

her port propellor, damaging the port engine. IRVING CEDAR assisted in getting the tow to Mulgrave, but funds for the repair of the tug were not readily available and it was not until October 3rd that NEFTEGAZ-16 arrived at Halifax. The two lakers were still at Mulgrave in early November.

NORTHERN BELLE, the new Windsor casino boat, has arrived in the lakes. She departed New Orleans on September 28th on the deck of the semi-submersible barge CAPS EXPRESS, towed by the tug HARVEY TROJAN, and arrived at Montreal on October 15th. She cleared Montreal under her own power on the 17th, and after stops at a number of ports, arrived at Windsor on November 18th.

The Dofasco plant at Hamilton now has only one of its three ore bridges in operation. Bridge No. 2 collapsed back in March, killing its operator, as a result of fracture of one of its legs. Bridges 1 and 3 were taken out of service then, and No. 1, which was found to be subject to the same stress problems, was destroyed by controlled explosion in September. No. 3, of newer design, was finally put back in service late in October. Bridge 3 is required, according to Dofasco, because "interim measures using mobile derricks and a self-unloading transfer station (read HAMILTON TRANSFER -Ed.) haven't proved a satisfactory long-term solution".

In the October issue, we mentioned that the Enerchem Transport Inc. tanker ENERCHEM REFINER, (a) INDUSTRIAL TRANSPORT (86), after lying idle at Sarnia during the summer, had taken a cargo down to the St. Lawrence River (accompanied by a tug because of mechanical problems and the expiration of her ticket) and then went to the Verreault shipyard at Les Mechins, Quebec, for drydocking. Happily, ENERCHEM REFINER was overhauled and put back in class, and since has returned to service. Interestingly, however, she now has a green hull and this would appear to portend a change in colours for the whole Enerchem fleet.

Missing from Toronto Harbour these days is Mariposa Cruise Lines' CAPT. MATTHEW FLINDERS, arguably the most impressive of the city's party boats. The FLINDERS sailed on November 13th for Florida, where she will operate during the winter, hopefully to return northwards in the spring. Meanwhile, an advertisement in "The Globe and Mail" on November 2nd called for bids by November 20th for the purchase of the interest of The New Job Clinic Ltd. in the former Toronto party boat JAGUAR II, currently lying at Hike Metal Products Ltd. at Wheatley, Ontario. Further "fallout" from the over-supplied Toronto party boat trade is expected as operators retrench their services.

In the October issue, we reported the upcoming conversion of the Algoma Central Corp.'s straight-decker CAPT. HENRY JACKMAN to a self-unloader over the coming winter at Port Weller Dry Docks. The conversion originally was scheduled to begin in October, and then was postponed until later, but the JACKMAN arrived at the shipyard on the afternoon of November 14th.

According to the October issue of "Marine News", journal of the World Ship Society, two salt-water sister-tankers that have operated into the lakes were damaged in accidents occurring just days apart. On 14th August, ICEPURHA, owned by Olympus Navigation Inc., Bahamas, suffered an engineroom fire whilst en route from Pascagoula, Mississippi, to Miami, Florida. She arrived in tow at Mobile on August 18th. Then, on August 22nd, ICEVINHA, owned by Heracles Navigation Inc., Bahamas, suffered considerable damage in a collision with a tank barge. This ship also went to Mobile for repairs, arriving there on August 23rd.

JOSEPH H. FRANTZ, built in 1925, converted to a self-unloader in 1965, and by far the oldest vessel still serving the Oglebay Norton Company's fleet, has kept busy in 1995. Amongst some of the unusual cargoes she has carried have been eight loads of taconite tailings which she has hauled from Escanaba, Michigan, to Alpena for Lafarge Cement.