

During the latter part of the 1991 season, the self-unloading barge CAPT. EDWARD V. SMITH, (a) ADAM E. CORNELIUS (III)(89), was renamed (c) SEA BARGE ONE by Secunda Marine Services, of Dartmouth, Nova Scotia. However, it would appear that the former lake steamer may not carry her new name very long. An announcement in the legal section of the Toronto "Globe and Mail" of January 22, 1992, indicated that an action in the Trial Division, Federal Court of Canada, had been commenced by the Canadian Imperial Bank of Commerce for payment of indebtedness on a mortgage executed 13 August, 1991, by Keybulk Transportation Inc., in favour of the bank. On January 14th, the Federal Court ruled that SEA BARGE ONE should be appraised and advertised for sale. The Sheriff of the County of Cape Breton will open bids for SEA BARGE ONE at Halifax on February 20, with the vessel to be sold "as is, where is, as she now lies at Sydney, Nova Scotia..."

Better news concerns a contemporary of the CORNELIUS, a ship still owned by the American Steamship Company, Buffalo, for which they both were built. The steamer JOHN J. BOLAND (III) was built in 1953 (six years before the CORNELIUS) at Manitowoc, and she is the last steam-powered boat in the American Steamship fleet. Idle in recent years, the BOLAND received a major refurbishing at Fraser Shipyards Inc., Superior, Wisconsin, during 1991, but the economic conditions did not warrant her return to service before the close of navigation. In the December, 1991, issue of "Soundings", the American Steamship house organ, Ned A. Smith, the company's president, stated that "the refurbishment of the Steamer JOHN J. BOLAND is substantially complete and the vessel is expected to sail in April of 1992 along with all of ASC's vessels that sailed in 1991". In fact, appointments already have been made for the BOLAND for 1992. The reactivation of the BOLAND leaves the venerable NICOLET as the only idle ASC vessel.

In the December issue, we mentioned the Great Lakes Bulk Carriers straight-deck steamer WHITEFISH BAY as having been reactivated late in the 1991 season, this information based on several reports which we received from members. We have no idea how so many people could have seen a ship which was not running, but we can confirm that WHITEFISH BAY did not fit out at all during 1991 and remained idle at her berth at Sorel, Quebec!

One ship that was reactivated late in 1991 was the Paterson straight-decker VANDOC (II). Unfortunately, however, she ran into a spot of bad luck on November 24. Whilst lying at the Co-Op Elevator at Windsor, VANDOC was struck by the Bahamian salty ELIKON, which broke away from her position in the Ojibway anchorage area. Damage to the starboard side of VANDOC was relatively minor, and the motorship is laid up for the winter at Thunder Bay.

Lake Michigan Carferry Service Inc., the Charles F. Conrad firm that intends to restore the Lake Michigan carferry service which the Michigan-Wisconsin Transportation Company abandoned late in 1990, has announced that it agreed to purchase the ferries BADGER, CITY OF MIDLAND 41 and SPARTAN for \$500,000 and dock properties for \$375,000. Although the trustee in bankruptcy will accept other bids until January 17, and consider all bids at a hearing on February 18, the new firm is confident that its arrangements will be accepted and it has gone ahead with considerable refurbishing of BADGER's passenger accommodations and the paving over of her main deck train tracks in order to accommodate more automobiles. The new operator intends to begin operations with BADGER on May 15, 1992.

The last ship through the Welland Canal for the 1991 season was ALGOCAPE, which passed downbound for Hamilton on December 24. The last upbound vessel through the St. Lawrence section of the Seaway was MONTREALAIS, on December 23rd. The last downbound ships were CANADIAN NAVIGATOR, C.C.G.S. PIERRE RADISSON and C.C.G.S. TRACY on the 24th. The last salty out was the Russian ALEKSANDR STAROSTENKO a couple of days earlier. The Soo Locks closed for the season on the evening of January 7, 1992, with the downbound passage of EDGAR B. SPEER.