

### H. J. F. ROACH

Belatedly, we have learned details of the passing at Hamilton, Ontario, on May 15, 2003, of Jim Roach, a month and a day after his 78th birthday, following a brief illness.

Raised in Toronto, Jim spent his first forty summers on Ward's Island (18 Channel Avenue) where he played with ship models in the sand and learned to love the vessels that called in the harbour. He also came to be a railroad and traction fan. Jim worked on the construction of the Island breakwater, and served on the Island ferries, and during the latter portion of World War Two, he was in the R.C.N.V.R. and served aboard a corvette. He worked for a number of years for a travel agency, and then for the C.P.R. at Union Station. In 1965, he and wife Dorothy relocated to Caledonia, Ontario, where they were shopkeepers for many years. In his "retirement" years, Jim served in the Canadian Corps of Commissionaires in various capacities.

Not only was Jim a member of T.M.H.S. almost from the beginning, but he was a member of the group of ship fans who used to meet in each others' homes on a regular basis to show slides in the years before the formal creation of this Society.

We extend our deepest sympathy to Dorothy Roach, and to their son Gerry and daughter Pam and her husband Joe.

Ave atque Vale, friend.

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### MARINE NEWS - Continued from Page 13

With scrapping of COMEAUDOC finished at Port Colborne, work has been proceeding on ALGOGULF and KINSMAN ENTERPRISE. The latter's stern has now been opened up and her aft cabins and stack removed. Work on ALGOGULF was well underway before COMEAUDOC was gone, because in a seiche, ALGOGULF settled on the bottom and broke her back. By cutting on her stern, it was hoped to relieve pressure on the hull. International Marine Salvage also, during November, cut up the many old ships' pilothouses and cabins that had been reposing in its yard adjacent to Wharf 12, Humberstone.

It has been confirmed that, on December 4, the tug SEAWAYS 2 arrived at Alang, India, towing MAPLEGLLEN. Dismantling of the former laker began shortly after her arrival on the Alang scrapping beach.

The last saltie to leave the lakes this season was the CASHIN, which was downbound in the Welland Canal on Christmas Eve and was at Iroquois Lock during the evening of Christmas Day. The last commercial passage through the St. Lawrence canals was CSL LAURENTIEN, which entered the Seaway during the evening of December 27, upbound with a cargo of ore for Toledo. The Welland Canal was to close on December 29 (the latest closing in some years), with no vessels being accepted for transit at either end after 8:00 a.m. Unfortunately, this issue has to go to press at approximately the same time, so we will not be able to record the canal's last transits here. Despite some suggestions that the Soo Canal might stay open longer, it has been confirmed that the locks there will close, as scheduled, on January 15 to ensure that winter maintenance work can be completed as planned.

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And herewith one final reminder that we need YOUR help with the annual lay-up report. See details on Page 2. Won't you please participate? Thank you.

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