

Reports continue to indicate that the former steam carferry LANSLOWNE's days at the port of Erie may be numbered. The lease which Specialty Restaurants Corp., owner of the 1884-built LANSLOWNE, signed in 2001 with the Erie Western Pennsylvania Port Authority, for use of the Sassafras Street pier, specified certain timelines for the restoration of the ship. Little has been done, however, and apart from the railcars on her deck, there is only metal framework where the superstructure should now be. Specialty has failed to make a go of LANSLOWNE at either Detroit or Buffalo, and it would appear that the Port Authority will be cancelling the lease. Specialty has been paying \$2,000 per month to use the Sassafras pier. What will happen to LANSLOWNE now is anybody's guess.

On March 6, workers at the Marinette Marine shipbuilding yard agreed to accept a new contract, thus bringing to an end a strike which had begun back on January 22nd. On the same day, the U.S. Coast Guard officially accepted delivery by the yard of the latest (and 12th) in the series of Juniper class buoy tenders. She is the HICKORY, which will be stationed at Homer, Alaska, and she currently is on a tour of the Great Lakes before departing for salt water.

Meanwhile, the Manitowoc Corp., parent of Marinette Marine, is working with the Toledo Lucas County Port Authority to get the Toledo shipyard, which Manitowoc has leased from the Port Authority since 1992, back in business as a shipbuilder and not just a repairer. Manitowoc apparently is bidding on contracts to build inland-water rapid response boats for the Coast Guard, and needs someplace to build them, as orders currently on hand will keep the Marinette yard busy for years to come. Some \$10 million in federal, state and county funding is being sought to do major upgrading of the facilities at Toledo Shiprepair.

The February issue of "Marine News", journal of The World Ship Society, contained two items of interest in respect of former lake vessels. One was a photo of CANADIAN VOYAGER taken on the beach at Aliaga, Turkey, on September 25, 2002. The accompanying information confirmed that the steamer had arrived at Aliaga in tow on September 20th, and also identified her purchaser as Demtas A.S., Turkey.

The second item concerns a ship that has been gone from the lakes for many years. She was the 1947-built tanker DON ERNESTO, (a) QUINNEBAUG (48), (b) TRANSPAN (60), (c) RIVER TRANSPORT (75), which, under her (c) name, served on the lakes for the Hall Corporation from 1960 until sold to Navipac S.A., Ecuador, and placed under the Panamanian flag, in 1975. The W.S.S. report indicates that DON ERNESTO was sold by Navipac to "unspecified breakers", and that dismantling began in October of 1998. The site of her scrapping also was not identified.

It was reported in late February that McKeil Marine's 490-foot, 1966-built barge CSL TRILLIUM, (a) CARIBBEAN (92), (b) PACNAV PRINCESS (94), (c) CSL TRILLIUM I (95), was being dismantled in the large drydock of Heddle Marine at Hamilton. The barge has been lying idle at Hamilton for a number of years. It also was reported that, after the scrapping of the barge was completed, going onto the Heddle drydock would be McKeil's NUNAVUT TRADER, (a) FRENCH RIVER (81), (b) JENSEN STAR (86), (c) WOODLAND (91), (d) WOODLANDS (98), (e) LORENA 1 (00). Despite her rename in 2000, this former C.S.L. package freighter still has the name LORENA 1 showing on her. She has been laid up at Hamilton since McKeil acquired her, but the fact she is being drydocked would tend to indicate that McKeil has work for her. Back when McKeil acquired the ship, it was suggested that she might be used on summer supply service to the Arctic. On Heddle's small drydock in February was the bunkering tanker JOSEE M. (ii), the former (a) IMPERIAL LACHINE (ii) (02), also owned by McKeil.