

But now, as our memories of a long, hot and dreamy summertime and the beauties of a gorgeous autumn fade away; as the skies and waters of our Great Lakes take on that familiar grey pallor of winter and we work to secure the storm windows that we hope will keep the nasty weather on the outside; as the winds rage and the blowing snows obscure the horizons, and as the "smoke" rises from the cold waters, the lake ships scurry to collect and deliver their last cargoes of the year before they seek the calm and safety of winter quarters in snug ports. We wish them all safe passage.

And to all of the many members of our large chosen family, the Toronto Marine Historical Society, we take this opportunity to extend to all of you our very best wishes for A Very Merry Christmas and for all possible Happiness in the New Year. Take care, dear friends, and may 2001 bring to us all an overflowing measure of love, warmth, good health and success in all of our endeavours.

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### WINTER LAY-UP LISTINGS

We plan, once again, to feature in our February issue the listings of ships laid up at our lake and river ports, doing so not only to preserve the record, but also to give members an opportunity to travel to distant ports to photograph the ships laid up there if they so desire. So, once your local port has welcomed its winter fleet, please drop us a note as soon as possible to identify all lay-ups there. You may write the Editor at the address on the cover or phone (416) 921-8436 during the evening. You may send fax to the Editor at (416) 368-7054 as long as you realize that it is a large company's busy fax line, and your message must show clearly the Editor's name. Or you may e-mail the Editor (again, at work, so please keep it brief) at [john\\_bascom@ca.cgugroup.com](mailto:john_bascom@ca.cgugroup.com) (Yes, the techies got the name messed up.)

Please remember that we regularly list only major commercial vessels for most ports. We will list ferries and other interesting craft, but only if your listing identifies the type of ship involved.

Thanks for helping us with this annual endeavour. Please make sure that your lists reach us no later than January 25th. Any subsequent listings will have to wait until the March issue, and by then Spring will be just around the corner.

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### MARINE NEWS

All season long, observers have been watching the Upper Lakes Group Inc.'s big tug EVERLAST, which was purchased last year in Greece, and which has been cooling her heels at her mooring beyond the old gatelifter berth on the east side of Port Weller harbour, wondering what was to become of her. The October issue of "ULS News" told the story. She is to be mated with a 10,500 tonne, double-hulled barge, which will be built in China and delivered during September of 2001. The barge will be designed to carry asphalt, and the tug/barge combination will be operated by McAsphalt Marine Transportation Limited, a joint venture of McAsphalt Industries Limited and Upper Lakes Group Inc. The new barge will not replace the existing barge McASPALT 401, but rather will be operated in conjunction with her. The new barge will have twelve cargo tanks, a notched stern and a rounded bow. EVERLAST will soon begin an extensive refit to prepare her for her new service.

Meanwhile, it was announced that, effective June 30, 2000, Upper Lakes Group Inc. has acquired a 50 percent interest in Allied Marine and Industrial, of Port Colborne. The firm will provide repair and maintenance services to the Upper Lakes fleet.

With the advent of the new Escanaba-built auto and passenger ferry for the service between DeTour Village and Drummond Island imminent, the Eastern Up-