

On April 17th, YANKCANUCK was downbound at the Soo on her first trip for Purvis Marine Ltd. In tow of the tug ANGLIAN LADY, she was en route to Lorain with a cargo of scrap metal. One of our observers who saw YANKCANUCK on this trip indicates that the only change in the former motorship's colours was that the big letter 'A' had been removed from her funnel.

The Algoma Central Marine self-unloader AGAWA CANYON, downbound with a load of potash for Toledo, sustained a four-metre-long crack in her starboard bow plating when she struck a patch of ice off Ile Parisienne, above Sault Ste. Marie, on March 31st. The vessel passed down through the Soo canal and was anchored off the Carbide Dock in the lower harbour, where temporary repairs were undertaken. The ship then proceeded on her way, and permanent repairs were to be put in hand at a later date.

Conditions described as amongst the worst in recent memory developed during late March when strong northeast winds and a freezing-rain storm packed ice into the western tip of Lake Superior, hampering navigation in the Duluth-Superior area. Windrows up to six feet high choked the lake surface, while slush ice eight to ten feet thick lay below. On March 24, PAUL R. TREGURTHA, KAYE E. BARKER and GEORGE A. STINSON, all upbound light, became trapped about six miles from the Duluth entrance. The buoy tender U.S.C.G. SUNDEW was unable to break through the ice, and U.S.C.G. MACKINAW was summoned from the Soo. With her assistance, the TREGURTHA made Duluth on March 27, while the other two ships were freed the following day. MACKINAW then stood by for several days to assist shipping until the ice dispersed.

Mention of the 1,000-footer GEORGE A. STINSON, currently owned by Stinson Inc. (M. A. Hanna Co., Agent), brings to mind the fact that in 1991 this vessel is sporting a new decoration. Right in the middle of her curved bow is a large white letter 'N' (for National Steel), with "wings" on either side of the letter. The new marking is most distinctive and unusual for a lake vessel.

A bizarre incident at Windsor on Sunday, April 7, involved the Waterways Transportation tug PRINCESS. At about 6:30 p.m., the tug, navigated from the bow by her master using remote controls, struck the Dieppe Park breakwater, also hitting the floating restaurant QUEEN CITY, and knocking PRINCESS' skipper overboard. He sustained head injuries when caught between the tug and seawall, but climbed back aboard, and the tug then sped off toward the Detroit shore. PRINCESS finally put in at Ecorse, pursued by the U.S. Coast Guard, the Wayne County Sheriff's Department, Windsor police in a "borrowed" private speedboat, and even a Detroit police helicopter. After the incident, the tug's captain (who, the press reported, had been accompanied on the tug by three women), was taken into custody by U.S. border patrol officers.

Dispute still surrounds the presence in the harbour at Whitby, Ontario, of the venerable hull of the former east coast ferry steamer PRINCE EDWARD ISLAND. Unused since she participated in the massive North Traverse dredging project in the 1970s, the ferry reportedly now is owned by one Art Robinson. Whitby has been trying to evict PRINCE EDWARD ISLAND and to permit only recreational use of the harbour. Tests have shown that the ferry's hull contains water contaminated with an unacceptable level of polychlorinated biphenyls (P.C.B.s), and on April 4, Environment Canada ordered Mr. Robinson to dispose of 90 gallons of contaminated bilge. Officials are worried about the proximity of the hull to Whitby's source of public water supply.

The Lake Ontario Cement Company's barge METIS has been painted up with a very dark grey hull, with dark blue deck trim (including the "doghouse"), and the name applied fore and aft in black letters. At the time of this writing, the tug EVANS McKEIL was waiting to take METIS out on her first trip when adverse weather conditions abated.