

In the January issue, we mentioned that although the Hapag-Lloyd passenger ship BREMEN had cancelled her planned visit to the Great Lakes in 1995, NANTUCKET CLIPPER would make an extended lake tour, calling at Toronto on July 23rd. We now learn that another passenger ship will be running lake trips in 1995, this being MAYAN PRINCE, which came up early last summer but cancelled the latter part of her schedule. MAYAN PRINCE is presently scheduled to call at Toronto twice - on August 5th and again on August 20th.

Each winter, there is concern about ice jams causing flooding along the Thames River in Southwestern Ontario, and the Lower Thames Valley Conservation Authority makes plans for a tugboat to be available to break ice if necessary. Late in the autumn of 1994, the LTVCA made a deal with Gordon's Welding Company, of Sarnia, for its tug MENASHA to be available if required for icebreaking. This was considered to be a better deal than the LTVCA had last year, when it chartered the tug PRINCESS NO. 1, only to have that boat unavailable due to a sinking caused by an ill-advised late-season trip through Lake Erie ice. But at the last moment, MENASHA was sent east on a five-year charter for service in Quebec, and so in January the LTVCA was back to seeing whether PRINCESS NO. 1 was seaworthy and available. To make matters worse, Tilbury North Township advised the LTVCA that if a tug goes into the river for icebreaking and there is still flooding in the area of the river mouth, legal action will be taken against the LTVCA for compensatory damages!

It has been reported that the U.S. Coast Guard will this spring approve river barge traffic along the shoreline of Lake Michigan from Chicago to St. Joseph, Michigan. For the past two years, river-type barge operations have been permitted on the lake, but only between Chicago and Milwaukee. The extension of river barge traffic has been recommended by the American Bureau of Shipping on the condition that the barges be unmanned and pushed by tugs with 1,000 h.p. or more, that they travel no more than five miles from shore, and that they carry only non-hazardous materials. Michigan shippers are hoping that river barge traffic eventually will be permitted all the way up the east side of Lake Michigan as far as Muskegon.

The sight of the stripped and sunken hull of the former Crystal Beach passenger steamer CANADIANA lying in Ramey's Bend at Humberstone (Port Colborne) in recent years has been enough to convince most observers that plans to restore the venerable vessel would never proceed. However, on December 13, 1994, the U.S. federal government included, in a \$4 million federal allocation to the State of New York for transportation projects, a grant of \$400,000 to the S.S. Canadiana Preservation Society to cover repairs to the boat's hull and machinery. The Society reportedly hopes to have the work done in the summer of 1995 so that CANADIANA may be taken back to Buffalo. The full cost of restoring CANADIANA to operating condition is estimated to be U.S. \$4.2 million! The group has been paying \$600 per month for "dockage" for the sunken hulk in Ramey's Bend.

On Page 3 of this issue, we reported the last downbound passages of the 1994 navigation season on the St. Lawrence Seaway. We did not, however, mention the last upbound passage, and as some of our readers are sure to ask, we can confirm that it was QUEBECOIS on December 27th, bound for Hamilton with a cargo of iron ore. QUEBECOIS is wintering at Hamilton, but in an unusual location. She and her sistership MONTREALAIS, along with CANADIAN VENTURE, are spending the winter at the Dofasco steel plant dock. This is an experiment to see if the ships will provide enough of a wind break to keep dust from Dofasco's coal piles from blowing onto houses across the bay! Ships normally do not spend the winter moored at the Dofasco wharf.