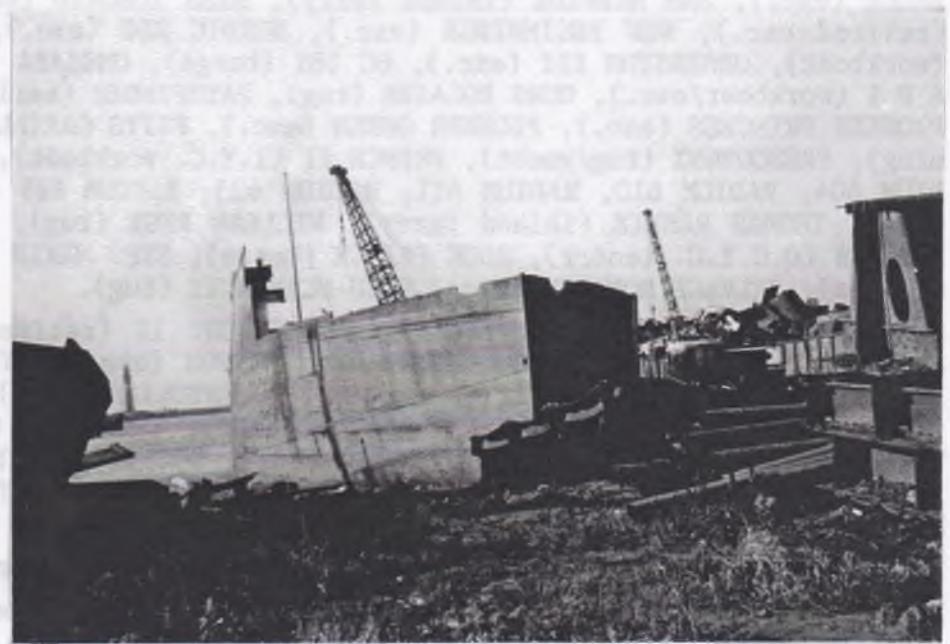


follows the MUNISING, AMAZON, YOSEMITE, NEGAUNEE and COLONEL to the scrap yard. When the last of the vessel's keel has been cut away, a total of approximately 12,000 tons (of scrap steel) will have been realized from the six ships... Hurwitz Bros., 267 Marilla Street, was successful bidder.

The last remains of CHACORNAC disappeared under the breakers' torches during the winter of 1954-1955. Some sources have identified the scrappers as the Boston Metals Company. But regardless of who actually scrapped her, CHACORNAC was remarkable if for no other reason than that she was the very last of all of the Maritime Commission trade-ins to be dismantled.



Strong photo courtesy Jack Messmer shows the dismantling of CHACORNAC well advanced at Buffalo early in 1955.

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**Ed. Note:** We express our sincere thanks to Jack Messmer, Bill McNeil and Capt. Gerry Ouderkirk who assisted with the preparation of this feature. Clippings from the Ivan Brookes and John H. Bascom collections were helpful, and via Jack Messmer we received the use of several photos originating with Francis Strong and the late George Strong, of Buffalo. Also of assistance were Volumes 6 and 7 of John Greenwood's "The Fleet Histories Series". Unless otherwise noted, photos came from the Bascom collection.

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#### LAY-UP LISTINGS - WINTER 2005-2006

We now present the first instalment of our comprehensive lay-up report for the current winter. We have covered as many ports as possible with the material supplied by our readers, but for some ports we simply have no (or incomplete) information available. Additional listings and, if necessary, corrections will appear in the March issue.

The following major commercial vessels are laid up at Toronto this winter:

ALGOBAY	CANADIAN RANGER	JAMES NORRIS	SPIRIT OF ROCHESTER
ALGOVILLE	JADRAN (restaurant)	QUEBECOIS	TORONTO DRYDOCK
CANADIAN MINER	METIS	STEPHEN B. ROMAN	(ex MENIER CONSOL)

The following other vessels are in port, most laid up for the winter although a few operate either regularly or intermittently, some working on the Humber Bay breakwall project. The abbreviation "exc." is used to designate excursion/charter boats.

ALGONQUIN QUEEN (reactivated as charter fishing boat), ALGONQUIN QUEEN II (Q.C.Y.C. ferry), AQUALAB (workboat), AURORA BOREALIS (exc.), BOBBIN (barge - floating canvas shop), CAROLINA BOREALS (inactive exc.), CORDRAULIC (barge/houseboat), CHALLENGE (sail exc.), DIVER III (tug), ELSIE D. (R.C.Y.C. tender), EMPIRE SANDY (sail, exc.), EMPRESS OF CANADA (exc.), ENTERPRISE 2000 (exc.), ESPERANZA IV (R.C.Y.C. tender), CAPT. MATTHEW FINDERS (exc.), GALACTICA 001 (retired exc.), NED HANLAN (former museum, Exhibition Place), NED HANLAN II (tug), HARBOUR STAR (exc.), HIAWATHA (R.C.Y.C. ferry), WILLIAM INGLIS (island ferry), IROQUOIS (tug/yacht), ISLAND MARINER (marina ferry), ISLAND PRINCESS (exc.), I-WY-SEA (I.Y.C. ferry), JAGUAR II (exc.), JUBILEE QUEEN (exc.), KAJAMA (sail exc.), M. R. KANE (tug), KENNETH A. (retired tug), KLANCY II (exc.), KWASIND (R.C.Y.C. ferry).

To above grouping, add BRUTUS 1 (tug).