

After a delay bunkering at Windsor and then having to cut an opening through the Dieppe Gardens railing for the gangway, ARCADIA sailed from Windsor on June 16 on her first upper lake trip, bound for Lake Michigan. Your Editor and the T.M.H.S. Treasurer were aboard. Stops were made at Port Huron (substituted for Bay City), Mackinac Island, Sturgeon Bay (substituted for Green Bay), Milwaukee and Charlevoix, the trip ending at Detroit on June 23. The cruise was enjoyable, the weather excellent and the accommodation on board quite acceptable. But confusion reigned supreme, most of the advertised shore excursions were cancelled (in part because of the low passenger load), and there were a number of telltale signs that the service was not likely to last long. Little did we know how soon it would end!

What we did not know was that there had been health safety concerns expressed by the Centre for Disease Control (which handles cruise ship health inspections) even before ARCADIA sailed from Piraeus. Attika Shipping was to do required galley renovations but the work was not done. When the ship called at Milwaukee on June 20, the C.D.C. held an inspection, which ARCADIA failed miserably. She sailed again from Windsor June 23rd on a seven-day Lake Huron and Georgian Bay cruise, and on June 30th on a four-day Lake Huron trip, but she missed her July 4th sailing to Lake Erie while rush galley work was done to permit the ship to pass inspection and to avoid any further U.S. Coast Guard "no sail" orders.

ARCADIA passed inspection after the work was done, and she sailed from Windsor on July 7th with 121 passengers aboard, bound for Lake Superior. The harm, however, had been done as the Detroit-area press had made much of the health concerns. Although several of ARCADIA's high season trips had been sold out, cancellations began to flood in, and GLCI realized that it could not continue. On July 9th, as the ship lay at Roberta Bondar Park at the Canadian Soo, the passengers were put ashore and bussed to Detroit. ARCADIA cleared to Soo downbound on July 10, and by the 12th was under arrest at Windsor under a federal writ issued on behalf of a creditor, Navitrans Shipping Agencies, of Montreal.

ARCADIA finally got away from Windsor and she was downbound in the Welland Canal on July 22. Due to the suction, one of her propellers touched part of the underwater structure of the approach wall above Lock 7, but no major damage was done. On the 24th, ARCADIA was downbound at Iroquois, en route to Montreal. GLCI and its president had expressed the intention of declaring bankruptcy, but we have not heard that such has actually transpired to date.

Thus, apparently for want of adequate preparation and backing, a promising venture has foundered. Meanwhile, however, Delta Queen Coastal Voyages has brought its newly-built CAPE MAY LIGHT into the lakes for a series of trips running as far as Buffalo, and next year both this ship and her not-yet-completed sistership, CAPE COD LIGHT, are scheduled to spend the entire summer on the lakes, running a variety of interesting trips. We wish more success than ARCADIA, (a) VICENTE PUCHOL (88), (b) ARKADIA (90), (c) ANGELINA LAURO (91), found in fresh water to these new vessels.

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LAKERS 2000-2001

As noted previously, member Norman Eakins has divided his "Lakers and Salties" series of directories into two separate volumes this year. The issue featuring lakers is now available. Lakers 2000-2001 is 62 pages, with spiral binding and a colour cover. It contains much more ship information than could be presented for lake vessels in the old format.

Canadian orders, Can \$15.00 each, can be sent to Norman Eakins, 13 Alfred Street, Point Edward, Ontario N7V 1S4. U.S. orders at \$12.00 U.S. should go to P.O. Box 595792, Fort Gratiot, Michigan 48059-5972. Overseas orders are to be sent to the Fort Gratiot address, with U.S. \$22.00 enclosed.

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