

LAY-UP LISTINGS

Each winter, we feature in "Scanner" a listing of the various vessels laid up at our lake and river ports. This provides a valuable historical record for future readers and helps our present members to locate ships they might wish to go and see during the lay-up period.

We will run the listings in the February issue, which means that we need your reports as soon after the close of navigation as possible, and at least by January 26th if we are to meet our printing deadline. Please go to your nearest port as soon as possible after the holidays and make a list of every ship wintering there. You may include tugs, ferries, etc., in your lists but please identify them as such. Please be very accurate with the names.

This is an opportunity for the members to assist us in a very meaningful way with our newsletter, so we look forward to hearing from you as soon as possible. We particularly need correspondents for the ports of Lake Michigan and the south shore of Lake Erie, including the Buffalo area.

You may mail your lists to the Editor at the address shown on the front page or you may fax them to his office at (416) 361-2872. Please remember, however, that this fax is in the head office of a major corporation and unless the Editor's NAME is put on the fax, it will not find its way to him.

Thanks to all for their help with this important project.

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MARINE NEWS

The Interlake Steamship Company's new self-unloading barge PATHFINDER, the former steamer J. L. MAUTHE, was taken off the Bay Shipbuilding drydock at Sturgeon Bay, Wisconsin, on November 4th. PATHFINDER will not, however, enter service until the spring of 1998. J. L. MAUTHE was built in 1952 by the Great Lakes Engineering Works at River Rouge, Michigan, and last operated as a straight-deck bulk carrier in 1993.

The Purvis Marine Ltd. deck barge CHIEF WAWATAM, the former Straits of Mackinac steam carferry, ran into misfortune on Lake Michigan on Monday, November 17th, while bound for Calumet in tow of the Purvis tug AVENGER IV. The tow was battling some heavy weather and, off Two Rivers, Wisconsin, the barge took big seas over the bow, which stove in her seagate. The barge took some water down below and eventually the seas caused her to roll right over on her beam ends. When she did, she lost her entire 5,000-ton deck cargo of steel over the starboard side, together with her 110-ton P&H crawler crane, a Caterpillar payloader, and her clam buckets and magnet. The barge then righted herself, but her bulwarks (the former lower portion of her cardeck side-plating) were severely damaged. Fortunately, there were no crew members aboard CHIEF WAWATAM at the time of the incident. The tug brought the barge safely back to her dock at Sault Ste. Marie on November 20, where the CHIEF's damage was to be repaired.

If a non-profit organization called The Metronome Canada Foundation has its way, the long-derelect Canada Malting grain elevator at the foot of Bathurst Street on the Toronto waterfront will become a \$70 million musical centre an 800-seat auditorium, recording studios, museums, and other features. On October 6th, Toronto city council approved giving Metronome a 99-year lease on the site and Metronome hopes to begin construction in 1999 if fund-raising is successful. The interesting part of the project is that the existing elevator silos are to be retained and incorporated into the development. The elevator originally was built in 1928, while another section of silos was added in 1944. \$25 million of the project cost is to be borrowed, while the remaining \$45 million is to be obtained through public contributions and corporate sponsorships. Promoters of the project have spoken of the old elevator in glowing terms not usually used to describe such a structure!