

that year with storage grain.

"We arrived with storage grain from Fort William in Chicago on December 18, 1943. Our lay-up berth was in the north branch of the Chicago River on Goat Island, just north of the Halsted Street Bridge. During our work laying up the ship, we discovered the ship was slowly sinking. We had to stop our work and move the ship to the Norris grain elevator in South Chicago. This elevator was located just past the five railroad bridges that cross the river together. We found 40,000 bushels of wet grain in the hold. My work on the ship finished on December 23rd, and I arrived home Christmas Eve."

* * *

We extend sincere thanks to Emory for his insight into CRESCENT CITY. In his letter, he noted that his father had sailed for 51 years and had 37 years as a shipmaster. He was captain of CORALIA for 14 years and of the MATAAFA for another 14 years. His first command was the wooden steamer THOMAS DAVIDSON.

* * * * *

MORE RETURN TRIPS

You all know how much we like to run follow-ups to our feature articles, and how we use those features to ferret out elusive information and photographs which our members may possess, so that we may share them with all. Well, we STILL are receiving material on our Mid-Summer Ships of the Month BEAVERTON and EDMONTON. And since there is no space available in this issue, we would ask you to check out the January number for more on these interesting canal-lers.

And please do the same if you want to know more about the little steamer LAKE ONTARIO, which we featured in November. But as a teaser (and don't we just love being a tease?), we'll say that we have it on the best of authority that the LAKE ONTARIO photo was taken at Cleveland.

* * * * *

MARINE NEWS

- Continued from Page 12 -

It is reported that there have been changes in the operation of the fleet of Southdown Inc., Cleveland. Southdown has, since 1999, operated the former Medusa Cement fleet, and owned the steamer SOUTHDOWN CHALLENGER, the barge SOUTHDOWN CONQUEST, and the storage barge C.T.C. NO. 1, and chartered the Hannah Marine Corp. tug SUSAN W. HANNAH to handle the CONQUEST. Southdown Cement recently was acquired by the Mexican firm Cemex, but the terms of the Jones Act prevent Cemex from direct operation of the U.S.-crewed vessels. Accordingly, the CHALLENGER and CONQUEST have been sold to Wilmington Trust and will be operated by HMC Ship Management Ltd., an affiliate of the Hannah Marine Corporation. The vessels reportedly will operate in the same trades as before.

On November 21st to 23rd, Toronto Harbour played host to the long-awaited last ship in the most recent new class of Fednav ships, FEDERAL WELLAND. She slipped up the Welland Canal early on the 24th, but ceremonies were planned to honour her on her downbound canal trip.

Two of the three former Christensen Canadian African Lines boats have now called at Toronto wearing new names and dark blue stacks with light blue tops. THORSHOPE arrived here November 9th as LYKES WINNER, while THORSRIVER arrived on November 28th as LYKES ENERGIZER. Now why do we start to think about pink rabbits? We must say that it is sad that the distinctive Christensen stack design, a familiar sight here since the Seaway opened, has passed into history.

* * * * *