

tugs at 9:30 a.m. the following day, and damage was not severe, although freight and passenger train service over the bridge was delayed for ten hours. The bridge handles mainline traffic for both Conrail and Amtrak. Interestingly, the writer of the "Toledo Blade" April 3rd report of the incident got the facts a little skewed and reported that MONTREALAIS had been bound from Toledo to Russia with her grain cargo!

What we believe to be the first major grounding of the 1993 lake season took place at 11:52 p.m. on Monday, April 12th, when the downbound MELISSA DESGAGNES, (a) ONTADOC (II)(90), bound from Windsor to Newfoundland, struck bottom near Light 54, two miles above the Eisenhower Lock in the Seaway. The reason for the grounding was not immediately known. The St. Lawrence Seaway Development Corporation tug ROBINSON BAY was dispatched to the scene, and she pulled on the DESGAGNES, but to no avail. On Wednesday, the 14th, the McAllister tugs SALVAGE MONARCH and HELEN M. McALLISTER arrived from Montreal with the wrecker P.S. BARGE NO. 1, and 2,400 of the 6,400 tons of grain aboard the DESGAGNES were lightered out. At 1:28 p.m. on the 15th, with all three tugs pushing, the ship was floated free and her cargo subsequently was reloaded from the lighter. Examination of the DESGAGNES' hull showed no significant damage, and she was allowed to proceed on her way.

On April 11, the Norwegian tanker TURID KNUTSEN was upbound in the Seaway on her first ever lake trip, with a load of caustic soda for Cornwall and Sarnia. On April 15, she was feted as the first salty of the year at Sarnia, but on the following day things turned ugly when a hose burst whilst the tanker was loading toluene at the Sunoco dock and 150 gallons of the hazardous chemical escaped into the St. Clair River. Emergency response teams went to work to protect shoreline areas, and the drinking water supplies of several communities were threatened but not actually affected. Federal authorities laid two charges against the ship under the Canada Shipping Act in consequence of the spill.

On April 20, Capt. Gordon Stogdale, formerly of C.C.G.S. GRIFFON, was sentenced to a year in prison on three charges of dangerous operation of a vessel in the March 19, 1991, sinking of the fishtug CAPTAIN K. The sentence is being appealed, and Stogdale has been released from custody in the interim.

It has been announced that the U.S. Coast Guard plans to retire the big icebreaker MACKINAW once she has completed her ice duties in the spring of 1994 at which time she will be fifty years old. The announcement has generated much adverse reaction, particularly in Cheboygan, Michigan, where MACKINAW is stationed, and much has been made of the fact that other Coast Guard vessels currently based in the lakes cannot provide the same icebreaking capabilities as does MACKINAW. The retirement is a result of fiscal restraint.

Plans by the TNR Corp. to begin cross-lake passenger service between Toronto and St. Catharines have encountered major problems. The company had contracted with Norwegian shipyard Kvaerner Fjellstrand for three high-speed catamarans for the service, but TNR was unable to complete financing in time and all of the ships have now been sold to other operators, the last of them going to a Danish buyer in March. TNR was one of several operators intending to begin Lake Ontario crossings last summer, but none of them ever got started in regular service.

In the April issue, we noted the opening of the Welland Ship Canal for the 1993 season on March 30th, the first passage being made by the upbound CAPT. HENRY JACKMAN. By press time, however, we did not have information concerning the Seaway opening. The icebreaker C.C.G.S. PIERRE RADISSON was working in the U.S. section on March 28th, but as it turned out, the official opening was rather remarkable, in that the same ship made both the first commercial upbound and downbound trips. Canada Steamship Lines' JEAN PARISIEN was upbound at St. Lambert at 10:30 a.m. on March 30th, with a cargo of iron ore for Hamilton, but she had hard going because of heavy ice conditions and it was not until April 1st that she reached the Snell Lock at Massena. The