

In our Mid-Summer 1992 issue, we reported the acquisition by McKeil Marine Ltd., Hamilton, of the 1963-built, 175-foot, outboard-powered, bunkering tanker SILLERY, (a) IMPERIAL VERDUN (79), and the fact that she would form part of McKeil's Environmental Response Unit. During the spring of 1992, she visited Toronto as part of the McKeil project to dig goop up from the bottom of the Parliament Street slip for experimental processing by the Toronto Harbour Commission's soil recycling plant. We are not sure how it happened, but during the autumn of 1992, SILLERY managed to slip out of the Great Lakes without our notice, and hence she erroneously appeared in our lay-up list for Hamilton in the February issue. You may well imagine, therefore, your Editor's surprise when he observed SILLERY lying at anchor in Road Harbour, Tortola, in the British Virgin Islands, on February 12, 1993! She was nicely painted up with a black hull and white cabins, her name still SILLERY, and with the registry port of Belize showing on her stern, although some of the ringbuoys around her deck still read SILLERY - Quebec. There was a crew aboard the tanker, and it is reported that she now is owned by Agincourt Investments. We have determined that SILLERY was downbound in the U.S. section of the St. Lawrence Seaway on October 11, 1992, under her own power, reportedly in ballast for Halifax, but we have seen no report of her calling at Halifax on her long delivery voyage to the Caribbean. Despite her diminutive size and outboard power, we must assume that she made the entire trip under her own power.

We have received a report to the effect that a tug well known for her participation in scrap tows has herself been scrapped. The 10-foot, 264-Gross ton tug THUNDER CAPE, formerly a unit of the since-defunct Great Lakes Marine Contracting Ltd., of Port Dover, had apparently been lying idle for some time at Port Maitland, and it is now reported that she has been dismantled there by Vic Powell Welding. THUNDER CAPE (C.180286), (a) BEAMISH, was built in 1944 at Gainsborough, England, and was rebuilt in 1964. The 1992 Canadian register listed her owner as Misner Off Shore Services (Canada) Ltd., of Port Dover.

Lay-up time is normally a time when lake vessels are put safely "to bed" for the winter months. Unfortunately, the end of season proved anything but happy for the Columbia Transportation self-unloading steamer MIDDLETOWN. On December 30th, whilst MIDDLETOWN was in the process of laying up at Toledo, a flash fire occurred and it took the life of an engineer who had been flushing out pipes when a spark ignited the blaze. There were no other injuries in the incident, and the ship herself received very little damage.

Parties in the St. Catharines area have recently been attempting to promote the idea of a Welland Canals Parkway, a public roadway which would run along the shore of the present canal (primarily on the west bank) and which would give the public more suitable access to the canal than presently is available, and would also provide access to a number of heritage areas in the environs of the waterway. The project has received support from the local press, it being hoped that the route could become as successful as the Niagara River Parkway which runs up the west bank of the Niagara River. It should be noted that Government Road recently has been transferred from the St. Lawrence Seaway Authority to the City of St. Catharines.

It was announced in early February that preliminary plans for a new ferry for the Sugar Island route across the St. Mary's River at Mission Point, had passed scrutiny by Michigan Department of Transportation officials. Accordingly, it then became the task of the Eastern Upper Peninsula Transportation Authority to secure funding for the \$2 million project. Preliminary sketches of what the 22-24 vehicle ferry might look like were run in the local press, but we have no idea how close these drawings may be to the way the new ferry will actually look when she is in service.

Meanwhile EUPTA has been having problems with yet another of its ferry boats. Severe engine problems have been plaguing the three-year-old ferry DRUMMOND