

In the October issue, we reported on what most observers supposed would be the only voyage under her own power of C.S.L.'s straight-decker TEAKGLEN, (a) MANTADOC (ii)(02). At that time, she had not completed the trip that saw her leave her lay-up berth at Montreal on September 28th and proceed down to Quebec City to load grain for Goderich. She left Quebec on October 1st, was upbound in the Welland Canal October 3-4, and arrived at Goderich on the 5th. After unloading part of her cargo at the Goderich elevators, she laid up alongside WILLOWGLEN to begin her grain storage service. We believed that TEAKGLEN had been sold to Goderich Elevators Ltd., but it would now appear that she has only been chartered for the storage service. Read on.

On October 24th, Canada Steamship Lines Inc. announced that it had finalized the purchase from Fednav Limited, Montreal, of the straight-deck bulker FRASER, (a) SELKIRK SETTLER (91), (b) FEDERAL ST. LOUIS (91), (c) FEDERAL FRASER (01), built in 1983 as the first of the Misener "ocean-lakers". The announcement indicated that the ship would be renamed (e) SPRUCEGLEN (ii) and that she likely would be sailing for C.S.L. by late November. It also specified that "SPRUCEGLEN will add to the fleet and CSL does not have any intentions to retire any vessels at this time". It also said that SPRUCEGLEN would join the company's current bulker fleet "composed of the FERBEC, the OAKGLEN, the MAPLEGLEN, the PINEGLEN, the CEDARGLEN and the TEAKGLEN". This announcement is important for a number of reasons. Not only does SELKIRK SETTLER "come home", but the Parrish & Heimbecker "Glen" name series is being continued. It also puts to rest rumours that C.S.L. might retire either MAPLEGLEN or OAKGLEN, and as well it confirms that TEAKGLEN is still part of the fleet. Observers have wondered whether C.S.L. might also acquire from Fednav SPRUCEGLEN's two sisterships, MACKENZIE, (a) CANADA MARQUIS (91), (b) FEDERAL RICHELIEU (91), (c) FEDERAL MACKENZIE (01), and LADY HAMILTON (ii), (a) SASKATCHEWAN PIONEER (95).

A major collision took place on the night of October 12th, when the upbound Dutch heavy-lift vessel STELLANOVA and the ULS bulker CANADIAN PROSPECTOR, downbound with grain for Port Cartier, met almost head-on above the Cote Ste. Catherine lock. It is said that STELLANOVA had lost power; it is not certain whether this occurred before or after the collision, but both vessels suffered major bow damage. The PROSPECTOR was not only damaged above the waterline, but the salty's bulbous bow also inflicted major underwater damage to the laker. The tugs OCEAN INTREPIDE and OCEAN JUPITER took STELLANOVA to Montreal for inspection and temporary repairs, and she eventually proceeded downbound to Les Mechains, Quebec, to be drydocked by the Verreault Navigation shipyard. This will significantly delay the arrival of her cargo of heavy machinery to Windsor. CANADIAN PROSPECTOR went to the upper wall at Cote Ste. Catherine for inspection and temporary work and she cleared the Seaway downbound on October 14th. She went on to Port Cartier, unloaded her cargo, and then headed back into the lakes. Port Weller Dry Docks was the winning bidder on the PROSPECTOR's repair work, and the vessel arrived at the Port Weller shipyard on October 23rd. With repairs estimated to take much of the remaining navigation season, it was said that another ULS vessel might be activated to handle the PROSPECTOR's cargo commitments, but as of the time of this writing, no other bulker had been put in service. The cause of the collision has not yet been reported, but it is said that before the impact, STELLANOVA had requested an unusual two-whistle pass, green-to-green, leading to speculation that she had lost steering. When the collision occurred, the stern of STELLANOVA also touched the channel bank, damaging the ship's propeller shaft and causing a small oil leak, which was controlled. As a result, further movements of STELLANOVA had to be made under tow. We will await with interest the results of the investigation into the causes of this collision, one of the worst seen on the lakes/seaway system in many years.