

1989 until she went to Florida late in 1995 to operate as a casino. Many observers did not expect her to return to Toronto, but she arrived back at her York Street dock during June. The other returned excursion boat is the 95-foot, aluminum-hulled JAGUAR II, operated here from 1986 to 1994 by Parties and Meetings Afloat Inc. (New Job Clinic Ltd.). JAGUAR II had been lying at Wheatley, Ontario, since 1994, but during May was purchased by Club Canamac Cruises and returned to Toronto to run with Canamac's AURORA BOREALIS. The AURORA had been running alone since her fleetmate STELLA BOREALIS was sent to Windsor during 1995.

Two other passenger boats have left the area - also with a Canamac connection. The long-idle hydrofoils SUNRISE I and SUNRISE II, purchased this spring by Canamac affiliate Jackpot Express Lines, were put back in the water and during July were sailed under their own power to Windsor, where they will operate a cross-river casino ferry service under the names SUNRISE VI and SUNRISE V, respectively.

Gary, Indiana, now has two casino boats operating from Buffington Harbor on Lake Michigan, MAJESTIC STAR CASINO and TRUMP CASINO both having begun operation on June 11. TRUMP CASINO was upbound in the Seaway on April 23. Meanwhile a "real" passenger steamer has left the area to make way for a casino. The historic MILWAUKEE CLIPPER, (a) JUNIATA (40), built in 1905 and latterly owned by Hammond Marina, was towed from her berth at Hammond, Indiana, this spring and was taken to a dock on the Calumet River in South Chicago pending disposal. With no future for the ship at Hammond, the marina would like to donate her to a worthy home for preservation, and some interest (but no decision) has been expressed by the Port of Milwaukee.

The Supreme Court of Canada on May 30 stated that it would not hear an Ontario Government appeal of the Ontario Appeal Court's reversal of the criminal convictions against Capt. Gordon Stogdale of the C.C.G.S. GRIFFON, arising from the March 18, 1991, sinking of the fishtug CAPTAIN K. on Lake Erie. Meanwhile, in July, Capt. Michael McHugh was sentenced to a year in prison on involuntary manslaughter convictions in the deaths of two men lost in the sinking of a barge his tug was towing near Oswego on November 27, 1993.

A lighthouse that was out of service for 52 years was put back in service on February 28th. The Braddock Point Light, on the south shore of Lake Ontario at the Rochester suburb of Parma, has been reactivated by the U.S. Coast Guard after private owners restored the lighthouse and the attached light-keeper's residence.

There have been a number of groundings in the St. Lawrence Canals this year. In addition to the April 23 grounding of ALGORIVER (see May issue), WINDOC grounded in thick fog just above Iroquois Lock on June 7th, but was released the following day without damage. KAPITONAS STULPINAS was aground above the Eisenhower Lock on June 11 and was assisted off by the tug ROBINSON BAY, which also had helped WINDOC. On June 20, MONTREALAIS lost power shortly after leaving Iroquois Lock, bound for Hamilton with ore. She grounded on a rocky shoal near Galop Island opposite the Cardinal elevator, but was released June 22 with the help of ROBINSON BAY, SALVAGE MONARCH, GLENBROOK, GLENSIDE and PAUL E. NO. 1, and a passing salty that was asked to create a "lift" with her wake. But back on April 5, the salty STEEL FLOWER lost power and grounded on Wellesley Island near Fineview. She was freed the next day and a "minor" hull crack was repaired as she lay anchored near Clayton, New York. On April 28th, she was held downbound at Port Colborne and fined for being overdraft in the Welland Canal. On the 30th, when she again was near Wellesley Island, she was found to be taking on water, and she went to Prescott, where she lay until May 4th, undergoing hull repairs. There seems to have been a connection between the two incidents, although it apparently was suggested that STEEL FLOWER had struck something whilst in or above the Welland Canal.