

just cleared Lock Eight upbound as the KEYWEST passed under (railway) Bridge 20, above the lock. Both were apparently approaching the same lane and the bow of the LEMOYNE just grazed the hull of the KEYWEST."

Ron, as well as Skip Gillham, of Vineland, noted that LEMOYNE was the first ship upbound in the St. Lawrence on 1960 opening day, April 18th. LEMOYNE was bound up light to load coal out of Ashtabula, and she was followed into the Seaway by a whole flock of canallers, including HASTINGS, TEAKBAY, ELGIN, SARNIADOC, FARRANDOC, FRANQUELIN and IROQUOIS. Once more LEMOYNE had all her bunting flying, as she was suitably "dressed" as she steamed into the St. Lambert Lock at 8:27 a.m.

High winds on opening day held up the passage of sixteen saltwater ships that were lined up to enter the Seaway, but they did eventually get through. All of them were familiar visitors for many years. The first of the salties was the Norwegian SUNNY GIRL, and she was followed upbound by SEADRAKE, TRANSQUEBEC, CLEMENS SARTORI, IRISH OAK, MAGDEBURG, HERALD, DEERPOOL, ROOKWOOD, FEDERAL VOYAGER, VIRGILIA, HARPEFJELL, TRANSMICHIGAN, PRINS JOHAN WILLEM FRISO, BROOMPARK and DAGFRED. We wish we had space here to describe some of these salties in detail. We remember them all...

Continuing upbound, LEMOYNE entered Lock One at Port Weller at 10:30 a.m. on April 20, 1960, and was heralded as the first ship to reach the Welland Canal from Montreal that season. Much was made in the press about the fact that LEMOYNE, which had officially opened the Welland Ship Canal back in 1932, was selected to be the first ship through the new Seaway in 1960, its first complete year of operation.

In our January feature, we mentioned that LEMOYNE was reboilered at Collingwood during the winter of 1960-1961, but that we had been unable to find any information about the new boilers. Thanks to member Robert Ireland, of Chatham, we at least know who manufactured them. Bob sent us a little unsourced clipping, dated only "Spring 1961", which noted: "The steamer LEMOYNE is being converted from coal to oil fuel burning at Collingwood Shipyards. Two Foster-Wheeler boilers will be installed. The existing jet condenser of the main engine is being replaced by a surface condenser and to ensure a safe supply of feed water, an evaporator is being fitted. The fitting of a new surface condenser will allow the vessel to operate in salt and brackish waters such as encountered on the Seven Islands run, without resorting to internal feed. Fuel oil bunkers are being fitted to replace existing coal bunkers. The conversion will result in a slight increase in speed, more efficient fuel consumption and a small increase in cargo carrying capacity."

The 1966 season was not a great one for LEMOYNE. On June 29th, the upbound LEMOYNE met the downbound C.S.L. package freighter MARTIAN in the Welland Canal just below the Main Street lift bridge (No. 13) at about 4:30 p.m. The stern of MARTIAN nudged the bow of LEMOYNE, throwing the latter off course. LEMOYNE dropped anchor but could not stop in time, and after running down the 30-foot echo-sounding vessel SLS CORNWALL NO. 111, and a work barge moored by the bridge, LEMOYNE struck the bridge near the west tower, damaging a lateral girder and the north sidewalk of the bridge. MARTIAN proceeded to Thorold, with no damage, while LEMOYNE, with minor bow damage, went on to Port Colborne for repairs. The bridge was closed to road traffic for two days for repairs, while a crane dredged up the sunken tug and lifted the barge off the bridge abutment, where it had been deposited by the impact.

The following month, LEMOYNE had another brush in the canal, this time involving a glancing blow with the Israeli salty ELAT near Lock Two. There is no record of any significant damage to LEMOYNE, but ELAT sustained some plate damage amidships.

To end our feature follow-up, we must admit that we erred when we stated that LEMOYNE made her last trip down the lakes in late August of 1968. We sincerely thought that she did not run again after that, but documented by Gene Onchulenko, of Thunder Bay, was the fact that LEMOYNE came out again