

Following closely on the heels of his address to the dinner meeting of the Toronto Marine Historical Society in May, longtime member Buck Longhurst has produced, in association with Skip Gillham, a 60-page softcover book entitled The Ships of Yankcanuck Steamships Limited. It is likely that nobody but Buck today could produce such a detailed corporate history of the shipping operations of Captain Feliciano ("Skipper") Manzutti, or such an account of the ships that he ran. Copiously illustrated with black-and-white photos (colour images appear on the covers), the book is a fond look at a time when small vessels, catering to specialty trades, could still make a decent profit in lake operation.

The book sells for \$20.00 Canadian and is available from Skip Gillham, P.O. Box 443, Vine-land, Ontario LOR 2C0.

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### MARINE NEWS - CONTINUED

The Manitowoc Marine Group let it be known in mid-September that it would be terminating its lease on the Toledo, Ohio, shipyard currently operated by its subsidiary, Toledo Ship-repair Company, and ceasing operations there by October 31st. A 120-day notice period would allow the firm to be free of its lease obligations by January 31st. The yard has been operated by the Manitowoc subsidiary since 1992, and its closing will cost some 70 local jobs. The closure comes despite huge pledges of public aid for the modernization of the shipyard.

Meanwhile, it would appear that new life may be breathed into the shipyard at Erie, Pennsylvania, by Van Enkevort Tug & Barge Inc., of Bark River, Michigan. The Erie yard is the only one on the Great Lakes, other than BayShip at Sturgeon Bay, which is capable of dry-docking 1,000 foot vessels. It is rumoured that Van Enkevort may use the Erie yard to construct another 740-foot bulk cargo barge similar to GREAT LAKES TRADER, and that it may also cut several existing U.S. lakers down to barges. Full details have yet to be revealed.

The 1925-built museum ship WILLIAM G. MATHER (ii), owned by the Harbor Heritage Society, was moved on September 24 by the G-tugs IOWA and MISSISSIPPI from her former home at Cleveland's Ninth Street pier to Dock 32 at the same port. The move of the ship to her new home was celebrated by the breaking of a bottle of champagne against her hull.

Last issue, we noted that NOVA, the former Desgagnes vessel NOVA D., and originally C.S.L.'s FRENCH RIVER of 1961, had started out under her own power for scrapping in Turkey. In fact, registered at Moroni in the Comoros Islands, she sailed from Montreal on July 15. She did make it to Turkey, but then plans were changed and she set out again for India. It is reported that she suffered a fire on September 11 whilst en route, but further details are lacking.

MATHILDA DESGAGNES, the former 1959-built (a) ESKIMO (80), has latterly only been used briefly each summer on supply voyages to the Arctic, lying idle for the rest of each year. In the summer of 2005, she made only one trip from Cote Ste. Catherine. It is reported, however, that she ran aground during this trip, and she has been lying idle since August 9 at Montreal. Her future seemed none-too-secure before, and now ould definitely seem to be in peril. We look forward to receiving details of her misadventure this summer up north.

A victim of misadventure in the Seaway during August was the Polish Steamship Company's 1990-built ZIEMIA GORNOSLASKA, which suffered serious rudder difficulties. Delayed for a considerable period of time, much of her cargo was offloaded into IRYDA for delivery to Cleveland, while the rest was unloaded at Valleyfield, where rudder repairs were done.

Unreported previously in these pages was the renaming this spring of the tug FRANK PALLADINO JR. owned by Laken Shipping Corporation of Cleveland. She now trades as (c) SANDUSKY.

The Algoma Tankers new acquisition, AGGERSBORG, arrived at Halifax for the first time on June 13, and on the following day, she was re-registered at St. Catharines as (b) ALGOSEA. She since has been operating on the east coast of Canada and even has ventured into the Great Lakes as dictated by cargo requirements.

This has been an odd season on the lakes for cargo movements, and a number of Canadian lakers have loaded ore at Marquette for delivery to Hamilton. So far, the strange Marquette visitors have included CEDARGLEN, CANADIAN MINER, ALGOISLE, MONTREALAIS, ALGOCAPE, and others as well.

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