

In the November issue, we mentioned that Duratug, of Port Dover, had obtained a contract from the Ontario Ministry of Transportation and Communications to lengthen by 40 feet the 1954-built Bay of Quinte carferry THE QUINTE LOYALIST. It had been suggested that the drydocking of the ferry for the work might be sublet to the Rogers interests so that the ferry could be worked on inside the hull of MENIER CONSOL during the winter. It would seem, however, that Rogers did not get the drydocking subcontract, and we believe that the lengthening of the ferry is instead being done at Whitby, Ontario. Incidentally, it should be noted that MENIER CONSOL currently is being spiffed up to make her look much more business-like. Her black hull and bow gate are being repainted a more attractive grey, and the rust-streaked cabins aft are getting a fresh coat of white paint. Where the name MENIER CONSOL used to appear across the front of the pilothouse, the words "TORONTO DRYDOCK" now are painted in large black letters.

In a mood of optimism over the future of the excursion boat industry (nothing could be much worse than the 1992 season), one of Toronto's party boats is receiving an extensive rebuild over the winter. The M.V. MYSTIQUE (yes, friends, the "M.V." really is part of her registered name!), owned by M.V. Mystique Shipping Ltd., of Port Dover, is a 62-foot, 54 Gross Ton, open-decked charter boat which was built in 1967 at New Orleans as the supply boat DAVID GRAYDON. Previously lacking the facilities that could be provided by many of Toronto's excursion fleet, M.V. MYSTIQUE is back in Port Dover for the winter, and is being completely reconstructed. We are told that when she reappears on the Bay in the spring, she will look something like KLANCY II, a 60-foot but 124 Gross Ton boat owned by Klancy's Designer Yachts Inc. and built in 1989 at St. Thomas, Ontario.

While still on the subject of Toronto party boats, we should mention that, on the evening of Sunday, November 15th, amidst the roar of unmuffled engines, the excursion boat WAYWARD PRINCESS returned to Toronto after an absence of many years. The 87-foot, 325 Gross Ton vessel was built in 1976 at Summerstown, Ontario, as (a) CAYUGA II, and her first service was running across Lake Ontario from Toronto to Niagara. Something less than a stellar success in that trade, she later did party boat service at Toronto, and then went to Windsor, where she featured pink interiors and table dancers. The 1992 Canadian List of Ships showed her owner as Norman Frederick Rogers, of Toronto, one of the prominent Toronto excursion boat operators, but we understand that the boat has been the subject of certain litigation. All we have been able to verify at the present time is that WAYWARD PRINCESS will be operating at Toronto in 1993, and that plans are afoot to muffle her deafening engine exhaust. (We understand that she was not using all of her propulsion equipment when she made the trip down to Toronto from Windsor.)

One of three companies which had proposed passenger service across Lake Ontario during 1992, but never got underway, suggests that it will be operating in 1993. TNR Corp., of Toronto, was to bring to the lake two catamarans built by a Norwegian company. A report in "The Standard", of St. Catharines, on December 24th, quoted TNR operations manager, Donald Pressey, as expressing disappointment that the boats could not be brought up the Seaway before its closing that very day, but Pressey said that the boats were "90 percent complete" and that the company "is still doing some 'fine tuning' of an agreement with the city's (St. Catharines) legal department". He indicated that when running, each of the 296-seat catamarans "would make a dozen trips across the lake each day, but that could change, depending on demand". Only time will tell...

In an earlier issue, we remarked that neither of the two small hydrofoils that Canadian Lake Express brought to Toronto last spring ever made a revenue trip across the lake, and that by late summer, one of them (SUNRISE II) was sitting in a shipping cradle atop Pier 52. The other stayed in the water through the autumn, but had to be moved away from Pier 27 when a storm created heavy seas in the area. We understand that this boat, SUNRISE I, was