

We sincerely apologize for the fact that our last two issues have contained hand-written corrections which have adversely affected the appearance of "Scanner". In each case, however, we considered the accuracy of the reporting to take precedence over the aesthetics of our pages, despite the fact that the appearance of our publication is a prime consideration. We hope our members will agree with our actions. We will do our best to ensure that such corrections never again will be necessary.

In the New Member Department, a hearty welcome goes out to Tim Irwin, of Toronto. We encourage our members to consider a gift membership in T.M.H.S. for a friend at Christmas.

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MARINE NEWS

In our humble opinion, the best news on the Great Lakes at this time is the rebirth of the former Oglebay Norton Company self-unloader J. BURTON AYERS, (a) MESABI (I)(43), and her refitting at Sarnia for service under the Canadian flag. In previous issues, we have commented upon her arrival at Sarnia under tow on August 24, and the incident with her wayward boom on September 28th, but now we are able to give more details concerning the ship's reactivation. She is now named (c) CUYAHOGA and is registered at Nanticoke, Ontario. She is owned by Lower Lakes Towing Ltd., of Port Dover, Ontario, which will operate her through its wholly-owned subsidiary, Black Creek Shipping Company Ltd. Considerable capital for the purchase, refitting and reactivation of the 52-year-old steamer has been provided by Working Ventures Canadian Fund Inc. CUYAHOGA has an entirely new and very handsome livery: she has a grey hull with white forecastle and taffrail, a thin red stripe separating the grey and white; the cabins are white, and on the bridge deck dodger the ship's name is painted in large black letters with red shading; the smokestack has a black top, grey bottom, and white band in between, again with a narrow red stripe between the grey and white, and on the white band is a yellow ship's wheel with an Indian head at its centre.

CUYAHOGA was christened in ceremonies held at the government wharf at Sarnia on the afternoon of Saturday, October 7th. Her sponsors were Lorna Payette and Bonnie Bravener, the wives of Tom Payette and Scott Bravener, chairman and president, respectively, of Lower Lakes Towing Ltd. The sponsors used a bottle of Canadian champagne to christen the ship, and it smashed satisfactorily on the first attempt. The fitting out of CUYAHOGA continued through October, some delay being caused by injuries sustained by the chief engineer in an accident at his home, but the steamer was expected to be in service by the beginning of November, and she reportedly has a full book of cargo commitments for the foreseeable future, which bodes well for her new service.

Last issue, we reported that a vessel had struck the abutment of Bridge 10 at Thorold South in the Welland Ship Canal on September 28th, but the first report that reached us just before our publishing deadline was incorrect and we had to change the news item "manually" in "Scanner". In fact, the ship involved was the Seaway Bulk Carriers straight-deck bulk carrier CANADIAN MARINER, (a) NEWBRUNSWICKER (67), (b) GRANDE HERMINE (72). The 1963-built steamer, owned by the ULS Corporation, failed to make the turn at the bridge and struck the west abutment, causing rather severe damage to the ship's port bow. After inspection and temporary repairs, CANADIAN MARINER was allowed to proceed down to the St. Lawrence River to unload her cargo of grain but her subsequent upbound trip took her to Port Weller Dry Docks, where she was drydocked on October 8th. The MARINER still is luckier than her near-sister, CANADIAN HUNTER, (a) HAMILTONIAN (67), (b) PETITE HERMINE (72), which, after lying idle at Toronto since 1992, now has gone overseas for scrapping. McKeil tugs towed CANADIAN HUNTER away from her Toronto berth on October 10th, and she was to go overseas in tandem tow with Algoma Central's ALGOSTREAM, (a) SIMCOE (94).