

There has been controversy recently concerning the future of EDWARD, the former Canadian Coast Guard vessel EDWARD CORNWALLIS, which has been lying at Cobourg, Ontario, since early in 1988. Her owner, Zachary Ringas, has plans to open dining and gift shop facilities aboard the ship but has encountered opposition from certain council members and local businesses for fear that the boat may become an eyesore or might enjoy unfair advantage over shore shops. Despite the opposition of the mayor, council voted recently to allow EDWARD to remain at her central waterfront berth, instead of requiring her to be moved elsewhere.

As our readers will be aware, there has been much concern regarding the future of the damaged Canadian Lock at Sault Ste. Marie. Now, a Soo-area engineer has put forward a plan to incorporate into a rebuilt lock an underwater viewing area so that visitors might get a glimpse of fish and the underside of boats in the lock! Parks Canada is expected to decide this spring on whether the old lock will be repaired, rebuilt, or permanently closed. Meanwhile, however, there has been suggestion that the Canadian government should share in the cost of constructing the new lock proposed to replace the third and fourth locks of the U.S. canal at the Soo, in view of the number of Canadian vessels that use the facility.

In the last two issues, we have mentioned the ship named CHAUNCEY M. DEPEW which arrived during the winter at the Verreault Navigation drydock at Les Mechains, Quebec, apparently to be readied for St. Lawrence River ferry service. At first, we thought that she was the old CHAUNCEY M. DEPEW, (a) RAN-GELEY (25), but then it was ascertained that she was CHAUNCEY M. DEPEW (II), ex CANIMA (I)(88), which had served at Bermuda as a tender and excursion boat after the retirement of the older ship. We now have a clipping from "The Royal Gazette", Bermuda, dated August 23, 1988, wherein it was reported that the newly (1988) built CANIMA (II), which had only a month earlier begun Bermuda tender service, was disabled with her G.M. diesel broken down. The 131-foot, 750-passenger ship was unable to provide her regular service to visiting cruise ships, and so CHAUNCEY M. DEPEW (II) was reactivated for the duration of the problem. It said that the Bermuda Marine and Port Authority had maintained the license of the old CANIMA in case the new boat had problems, and to facilitate the disposal of the older vessel, and that the name DEPEW had been resurrected (from the old steamer) for the motorship after her former name had been given to the new ship. Confused now? Welcome to the crowd!

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LAY-UP LISTINGS - WINTER 1988-1989

While the majority of our lay-up listings appeared in the February issue, a follow-up with additions and corrections was presented in the March issue. Normally, that would have been the end of our lay-up lists, because mention of winter lay-ups does not seem appropriate in the April issue, which appears just as the ships are beginning their new season.

However, as we have a few corrections to the previous listings, we suppose that the sooner we print them, the better!

Halifax: To the previous list, add HALIFAX (the former FRANCKCLIFFE HALL), which was omitted from the earlier report due to an error by Ye Ed. in typing the final March copy from our rough notes.

Eastview: We had listed the passenger vessel CANADIAN EMPRESS as being laid up at her usual winter berth, but an observation by one of our members found her at the old Canadian Dredge and Dock yard at Kingston, presumably for repairs.

Ferrysburg, Michigan: From previous list, delete BADGER STATE, which was removed to Manitowoc, Wisconsin, late in 1988 for dismantling.

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