

In the Mid-Summer issue, we mentioned the plans of Windsor Casino Limited to bring to Windsor the newly-built, 245-foot "riverboat casino" QUEEN OF KANSAS CITY, which had been lying at her New Orleans area builder's yard, never fully completed nor "taken home" by her intended operator. She is expected at Windsor this autumn to become the Great Lakes' first gambling boat. A further announcement by Windsor Casino during September indicated that the ship will be renamed NORTHERN BELLE CASINO for her new duties.

The veteran former sidewheel railroad ferry LANSLOWNE, built in 1884, has now been moved to Lorain, Ohio, where she faces an uncertain future. The Grand Trunk (and latterly Canadian National Railways) ferry steamer operated into the 1970s on the river crossing between Windsor and Detroit, and then after a period of barge operation, lay idle until her superstructure was reconstructed and she opened in 1983 as a restaurant and night club on the Detroit waterfront. The LANSLOWNE restaurant closed in 1991, and the boat has been unused since. She was towed from Detroit on July 12, 1995, by the tugs CARL WILLIAM SELVICK and WILLIAM C. SELVICK, bound for a "storage dock" at Lorain.

A feature of the Sarnia waterfront during the summer of 1995 was the Enerchem Transport Inc. tanker ENERCHEM REFINER, (a) INDUSTRIAL TRANSPORT (86), which was laid up at the southerly end of the North Slip. On September 19th, the 1969-built former Halco tanker departed Sarnia with a cargo of Bunker C fuel for St. Lawrence River ports, but she had to be accompanied by the Purvis Marine tug WILFRED M. COHEN because of certain mechanical problems and the fact that her ticket had expired and she was overdue for survey and inspection. She unloaded her cargo at Sept-Iles and Port Cartier, and then, accompanied by the tug VACHON from Port Cartier, proceeded to the shipyard at Les Mechins, Quebec, for drydocking and an assessment of her condition and her future.

At the beginning of the 1995 season, the Great Lakes Towing Company had 40 tugs assigned to ten U.S. Great Lakes ports. Many observers, however, would have forgotten the fact that six other G-tugs were in the Pensacola, Florida, area, where they had been operating since the 1980s under contract to the U.S. Navy. These far-wandering "State Class" tugs, namely MAINE, MARYLAND, NEBRASKA, PENNSYLVANIA, TENNESSEE and WYOMING, were upbound in the Welland Canal on May 18th, bound for the G-tug yard at Cleveland, prior to being reassigned to various lake ports.

Greeley Good-Time Boat Charters, of Toronto, is having a new harbour party boat built this year on the Ship Channel near the south Cherry Street Bridge. The keel for the 100-passenger boat was laid in July, and she is the first vessel of any consequence built at Toronto in many years. In fact, we cannot recall any other significant ship construction at Toronto since 1951, when the Island ferry THOMAS RENNIE was built by the Toronto Dry Dock Company for the City of Toronto, to be operated by the Toronto Transportation Commission.

The Greenspoon Bros. demolition of the Victory Soya Mills elevator and mill at the foot of Parliament Street, Toronto, is progressing as rapidly as might be expected, considering the heavily steel-reinforced nature of the concrete silos.

Of recent interest was the loss of the 1858-built sailing vessel MARIA ASUMPTA on the coast of Cornwall in the U.K., with the loss of three lives. This ship formerly was known as the CIUDAD DE INCA, and a few years ago, a visit by the ship to the Great Lakes wound up with the ship being seized for debt in the Kingston area. Over the years, the vessel had been operated as (a) PEPITA and (b) MARIA ASUMJOTA