

The tug JOSEE M., which we have mentioned in respect of the WINDOC and CANADIAN TRADER tows, is recent acquisition by McKeil Work Boats Limited, Hamilton. C.383412, registered at Montreal, she was built in 1977 by Bel-Air Shipyard Ltd., North Vancouver. She is 65.6 x 23.9 x 9.2, 119.78 Gross and 13.66 Net Tons. Her original name was HAMILTON BAILLIE, and our 1991 Canadian register shows that her owner then was Chemainus Towing Co. Ltd., Chemainus, British Columbia. JOSEE M. will, reportedly, be based at Montreal.

In our Mid-Summer issue coverage of the ill-starred lake cruise service of the Greek ship ARCADIA, we noted that after being arrested at Windsor, ARCADIA was allowed to proceed down the canals to Montreal, where she arrived late in July. She again was placed under arrest and has remained at Montreal ever since. On September 19th, it was reported that the Federal Court of Canada at Montreal had ordered that the ship be sold at auction to satisfy claims by the ship's agents and fuel suppliers, as well as wage claims made by the ARCADIA's crew. There is unlikely to be any money left to reimburse persons who had booked cruises on ARCADIA but never got to take them.

An unusual visitor to Port Weller Dry Docks this summer was the Erie Sand & Gravel Company's 1945-built sandsucker J. S. ST. JOHN, (a) YO-178 (51), (b) LAKE EDWARD (67). In for her five-year survey and inspection, she arrived on August 2nd and cleared upbound on the 22nd. J. S. ST. JOHN made a second visit to the Port Weller yard, arriving on the weekend of September 29-30 under tow of the G-tug OHIO. The second drydocking was required for the replacement of a shaft bearing damaged when the ship hit an underwater object.

On drydock at the Heddle shipyard at Hamilton as we go to press is the Toronto steam sidewheel ferry TRILLIUM. Also at Heddle's is the Ontario government's 1954-built ferry THE QUINTE LOYALIST which, along with GLENORA, serves the Glenora - Adolphustown ferry route. The LOYALIST is being lengthened at both ends and fitted with Harbormaster outdrives.

One of the most watched visitors to the lakes in 2001 has been THEODORE TOO, a full-sized version of "Theodore Tugboat", of children's television fame. The novelty tugboat, complete with face and baseball cap, toured many lake ports and opened to public visitation. One scheduled stop she did not make, however, was her planned September 9-10 call at the Canadian Soo. The wooden-hulled tug had been at Chicago and was struck by lightning whilst there, and the call at the Soo had to be scrubbed while repairs were put in hand.

Last issue, we reported the serious engineroom fire damage which CANADIAN TRANSPORT suffered at Nanticoke on June 24. She arrived at Port Weller for repairs on June 26th, and was still there when our Mid-Summer issue went to press. The extent of the damage can be judged by the fact that CANADIAN TRANSPORT did not leave the shipyard until September 3rd.

Also in the last issue, we reported the anticipated arrival under tow at Montreal, on August 21, of the Chinese-built barge NORMAN McLEOD of McAsphalt Marine Transportation Limited. She was brought in by the South Korean tug HEADONG STAR NO. 99, but the latter was promptly arrested as a result of an incident during the tow when NORMAN McLEOD and another barge in tow collided and suffered damage. Towed by JOSEE M. and BONNIE B. III, the McLEOD finally arrived at Port Weller for damage repair and final outfitting as a tanker. Once in service, NORMAN McLEOD will be operated for McAsphalt by the ULS Corporation and towed by the tug EVERLAST.

Another vessel whose operation has been taken over by Upper Lakes Group Inc. is the Essroc Italcementi (Canada) Inc. barge METIS, which recently was given an extensive refit by Heddle Marine at Hamilton. Chartered to St. Lawrence Cement, the barge began service on July 10 and will run cement regularly from Trois-Rivieres, Quebec, to Corner Brook, Long Pond and Argentia, Newfoundland. Handling the METIS on her departure from Hamilton and in her new service is the McKeil Marine Ltd. tug TONY MacKAY. METIS originally was a bulk-carrying canaller built in 1956 at Lauzon for Canada Steamship Lines.