

programmes for you at the regular meetings, and good features are planned for "Scanner". If you did not return the renewal coupon provided with the Mid-Summer issue, please send \$25.00 to our Treasurer, William R. Wilson, 173 Glenrose Avenue, Toronto, Ontario M4T 1K7 - or there will no "Scanner" for you! **This will be the last issue sent to those who do not renew.**

In the New Member Department, a hearty welcome goes out to James Hengge, of Sunman, Indiana; to Byron Turner, of Little Current, Ontario, and to Gary Domy, of Thunder Bay. We are pleased to have all of you with us in T.M.H.S.

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### MARINE NEWS

When we left the story of the bridge-smitten Paterson motorvessel WINDOC (II) in the Mid-Summer issue, she had been towed from just below the Allanburg Bridge in the Welland Canal to a berth at Thorold, where her condition was assessed and various possible repair procedures considered. The WINDOC herself was declared a constructive total loss, but of more urgent concern was the disposition of her cargo of 26,023 metric tonnes of wheat, originally consigned to Montreal and Sorel. Finally, the decision was made to tow WINDOC down the canal and over to Hamilton where the cargo would be unloaded. Late on the evening of September 5th, the tow got underway, with the tug JOSEE M. on the bow and CARROL C. 1 on the stern, assisted by VAC and SEAHOUND, the tow arriving at Hamilton on the morning of September 7th. This was the first time that a Seaway-sized vessel had been towed through all seven of the Welland Canal's lift locks, and it was a most difficult tow indeed. Only three of the tugs could be tucked into each lock with WINDOC, CARROL C. 1 having to be broken away from the stern and locked down separately ahead of the rest of the tow at every lock.

Meanwhile, on Sunday, September 9th, CANADIAN PROVIDER, which had been laid up at Toronto, was towed to Hamilton and was moored alongside WINDOC at Pier 8. The PROVIDER had rapidly raised steam the day before the tow, apparently to run her generators. Three vacuum pumps were put in place and, through 6-inch pipes, the wheat began on September 10th to be transferred from WINDOC to the PROVIDER. This slow process was still ongoing at the end of September. As of the time of this writing in early October, there was no word as to when the process would be completed and the PROVIDER sent off (presumably under tow) down the Seaway. Neither was there yet any indication of what is to become of WINDOC herself.

And still there is no explanation as to how it came to be that Bridge 11 was brought down on top of the WINDOC as she passed beneath.

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One vessel whose future does now seem to have been determined after a long period of doubt is Upper Lakes Shipping's CANADIAN TRADER, (a) OTTERCLIFFE HALL (83), (b) ROYALTON (II)(85), (c) OTTERCLIFFE HALL (88), (d) PETER MISENER (94). Built at Lauzon in 1969 by Davie Shipbuilding for the Hall Corporation fleet, this was the last pilothouse-forward, straight-deck bulk carrier built for a Canadian lake operator. Sold for scrapping in the far east, the TRADER was towed from Toronto during the evening of September 13 by JOSEE M. and PROGRESS, but windy conditions forced the return of the tow to Pier 35 for the night. It got underway again during the afternoon of the 14th and in due course arrived at Montreal. On the morning of September 26, CANADIAN TRADER was towed away from Montreal by the tugs DUGA and AVANTAGE, bound for Section 16 at Trois-Rivieres. It is said that CANADIAN TRADER was to be towed overseas by HEADONG STAR NO. 99, but that tug has been under arrest as a result of damage sustained by the new McAsphalt barge NORMAN McLEOD during her delivery tow from China. When CANADIAN TRADER actually will clear Canadian waters en route to the breakers would seem at this point in time to be anybody's guess. The TRADER last operated in 1999.