

nal when she passed upbound on April 2nd, and it was reported that she was expected to clear Algoma Steel downbound for Escanaba, to load ore.

Capt. Irvine created something of an international incident early in the spring of 1953. The SHAUGHNESSY was the first ship out of Owen Sound as she cleared light for the Canadian Lakehead. She arrived at the lower end of the St. Mary's River before the U.S. Coast Guard officially declared the river open for navigation. Commander Dahlberg of the Coast Guard gave orders that the SHAUGHNESSY was to anchor until the icebreakers had the channel cleared, but Capt. Irvine, claiming that his coal bunkers were low and that he had to proceed, ignored the commander's order and bucked her way through the ice all the way up to the canal.

SIR THOMAS SHAUGHNESSY entered the Soo Locks at 1:29 p.m. on March 26th. The Coast Guard commander and Capt. Irvine had been having a running argument over the radio as the ship proceeded up the river and, with the AM radio sets of the day transmitting over long distances, many lake ships were listening in. By the time the SHAUGHNESSY reached the Soo, she had ice damage to her bow and was taking a small amount of water into her forepeak. Nevertheless, she bunkered at the Soo and then departed for Port Arthur, encountering heavy ice out on Lake Superior.

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Ed. Note: We thank Ron Beaupre for his efforts in putting together much of this SHAUGHNESSY follow-up for us, and we are greatly indebted to Capt. John Tackaberry for adding his comments. Once again, we acknowledge the contribution to the work of this Society by our late member Ivan Brookes, whose efforts at collecting newspaper articles have proven to be a constant source of valuable information. Clippings from the collection of the late Jim Kidd also assisted us with the SHAUGHNESSY story.

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LAY-UP LISTINGS - WINTER 1996-1997

When we presented the first instalment of our annual winter lay-up report in the February issue, we knew that there would be additions and changes, because there were some ports from which we had not received lists, and some ships that did not appear on any of the lists that we did have. As mentioned earlier, we could delay printing of our listings until the March issue, but by the time that issue would be in our members' hands, some of the ships would be out and running again, and the list would be of less value to our readers. And so it is with pleasure that we now attempt to complete our report for the winter of 1996-1997.

Halifax: To previous list, add ATLANTIC ERIE (arrived Feb. 6, 1997). See below.

Quebec City: To previous list, add CATHERINE DESGAGNES and ELMGLEN (barge).

St. Joseph-de-la-Rive: J. A. Z. DESGAGNES, JACQUES DESGAGNES, MATHILDA DESGAGNES.

Sorel: Add ENERCHEM REFINER (arrived Jan. 14, 1997).

Montreal: To previous list, add ENERCHEM CATALYST (arrived Jan. 29), HORIZON MONTREAL, IMPERIAL LACHINE, LADY FRANKLIN (had left lay-up Jan. 16 but returned Jan. 26) and LUCIEN PAQUIN (arrived Feb. 5).

Port Dalhousie: NORMAC ("Riverboat" restaurant), WEST PETE (tug).

Port Weller: ALGOWAY, CANADIAN NAVIGATOR, J. W. COOPER (pilotboat), GLENSIDE (tug), JULEEN I (pilotboat), LAC ERIE (tug - came over from Toronto in mid-February), JAMES E. McGRATH (tug), MRS. C. (pilotboat).

Thorold: No lay-ups.

Welland: ALGOWOOD.

Humberstone: ALGOLAKE, CANADIANA (hulk in Ramey's Bend).

Halifax: To above, add: A. G. FARQUHARSON, NANTICOKE, IMPERIAL ST. LAWRENCE.