

ber 28th, the U.S.C.G. BISCAYNE BAY arrived from St. Ignace, but she was unable to get a line aboard the barge. Later that morning, the tugs KRYSTAL K. and CHAMPION arrived on the scene, the former taking the barge in tow, and CHAMPION putting a line aboard the still-disabled BARBARA ANDRIE. The rescue tugs took their charges safely to Port Inland, where the Andrie tug received mechanical repairs before continuing her trip with the barge.

We earlier reported the unfortunate October 1st accident near South Bass Island, on Lake Erie, in which the barge KELLSTONE 1, pushed by the tug FRANK PALLADINO JR., struck a small pleasure boat, drowning two teenaged boys. On December 16th, an Ottawa County (Ohio) grand jury indicted the tug's captain, Chad Verret, 30, of Kelleys Island, on two counts of aggravated vehicular homicide, for which he could receive up to ten years in prison if convicted. Shortly before the indictment of the captain, the barge's lookout surrendered his license to the Coast Guard as a result of testing positive for marijuana use in an examination after the accident. Civil litigation is also pending as a consequence of the accident.

The shipbreakers of Marine Recycling & Salvage have been working very quickly of late. The last remains of CEDARGLEN were pulled from the water recently, the former P & H steamer having been cut up very rapidly after the breakers dispatched HENRY STEINBRENNER with similar alacrity. The cutting torches now are working on the self-unloader SAMUEL MATHER, the former HENRY FORD II, which was towed to Port Maitland from Toledo late in 1994. Still at the scrapyard but untouched by the torches is the P & H steamer BEECHGLEN.

The November/December issue of "Workboat Magazine" carried an interesting article dealing with the Port of Montreal's new fireboat facilities. To replace tugs which had firefighting capabilities, the Port has acquired a 38-year-old, 135-foot barge now named R.W. I. Fitted with a bow ramp and deck gear, fire trucks simply are rolled aboard the barge when needed and transported to where fire-fighting is needed. On its trials, the barge was handled by the St. Lawrence Tug Boats Inc. tug W. N. TWOLAN.

It recently was reported that Canada Steamship Lines and Trillium Bulkships Ltd., of Montreal, had acquired a Panamanian-registered hopper barge named PACNAV PRINCESS from Pacnav S.A., of Panama. The barge, 474.4 x 75.0 x 35.0, 8224 Gross and 7934 Net, was built in 1966 at Sparrows Point, Maryland, by the Bethlehem Steel Corporation, Shipbuilding Division, and under the name CARIBBEAN was owned by Caribbean Barge Corp. and was operated by Moran Towing Corporation in the coal trade from Baltimore to Searsport, Maine.

The last ship to clear the St. Lawrence Seaway before it closed for the 1994 season was the saltwater vessel NORDIC BLOSSOM, which was downbound from Valleyfield on December 29th. The last salty to make a complete downbound passage of the St. Lawrence canals was MALINSKA, on December 28th. The last laker to pass through the canals was ALGOISLE, downbound for Montreal, which cleared the system on the morning of December 29th.

In the January issue, we mentioned the chartering of the Lake Ontario excursion vessels GARDEN CITY and MACASSA BAY for use in connection with the movement of workers and visitors to the gravity base structure of the Hibernia oil drilling project. They will operate between Bull Arm, Newfoundland, and the platform, which is being completed at anchorage in Mosquito Cove on Trinity Bay. We indicated that although GARDEN CITY had only gone eastward in the autumn, MACASSA BAY had spent the summer operating a ferry service between Cheticamp, N.S., and Les Iles de la Madeleine. Although it is true that MACASSA BAY passed down the Seaway on June 23th bound for Cheticamp, she did not remain on the coast all year. In fact, she was upbound in the Seaway on September 14th, bound for Hamilton, and passed down the canals again on October 4th, bound for Bull Arm and her new duties. The Hibernia GBS will not be completed until 1997.