

The operation of the asphalt barge NORMAN McLEOD and tug EVERLAST certainly has not enjoyed good fortune. The tug suffered engine problems last summer on the lakes and again during the winter on the east coast, and each time other tugs had to be chartered to handle the barge. Finally, on October 8, EVERLAST and the barge were upbound in the Seaway on their way back to the lakes. When 4½ miles below Iroquois Lock, EVERLAST suffered an engineroom fire as a result of a ruptured fuel line. The carbon dioxide fire suppression system was activated, and the fire extinguished, but major damage resulted. The pair was anchored in the channel and navigation suspended until the tug ROBINSON BAY could attend and move the tow to the lock wall. McKeil tugs CARROL C. 1 and BONNIE B. III then came to the scene and got the tow moving on October 11. EVERLAST was dropped off at Port Weller for the necessary repairs, while the barge continued on to Windsor. NORMAN McLEOD is being handled by TONY McKAY until EVERLAST is back in service.

Another vessel which suffered difficulties in the Seaway was the bulker CANADIAN LEADER which suffered boiler problems on September 20 while upbound about five miles below Iroquois. The boiler problem was temporary, but the ship ran out of the channel on the south side and grounded on the north side of Odgen Island. ROBINSON BAY towed her off, stern first, on the afternoon of the 21st, and she sailed under her own power to Iroquois, where she was inspected and cleared to proceed.

CAPT. RALPH TUCKER suffered a grounding in Lake St. Clair on October 13 as a result of a generator failure. A cargo transfer between on-board tanks permitted the tanker to be refloated during the afternoon of the 14th by tugs CAROLYN HOEY and TONY McKAY.

Yet another U.S. steelmaker has hit the financial wall. During October, Rouge Industries Inc., of Dearborn, Michigan, and its wholly-owned subsidiaries Rouge Steel Company, QS Steel Inc. and Eveleth Taconite Company, filed for Chapter 11 bankruptcy protection. No sooner had this been done than Rouge announced that it had reached an agreement to sell almost all of its assets to Severstal, the second largest steel producer in Russia. Despite this, the United States Steel Corporation indicated that it also was interested in acquiring Rouge.

It was announced on October 6th that the Algoma Central Corporation and Upper Lakes Group Inc. had agreed to "increase the scope" of their Seaway Marine Transport partnership. The new deal will integrate operations, purchasing, accounting and administrative functions of both fleets with the commercial functions of Seaway Marine Transport.

After seeing no commercial traffic since 1987, Wallaceburg has received a number of shipments of stone from Cedarville this autumn via the tug KEEWATIN and barge STONE MERCHANT. The first arrival of the pair was on October 4 and brought 4,050 tons of gravel to the Southwestern Sales Company dock.

It was announced on October 6th that two Rochester area divers had, during the summer, located the wreck of the wooden steamer HOMER WARREN some two miles off Pultneyville, New York, in Lake Ontario. The WARREN, then owned by the Milnes Coal Company, was on a trip from Oswego to Toronto when she sank in heavy weather on October 28, 1919, with the loss of her nine crew members. At the time, the WARREN was the oldest wooden straight-deck bulk carrier on the lakes. She had been built in 1863 as the passenger and package freight steamer ATLANTIC, and converted to a bulk carrier and renamed HOMER WARREN in 1900.

The ferry being built for the Rochester-Toronto service was launched at Perth, Australia, on October 5th. Meanwhile, the operator - CATS - has signed an agreement for the Toronto Port Authority to operate the Toronto ferry terminal, and the Toronto Waterfront Revitalization Corp. has agreed to financially support terminal construction provided that the city, provincial and federal authorities contribute.