

Our thanks to all those who responded to our Ship of the Month 284 feature in the April issue. We wish we could reproduce here all the wonderful photos which you-mailed to us. Maybe in another issue...

One thing that was puzzling us was that "Canadian Railway and Marine World" showed that STARMOUNT was brought into Canadian registry in February of 1927, and yet we had another report that FAIRMOUNT (then still METCALFE) had been registered Canadian as early as 1925. Why the difference?

Member Bill Schell, who has lent us invaluable assistance over the years, has indicated that the British "Mercantile Navy List" shows the year of initial registration at the vessel's current port of register. His 1939 issue shows that FAIRMOUNT (as METCALFE, of course) was first registered at Montreal in 1925. So there we have it!

But it still is a mystery to us why Mapes and Ferdon brought one of the sisterships into Canadian registry in 1925, while the other didn't come in until two years later, when she was owned by Canada Steamship Lines.

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MARINE NEWS - CONTINUED FROM PAGE 3

In additional news concerning the United States Coast Guard, the new tender HOLLYHOCK was officially commissioned in ceremonies held at Port Huron on April 29th. (HOLLYHOCK actually had been in service since late last autumn.) The damage suffered by HOLLYHOCK in her March 25 collision with STEWART J. CORT on the ice-choked St. Mary's River was not repaired before the commissioning, and the "boo-boo" to her bow was covered in decorative bunting for the ceremonies!

It has been reported that the museum submarine U.S.S. SILVERSIDES, preserved at Muskegon, Michigan, is in need of drydocking. The 1941-built vessel is maintained by the Great Lakes Naval Memorial and Museum, which is searching for ways to raise funds to pay for the drydocking. The organization also has the former Coast Guard cutter McLANE, LST-393 and the tug CAPTAIN GEORGE.

Readers will recall the passenger ship ARCADIA, owned by Attika Shipping, which operated briefly in the lakes in June of 2001 under charter to Great Lakes Cruises Inc. Her operation was scuppered by bad press in the U.S. re health concerns, and the ship left the lakes. She lay for quite some time at Montreal, and finally left under the name CARIBIC STAR. We now learn that she has been acquired by an Australian firm, Safezone Pty Ltd. trading as ATW (Around the World) Cruises. She is to be renamed TROPICAL ISLANDER and after a major refit she will soon begin cruising around the Australian coast and Indonesia. She is a pretty little ship and we are pleased that she has escaped the scrappers.

The Toronto "Globe & Mail" reported on April 9 that Canada Steamship Lines' ocean-laker BIRCHGLEN (ii) had been reflagged to the Bahamas, with a new home port of Bridgetown, and with her Canadian crew replaced by Ukrainians. The only trouble with this is that Bridgetown is on Barbados and not in the Bahamas! There as yet has been no reflagging of her sistership, SPRUCEGLEN.

Another C.S.L. ship, the self-unloader JEAN PARISIEN, continues to lie at the fit-out wall at Port Weller Dry Docks, awaiting a decision by her owner as to whether or not to proceed with the same fore-and-midbody replacement that was given to her near-sisters J. W. McGIFFIN (CSL NIAGARA), H. M. GRIF-FITH (RT. HON. PAUL J. MARTIN) and LOUIS R. DESMARAIS (CSL LAURENTIEN). The PARISIEN is now out of class, and required an extension on her "ticket" even to be brought to Port Weller last autumn. C.S.L. will have to spend money on the ship if she is ever to operate again.

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