

Also in the January issue, we noted the departure from Toronto during the late autumn of SUNRISE I, one of the small hydrofoils that Canadian Lake Express had intended to operate between Toronto and Niagara in 1992. The service, of course, never got under way. SUNRISE II is sitting up on a shipping cradle beside the Toronto Eastern Gap, just astern of WINDOC, but it now has been confirmed that SUNRISE I is in a similar cradle atop the fit-out wall at Port Weller Dry Docks. It will be interesting to see what eventually happens to these two craft.

The former McKeil Marine tug W. N. TWOLAN, no longer needed to push the Asphalt barge which she was acquired to handle, was sold in late autumn to owners in Cacouna, Quebec, and she passed down the Seaway on December 17th, bound for Quebec City. Meanwhile, wintering at Hamilton with the McKeil tugs are the 1905-built tug SOULANGES from Remorquages Sorel Inc., as well as GLENLIVET II, although we understand that they will return down the St. Lawrence in the spring. SOULANGES, of course, was a member of the fleet of the McNamara Construction Company for many years, and frequented this area.

The tandem scrap tow of WHITEFISH BAY and STADACONA behind the Russian tug UMKA got off to a rough start, as earlier reported, but eventually made it safely to Panama and was in the Canal on December 1st. The tow was seen passing Honolulu, Hawaii, on January 4. It is reported that the destination of the tow was not Zhanjiang, but rather Zhangjiagang, a new spot for ship-breaking in China. The identity of the destination was confirmed subsequent to the tow's departure, and the spelling of the name is verified through reports of other ship scrappings in China. No arrival date is yet available.

With the Lake Michigan Carferry Service having had a most successful first year of running BADGER on the route between Ludington and Kewaunee, it is not surprising to see reports in the public press concerning possible expansion of the firm's services. Charles Conrad, principal of the company, has been studying the possibility of putting one of its idle boats (only BADGER has been running, leaving CITY OF MIDLAND 41 and SPARTAN in lay-up) on a route between Holland, Michigan, and Waukegan, Illinois. It also has been reported that Conrad is considering a third route from Muskegon, Michigan, to Milwaukee, Wisconsin. The only real problem with all this would lie in the cost of securing docking facilities at the various ports, and of refurbishing the two idle steamers. CITY OF MIDLAND 41 probably could be reactivated fairly economically, but SPARTAN has not run for many years, and much of her equipment was removed over the years in order to keep BADGER running.

Another proposal for Lake Michigan passenger boat service has received press coverage recently. John Bintz has advanced plans to run a high-speed catamaran service to Chicago's Navy Pier from Michigan City, Indiana, and New Buffalo, Michigan. The project was bogged down for several years pending the securing of wharf leases, but things seem to have cleared in that respect recently. The main purpose of the proposed service would be to provide commuter facilities to Indiana and Michigan residents who work in Chicago.

Among the yachts hauled out for the winter on the Commissioners Street wharf along the north side of Toronto's Turning Basin, is the red-painted, wooden-hulled tug/yacht WYANOKE, owned by John Dickson, of Thornhill, Ontario. Dickson, reported by the press to be "an unemployed windsurfing fanatic", has found out just how much work a big wooden hull needs, and how expensive that work can be. He presently is considerably in arrears on docking fees owed to the Toronto Harbour Commission, which has threatened to evict WYANOKE unless Dickson pays what is owed by springtime. WYANOKE reportedly was built as a yacht in 1900 at Baltimore, but old issues of the U.S. register show WYANOKE (U.S.130852) as being a tug, 40.1 x 10.0 x 4.0, 14 Gross and 10 Net, built in 1900 at Philadelphia. She was owned for a number of years by William A. Beccue, of Buffalo, New York, who kept the vessel near Wilson, New York.