

MARINE NEWS

In the February issue we noted that as of April 1st, Acomarit Canada would be assuming vessel management functions for the fleet of N. M. Paterson & Sons Limited, of Thunder Bay. But when April 1st came around, there no longer was an active Paterson fleet. On March 21st, it was announced that Canada Steamship Lines Inc., Montreal, had completed the purchase of Paterson's three active vessels, PATERSON (ii), CARTIERDOC (ii) and MANTADOC (ii), and would rename them PINEGLEN (ii), CEDARGLEN (ii) and TEAKGLEN. Renamed and with their stacks painted in C.S.L. colours, PINEGLEN and CEDARGLEN both entered service on March 29th, PINEGLEN downbound from Thunder Bay for Port Cartier with wheat, and CEDARGLEN upbound from Sorel with a part load of titanium slag for Ashtabula. (On her trip up the Seaway, CEDARGLEN did some minor damage to her bow at the Snell Lock, and was to have it repaired at Port Colborne.) At the time of this writing, TEAKGLEN had not yet entered service. It is noteworthy that C.S.L., which gave up the operation of bulkers on the lakes some years ago, now is back in the straight-decker trade with five such ships, having acquired Parrish & Heimbecker's MAPLEGLEN and OAKGLEN (ii) last year. Not included in the acquisition were QUEDOC (iii) and VANDOC (ii), both idle at Thunder Bay since 1991, COMEAUDOC, idle at Montreal since 1996, and the bridge-smitten WINDOC (ii), lying at Hamilton. Paterson will be making separate arrangements to dispose of those vessels. Sadly, the 2002 season thus will be the first since 1915 that no Paterson-owned freighters will be running on the lakes.

Speaking of WINDOC, she really has turned into a hard-luck ship. She was the major victim of a vicious windstorm that swept across the lakes on March 9, and which wrought special havoc at Hamilton and Port Colborne. WINDOC was torn from her moorings at Hamilton's Pier 8 and was blown all the way across the bay to ground near the Burlington end of the Skyway. McKeil tugs chased WINDOC, but let her drift in order to secure the barge McKEE SONS, which had broken away from Pier 10. The latter ship's keeper managed to get an anchor down, and the tugs moved her back to her dock. At Pier 12, JEAN PARISIEN lost her aft lines and her stern came to rest against Pier 14. WINDOC was not damaged in the incident, and McKeil tugs returned her to her berth on March 12th. At Port Colborne, JOHN B. AIRD was torn from her moorings at the fuel dock and was blown over against the CANADIAN OLYMPIC, while CSL TADOUSSAC, moored astern of the AIRD, broke her forward lines, as did the drill ship LOUIS J. GOULET, moored on the west side of the ADM elevator. The ships were undamaged, but much damage was done to the bollards along the west side of Port Colborne harbour.

The storm also downed a tall construction crane that was working on the Norfolk Southern lift bridge at Cleveland. No further damage was caused to the bridge, which was able to open to traffic on March 20th. The sailing of the cement-carrier ALPENA had been delayed since March 1st as a result of the bridge troubles, but she made her escape from winter quarters as soon as the bridge was operable.

The relatively co-operative weather conditions allowed the various canals to open as scheduled. The Poe Lock at the Soo opened to commercial traffic on March 25th, the downbound INDIANA HARBOR being the first freighter through. The first upbound vessel, also on opening day, was EDGAR B. SPEER. There was some ice trouble in the St. Mary's River and Whitefish Bay, but the ice-breakers MACKINAW, KATMAI BAY, NEAH BAY, BISCAYNE BAY and SAMUEL RISLEY took care of it. Opening the St. Lawrence canals were CSL NIAGARA upbound and JEAN PARISIEN downbound. The first salt-water ship of the year was STRANGE ATTRACTOR, upbound on opening day with sugar for Toronto. On that same day, March 26, the Welland Canal was officially opened by the upbound MISSISSAGI. The first ship to arrive downbound at Port Colborne on opening day was MAPLEGLEN.

An early (pre-opening) passage down through Lock 8 of the Welland Canal was made on March 25th by the ferry PELEE ISLANDER. She had arrived at Port Col-