

SPAR JADE, which cleared St. Lambert on Christmas Day. The last upbound vessel at St. Lambert was CANADIAN MARINER, en route with sugar from Trois-Rivieres for Toronto. The Poe Lock at the Soo will remain available for traffic until midnight on January 15th, so the 2002 navigation season can not yet be said to be at a conclusion.

A late-season Seaway transit was made by the bunkering "barge" IMPERIAL LA-CHINE (ii) which, under tow of of CARROL C. 1 departed Montreal on December 19, bound for Hamilton. McKeil Marine Ltd. recently acquired the 1963-built ship, which Imperial Oil Limited did not operate during the 2002 season. She last ran in December of 2001. It is not known to what use McKeil may put the little tanker, but it is said that she has been renamed (b) JOSEE M. (ii).

An interesting dual drydocking was begun by Bay Ship Building at its Sturgeon Bay yard on December 19th. The Lower Lakes self-unloaders MISSISSAGI and CALUMET both arrived that day and together were put into the same drydock, one on the south side and one on the north side, with their sterns side by side. This will be the first drydocking either has received since their purchase by the Lower Lakes interests.

As expected, H.M.C.S. HAIDA departed her longtime berth at Ontario Place, Toronto, on Wednesday, December 11th. After the last dredging was finished to break through the causeway blocking the entrance from the lake to the pond in which HAIDA had been resting for thirty years, the tugs VAC and SEA-HOUND pulled HAIDA into the open lake and then across to Port Weller, where she arrived during the early evening. During the night, HAIDA was placed on the deep drydock at Port Weller where she will receive a \$3.5 million refit before going to Hamilton for display in the spring. It is a shame that nobody on Toronto City Council or in the Ontario provincial government cared enough about HAIDA to try to keep her in Toronto, but the good part of all this is that the ship is receiving the refurbishing she has needed for so long and will be available for display for many years to come.

Another hull lying unwanted where she has been resting is the carferry VIKING I, (a) ANN ARBOR NO. 7 (64), (b) VIKING (her last official name), which has been laid up at Erie since the collapse of plans to operate her in a cross-lake service between Port Stanley and Cleveland. Owned by Contessa Cruise Lines, of Lafayette, Louisiana, VIKING I has been for more than six years in a slip at Erie which is slated for refurbishing and where a rebuilt carferry LANSDOWNE supposedly will be placed. The Erie - Western Pennsylvania Port Authority had ordered Contessa to remove VIKING I from Erie by the end of October and, although no move had taken place by the time of this writing, it has been reported that the 1925-built ship has been sold to K&K Warehousing, of Menominee, Michigan, which plans to cut the vessel down to a barge for the transfer of wood pulp cargoes at that port.

The CSL self-unloader ATLANTIC HURON arrived at Port Weller Dry Docks on December 16th in preparation for being placed in the graving dock for her mid-body reconstruction. The ship will be widened but we are told the "bustling" of her hull will not be so evident as on CSL TADOUSSAC and JOHN D. LEITCH as a result of the fact that her hull already was almost a foot wider than had been theirs before rebuild. The sections for the ATLANTIC HURON's hull rebuild were all built and ready for her before she arrived at the shipyard. It continues to be said that JEAN PARISIEN will receive a new bow and midbody at Port Weller in 2004.

On the morning of Friday, December 13th, the Great Lakes Associates Inc.'s 1952-built straight-deck bulk carrier KINSMAN INDEPENDENT (iii), (a) CHARLES L. HUTCHINSON (iii) (62), (b) ERNEST R. BREECH (88), departed Duluth on what was reported to be her last trip in the grain trade to Buffalo. She had loaded her last cargo of grain at Superior. The INDEPENDENT arrived on the 16th at Buffalo and was laid up with her storage cargo inside her. The vessel is no longer needed for the Buffalo service as the General Mills elevator there now is equipped to receive grain in self-unloaders.