

of the Redpath pier, causing major damage to the wharf and putting a big hole (with concrete lodged within) in the steamer's port bow. McNally Marine was called to fix the wharf and it was only in late February that the first storage ship could be unloaded. However, on February 21, when ALGONORTH's hatches were opened for unloading, a smouldering fire was discovered in the cargo. The firetug WM. LYON MACKENZIE attended as did six firetrucks, and the fire was put out, although five tons of sugar were ruined.

In the February issue, we noted that the C.S.L. bulk carrier FERBEC, wintering at Montreal, had been sold for scrapping overseas and had been re-registered at Ulaan Baatar, Mongolia. Renamed (c) MICHALAKIS, she sailed from Montreal on February 11th under her own power bound for an eastern scrapping beach.

Another recent departure for scrapping overseas was CATALYST, the former (a) JON RAMSOY (74), (b) DOAN TRANSPORT (86), (c) ENERCHEM CATALYST (99), (d) ALGOCATALYST (04), one of the recently-purged Algoma single-hulled tankers. She departed Sorel on February 8th under her own power, bound for Turkey, and it is presumed that she will be dismantled at Aliaga.

Yet another Algoma single-hulled tanker has gone overseas but not for immediate scrapping. As noted in the February issue, ALGOSAR (i), (a) IMPERIAL ST. CLAIR (98), departed Halifax for Quebec City on January 13, renamed (c) GENESIS EXPLORER, registered at Moroni in the Federal Islamic Republic of the Comoros. After loading, she then went overseas and, on February 12th, arrived at Lagos, Nigeria. It is thought that she will operate for a while before heading to the breakers.

A longtime denizen of Toronto harbour departed for warmer climes during the autumn. The former fishing vessel MISS KRISTY was acquired by Norman Rogers in New Bedford, Massachusetts, in 1990 and she was brought to Toronto in 1991. She never was registered Canadian and saw little work when here, lying idle for most of the time in the Leslie Street slip off the Turning Basin. Under the command of Capt. Eric Rogers, she sailed from Toronto late on November 8th, bound for Freeport, Bahamas, where she will operate in the lobster fishing business.

There is another excursion vessel being built for the Toronto harbour trade. She is YANKEE LADY IV, which is being built on the site of the former Toronto Dry Dock yard at the east end of the Keating Channel. The fourth "Yankee Lady" to be operated by the Greely interests, she was lifted into the water in late autumn. It is said that the smaller YANKEE LADY and YANKEE LADY II may be sold once the new vessel is in commission.

Meanwhile, the excursion boat GALACTICA 001, which sank in the Jarvis Street slip during the autumn, is still reposing on the wharf on the north side of Pier 35, near the Atlas sheer-leg crane. The vessel still looks much the worse for her time spent under water.

In Monterrey, Mexico, on November 15th, Cemex S.A. de C.V. announced that it had signed a letter of intent to sell to Votorantim Cimentos LTDA some of its assets in the Great Lakes area of the United States. Observers had been wondering whether this might affect the operation of the oldest active lake self-propelled freighter SOUTHDOWN CHALLENGER, or the barge CEMEX CONQUEST towed by the tug SUSAN W. HANNAH. We still don't know about the vessel operations, but it was reported during February that the Cemex plant at Charlevoix, Michigan, had recently been acquired by the St. Marys Cement Company.

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Please Remember: The Society needs your help by way of generous bids for items offered in our current Silent Auction. We also need a positive response to our offer of back issues, and of course we want you all to buy tickets for the May Dinner Meeting. We are relying on our members for their support.

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