

facility. Taking MAPLEHEATH's place as lighter stationed at Valleyfield is McKeil's D. C. EVEREST (which we incorrectly showed as laid up at Hamilton), which now bears that name of Remorqueurs & Barges Montreal Ltee. painted in large letters down her sides.

Another interesting McKeil vessel is the tug/supply vessel ARCTIC TUKTU, which the fleet acquired late in 1993 and brought to Hamilton. The big tug has been renamed JOHN SPENCE, an unusual development in that the McKeil fleet very seldom renames vessels that it acquires. She entered service very early in the 1994 season for her new owner.

For the last twelve years, the tug QUEEN CITY (formerly MACASSA [II] and JALOBERT), has been serving as a restaurant at Dieppe Park on the Windsor waterfront, under the ownership of Hank Van Aspert. Late last year, Windsor city authorities began efforts to remove the tug from the waterfront, and those efforts now have succeeded. On April 5th, the McKeil tug STORMONT took QUEEN CITY in tow, and moved her seven miles downstream to Hotte Marine, at LaSalle. There she will remain until her owner decides what to do with her.

An early opening of the 1994 navigation season on the lower lakes was prevented this spring by severe ice conditions. C.C.G.S. PIERRE RADISSON was sent up the Seaway long before the canals opened to commercial traffic in order to break ice where needed. As well, C.C.G.S. GEORGE R. PEARKES was sent in to work the Seaway area itself. The St. Lawrence canals opened on April 5th, and the first ship of the season, as well as the first salty, was LAKE CARLING, registered in the Marshall Islands, which passed up with a cargo of steel for Burns Harbor. The first passage through the Welland Canal was HALIFAX, which made the transit on April 5th. The "official" first ship at the Welland was H. M. GRIFFITH, upbound.

Toronto Harbour normally is "opened" during March (or perhaps even earlier when there was a substantial tanker trade into the port), but ice conditions prevented an early opening in 1994. The cement carrier STEPHEN B. ROMAN, which wintered at Toronto, was the first inbound ship late in the first week of April, while the first salty, the Croatian OMISALJ, arrived with a cargo of sugar on April 12th.

An early season casualty was the Paterson straight-deck bulk carrier PATERSON, which ran aground on April 13 in the western end of Lake St. Francis, whilst upbound with a load of ore for South Chicago. Paterson was lightered by McAllister's P.S. BARGE NO. 1 out of Montreal, assisted by the tugs JERRY G. and W. N. TWOLAN, and was on her way upbound through the American locks on April 17th.

The Erie Sand self-unloading steamer RICHARD REISS suffered a broken unloading boom in an accident which occurred at Fairport, Ohio, on April 13th. Her boom collapsed and fell over the wharf. The REISS was taken to Port Weller Dry Docks, and there she was fitted with the boom which, several years ago, was removed from the now-scrapped HOCHELAGA. That boom had been intended for a self-unloader conversion that never took place, and remained in the shipyard ever since.

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SHAMROCK REVISITED

Member George Ayoub has written to advise that one of our Ships of the Month for February, SHAMROCK, was given Canadian official number 41614 when she carried the name ST. JEAN BAPTISTE. The number appears in the first Canadian List of Shipping, which was produced in 1873. Her owner in that year, and also in 1874, was listed as Isaac de L. Purkis, of Grenville, Quebec, but by 1877, John Turner, Toronto, was shown as owner. The name change from SADIE to SHAMROCK occurred on April 9, 1894. The tonnage of 116 Gross, 73 Net, was changed to 208 Gross, 127 Net, in the 1877 register.

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