

the Mediterranean and the Black Sea before heading to the breakers in Bangladesh. Meanwhile, the 1974-built ALGOSAR, (a) IMPERIAL ST. CLAIR (97), is still operating on the east coast for Algoma Tankers.

Earlier this year, the Minch Transit Company, of Rocky River, Ohio, sold its 1952-built straight-deck bulk carrier KINSMAN INDEPENDENT (iii), (a) CHARLES L. HUTCHINSON (ii)(62), (b) ERNEST R. BREECH (88), to McKeil Marine Ltd., reportedly for use as a storage barge. The INDEPENDENT, the last U.S.-flag gearless bulker to operate (she last ran in 2002), remained in lay-up at Buffalo for most of the summer, but was towed away during the evening of September 1st, and the following day, the tugs TONY MacKAY and VIGILANT 1 towed her down the Welland Canal and across to Hamilton, where she has been lying ever since. At least this historic vessel has not been sent to a far-away scrapyards.

A very strange incident occurred on the morning of September 11 when the Bar Point Light in the Detroit River, located near the junction of the Amherstburg and Livingstone Channels, was struck by an unidentified vessel and the superstructure of the light was almost totally demolished. The responsible vessel then left the scene. Although no investigation report has yet been issued by Canadian officials (the light is located in Canadian waters) the Andrie barge A-397, with serious damage to her bow, and her tug, KAREN ANDRIE, subsequently were seen at the Toledo Shipyard undergoing repairs. It is not known as yet whether there is any connection.

It was back on August 3rd that the bulker GORDON C. LEITCH suffered a power failure and grounded in the St. Lawrence above Cote St. Catherine Lock. The tugs OCEAN JUPITER and OCEAN INTREPIDE were dispatched to the scene and the LEITCH was soon refloated, although not without some nasty bottom damage. The ship was en route from Thunder Bay to Quebec City with grain at the time, and was allowed to proceed after the damage was inspected. On her return up the lakes, the LEITCH was put on drydock at Port Weller for the necessary repairs and it was not until the afternoon of September 19th that she was pulled from the drydock by the tugs GLENEVIS, PROGRESS and VIGILANT 1.

Still on the drydock at Port Weller is the LEITCH's fleetmate CANADIAN RANGER, which has been undergoing a very extensive refit prior to returning to service. She had been idle for several years, first being used for storage at Trois Rivieres, and last winter holding a storage cargo of sugar at Toronto.

Another vessel which has been out of service for quite some time apparently will be returned to service this autumn. Algoma Central's straight-decker ALGONTARIO, (a) RUHR ORE (76), (b) CARTIERCLIFFE HALL (88), (c) WINNIPEG (iii)(94), last operated in 1999 and has been laid up at Thunder Bay ever since. She has spent two lengthy periods on the Pascol drydock this year, as she required extensive bottom repairs. She emerged from the drydock during September.

On Wednesday, September 22nd, in the early morning hours, the Toronto excursion boat GALACTICA 001 (C.0189846) sank at her berth in the Jarvis Street slip. The 50.3 foot, 66.99 Gross Ton vessel was built in 1957 at Goderich by Mathieson Boat Works as RECOVERY, and was rebuilt into a rather odd-looking excursion boat in 1988. Latterly, she has been owned by Galactica 001 Enterprises Limited, Toronto, but she has been idle since 2000, when her operator put into service a newer and bigger boat, the ENTERPRISE 2000. Firefighters poured absorbent material into the slip to sop up fuel leaks, but a second containment boom and absorbent mats had to be used as well. Oakville Divers workers sealed fuel and exhaust openings to prevent more leaks, and C & C Marine was contracted to raise the ship, but as of September 28, she was still lying on the bottom. Until the boat is raised, investigators will not know what caused the sinking.