

The PIONEER and EXPLORER were probably the most advanced and also the most handsome salties ever built for service into the lakes in the years before the opening of the new Seaway. Both were sold out of the Manchester Liners fleet in 1963, the EXPLORER going to Crosbie & Co. Ltd., of St. John's, Newfoundland, which she served as (b) C. A. CROSBIE (67) and (c) P. M. CROSBIE (69) until being sold Cypriot in 1969.

As for GEORGE HINDMAN (II), later ELIZABETH HINDMAN, we have nothing to add to our original feature in respect of her operations from 1957 through to her scrapping at Duluth in 1970-1971. But please see this month's photopage for a photo that will show that ELIZABETH HINDMAN's operations were not restricted to the balmy months of summer on the lakes.

* * *

Ed. Note: For his assistance with the GLENCLOVA story, we are greatly indebted to Ron Beaupre, who provided photographs, as well as clippings from the Ivan Brookes collection. We are also indebted to John Greenwood for the material on GLENCLOVA taken from The Fleet Histories Series - Volume Four.

* * * * *

MARINE NEWS - CONTINUED

The cross-Lake Ontario ferry business has heated up somewhat during the summer of 1998. Last year, only Shaker Cruise Line's LAKE RUNNER was crossing the lake, and she was on the Toronto to Port Dalhousie route. Shaker is running to both Port Dalhousie and Niagara-on-the-Lake in 1998, but LAKE RUNNER only takes the trips on days of peak passenger traffic. On most days, crossings are made by the hydrofoils SUNRISE V and SUNRISE VI; these boats are supposedly to be renamed WAVE RUNNER and SPRINT RUNNER, respectively, but there has been no sign of the name changes as yet.

Hydrofoil Lake Jet Lines Inc., operated by the Makarchuk/Club Canamac interests, are running the somewhat larger hydrofoils SEA FLIGHT I (ex KATRAN IV) and SEA FLIGHT II (ex KATRAN I) between Toronto and Queenston. They dock at what for many years was the C. W. CADWELL's sand dock at Queenston, but for many years before that, it was the famous steamer CAYUGA's upper river wharf.

The bigger, high-speed, aluminum-hulled catamaran WATERWAYS I is being operated across the lake by Waterways Transportation Services Corporation. She started out running from Toronto to Jordan Harbour, where she docked near the Beacon Inn. That meant, however, that a fairly lengthy bus ride was necessary to get passengers into either St. Catharines or Niagara Falls. By August, the ship's southern destination had been changed to Port Dalhousie, a more convenient terminus.

Meanwhile, there has been much ado in the press about the possibility of a ferry service from Toronto to the Rochester area. Shaker has expressed interest in beginning such a service, and a company called Lake Ontario Fast Ferry Corp. proposes to build two 300-foot, catamaran-style, passenger and auto ferries for the route. There has been no formal announcement of any service actually commencing, but Fast Ferry reportedly has been negotiating with hull and engine builders for its proposed catamarans.

It will be recalled that Shaker Cruise Line tried to operate to Niagara-on-the-Lake in 1997 but was thwarted by lack of suitable wharf facilities. The problem has been solved in 1998 by use of the barge S.A. QUEEN as a wharf-boat. S. A. QUEEN, of course, is the former 1899-built Pyke Salvage tug, which was cut down to a barge after her service as a steam tug ended in the 1960s. Her most recent years have been spent in idleness in the Leslie Street slip at Toronto, as part of the Toronto Dry Dock "fleet" of assorted old hulls.