

by the tugs VAC and PROGRESS, en route to the International Marine Salvage scrapyard at Port Colborne, on April 24th, but windy conditions caused problems securing the old hull section on the wall below Lock Two. It was returned to the shipyard, and a successful start up the canal was begun by the tow the following day, April 25th.

At last report, the CSL TADOUSSAC was still at the Port Weller shipyard, receiving the finishing touches on her midbody reconstruction and widening. It is our understanding that a similar reconstruction will be performed next winter by Port Weller Dry Docks on the Upper Lakes Group Inc. 1967-built CANADIAN CENTURY.

Last issue, we noted that a number of straight-deck bulk carriers were remaining idle as a result of poor grain movement prospects, several of them being laid up at Toronto. In the week after Easter, however, two of the Upper Lakes Group Inc. bulkers cleared Toronto to enter service. CANADIAN VENTURE, (a) LAWRENCECLIFFE HALL (II)(88), (b) DAVID K. GARDINER (94), a motorship built in 1965, cleared Toronto on April 17th, while the steamer CANADIAN VOYAGER of 1963, (a) BLACK BAY (94), left port on April 20th, both bound for Thunder Bay to load grain. It is to be assumed that the reactivation of these additional straight-deckers has more to do with decreased carrying capacity caused by continued (and worsening) low water conditions in the lakes than by any improvement in the grain trade.

The 1895-built Royal Canadian Yacht Club passenger tender HIAWATHA returned to Toronto from Hamilton under her own power during the afternoon of May 3rd, a bit more than two months short of a year after the attack by vandals which sent her to the bottom of the Parliament Street slip. We understand that, despite HIAWATHA's major refurbishment just a few years ago, the post-sinking repairs and upgrades have involved efforts to return her as closely as possible to her original 1895 appearance. At the time of this writing, we have yet to view the results.

Meanwhile, we learn that the Queen City Yacht Club, located on Toronto's Algonquin Island, has found its passenger tender ALGONQUIN QUEEN to be too small to handle traffic in peak periods, and has called for tenders for the construction of a new boat. She is to be of aluminum construction, but reportedly will feature a tall smokestack and a birdcage pilothouse! That should be interesting, indeed. The Q.C.Y.C. is the club that has the hull of the venerable passenger steamer RAPIDS QUEEN as a breakwater off the entrance to the lagoon in which the club yachts are moored.

A major wooden shipwreck has appeared this spring from the sand of the Lake Huron beach at Southampton, Ontario. Excavation work has been proceeding under the auspices of the Ontario Marine Heritage Committee, but so far the wreck has yet to be identified. When it first appeared, it was thought (or perhaps hoped) that the bones might be those of the famous steamer KALoolaH, but that would not now appear to be the case.

In the last issue, we mentioned the sale for scrapping of the LUCIEN-PAQUIN, a feature on the Canadian scene since 1979. We erred, however, when we described her as a bulker. The 1969 vessel carried general cargo.

We also have a corection to offer regarding the lay-up list that appeared in the February issue. The information we had been given was that BV RAYNA, the dredge that was formerly the bulk canal steamer CHARLES R. HUNTLEY, was wintering at Cacouna, although we had no idea why she would be there. In fact, BV RAYNA is still lying idle at Matane, Quebec.

The Genesee Marine Inc. 1975-built excursion vessel SPIRIT OF ROCHESTER, (a) AMERICAN EAGLE (83), (b) ISLAND CLIPPER (I)(94), crossed the lake in the latter part of April for drydocking on TORONTO DRYDOCK (the former MENIER CONSOL.