



MEDIA RELEASE
December 2, 2020

Port Windsor Receives Donation of Historic Artifacts from Matt Shipyard

For Immediate Release

(Windsor, Ontario)

Romeo Machine Shop has donated several historic marine artifacts preserved from the former Matt Shipyard to the Port of Windsor for preservation, and safekeeping. The Matt Shipyard, opened in 1929, was a sister company of Romeo Machine Shop dedicated to the service and repair of ships plying the Great Lakes.

Romeo Machine wanted to see the artifacts, and their company's contribution to shipping on the Great Lakes be preserved for future generations. The artifacts include an 8-tonne anchor, from the last package freighter, the Fort Chambly, belonging to Canada Steamship Lines (CSL), which caught fire December 6, 1988 here in Windsor and ultimately did not operate again. Other artifacts include a ship's compass housing, some large bollards, a ship's search light, and life rings from CSL's decommissioned freighter, the Stadacona.

The artifacts will be restored and moved to Prosperity Place, and Queen's Dock, Port Windsor's outdoor marine museums in the summer of 2021.

Iaconna Contractors has agreed to provide relocation services, and storage in their shop over this coming winter.

Canada

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Background: Port Windsor

Ontario's third largest port, each year the Port Authority receives more than 600 ships, delivering more than 5 million tonnes of aggregate, salt, steel and grain to Windsor-Essex, and ports across the Great Lakes, and into Europe. It also hosts Ontario's largest ship fueling depot.

The Windsor Port Authority is a federal Corporation under the Marine Act (1999) as one of just 17 national ports established to promote the growth, competitiveness and prosperity of Canada's economy.

Each year, Port Windsor donates 3% of its revenues to charitable and community needs. In 2020, the Authority will donate in excess of \$40,000 locally.

Background: Romeo Machine Shop

Established in 1929, Romeo Machine Shop has built a valued reputation for successfully tackling the big jobs, both at their shipyard and in the machine shop.

The work they do on the ladies of the lakes (ships) is some of the most demanding work around. It uses the skills of fabrication, design, and machine repair. It's done in the dead of winter. The stakes are high because each day of lost shipping costs money...lots of money.

The size of the ship repair projects are virtually unlimited. Repairs are regularly done to trunnions, unloading booms, elevators and other ship maintenance. They also restore massive hull damage that is caused by normal wear and occasional collisions.

After 80 years of business, Romeo Machine Ship closed this past October, due to the retirement of the owners, Vincent and Joseph Del Duca.

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