

The problems at Port Weller allegedly result from its contracts to build two ocean-going hulls for Hoekman Cargoships BV and five more for Carisbrooke Shipping Ltd. Port Weller did not have experience building short-sea ships and bargained, unfortunately it seems, that money lost on the first ships would be recouped on the latter ones, but did not anticipate the extent of the cost over-runs. Meanwhile, the first of the Port Weller built salties, named FRISIAN SPRING, was towed from the shipyard by RADIUM YELLOWKNIFE and SALVAGE MONARCH and was taken over in the lake by FAIRPLAY XIV, a deep-sea tug which encountered some difficulties with the tow in the Seaway. FRISIAN SPRING was bound for completion in The Netherlands, where she since has arrived safely. The tow left Port Weller on July 11. The restructuring of the shipbuilder is being monitored for the court by RSM Richter.

There is a new excursion vessel operating out of Sarnia this season. She is DUC D'ORLEANS II, the 70-foot former SPIRIT OF NEWPORT, which was built in 1987 and was sailed from Newport, Rhode Island, by new owner Capt. Ken Bracewell, arriving at Sarnia on June 6. She replaces the old DUC D'ORLEANS, a 112-foot, wooden-hulled Fairmile built in 1943. No decision yet has been made regarding the disposition of the historic Fairmile, but preservation, likely on the east coast, is a possibility.

The former sidewheel river carferry LANSDOWNE, recently derelict and sunk at Erie, Pennsylvania, was towed during July, much to the apparent relief of Erie residents and port officials, and was deposited at the BIDCO yard at Buffalo. The ship's former restaurant superstructure, as well as the old Milwaukee Road "Hiawatha" observation cars on deck, all remnants of her restaurant days at Detroit, have been stripped out over the years, leaving LANSDOWNE little more than a barge hull. It is not known what will become of her.

There have been a number of changes in the excursion boat fleet at Toronto. YANKEE LADY (i) was sold early in the year and renamed SEA VOYAGER. YANKEE LADY II is now (c) ESCAPE TO and is owned by 6571166 Canada Inc., Toronto. The retired GALACTICA 001, lying atop Pier 35 on the Polson Street side, was having her superstructure demolished when, on June 20, a fire finished the job. The fire tug WM. LYON MACKENZIE attended the scene. The hydrofoils SEA FLITE I and II, idle on Pier 51 since 2002, were taken in August by the tug PATRICIA D. and barge ROCK PRINCE to the Atlas crane on Pier 35 where, on August 15, they were loaded on to the heavy lift salty FLINTERSPIRIT for shipment back to Russia, from whence they originally came. Their cross-lake service, never a success, ended in 2002 when one of their engineers was killed in an accident.

Yet another vessel has suffered the loss of a rudder on the lakes. The latest victim was ROGER BLOUGH, which dropped the rudder in the lower St. Mary's River on August 5. After going to anchor off Lime Island, the BLOUGH was taken in side-by-side tow by fleetmate EDGAR B. SPEER, which took her to Gary, Indiana, for unloading. The BLOUGH subsequently went to Sturgeon Bay for repairs.

In late April, the Algoma Central straight-decker ALGOVILLE suffered engine problems and, on May 1, she entered Goderich harbour with tug assistance. After temporary repairs, she cleared Goderich on May 14 and now is lying at Montreal. A recent Algoma financial report indicates that funds have been dedicated to the re-engining of the 1967-built ALGOVILLE, (a) SENNEVILLE (94). Algoma also has purchased the tanker AMALIENBORG, a sister to AGGERS-BORG which is now operating as ALGOSEA, and has committed funds for the construction of "a new self-unloading forebody", which we can only speculate must be intended for the idle ALGOBAY.

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IRVIN GOLEM

We regret to inform the members that Irvin ("Irv") Golem passed away on June 25 from complications following surgery. He began his sailing career in 1949 as a fireman on CAPTAIN C. D. SECORD and later was a partner in Norlake Steamships and a Chief Engineer with Q&O and the Soo River Company. He finished his working career at the marine fuelling station at Hamilton.

Irv was a longtime member of T.M.H.S. and frequently attended the Society's meetings. In his 75th year at the time of his death, Irv is survived by a brother and two sisters. At his request, there was no funeral.

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