

A press report appearing on April 30th quoted CSL Inc. chairman Tony Ches-terman as saying that a merger of the deep-sea self-unloader operations of Canada Steamship Lines and Upper Lakes Shipping is imminent. After the resignation last December of former CSL president J. Fred Pitre, who opposed any move of the company's international operations from Montreal, they were, indeed, moved to the United States during April in order to facilitate the proposed merger, for which negotiations have been in progress for some six months. As no agreement has yet been concluded, details of the proposals were not released, and it will be interesting to see what may develop in this respect over the next few months.

The U.S.S. Great Lakes Fleet Inc. 1,000-foot self-unloader EDWIN H. GOTT suffered an embarrassing accident on April 3rd, as she was leaving her winter berth at Duluth, en route to load her first cargo of the season at Two Harbors, Minnesota. As the GOTT was backing away from her berth, she somehow managed to lose one of her twin rudders, which simply dropped off and sank to the harbour floor. The vessel's owners were intending to search for the rudder in an effort to recover it and clear any possible navigation obstruction. This is not the first time that the GOTT has lost a rudder; on her maiden voyage from Milwaukee to Two Harbors in 1979, the GOTT dropped a rudder and was out of service for two months until a new one could be fitted.

One of the lengthiest shipping delays on the St. Mary's River in recent memory occurred during the period from early morning on April 21 until late on the 23rd, when cold water and ice, in conjunction with unseasonably warm weather, produced such dense fog that shipping on the river was suspended. By mid-morning on Wednesday, April 23rd, 43 ships were anchored in the river including MITERA VASSIUKA, HALIFAX, ST. CLAIR, LEMOYNE, EDGAR B. SPEER, MONTREALAIS, PAUL R. TREGURTHA, AMERICAN MARINER, CHARLES E. WILSON, SIMCOE, WALTER J. MCCARTHY JR., CAPT. HENRY JACKMAN, RESERVE, J. L. MAUTHE, RALPH MISENER, COLUMBIA STAR, BEECHGLEN, FEDERAL RHINE, CANADIAN LEADER, LOUIS R. DESMARAIS and EDWARD L. RYERSON, all of which were upbound. At anchor, down-bound, were EDWIN H. GOTT, PHILIP R. CLARKE, ALPENA, WILFRED SYKES, JEAN PARISIEN, AGAWA CANYON, BUCKEYE, PATERSON, JOSEPH L. BLOCK, ROGER BLOUGH, STEWART J. CORT, TADOUSSAC, PRESQUE ISLE, KAYE E. BARKER, WINDOC, GEORGE A. STINSON, MESABI MINER, KINSMAN INDEPENDENT, ALMA, OGLEBAY NORTON and two late-reporting ships that the press reports did not identify. It is suggested that such a long delay in vessel traffic had not been witnessed on the St. Mary's River since the spring of 1972.

Last issue, we mentioned briefly the difficulties which beset the restaurant (and former tug) QUEEN CITY at Windsor during March. We now have more detail to report. The QUEEN CITY's problem began on Thursday, March 19th, about half an hour before she was to open for dining at 5:00 p.m. Her hull apparently holed by ice, QUEEN CITY began to take on water, and it was only the fact that her mooring cables held that kept the vessel on the surface, albeit with a severe list to starboard, away from her Dieppe Gardens wharf. The tug's owner, Hank Van Aspert, called in three cranes which, with cables around QUEEN CITY's hull, were able to support the tug until pumps could be activated. The vessel finally was pumped out the following morning. Van Aspert allegedly had QUEEN CITY up for sale, but was reported as saying that he hoped to reopen the restaurant if damage to her galley area in the hold and to the diningroom on the main deck were not determined too severe. QUEEN CITY is of interest to Lake Ontario marine historians in that, for many years before heading to Windsor, she served as Toronto Harbour base for the Waterman's Services (Scott) Ltd. pilot tugs. Before that, she had run as MACASSA (II) for the Hamilton Harbour Commission, at one time doing a ferry service between downtown Hamilton and Burlington Beach. Originally, she was the government tug JALOBERT, built in 1911 at Kingston, which was for many years a familiar sight around the Welland Canal until replaced in 1954 by the present canal tug WELLAND.