

The latest volume of John O. Greenwood's series of Great Lakes fleet history books is now available. In our opinion, this fourth volume is the most interesting of the lot because it features the five fleets of James A. Paisley and the fourteen companies managed by the famous Canadian shipping entrepreneur James Playfair.

This 180-page hardcover follows the general format of the other books in this series, with corporate histories of each of the companies involved, detailed histories of all of their ships, and descriptions of any interesting events or accidents involving those ships. The book is copiously illustrated with well-printed photos, some of which are extremely rare and will not previously have been seen by most historians.

Fleet Histories - Volume Four will be available from the usual booksellers around the lakes, but persons wishing to order direct from the publisher should contact Freshwater Press Incorporated, 1700 East 13th Street, Suite 3R-E, Cleveland, Ohio 44114-3213, U.S.A., for price and shipping details. Freshwater Press may also be contacted by telephone at (216) 241-0373, or by fax at (216) 781-6344.

\* \* \* \* \*

### MARINE NEWS

In the January issue, we noted the arrival at Toronto of MARINE COURIER (C.803712), the 121-foot, 1983-built, aluminum-hulled ferry which Shaker Cruise Lines, of Toronto, purchased late in 1996 from Marine Atlantic Inc. The intent of the new owner was to establish a ferry service across Lake Ontario between Toronto and Port Dalhousie. Observers have tended to be hopeful but still skeptical, because no cross-lake service has proven to be even remotely successful since the venerable CAYUGA was taken out of service on Labour Day, 1957. (And even CAYUGA's revival from 1954 through 1957 was financially unsuccessful.) Nevertheless, over the winter months, MARINE COURIER has been refitted for her new service and the cabin made more suitable. A new upper deck has been added aft, and the boat's three stacks have been removed, engine exhaust being rerouted overboard by means of pipes running out over the stern from beneath the new aft deck. The boat retains her blue hull and white superstructure.

It was originally intended that MARINE COURIER would be renamed (b) CONSTELLATION, but the owners apparently have had second thoughts. During mid-April, the name WAVE RUNNER I appeared briefly on the port bow but then was removed. Before the ship ran trials late in April, the name LAKE RUNNER had been placed on the bows and the transom stern in raised letters, so it would appear that this is the name that will "stick".

Docking facilities at Port Dalhousie have been approved for LAKE RUNNER, and so it would appear that service will be operating soon, probably before our members read this report. We wish the new operators well in their venture.

The cutting down of the long-idle tanker CONGAR (III) continues on the south side of the Ship Channel at Toronto. All of the superstructure now has been removed and part of the trunk also has been cut away. It is said that the hull is to be used as some sort of deck barge, but we find it hard to imagine that a tanker's hull of this sort could be of much use in that capacity.

CONGAR now has some company in the same general area of the Ship Channel for, on April 26th, ENERCHER CATALYST, (a) JON RAMSOY (74), (b) DOAN TRANSPORT (87), arrived and laid up near the west end of the Hearn generating plant. We assume that the lay-up of ENERCHER CATALYST is only temporary and that the tanker will be reactivated when more work is found for her. The CATALYST is wearing the dark green hull adopted by Enerchem for its ships in recent years.