

Errata: We regret the fact that two errors crept into the Marine News section of the October issue. In order to avoid the perpetuation of erroneous data, we wish to correct the record.

On Page 3, we reported the departure from the lakes of the bunkering tanker REISS MARINE in late August. Unfortunately, we spelled incorrectly the new name given the ship by her Mexican buyers. The correct new name is (b) PACIFICA 1, as proven by photographs taken of her during her trip out of the lakes.

Then, on Page 5, we reported the August 18th tow up the Welland Canal of the tug MANCO and the floating drydock made from the hull of the sandsucker C. W. CADWELL. Unfortunately, we reported in error that they were bound for Port Dover when, in fact, their destination was Port Maitland. The CADWELL will be used as a drydock at Port Maitland, while MANCO will be used there as an office.

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It was announced on October 24th that the Algoma Central Corporation has awarded to Port Weller Dry Docks a \$20 million contract for the conversion of its straight-decker ALGOWEST to a self-unloader during the coming winter. The announcement came as a bit of a surprise to many observers who had thought that the next Algoma conversion would be ALGOVILLE, which had her hull rebuilt and widened two years ago, not only to upgrade her condition but also in anticipation of a self-unloader conversion. In any event, ALGOWEST is a maximum-sized stemwinder built in 1982 as Hull 226 of Collingwood Shipyards Ltd. and she is just slightly larger than her near-sister CAPT. HENRY JACKMAN, (a) LAKE WABUSH (87), which was Hull 223 out of Collingwood in 1981 and which emerged from Port Weller Dry Docks after a self-unloader conversion in 1996. The conversion of ALGOWEST will leave nine straight-deckers in Algoma ownership, while the company will own fourteen self-unloaders.

Scheduled to close on October 31st was a deal between the Algoma Central Corporation and the Upper Lakes Group Inc., which would expand the partnership of the two firms which already share interests in Seaway Bulk Carriers and Seaway Self-Unloaders. Algoma Central is spending \$33 million to acquire a 50-percent interest in Marbulk Shipping Inc., of Salem, Massachusetts, which has been a wholly-owned subsidiary of Marbulk Canada Inc., which in turn is a wholly-owned subsidiary of Upper Lakes Group Inc. The Marbulk fleet operates on salt water with three self-unloaders and two more vessels that will be converted to self-unloaders in 1998. Algoma felt that it had expanded as far as possible on the lakes and had been seeking to enter the deep-sea trade for some time, but until now had been unable to find a way to do so. An earlier effort to share in the operation of Polish-built salties came to naught when the Gdansk shipyard that was to build the ships went into bankruptcy.

One of Toronto's most interesting excursion vessels has left the port to try her luck in warmer climes during the winter months. She is the sailing (motor assisted) ship EMPIRE SANDY, owned by Empire Sandy Inc. and operated by Nautical Adventures Inc. Built in 1943 for the British Government as the 143-foot steam tug (a) EMPIRE SANDY, she became (b) ASHFORD for private operators in 1948. The Great Lakes Paper Co. bought her in 1951 for towing log rafts on Lake Superior and renamed her (c) CHRIS M. in 1952. Great Lakes sold her in 1969 and she went through a series of ownership changes until acquired in 1975 by the Rogers interests of Toronto. She underwent a lengthy conversion to a sailing excursion boat and became (d) EMPIRE SANDY again in 1979. She departed Toronto during the afternoon of November 2nd, after a day's delay for weather, bound for the Bahamas where she will operate during the winter. We wish her safe passage and hope to see her back come spring.