

The spectre of cross-lake passenger service between Toronto and St. Catharines was revived just before Christmas when it was announced that federal authorities had approved a contract permitting TNR Corp. docking privileges at Port Dalhousie for a service to begin July 1st. The contract allegedly may allow TNR to obtain financing necessary to obtain three catamarans from their Norwegian builder. The boats presently are in Vancouver after the failure of their run between Vancouver and the Island in 1993. Only time will tell about the Lake Ontario service...

Service of the Ontario government ferry JIIMAAN to Sandusky, Ohio, has been threatened by U.S. legislation to impose a \$6.50 customs fee for travellers arriving from Canada and Mexico to replace revenue lost through the implementation of the North American Free Trade Agreement. The new "head tax" has caused Sandusky city officials to put a hold on plans to let contracts for \$800,000 in improvements to JIIMAAN's dock facilities at the port.

Much to the pleasure of ship fans around the lakes, Purvis Marine reactivated its craneship YANKCANUCK during the late autumn. Late in October, she was drydocked at Sturgeon Bay after returning from her summer Arctic supply charter, but she was not fully laid up on her return to the Soo on November 30th. On December 17th, she moved up to the Algoma Steel plant to load steel for Windsor, and on the 20th she set out under her own power on the down-bound voyage. It was hoped that several such trips could be made before the close of navigation.

We earlier reported the towing of the idle RICHELIEU from Thunder Bay to Windsor for grain storage use there. We now learn that when she passed down the third (Davis) lock at the Soo on November 22nd, with AVENGER IV on her bow and ANGLIAN LADY at her stern, RICHELIEU was carrying 8,500 tons of granola. It was her light draft that permitted the unusual use of the Davis Lock. The remainder of her storage cargo was to be loaded on her arrival at her destination.

Drivers in the Welland Canal area will face road chaos this winter, as both the Lakeshore Road (Lock 1) and Glendale Avenue (Bridge 5, Merritton) bridges over the canal will be closed for maintenance throughout the winter. Then, on December 21, the Seaway Authority made good on its threat to close the Peter Street bridge over the railway tracks at the head of Lock 7, announcing that the bridge would close on January 6 due to poor condition. The news greatly upset Thorold, St. Catharines and Niagara Region authorities, particularly as Thorold thought a deal had been worked out to take over the bridge and a connecting stretch of Government Road, along the canal, in return for a piece of canal-side land. The Seaway then did a quick backtrack in the face of the hostile reaction, and on the 24th stated that the bridge would stay open, for one-way southbound traffic only, pending the outcome of continued negotiations with the local municipalities.

There has been a major reorganization of the deep-sea self-unloader operations of CSL International. The CSL Group has entered into a pooling arrangement with the Egon Oldendorff firm of Lubeck, Germany. The first vessel to be involved is the 1981-built CSL INNOVATOR, (a) PACIFIC PEACE (86), (b) ATLANTIC HURON (I)(86), which was renamed (d) CHRISTOFFER OLDENDORFF at Halifax on November 8th, and reregistered Liberian. She is sold by CSL to Oldendorff, but will be time-chartered back, along with the German fleet's YEOMAN BROOK, which is renamed BERNHARD OLDENDORFF. The earnings of the two ships will be pooled, along with those of the Brazilian-built CSL ATLAS, and split between the two companies. The pool will not affect CSL's operation of its lake-built ATLANTIC SUPERIOR, ATLANTIC HURON (II) and ATLANTIC ERIE.

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Ed. Note: Our space for Marine News in this issue is severely limited by the size of our Ship of the Month feature. We will try to catch up on the News in the February issue.

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