

In the October issue, we mentioned the purchase in the autumn of 1989 of the tug KAREN ANDRIE by Basic Marine Inc., of Escanaba, Michigan. The firm subsequently repowered the 1939-built tug and rechristened her (c) ERIKA KOBASIC.

We remarked that the tug was historically significant in that she originally had served as U.S.C.G. ARUNDEL, and we stated that she was the last of the 110-foot class of United States Coast Guard tugs still in existence on the Great Lakes. Nevertheless, this statement was not correct and we thank T.M.H.S. member Jim Bartke, of Chicago, for pointing out that another of this handsome class of tug still lingers on the lakes.

Presently owned by the Calumet Marine Towing Company, of Whiting, Indiana, is the tug TIMMY B., which for many years served the United States Coast Guard as U.S.C.G. NAUGATUCK, a sister-tug to the ARUNDEL. She was rebuilt in 1980 and her new owner normally keeps her moored in the Calumet River, near the "Steel Curtain" of railroad bridges at South Chicago, when the tug is "between jobs".

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WILL THERE BE A NEW LAKE ONTARIO FERRY SERVICE?

For many years now, there has been talk of the commencement of a new freight ferry service across Lake Ontario (and, of course, LAKESPAN ONTARIO did appear on the cross-lake service for one season). We are indebted to member Rene Beauchamp for providing the following article which appeared in the 1st November, 1990, issue of "Fairplay", which indicates that a cross-lake service may yet be in the works.

"The port of Toronto, the first Great Lakes port to move into container handling via dedicated facilities, is counting on a new cross-lake ferry service to boost its box business. Although the service is still in the planning stage, port spokesman John Jursa noted that such an operation could give Toronto a considerable increase in its container traffic.

"'If we get the cross-lake ferry service, we'll increase dramatically,' says Jursa. 'We're talking to a couple of companies who want to build a cross-lake ferry service between Toronto and a spot on the New York State side (of the lake). The containers would come into New York (City), road/rail to a point in (Northern) New York State, and come across (the lake) on a ro-ro ship to Toronto.'

"Although Jursa would not disclose the names of the companies involved, he said that at least one of the firms was already known in the transportation business.

"Earlier this year, the Niagara-Toronto Navigation Co., of Buffalo, New York, announced that it was looking for a ro-ro ferry to operate a passenger service between Toronto and Fort Niagara State Park in New York. The company's president, John Morrissey, also mentioned at the time that a commercial ro-ro service might be possible between Toronto and Buffalo."

Hmmm...

This sounds to us like just another "Lake Ontario ferry pipedream", and we'll not hold our breath waiting for the first trip of either a passenger or freight ferry, despite the desirability of just such a service.

Still, it would be nice to be able to ride a regular and dependable ferry from Toronto to Niagara. That last crossing by CAYUGA on Labour Day, 1957, seems like such a very long time ago...

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