

In past issues, we have mentioned the Tortola-registered hydrofoils SUNRISE I and SUNRISE II which were brought to Toronto in May of 1992 for a cross-lake passenger service proposed by Canadian Lake Express. Neither vessel ever made a revenue trip, however, and while SUNRISE II has been reposing since last autumn on a cradle atop Pier 52 at the Toronto East Gap, SUNRISE I has been under arrest at Port Weller. The Toronto "Globe and Mail" of July 8, 1993, carried a notice to the effect that there would be a sheriff's sale of SUNRISE I, ordered by the Federal Court of Canada to satisfy claims against the ship and against Sunrise One Ltd. and Gibraltar Holdings Ltd. Sealed tenders for the ship were to be filed by August 16th, with the bids to be opened on September 8th. The advertisement gave the following information: "The vessel is a passenger hydrofoil classed by Det Norske Veritas as 1A1 HSLC R5, built in Feodosiya, Ukraine, in 1990 as a Voskhod-2 Model... Length overall 27.6 m., Beam 6.4 m. Carries up to 67 passengers and a crew of 3. Full load displacement 28.4 tonnes. Gross Tonnage 67. Speed up to 60 km/hour. Diesel engine maximum power at 1600 rpm, 810 kw. Port of Registry, Road Harbour, British Virgin Islands. Official Number 720516 (38/1991)." The court order for the sale was directed to Patricia Clark, Sheriff, Municipality of Niagara North, St. Catharines. As yet, there has been no notice of any similar action concerning SUNRISE II, although we suspect that her disposition will shortly follow that of her sistership.

Another forced sale of interest to marine historians was to be held on August 31st at Beaumont, Texas, conducted by the United States Marshal for the Eastern District of Texas, pursuant to court order, to foreclose preferred ship mortgages held by the General Electric Capital Corporation. For sale individually or as a set (whichever would bring the best price at auction), with an aggregate minimum bid of \$6 million, were what lake observers knew as "the Ontonagon tug and barge". They were originally designed for Lake Michigan carferry service and were built by the ill-starred and now defunct UPSCO shipyard at Ontonagon, Michigan, a sinkhole for state taxpayers to the extent of \$44 million. The tug, eventually to be named THUNDER, and her barge, LIGHTNING, were towed, uncompleted, from the shipyard in 1989, and finally were activated on salt water by Texas owners in 1991. THUNDER was completed with a lowered bridge structure, while the barge was fitted with a hinged Ro-Ro bow, and during the winter of 1992-1993, the pair were hauling vegetable oil to Africa, although even then both were noted to be for sale - for the right price. The owner continues to operate the rest of its fleet, but appears to have abandoned THUNDER and LIGHTNING to the mortgagee, no doubt as a result of recent economic conditions.

For the benefit of historians who have not been able to get statistics on these two vessels, we present the following, taken from the Marshal's Notice of Public Auction: THUNDER (U.S.997014) is 117.8 x 44.0 x 29.5, 1213 Gross. She is powered by two MAK 6M551AK Turbo diesel engines of 8,400 h.p., and has two Kato 400 kw generators equipped with CAT 379 8-cylinder engines. LIGHTNING (U.S.973127) is a "Roll On / Roll Off vehicle cargo barge", 397.9 x 64.6 x 45.6, 8123 Gross, equipped with a bowthruster and fitted with 27 main ballast compartments. It will be interesting indeed to see what becomes of THUNDER and LIGHTNING.

In the May issue, we mentioned the April 12 grounding of MELISSA DESGAGNES, (a) ONTADOC (II)(90), above the Eisenhower Lock in the St. Lawrence Seaway. We reported that she was refloated on May 15 and was allowed to proceed on her way, downbound. In fact, it was on the 16th that she was permitted to proceed, but she did not get far, for on that day the Maltese salty SOLTA grounded below Cote Ste. Catherine and blocked all Seaway traffic for some 28 hours. MELISSA DESGAGNES was the second ship in line in the blockade, and had to wait whilst SOLTA was lightered by P.S. BARGE NO. 1, which earlier had lightered the DESGAGNES. A Month later, MELISSA DESGAGNES again was delayed in the Seaway. Late on May 15th, FEDERAL FRASER, upbound for Cleveland, struck a fender at St. Lambert and it took 15 hours for repairs to be put in hand. MELISSA DESGAGNES, downbound for Sorel, had to tie at Cote Ste.