



The new Toronto City Centre (Island) Airport ferry TCCA 1 arrived at Toronto in late September from her builders, Hike Metal Products Limited, Wheatley, Ontario. Owned by the Toronto Port Authority, she measures (in metric) 29.26 x 11.50 x 2.15, 219 Gross and 65 Net, and she has four (!!) decks and is painted blue and white. She since has displaced MAPLE CITY and WINDMILL POINT on the 90-second run across the Western Gap. Her first day of service was an embarrassment, as on her first trip, her captain

suffered some unidentified medical problem and the ferry struck the pier hard, doing some damage. The ferry may have a short career if city officials (who want the little downtown airport closed down for good) have their way. The accompanying photo of TCCA 1 was taken by member Albert Fulton on September 25th. TCCA 1 is registered at Toronto (C.830206). Her "accident" occurred on October 10; no injuries were sustained in the incident.

On September 14th, the former BobLo passenger steamer STE. CLAIRE was towed away from her berth at River Rouge, Michigan, by the Gaelic Tugboat Company's tugs SHANNON and CAROLYN HOEY, which took her to Toledo. There she was to be open for her usual Hallowe'en "Nautical Nightmare", following which the restoration of the 1910-built steamer will be resumed, according to owner Diane Evon. Meanwhile, little seems to have been happening regarding the proposed move of her former running mate, the now-much-deteriorated COLUMBIA (of 1902) to New York City.

The former American Classic Voyages Inc. cruise ship CAPE MAY LIGHT (which ran into the lakes in 2001 before her owner's bankruptcy, and was the next downbound vessel behind WINDOC when the latter was hit by the descending Allanburg Bridge on the Welland Canal) may be on the lakes again in 2008. A tentative deal between Hornblower Marine Services and the United States Maritime Administration would see Hornblower acquire CAPE MAY LIGHT and also the uncompleted CAPE COD LIGHT, both of which have been lying at Jacksonville, Florida. It is hoped that the deal with Hornblower, an Indiana firm, can be completed by the close of 2006.

After lying idle at Superior, Wisconsin, since 1981, the Interlake Steamship Company (Lakes Shipping Company Inc.) 806-foot, straight-deck bulk carrier JOHN SHERWIN (ii), finally departed the American Lakehead on September 1st. Unfortunately, it was not for a return to active service. Towed by the G-tug OHIO, the SHERWIN was delayed by weather but, with the assistance of another G-tug, ARKANSAS, she arrived at Milwaukee late on the evening of September 6. There she was loaded with grain, following which she was towed to South Chicago, where she is to serve as a storage hull. Had she been converted to a self-unloader, as was her sistership CHARLES M. BEEGHLY, the SHERWIN might still be running.

After much uncertainty, it would appear that at least one troubled Canadian shipyard might still have a viable future. The former Davie Industries shipyard at Levis, Quebec, was put into bankruptcy by the Dominion Bridge Company in 2001. The trustee in bankruptcy, Thibault Van Houtte and Associates, had been hunting for potential buyers who would operate the yard but had about given up on that scenario. A Norwegian firm, Teco Management, had earlier announced an intention to purchase the shipbuilder, but had failed during the summer to deposit the necessary financial guarantees. In the absence of any other bidder who would try to operate the shipyard, the trustees gave Teco some additional time to arrange financing, and in mid-October Teco made the required deposit. To facilitate the Teco acquisition, the city of Levis is providing five years' worth of tax credits, and the Quebec provincial government is guaranteeing half of a \$15.5 million loan. Meanwhile, Canadian Shipbuilding and Engineering's Port Weller yard remains idled by financial troubles and union disputes.