

up. Her Canadian registry was closed on August 4th, 1976, with the notation "scrapped".

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Ed. Note: We have enjoyed putting together for you the story of this odd little tanker that was so familiar to your Editor for so many years. We wish to thank Capt. Gerry Ouderkirk for his assistance, and are most grateful to have the benefit of clippings from the Ivan S. Brookes, John H. Bascom and James M. Kidd collections. If any of the members should happen to have additional informartion concerning the PETER G. CAMPBELL, we would be glad to hear from them.

We need to comment further concerning the registry of the tug FLORENCE. On Page Four, we noted that the FLORENCE had not yet been registered under the ownership of the Florence Transportation Company Ltd. at the time of her loss. This information came from an article that appeared in the June 1934 issue of "Canadian Railway and Marine World". However, the 1933 Dominion register, listing vessels on the Canadian books as of Deember 31, 1933, does show FLORENCE as registered to the Florence Transportation Company Ltd., Toronto. Either the C.R.&M.W. notation was in error, or else the re-registering of the tug took place within a few days after her loss on November 14, 1933.

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MARINE NEWS - CONTINUED

Despite the fact that she had been scheduled to operate until December 31st, SPIRIT OF ONTARIO 1 made her last crossing of the season between Toronto and Rochester on December 13, her season cut short due to declining passenger loads. Now the City of Rochester must make the decision as to whether additional funding will be obtained in order to put the ferry back in service next year. As we go to press, the new mayor of Rochester is deliberating the question and is expected to make public his decision shortly. City Council voted recently to recommend that the city-run Rochester Ferry Company sell bonds to raise money to pay off \$10 million in debt incurred by the ferry in 2005.

The 1960-built JACQUES DESGAGNES, (a) LOUTRE CONSOL (60), has now left Canadian waters. Her Canadian registry was closed on October 31, and she was acquired by Panamanian owners who registered her in Panama as (c) FAIRSEAS. After having been idle for two years at St-Joseph-de-la-Rive, Quebec, she was at Halifax on November 22, seeking shelter from inclement weather and high seas. She was to be drydocked at Shelburne, Nova Scotia, before sailing for warmer climes.

A St. Lawrence River ferry, idle since 1993, has been sold for scrap. Built at Sorel by Marine Industries in 1962, TROIS-RIVIERES latterly was known as RICHELIEU, although that name never was painted on her hull. Owned by Groupe Verreault, RICHELIEU departed Quebec City on November 8 in tow of EPINETTE II, bound for Les Mechins where she is to be dismantled. Back in 2000, it had been intended to convert her to an excursion boat, but that never occurred.

During the final weeks of the navigation season, much difficulty was encountered with ice in both the Welland and St. Lawrence canals. In particular, vessels in the Welland were having a tough go of it, with lines of ships anchored awaiting passage, and it was said that some salties were investigating the availability of winter moorings in the lakes in case they could not clear the system. But towards Christmas, warmer weather caused an improvement in conditions, and all vessels were able to get to their intended destinations.

One vessel which encountered trouble of a different sort was JOHN D. LEITCH which touched bottom in the Copelands Cut above Eisenhower Lock on December 10. She was taking on some water but after inspection was allowed to continue her downbound voyage.

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