

LEMOYNE was officially retired at the close of the 1968 season. In April of 1969, she was sold to Steel Factors Ltd., Montreal, and that firm resold her to Spanish shipbreakers. Steam was raised in the old "Queen of the Lakes" one more time and, on May 29, 1969, she sailed out of Kingston under her own power, bound light for Quebec City, where she arrived on May 31st and let down steam for the last time. She did not linger long at Quebec, for she departed on June 9, 1969, in tow of the Polish tug KORAL and in tandem tow with the former Algoma Central (Providence Shipping) steamer GOUDREAU (II). Together they arrived safely on June 27th, 1969, at Santander, Spain, where both of the old lakers were broken up.

LEMOYNE was, by our count, the 85th laker sent overseas for scrapping in the years following the opening of the St. Lawrence Seaway. It is also noteworthy that, on June 17, 1969, while LEMOYNE was bound across the North Atlantic in tow, her old fleetmate ASHCROFT, (a) GLENIFFER, was downbound in the Welland Canal on her last voyage. ASHCROFT also wound up in a Spanish scrapyard, arriving at Castellon on August 9th in tow of the tug JANTAR. Another veteran C.S.L. upper laker, DONNACONA, passed down the Welland Canal under her own power just three days before ASHCROFT did, and she arrived in tow at Bilbao, Spain, on July 12, 1969.

But even in her demise, LEMOYNE set another record. She was the largest lake vessel ever scrapped up until that time, and that was a record that she would hold for well over a decade.

The memory of LEMOYNE was resurrected briefly by C.S.L. for a few years twenty years after the original steamer was retired. In 1988, C.S.L. acquired the Hall Corporation motorship MAPLECLIFFE HALL, built 1965-1966 by Canadian Vickers Ltd. at Lauzon and Montreal, and renamed her (b) LEMOYNE (II). She became part of the Great Lakes Bulk Carriers consortium, and in 1994 was purchased by Upper Lakes Shipping, which renamed her (c) CANADIAN MINER. As such, she still operates today.

Perhaps the name could be reactivated for use on one of C.S.L.'s reconstructed Seaway-size self-unloaders, to honour a vessel that so distinguished herself over a period of more than forty years and never, as far as we are aware, ever was involved in a major accident of any description.

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Ed. Note: We think that we have said just about all that could be said about LEMOYNE, but if any of our members have anything they would like to add to the record, we would be pleased to hear from them. In preparing this feature, we relied heavily on the writings of the late James M. Kidd and John H. Bascom, and on Jim's scrapbooks. Our thanks to Vern Sweeting for that incredibly rare photo of LEMOYNE, and to Viktor Kaczkowski for first alerting us to its existence many years ago. Volume Four of John O. Greenwood's "The Fleet Histories Series" also was helpful.

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We are pleased to note that, in a plebiscite held on November 2nd, residents of Frankfort, Michigan, voted more than 2 to 1 to welcome the steam carferry CITY OF MILWAUKEE, a designated National Historic Landmark, to the Frankfort side of Betsie Bay, where she is to be placed on display as a tourist attraction. The 1931-built Grand Trunk-Milwaukee Carferry Company ferry, last operated by the Ann Arbor Railroad, has for a number of years been moored at Elberta, but the Society for the Preservation of the ferry is under a federal court order to move her from Elberta by February 15th. Pending a response from Frankfort city council concerning liability insurance and approval of a temporary mooring site, together with an application for a state Department of Transportation grant for \$500,000 to cover dredging necessary