

MARINE NEWS

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Two issues ago, we reported that three former Great Lakes Towing Company tugs, ALASKA, NEW HAMPSHIRE and OREGON, had been sold for off-lakes use and were wintering at Oswego because the New York State canal system had closed before they could be moved to the coast. We now learn that the new owner of the tugs is the AMCAP Equipment Corporation, of Miami, Florida. On February 13th, one of the tugs, the former OREGON (II), (a) JENNIFER GEORGE (82), (b) GALWAY BAY (90), apparently renamed (d) GULL by her new owner, began to take on water whilst lying at her winter berth at Oswego. The cause of the inflow was a problem with the fire pump system. The Coast Guard from Oswego and Buffalo attended and found four feet of water in the engineroom. Containment equipment was employed and pumps held the leak in check. The owner had to retain a local contractor to remove the oily water from the tug's engineroom. (Our March issue wrongly named RHODE ISLAND as the third tug.)

The tanker ENERCHEM CATALYST, (a) JON RAMSOY (74), (b) DOAN TRANSPORT (86), recently acquired by Algoma Tankers Ltd., arrived at Toronto in mid-April and was still there in mid-May, apparently refitting for her new owners. She arrived wearing a blue hull but otherwise was in EnerChem livery, still flying the old houseflag and with the whale emblem on her stack. She gradually made the transition to Algoma Tankers colours, with the Algoma stripes and bear emblem being placed on her funnel. At the time of this writing, however, there was no sign of a new name for the 1972-built, 431-foot tanker.

The spring has hardly been an active one for the movement downlakes of grain, and many of the Canadian straight-deck bulk carriers did not fit out at the start of the season. For instance, of the five ULS Corporation bulkers that wintered at Toronto with storage cargoes of sugar, only two have fitted out so far this spring. QUEBECOIS entered service during the first full week of April, while CANADIAN VOYAGER departed on May 6th. CANADIAN TRADER, SEAWAY QUEEN and CANADIAN TRADER remain at their winter berths at the time of this writing.

The Marinette Marine Corporation has been awarded contracts for two more JUNIPER-class ocean-going buoy tenders, the value of the contract being in the area of U.S. \$60 million. ASPEN and SYCAMORE, the sixth and seventh in the JUNIPER series begun in 1994, will be delivered in 2001 and 2002, respectively.

In the March issue, we noted the placing of the order with Halter Marine, Gulfport, Mississippi, for the construction of the self-unloading barge GREAT LAKES TRADER for Great Lakes Marine Leasing. The unit will be operated by the Van Enkevort (Upper Lakes Towing) interests of Escanaba, Michigan, and it develops that the tug which will handle the big barge will be JOYCE L. VAN ENKEVORT, which in 1998 pushed the Interlake Transportation Inc. self-unloading barge PATHFINDER, (a) J. L. MAUTHE (97). The towing of PATHFINDER will in 1999 be taken over by DOROTHY ANN, the new tug built at Sturgeon Bay for the Interlake barge.

Nadro Marine Services Ltd., Port Dover, is getting on with the job of transforming the former tug BERT VERGE (built at Port Dalhousie in 1959) into a yacht. Nadro also has the 1941-built tug CAROLYN JO, latterly owned by McKeil Marine but for many years operated by McNamara Marine and then by Pitts International, and she is being given back the name SEA HOUND, under which she ran in this area for so many years in McNamara colours.

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We wish all our members a very happy summer. If we don't see you at the many shipwatching spots around the lakes, we'll see you at our October Meeting.

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