HANNAH 5101 could be pulled free. There was no cargo spillage in the incident, and there was little enough damage to the barge that she was able to continue on her trip after Coast Guard inspection in East Moran Bay.