

Another Seaway Bulk Carriers streight-decker has managed to elude the scrap-pers. CANADIAN VOYAGER, (a) BLACK BAY (94), had not operated since she joined the Seaway fleet in 1994, lying idle first at Montreal and then at Toronto. As we reported previously, she was towed from Toronto to Port Weller on August 14 (although the tugs taking her were GLENBROOK, ARGUE MARTIN and LAC ERIE, and not as stated in our Mid-Summer issue) so that she could be drydocked and her condition assessed. She went on the drydock shortly thereafter and over the next month was refitted for service. Fully painted in ULS Corporation colours at last, she was placed in operation during September.

On October 7th, the Gaelic Tug Boat Company's tug PATRICIA HOEY towed the former Norfolk Southern tugs R. G. CASSIDY and F. A. JOHNSON away from their berth at Sarnia and took them to Detroit. The tugs, idled when the railferry crossing at Detroit was closed in 1994, had been taken to Sarnia late that year in preparation for new service at Thunder Bay. PATRICIA HOEY took the JOHNSON to Gaelic's yard on the River Rouge, where her power train was to be removed for installation in the former Coast Guard tug KAW which Gaelic recently acquired. The CASSIDY was taken to Nicholson's Dock. Both tugs, now owned by Gravel & Lake Services Ltd., will eventually be taken to Thunder Bay. There, the powerless F. A. JOHNSON will be used as a floating office, while R. G. CASSIDY will see active service.

Things are looking up these days for the shipbuilding industry at Sturgeon Bay, Wisconsin. Earlier in the year, it had been said that Peterson Builders Inc., a highly-reputed builder of smaller vessels that had been founded by Fred Peterson back in 1933 and operated by his family ever since, would be ceasing operations by the end of the year. PBI president and general manager Ellsworth Peterson, a son of the founder, took his retirement in June when the company announced formally that its shipbuilding facilities were for sale. Peterson's last hull, the Corps of Engineers crane barge H. J. SCHWARTZ, was side-launched on September 23rd. The launch may have been the last for PBI at Sturgeon Bay, but it will not be the last for the yard, because agreement in principle was reached during September for the shipyard to be acquired and operated by a new firm called Poseidon Shipbuilding LLC., which is headed by Sturgeon Bay native Larry Maples. Not only will Poseidon complete all of PBI's unfinished contracts, including the SCHWARTZ, but even before it formally tookover the shipyard, it had contracts for five new hulls, the first of which is a 177-foot yacht for a major Greek financial backer of the yard's purchase. To follow are four 145-foot catamaran passenger ferries for U.S. Water Jet Express, of Connecticut. Meanwhile, Peterson Builders Inc., which now is headed by James Stawicki, who succeeded Ellsworth Peterson, will retain many of its workers and Sturgeon Bay properties, and will continue to run a marina, a parts supply business, and a shipyard at Ingleside, Texas.

Another shipyard in the Green Bay area is also experiencing good fortune these days. The Marinette Marine Corp., of Marinette, Wisconsin, has been busy enough with government contracts, including a number of Coast Guard buoy tenders. However, on October 3rd, Marinette Marine announced that it had signed a letter of intent to construct two state-of-the-art petroleum tankers for as-yet-unidentified Swedish operators. The vessels will be 460 feet in length, with a beam of 70 feet and displacement of 11,500 tons. Designed by a Swedish firm, the boats will be so highly computerized that each will require a crew of only 16 persons. The tankers will be the largest ships built by Marinette Marine since the establishment of the shipyard back in 1942.

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