

tions were vile, with heavy rain and strong winds. ALGOBAY departed Shelburne at 3:45 p.m. on February 12th, bound for Halifax and then for points south.

Wintering at Montreal this year has been the package freighter WOODLAND, (a) FRENCH RIVER (81), (b) JENSEN STAR (86), which latterly has been operated by Woodlands Marine Inc., of Thunder Bay, Ontario. The group of parties who own WOODLAND has been attempting to find a more suitable vessel for the package freight service, most probably a tug-barge combination, and there has been considerable speculation as to what barge might be used. (CHIEF WAWATAM has been mentioned as a possible candidate.) In the meantime, an offer for WOODLAND had been received from New Orleans interests who apparently intended that the ship be converted to a processing plant for shrimp. She was taken to Montreal (assisted by tugs in the Seaway because of the late-season ice conditions) to facilitate a sale, but the New Orleans group did not complete the purchase. At last report, other buyers were still being sought for the ship, and there existed the possibility that WOODLAND might yet return to her lake service if a sale could not be concluded.

Although she was not a laker, we would be remiss if we did not report the loss of a Canadian deep-sea ship. The 1973-built, 6982-ton IRVING FOREST, (a) FINNALPINO (83), was registered at Hamilton, Bermuda, but was owned by Gainvir Transport Ltd., of St. John, New Brunswick, a subsidiary of (Irving's) Kent Line Ltd. On January 11, while bound from St. John for France with a cargo of newsprint and woodpulp, and when north of the Azores, IRVING FOREST encountered a vicious Atlantic storm. She lost power, developed a severe list, and was abandoned by her crew, who were rescued by air and sea assistance which came to the scene. A Swedish and French-owned satellite nicknamed "Spot" was used to try to locate the abandoned ship but could not do so, and IRVING FOREST was presumed to have foundered in the gale. The Finnish vessel LAPPOINIA was chartered by Kent Line to replace the lost ship.

\* \* \* \* \*

#### MORE ABOUT VICTORIAN EMPRESS

Our lead "Marine News" item in the February issue concerned the coming to the St. Lawrence River in 1990 of VICTORIAN EMPRESS, (a) PILGRIM BELLE, (b) COLONIAL EXPLORER. Unfortunately, our account of the ownership and operation of this interesting vessel was a bit off-base, and it is with pleasure that we rectify the situation at this time. In fact, Rideau St. Lawrence Cruise Ships Inc., Kingston, which owned and operated CANADIAN EMPRESS since her commissioning in 1982, changed its name during 1988 to St. Lawrence Cruise Lines Inc. This latter firm continues to own CANADIAN EMPRESS and will operate and market both CANADIAN EMPRESS and VICTORIAN EMPRESS.

The registered owner of VICTORIAN EMPRESS will be American Heritage Cruises Inc., a Delaware company partly owned by the shareholders of St. Lawrence Cruise Lines Inc. The ship will remain in U.S. registry and will be manned by a U.S. crew, some of whom have been recruited from the now-defunct Exploration Cruise Lines, of Seattle, the last operator of the ship. CANADIAN EMPRESS will, of course, continue under the Canadian flag and with a Canadian crew.

It is interesting to note that, on her Saguenay cruises, VICTORIAN EMPRESS will call at Murray Bay, Quebec, and thus will revive what was once a very popular stop for the Canada Steamship Lines passenger steamers. The C. S.L. service was abandoned twenty-five years ago with the retirement in 1965 of RICHELIEU, TADOUSSAC and ST. LAWRENCE.

Our thanks to Kevin Griffin, of Montreal, for providing the information concerning VICTORIAN EMPRESS. As more details become available, we will keep our readers advised.

\* \* \* \* \*