

Catherine during the delay. Navigation resumed late on the morning of May 16th, but within hours the Bahamian salty HAIGHT struck a fender at the Beauharnois Lock, and traffic was again halted, this time for two days!

Since our last mention of the ship in the March issue, readers may have wondered what had become of the dredge CHARLES R. HUNTLEY, one of the last of the former steam canallers, which in latter years has been on the east coast. Last operated by Alexander Hume Incorporated, of Etobicoke, the HUNTLEY latterly had lain idle at Shelburne, Nova Scotia, and spent last winter at Port Hawksbury, N.S. Allegedly to satisfy the demands of creditors, the HUNTLEY had been advertised for sale, the agent for the ship being Verreault Navigation Inc., of Les Mechins, Quebec. We know not how the HUNTLEY came to be at Mulgrave, N.S., but she was towed out of that port on May 26, 1993, by the Verreault tug KETA V. This tug had brought the company's dredge PORT MECHINS, the former LOCKEPORT, to Point Tupper, opposite Mulgrave. The movement of the 1926-built HUNTLEY (and we still do not know where she was taken, although it may have been to Saint John, New Brunswick) might indicate that Verreault has more interest in the ship than just being agent for sale.

Sunday, May 23rd, was not a good day for the St. Catharines excursion vessel GARDEN CITY. On that afternoon, while she was attempting to manoeuvre in Port Dalhousie harbour, from which she operates, GARDEN CITY lost power. She swung across the harbour and struck six pleasure boats moored at one of the wharves of the Dalhousie Yacht Club. GARDEN CITY eventually was secured to the club wharf, and there were no injuries. Port Dalhousie harbour is a treacherous place for a ship the size of GARDEN CITY to navigate because of the eddies in the water caused by the weir alongside what used to be Lock One of the third Welland Canal.

According to the "Windsor Star" of August 3rd, trouble has been brewing over plans of the new owners of the Boblo Island amusement park to phase out ferry service to the island from Gibraltar, Michigan, and to carry all passengers from the dock at Amherstburg, Ontario. Normally two boats run to Boblo from Amherstburg, whilst there are three U.S.-flag boats available to run from Gibraltar. This year, the park has attempted to obtain approval for the U.S. boats to run on the Amherstburg line and has begun the procedure to bring the U.S. boats under the Canadian flag. But meanwhile, authorization from several sources is necessary to obtain temporary Canadian coasting permits for the boats, which allegedly do not meet Canadian safety standards, and there have been problems with immigration officials over the boats' U.S. crews. The dispute reached a head on July 31, when park management was unable to obtain Canadian coasting permits on short notice and long lines of people were stuck on Boblo until the wee small hours of the following morning. This prompted park officials to threaten to close Boblo entirely unless the dispute was resolved. This whole situation certainly is a far cry from those happy days when the big steamers COLUMBIA and STE. CLAIRE carried most of the park visitors on their runs from downtown Detroit.

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MARINE HISTORIAN OF THE YEAR

We would be very much remiss if we did not congratulate longtime T.M.H.S. member (who also sits on your executive committee), Captain John Leonard, who was designated "Marine Historian of the Year" for 1993 by the Marine Historical Society of Detroit, the award being made at that group's annual dinner meeting at St. Clair, Michigan, in April. He was the 25th recipient of this prestigious award. Not only did John Leonard spend many years (42 of them, in fact) sailing in a number of famous lake vessels, but he has in recent years addressed the T.M.H.S. on several occasions with his illustrated reminiscences. We congratulate him on his well-deserved honour.

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