

MARINE NEWS

The proposed ferry service between Port Stanley and Cleveland came a step closer to fruition in mid-June when the former Ann Arbor Railroad carferry VIKING sailed under her own power from Manitowoc to Port Stanley. She still was flying the U.S. flag for this trip, although it is intended that she be registered in Belize when in service. The Port Stanley Cleveland Ferry Corporation interviewed locally for a crew to work the VIKING. Despite a proposed July 1st start date, it is not known when the cross-lake service actually will begin, although the operators hoped to run at least one trip this season to garner support for the ferry.

Three cruise vessels have traded into the lakes this summer. MAYAN PRINCE, CARIBBEAN PRINCE and NANTUCKET CLIPPER all have been in fresh water, the latter even going up into Lake Superior in early July. It is probable that the autumn of 1997 may see a much larger cruise ship on the lakes, but details have not yet been formally announced.

Every summer in recent years, the U.S. Navy has brought a warship on what it calls its Great Lakes Cruise to show the flag and promote recruitment. The ship on the lakes this year is the fast frigate OLIVER HAZARD PERRY, which is no stranger to the lakes, for she has visited here at least twice before.

When she entered the lakes this spring, the Pioneer Shipping Ltd. ocean-laker SASKATCHEWAN PIONEER sported a new name and livery. Gone is the Pioneer yellow and orange paint scheme, replaced by a black hull, a high red boot-top, white cabins and a traditional FedNav stack design, except that the band is white instead of buff. Thus she now wears the same colours as her former Misener sisterships FEDERAL FRASER (CANADA MARQUIS) and FEDERAL MACKENZIE (SELKIRK SETTLER). Like them, she now is registered in Hong Kong, although we assume that all will be registered elsewhere before Hong Kong reverts to China in 1997. SASKATCHEWAN PIONEER's new name, which she received late in 1995, is (b) LADY HAMILTON.

Another lake visitor which has been renamed is SEA BARGE ONE, the barge made from the former American Steamship self-unloader ADAM E. CORNELIUS (III). Operating under charter to Canada Steamship Lines and pushed by the Atlantic Towing Ltd. tug ATLANTIC HICKORY, the barge is now rechristened (d) SARAH SPENCER. She was upbound in the Seaway on her first 1996 trip on May 8, and she has been on the lakes ever since. One of her trips took her to Midland with a load of grain for the old "Town House" elevator.

The Algoma Central Corporation's motorship CAPT. HENRY JACKMAN re-entered service on June 21 after the completion by Port Weller Dry Docks of her conversion to a self-unloader. Her first trip took her to Windsor to load 26,061 tonnes of road salt, which she brought into Toronto late in the evening of June 25. "Rechristening" ceremonies for the ship had been held at Port Weller on June 3rd. JACKMAN looks good as a self-unloader; she still has her white forecastle and her elevator gear is very unobtrusive. She is a single-belt self-unloader, with only one tunnel beneath her holds.

Another Algoma Central ship is now at Port Weller undergoing a major reconstruction. ALGOVILLE, (a) SENNEVILLE (94), was towed from Toronto to Port Weller in late May, and now is on the graving dock having her hull rebuilt. ALGOVILLE will keep her original deck and bottom, but new hull sides are being constructed. The \$6.5 million rebuild will increase the motorship's 75-foot beam by about three feet, making her the widest Seaway-size laker, and will give her an entirely new lease on life. Of interest during June was the sight of ALGOVILLE up on the P.W.D.D. "shelf", while ALGOISLE, (a) SILVER ISLE (94), her longtime fleetmate fellow stemwinder, reposed beside her in the regular drydock, undergoing routine docking.

In anticipation of the sale of the ship for scrapping, the self-unloading boom, A-frame and hydraulics have been removed from the American Steamship Company's venerable motorship NICOLET, (a) WILLIAM G. MATHER (I)(25), (b) J. H. SHEADLE (II)(55), (c) H. L. GOBEILLE (65). The 1905-built NICOLET has