

During a five-day period in October, two ships named COLUMBUS passed down the Seaway. On Friday the 17th, the 1944-built dredge COLUMBUS, owned by the B & B Dredging Company, passed downbound to spend her winter on salt water. Then, on Wednesday, the 22nd, the passenger ship C. COLUMBUS passed down en route out of the lakes on her last 1997 inland waters trip. We should note that not only will COLUMBUS do seven lake trips in 1998 and a whole season of trips in 1999, but the cruise ship SEABOURN PRIDE will test the waters of the lakes with two trips in 1999.

In the October issue, we mentioned the incident in which the salt-water tanker VEKUA spilled 300 gallons of jet fuel into the Snell Lock on August 24th. VEKUA got into trouble again on October 1st when, near Quebec, she was in collision with the Groupe Ocean Inc. barge ELMGLEN (II), (a) JOHN O. McKELLAR (II)(84). We are not aware of the circumstances of the collision, but it was reported that ELMGLEN sustained a two-foot gash above the waterline.

The 1941-built, steam-powered Lake Michigan carferry CITY OF MIDLAND 41 has been lying idle at Ludington, Michigan, since last used by the Wisconsin-Michigan Transportation Company in the autumn of 1988. Held in reserve by the Lake Michigan Carferry Service Inc., she was sold in 1995 to Contessa Cruise Line Inc., allegedly for use as a casino. It is reported, however, that she finally left Ludington on October 2nd, in tow of MARY PAGE HANNAH and bound for Muskegon to be cut down to a barge. We shall await the receipt of confirmation that the barge may operate as P.M. 41 for P.M. Shipping Inc.

We have previously noted the various warships that made appearances in the lakes this season. Another, H.M.C.S. SHAWINIGAN which was in port at Toronto for several days early in October, was downbound in the Seaway on October 13.

At its meeting on September 15th, the Wallaceburg Council officially renamed Southside Park, the site of the former Government Wharf near the inner harbour. Its new name is Superior Marine Park, so named to honour the marine heritage of the site, but specifically to honour the memory of the Northwest Steamships Limited's 1889-built package freighter SUPERIOR, (a) PARKS FOSTER (29), which traded into Wallaceburg for many years. The SUPERIOR was sold for scrap in 1960 and was broken up at Port Weller.

The Lower Lakes Towing Company's self-unloader CUYAHOGA, (a) J. BURTON AYERS (95), ran into a spot of trouble in Lake Ontario on September 29th. The steamer had delivered a cargo of salt to Oswego, but on leaving the port in high wind and sea conditions, she suffered a loss of engine power. A Coast Guard boat and helicopter were on the scene, and the cement carrier STEPHEN B. ROMAN stood by, but eventually the CUYAHOGA regained engine power and put back into Oswego. She was still there the following day as her machinery was checked over. No further problems have been reported.

Downbound in the Seaway on September 26th was PORT WELCOME (U.S.280088), a 132-foot floating restaurant built in 1959 at Camden, New Jersey. She originally was used as an excursion boat at Baltimore, and arrived at Algonac, Michigan, on July 29, 1988, serving there as a restaurant. When she passed down the Seaway, she was reported as being bound for Naples, Florida.

One of the most famous private yachts ever to operate on the lakes was the 241.7-foot steamer DELPHINE, built by the Great Lakes Engineering Works at Ecorse in 1921 for the Dodge family. She went to salt water during World War Two as (b) U.S.S. DAUNTLESS (46), was returned to the Dodges and renamed (c) DELPHINE, and was sold in 1968 to the S.I.U. which used her as a training ship in the Norfolk area as (d) DAUNTLESS. She was reported as being sold for scrapping in 1972, so it is with great surprise that we have a report that a vessel of DELPHINE's description, size and tonnage, and bearing that name, was towed into Zeebrugge, Belgium, from Marseille, France, by the Polish tug POSEJDON on September 26th. It is said she was at Marseille for 20 years. ???