

During late August, Norman Rogers' sail excursion vessel ALISON LAKE, (a) U.S.C.G. SAUK, ran aground near Trois-Rivieres whilst being returned to Toronto from the U.S. east coast. The LAKE was pulled off by the Groupe Ocean tug HERCULES, which was in the area, and the LAKE suffered little damage.

The McKeil Marine barge LE VENT, a former fish factory which has been lying at Hamilton for several years, was towed to Port Weller on September 3rd by JOSEE M. and BONNIE B. III. She will be converted to a tanker for transporting jet fuel.

Recent work stoppages by the Public Service Alliance of Canada have caused inconvenience to the public, but somewhat greater problems were caused for the shipping industry on several occasions when bridge operators held the lift bridge over the entrance to Hamilton Harbour in the closed position, backing up a number of vessels seeking passage. The union has been seeking a new contract for its members.

After having lain idle at the Nicholson Terminal since the close of the Bob-Lo Island ferry service in September of 1991, the 1910-built passenger steamer STE. CLAIRE was, on September 10th, sold by Steamer Ste. Claire Foundation of Detroit to the Ste. Claire Foundation of Cleveland. The following day, the Gaelic tug SHANNON, assisted by PATRICIA HOEY, towed STE. CLAIRE away from Nicholson's, and later the same day, helped by SUSAN HOEY, SHANNON deposited STE. CLAIRE on the drydock of Toledo Shiprepair. The venerable steamer was to be on the drydock for about a week for survey and hull maintenance, following which she would be moved to a mooring along the Maumee River for ten months of refurbishing. It is not known for sure to what use the private investors who have acquired STE. CLAIRE will put her. Meanwhile, STE. CLAIRE's former running mate, COLUMBIA of 1902, still is lying idle at Ecorse and facing an uncertain future.

In early September, CSL LAURENTIEN, downbound with taconite from Duluth for Nanticoke, managed to run aground and hole herself aft. Full details of the incident are not known, but by September 13th, the LAURENTIEN was at Port Weller Dry Docks for repairs.

The shocking events of September 11th had their effects on shipping on the lakes. The Eisenhower and Snell Locks in the U.S. section of the Seaway were closed after the terrorist attacks, while the Soo Locks were closed to all salt water ships. No vessel traffic was permitted to pass under the Blue Water Bridges on the St. Clair River. All of these restrictions later were relaxed but a close watch was maintained on salty traffic. Public access to lock installations along the inland rivers has been closed by the U.S. Army Corps of Engineers until further notice. The German passenger ship c.COLUMBUS had to cancel one of her lake trips because air flight suspensions made it impossible for her load of passengers to fly from Frankfurt to Chicago to board the ship.

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JAMES GILMORE

Longtime T.M.H.S. member James Gilmore, of St. Catharines, who carried membership number 639, passed away suddenly on August 27, at the age of 57. He is survived by his wife, Karla, and his daughter, Julia, to whom we express our sympathy.

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THE DECEMBER ISSUE

Just as we went to press, we learned that, for scheduling reasons, Jack Leitch will be unable to address our December meeting. Please see the November issue for details of an alternate programme.

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