

On the afternoon of March 5, the 48-foot tug DUCHESS V of Waterman's Services (Scott) Limited, Toronto, began to take on water as she lay at winter quarters alongside COLINETTE on the south side of the Toronto Ship Channel, just inside the Cherry Street bridge. DUCHESS V threatened to take COLINETTE down with her until crewmen cut the tugs apart. DUCHESS then went rapidly to the bottom of the Channel, vanishing completely from sight in the muddy water. A boom was placed around the area above the sunken tug to catch any escaping fuel oil, and arrangements were made for the Toronto Harbour Commission's big crane-barge T.H.C. 50 to be brought to the scene. Unfortunately, the deck of the Cherry Street bridge was still in the course of major reconstruction, and concrete traffic barriers and other construction materials had to be hauled out of the way before the bridge could be opened. On March 9th, T.H.C. 50 brought DUCHESS V to the surface, and then the derrick, with the tug on her deck, was towed back to her berth in the more northerly Keating Channel. DUCHESS V then was deposited on the dock inside the Harbour Commission compound, where she is now being refurbished. We should note that an earlier Waterman tug, the smaller TERRY S., also was the victim of a Toronto sinking, going to the bottom of the Channel during the winter of 1988-1989. She was raised and repaired, subsequently being sold out of the fleet.

Another tug (or, rather, former tug) which got "wet" recently was the former QUEEN CITY, which latterly has been serving as a restaurant on the Windsor waterfront. She filled after ice holed her hull in mid-March, but she was raised by cranes on March 20th.

An unfortunate accident at Port Robinson on the afternoon of March 17th resulted in the death of the 38-year-old operator of a crane which was being used on the deck of the barge ST. MARYS CEMENT II. The barge was in the course of being converted to a cement carrier at the new wharf of E. S. Fox Limited. The crane toppled whilst attempting to lift an anchor winch, and the operator jumped from his machine but was pinned beneath the falling debris and was killed. The barge is due to enter the cement trade this spring for the St. Marys Cement Company.

The Soo Locks were officially opened to traffic for 1992 on March 22nd, with the first commercial passages being logged by the upbound PAUL R. TREGURTHA and EDGAR B. SPEER. The Welland Canal opened on March 30, the "official first ship" being the upbound RALPH MISENER.

In late February, U.S. Bankruptcy Court at Grand Rapids, Michigan, approved the bid of Charles Conrad's Lake Michigan Car Ferry Service Inc. to take over the idle ferries BADGER, SPARTAN and CITY OF MIDLAND 41. Meanwhile, in the absence of any funding from the State of Wisconsin, the City of Manitowoc will finance a \$650,000 refurbishing of the ferry docks at that port.

About February 19th, the tug ANGUS M. was renamed (b) OMNI SOREL at Sorel by Sorel Tug-Boats Inc., which had purchased the 1962-built ANGUS M. from Alexander Hume Incorporated, of Etobicoke. The Sorel firm also bought Hume's venerable (1905) tug SOULANGES, but as yet she has not been renamed. Both tugs had earlier served the McNamara Construction fleet for many years.

It has been reported that the shipyard at Erie, Pennsylvania, will be building a new 70-foot stern section, complete with new towing notch, for the Medusa Cement Company barge MEDUSA CONQUEST, (a) RED CROWN (62), (b) AMOCO INDIANA (67). The barge reportedly will be out of service until early June for the reconstruction if the work proceeds as planned.

In the February issue, we mentioned the January 20th grounding of LE SAULE NO. 1 at Trois-Rivieres. Refloated on the 21st, she remained at Trois-Rivieres until the 27th, and then was at the Verreault Shipyard at Les Mechins from January 30th until March 4th for repairs.

To clarify two earlier reports concerning the present status of REAL PROGRESS, (a) CHEMICAL TRANSPORT (89), (b) ENERCHEM FUSION (91), which was sold for off-lakes use in 1991 following a July 20, 1990, grounding in the