

It has been reported that, during July, dismantling operations were under way at Sturgeon Bay on the remains of the former Kinsman steamer GEORGE E. SEEDHOUSE, (a) WILLIAM J. OLCOTT (70). The 1910-built steamer, originally part of the fleet of the Pittsburgh Steamship Company, was sold by Kinsman in 1975, and her hull was used as a parts storage warehouse and fabrication shop at the Bay Shipbuilding yard at Sturgeon Bay. When she was no longer needed for this purpose, the shipyard reduced the SEEDHOUSE to a deck barge. Now, however, she appears to have outlived any possible usefulness and her 83-year life has reached its end.

During August, the Law Department of the City of Detroit took action to recover more than \$300,000 in overdue dockage and license fees as well as utility charges owed by the operators of the Baja Beach Club, which has been operating aboard the former carferry LANSDOWNE on the Detroit waterfront. In earlier issues, we documented the changes in ownership and management of LANSDOWNE in her rather chequered second career as a floating restaurant and bar, control most recently involving a firm known as Capital Gains Inc., of Fowlerville, Michigan. This same company latterly acquired control of the former Boblo steamers COLUMBIA and STE. CLAIRE. Despite the drydocking of COLUMBIA for repairs and inspection at Nicholson's early in 1993, neither steamer has made even one of the excursions that were promised. On August 6, the city filed a lawsuit in Wayne County Circuit Court, seeking to seize the assets of Lansdowne Enterprises Limited Partnership (a consortium of four corporations which reportedly are involved in the LANSDOWNE's nightclub operations), and Great Lakes Steamships Inc., the firm allegedly in control of COLUMBIA and STE. CLAIRE. Detroit police and a county bailiff reportedly attempted to close the nightclub on August 6th, but a court stay was secured by counsel for Edward Gaines, CEO of Capital Gains Inc. Gaines was reported by "The Detroit News" as denying that the firm owed the city anything. LANSDOWNE's operations were reported as having produced gross receipts of close to \$3 million in 1992!

A June, 1993, report from the World Ship Society indicated that the scrap tow of the former Canada Steamship Lines vessels STADACONA and WHITEFISH BAY had reached its intended destination, Zhangjiagang, China, sometime prior to February 28, 1993. WHITEFISH BAY had departed Sorel, Quebec, on September 30, 1992, in tow of the Russian tug UMKA, and the tow stopped briefly at Pointe-au-Pic to pick up STADACONA. Original plans were for the tow to call at Argentia, Newfoundland, to pick up scrap metal cargoes for the two former lakers, but we have no confirmation that this stop actually was made. (We suspect that it was not.) The tow did stop en route off Honolulu, Hawaii, on January 4, 1993. The two steamers were sold via Jimmy S. Y. Chen, of Chenco-Inter Pac Trade, of Puyallup, Washington.

The summer of 1993 has not been a very happy one for the museum ship WILLIS B. BOYER, (a) COL. JAMES M. SCHOONMAKER (69), latterly a member of the now-defunct Cleveland-Cliffs Steamship Company fleet, and more recently on display at Toledo, Ohio. Some 18 months ago, incidents of vandalism against the ship and against the property of museum employees have been reported. In addition, the (now former) executive director received a death threat at her office. Then, in June, three homemade bombs exploded outside the home of one of the museum's officials. During July, graffiti was painted on the ship's hull, displays aboard the BOYER were damaged, and electrical and telephone lines were severed. News reports indicated that Toledo City Council had requested an investigation into the problems. It was suggested that some of the damage might have been caused by some disgruntled former employee of the museum. We sincerely trust that the problems can be halted and that the handsome BOYER may continue on public display as a reminder of the heyday of steam-powered freighters on the Great Lakes. The BOYER was built in 1911 by the Great Lakes Engineering Works at Ecorse.