

The "Windsor Star" reported on October 8th that Hank Van Aspert had asked the Windsor City Council to permit the return to the city waterfront of his 1911-built tug-turned-restaurant QUEEN CITY, (a) POLANA (30), (b) JALOBERT (54), (c) MACASSA II (65), which was used as a Windsor eatery from 1982 until March 1992, when the Windsor Utilities Commission shut off power to the boat and water from a city waterline flowed unrestricted into the vessel, causing her to sink at her berth. She was raised but was evicted from her berth at former CN Rail docklands, and she has been lying at La Salle, Ontario, since April 5, 1994. Observers will remember this tug for her many years of service on the Welland Canal as JALOBERT, for her Hamilton Harbour service as the ferry MACASSA II, and for her service as home base for the Waterman's Services (Scott) Ltd. pilot tug operation at Toronto as QUEEN CITY.

The Canada Steamship Lines self-unloader H. M. GRIFFITH suffered a fire in her coal cargo on July 30th, while the ship was downbound in Lake Superior and nearing Whitefish Point. Rescue ships were dispatched to the scene, but the danger was extreme and so the GRIFFITH unloaded some 3,000 tons of her 22,775-ton coal cargo into the lake. This got rid of the burning coal and, when the GRIFFITH reached the Soo and underwent inspection, there was no evidence of the incident except for damage to the gates in her cargo hold.

Launched recently at the yard of Halter Marine Inc., Lockport, Louisiana, was Z-ONE, the first of two 95-foot, 4,400-h.p., tractor tugs being built for Tugz International Llc., an affiliate of the Great Lakes Towing Company. These "Z-tugs" are seen as the tugs of the future as a result of their suitability for many towing purposes.

During the spring and summer of 1996, Belanger Metal broke up two tugs at Louiseville, Quebec. One was the 93-foot JEAN SIMARD, (a) DESCHAILLONS, built in 1914 at Sorel, while the other was the 74-foot GLENVALLEY, built in 1944 at Kingston. Both had been owned since 1976 by Paul-Emile Caron, of Louiseville, but this owner never operated either tug.

The Imperial Oil Limited tanker LE BRAVE, (a) TEXACO BRAVE (II)(87), which this year was taken back by Imperial after the termination of her operation by Socanav Inc. subsidiary QMT Navigation Inc., has been laid up at Sorel since September 4th. She is not in Imperial colours, but parts of her QMT insignia have been obliterated.

A number of Canadian warships have been in the Great Lakes during late summer and autumn. Amongst these have been the fast frigate H.M.C.S. TORONTO, H.M.C.S. KINGSTON, H.M.C.S. GLACE BAY and H.M.C.S. ANTICOSTI. The new H.M.C.S. OTTAWA was upbound in the Seaway on September 21, en route to Cornwall, Ontario, for her official commissioning.

Observers were pleased when the Paterson straight-deck bulk carrier COMEAU-DOC, (a) MURRAY BAY (II)(63), returned to active service on September 20th. The motorship (she was repowered in 1986) had been laid up at Montreal since June 2nd, and it had been feared by some observers that she might not operate again. When she sailed from Montreal, she was bound for Thunder Bay.

In 1997, the 1948-built, 716-foot, heavy cruiser U.S.S. DES MOINES will arrive at Detroit for display there, after having been laid up at Philadelphia since 1961. The Chamber of Commerce at Ogdensburg, New York, had hoped to secure the warship for display there, but the Detroit bid to obtain the big cruiser was successful.

Last year, we reported that the Selvick Marine Towing Corp.'s 70-foot, 1915-built tug STEVEN M. SELVICK was to be sunk in Lake Superior's Alger Underwater Preserve. The SELVICK, after stripping, was towed by the National Park Service tug ABRAHAM WILLIAMS to a spot between Grand Island and Miner's Castle, and she was scuttled there in 55 feet of water on June 1st, 1996.