

During the past several years, while the Canada Steamship Lines self-unloader TARANTAU was lying idle in the Leslie Street slip off the Toronto Turning Basin, there was much speculation concerning her future, and every few months a new rumour would circulate. Would she be refitted and reactivated by CSL, perhaps for a new trade? Would she be sold to other operators? Or would she go to the breakers and, if so, when? The speculation finally was put to rest on the morning of Saturday, October 30th, when TARANTAU was towed out the Toronto Eastern Gap by the McKeil tug ALICE A., assisted at the stern by LAC MANITOBA. TARANTAU was bound for Port Colborne, where she will be broken up once the dismantling of the J. W. McGIFFIN hull has been completed. TARANTAU (C.318687) was built in 1965 as Hull 184 of Collingwood Shipyards Ltd., and she was full Seaway size, 19494 Gross Tons and 13395 Net. She was equipped with a 250-foot boom, and was powered by two Canadian General Electric Company steam turbines which developed 9,900 shaft horsepower. But TARANTAU was a vessel that grew old long before her time. She spent almost her entire life in the trade for which she was designed, the short coal run from Lake Erie to Hamilton, and the almost constant loading, unloading and canalling exacted a heavy toll on her hull and machinery. She also was the next-to-last steam-powered ship in the CSL fleet (HALIFAX is the last) and thus there was little real likelihood of any further service for the ship after TARANTAU was put to the wall by CSL three years ago. We shall miss her and her stentorian chimed steam typhons.

But if the autumn of 1999 has brought the end of the line for TARANTAU, it has brought a whole new lease on life for an idle U.S.-flag self-unloading steamer. With the return of ADAM E. CORNELIUS to the American Steamship Company fleet after the expiration of the Inland Steel charter, that fleet no longer needed its JOHN J. BOLAND (III) (U.S.266270), which remained at the wall at the American Lakehead this season. The BOLAND was built in 1953 at Manitowoc, Wisconsin, as Hull 417 of Manitowoc Shipbuilding Inc. She is 623.3 (b.p.), 639.3 (overall) x 72.0 x 36.0, 12557 Gross and 9038 Net, and is powered by two steam turbine engines built by the DeLaval Steam Turbine Company, which develop 7,700 shaft horsepower. In our Mid-Summer issue, we mentioned that a number of prospective purchasers had expressed interest in the BOLAND, but we are pleased that the successful bidder was the Lower Lakes Towing Company, operator of another veteran, ex-U.S. self-unloader, CUYAHOGA. The BOLAND has been renamed (b) SAGINAW by her new owner, and Nanticoke is her new port of registry. With her stack partially repainted, but without the new name visible, SAGINAW was towed downbound through the Poe Lock at the Soo by the tug ROGER STAHL, assisted by the WILFRED M. COHEN. The tow was bound for Sarnia, where SAGINAW will be refurbished for her new owner's service. The SAGINAW is a handsome vessel anyway, and she should look extraordinarily good in Lower Lakes Towing's distinctive livery. We wish the ship well in her new endeavours.

Speaking of Lower Lakes Towing, we understand that although the 1943-built CUYAHOGA still is to be repowered, it will not be with the diesel engine taken from American Steamship's NICOLET when that venerable vessel was scrapped at Port Maitland a few years ago. Instead, CUYAHOGA reportedly will receive a brand new Caterpillar engine. This machinery should ensure a long future for CUYAHOGA, and should be a much more satisfactory motive power source than her original Lenz poppet-valve engine, the "albatross" of the "Maritime-class" steamers built by the American Ship Building Company.

Purvis Marine Ltd., of the Canadian Soo, has a "new" acquisition. She is the former, and long-retired, U.S.C.G. ASPEN, which had been at DeTour, Michigan, for a while, and then at Mackinac Island, and latterly had been reposing on Lake Charlevoix. She arrived at the Soo during October in tow of the tug W. I. SCOTT PURVIS. We understand that Purvis intends to scrap the old buoy tender, but she brought with her a hold full of heavy industrial equipment, which her purchaser expects to find most useful.