

fertilizer, and with her ballast tanks flooded, her draft was too great for her to pass through the Seaway. She went to Quebec for inspection and, on October 24th, with the fertilizer still in her, she went onto the Davie drydock for repairs that were to take five days to complete.

One of Toronto's former excursion vessels is now running on Georgian Bay, and thus has returned to the waters on which she was built. The glass-topped HARVEY H. SIMPSON (C.331084) was built at Collingwood in 1971, and for many years was run on Toronto Bay and through the Island lagoons by Grey Tour Lines in conjunction with their bus tour business. She was purchased by Klancy Charters in 1994 and renamed (b) MISTER K. in 1995. Acquired by Victor Slobodian for his Grand Wilderness Tours, Barrie, she was hauled out at Toronto's Pier 52 on July 22, 1996, and then was trucked to Lake Simcoe, and renamed (c) ISLAND WEAVER. She was operated this past summer out of Honey Harbour, Georgian Bay, by Island Weaver Tours. We are told that she is now in winter quarters at Port Severn.

A recent Toronto press report indicated that the HAMILTON and the SCOURGE, the two 1812-vintage warships sunk in Lake Ontario off Port Dalhousie, are believed to have been colonized by quagga mussels, thus threatening their archeological value and jeopardizing any chance of the ships' recovery. Quagga mussels reportedly can live at far greater depths than zebra mussels.

Another of the handsome Lake Superior tugs built for the Abitibi Paper Company will soon be leaving Canadian waters. KAM (C.170289), built by Canadian Vickers at Montreal in 1938 (Hull 127), and now (e) GULF IVY on the West Coast, had her Canadian registry closed on January 24, 2000, with the notation "sold foreign". She was reported on October 19th to be at New Westminster, British Columbia, being readied for a trip to Venezuela. A U.S. purchaser apparently intends to use her as a yacht. We'd like a yacht like that...!

In 1951, two 58-foot, double-ended, passenger and auto ferries were built by the Muir Bros. shipyard at Port Dalhousie for the ferry service across the St. Lawrence River between Prescott and Ogdensburg. A third sister-ferry was built in 1954 at Kingston. Two of these ferries, the 1951-built MAPLE CITY and 1954-built WINDMILL POINT, presently operate the service across Toronto's Western Gap to the City Centre (formerly Island) Airport. But what of the third ferry? The 1951-built (Port Dalhousie) FORT TOWN (C.175999) also was sold after the ferries were rendered obsolete by the bridge, being acquired by the South Ferry Co., Greenport, N.Y., for Long Island service. Registered at Shelter Island, N.Y. (U.S.516416), she became (b) SOUTH FERRY II in 1968. She seems to have been owned by the same company ever since, although sometimes listed as a "towboat". It is reported that, on September 30, 1999, she was renamed (c) CAPT. BILL CLARK. Meanwhile, MAPLE CITY and WINDMILL POINT plod on across then Western Gap, the advent of a fixed link (bridge) to the airport many years away. This summer, WINDMILL POINT, the spare boat on the Airport run, was used on weekends, beginning in June, to run a service every 45 minutes between The Docks (a bar complex at the foot of Polson Street) to Centre Island (using TRILLIUM's slip there). The first weekend of service saw her carry not a single paying passenger, and subsequent weekends were not much better.

The "Rochester Business Journal" of September 29th reported that: "A showdown over control of the Port of Rochester development might capsize a fast-ferry project connecting Rochester and Toronto. The city of Rochester and the Rochester-Genesee Regional Transportation Authority are vying for control of the port. And the dispute shows signs of pulling other major downtown projects into the fray. The focus of the dispute is the Maritime Development Corp., a public-benefit corporation RGRTA created several months ago to oversee Port of Rochester development." With no start to the ferry service in sight, this does not bode well.