

The N. M. Paterson & Sons Ltd. lake bulk carrier CANADOC (II) (C.313938) was built in 1961 as Hull 627 of Davie Shipbuilding Ltd., Lauzon, Quebec, and was 590.2 x 62.0 x 33.9, 10061 Gross and 8196 Net. She never was known as a particularly handsome vessel, but she was distinctive in that she carried a triple-deck bridge structure of a style unusual to ships of her vintage. CANADOC, however, was one of those ships built to less than full Seaway dimensions, and thus was destined to have a relatively short career (PATERSON [I], QUEDOC [II] and SENATOR OF CANADA having earlier been sold out of the fleet for scrapping). CANADOC laid up at Prescott over the winter of 1989-1990, and early in the spring of 1990, she sailed for Montreal, where she has been lying in idleness ever since. She had white scrap-tow markings painted on her hull fore and aft, and it was said that she had been sold to the Corostel Trading (Ziff) interests of Montreal, and then via the Gibson shipbroker interests of New York to breakers in India. But CANADOC remained at Montreal into the 1991 season, and it was felt by some observers that she had become the victim of plummeting scrap metal prices which have rendered overseas scrap sales and long tows uneconomical for the present. Indeed, her image appeared on a sign along Cherry Street near the Toronto Ship Channel, advertising redevelopment of a piece of land there, a project which once was said to be going to incorporate a "museum ship". On August 3rd, 1991, however, one of our members spotted CANADOC downbound in the St. Lawrence River at Quebec City, in tow of the Netherlands Antilles tug DALMAR SPIRIT, and assisted by the Canadian tug OMNI ST. LAURENT which is owned by Remorquages Sorel Inc. As yet, we have no definite confirmation of CANADOC's intended destination.

At long last, it would appear that efforts to preserve the venerable passenger steamer MILWAUKEE CLIPPER, (a) JUNIATA (II)(41), have succeeded. Purchased at auction last year by the City of Hammond, Indiana, after her previous Chicago owners had gone into receivership, the 1905-built ship was moved to the site of a large new marina facility being built on the Hammond waterfront. Work progressed through the winter and spring to ready the CLIPPER for her role as centrepiece in the marina complex, and at last report (early July), some 60% of the marina slips already had been rented and the CLIPPER herself was due to be opened for public use in August. Photos of the ship provided by one of our members show that MILWAUKEE CLIPPER is now painted all white, with a wide blue stripe under a narrower red band running along the forecastle rail and down the ship's sides at spar deck level. Her stack (The forward "dummy" funnel, not the real one aft) is white and carries a logo which incorporates a red sun and a blue sailboat. Although it would be pleasant to see MILWAUKEE CLIPPER preserved in an active rather than dockbound role, we wish her all the best in her new life.

The "Detroit Free Press" of August 6th, 1991, reported that the restaurant and lounge facilities aboard the former sidewheel carferry steamer LANSLOWNE would soon reopen under the management of the Baja Beach Nightclub Company. The 1884-built former Grand Trunk and C.N.R. carferry, which latterly operated across the Detroit River as a barge, opened in 1983 as a restaurant owned by Specialty Restaurants. In 1988, Specialty sold LANSLOWNE to D & D Enterprise Associates Inc., but this partnership of a former entertainer and a Detroit dentist went into Chapter 11 bankruptcy proceedings in 1990 and sold LANSLOWNE back to Specialty Restaurants. Baja Beach, which operates restaurant/nightclubs in Miami, Chicago and Arlington, Texas, has taken a ten-year, \$3 million lease on LANSLOWNE and has spent half a million on renovations. LANSLOWNE, still moored on the Detroit waterfront behind Joe Louis Arena, will feature a sports bar, a piano bar, a dance club, outdoor sun/concert/barbecue deck areas, and also a "traditional restaurant".

The Detroit waterfront received a new excursion vessel in 1991. She is the former Beaver Island (Lake Michigan) ferry EMERALD ISLE, 63.0 x 25.0 x 7.3, 82 Gross, which was built as Hull 378 of the Christy Corp. at Sturgeon Bay in 1955. Purchased by Diamond Jack's River Tours and renamed (b) DIAMOND