

foot barracks barges designed to accommodate crews during naval ship overhauls. Both barges are to be delivered during 2000. Marinette is also one of three shipyards sharing a \$7 million contract (one-third of a master \$21 million contract) to provide conceptual designs for a 10-year replacement programme for U.S. Coast Guard equipment replacement. The final contract is to be let early in 2002 after the design work is evaluated.

During the autumn, the Interlake Steamship Company took delivery of its new tug DOROTHY ANN from the Bay Shipbuilding Corp., at Sturgeon Bay. Fitted with Z-drives, the new tug was towed by Selvick Marine Towing Corp. tugs to Escanaba, where DOROTHY ANN was to receive her final fit-out. DOROTHY ANN is to become the permanent power for the Interlake self-unloading barge PATHFINDER, (a) J. L. MAUTHE (97), replacing the tug JOYCE L. VAN ENKEVORT, which handled PATHFINDER during the 1998 navigation season.

A freak accident which occurred on the afternoon of October 28th saw a 20 x 40 foot section of painting scaffolding fall 126 feet from beneath the International Bridge into the approach canal above the Poe and MacArthur Locks at the American Soo. The scaffolding was being lowered by a crane when its winch failed. The falling material just missed the contractor's workboat and barge, and fell into the canal without hitting anything. The Corps of Engineers tug OWEN M. FREDERICK and derrick barge HARVEY attended quickly, and hauled the debris from the approach canal before any major traffic delay occurred.

Beginning in 1997, ferry service from Amherstburg, Ontario, to the development on the former amusement park island of Bob-Lo, was provided by the auto ferry CRYSTAL-0, (a) ST. CLAIR FLATS (97), which had hitherto served as a Champion ferry to Harsens Island, Michigan, from Algonac, since her construction in 1946. Replacing her as the main boat on the Bob-Lo Island service is COURTNEY-0, (a) M. BOURBONNAIS VI (98), built this year at Masson, Quebec, by Les Ateliers M. Bourbonnais Ltée. Still at Amherstburg, in addition to CRYSTAL-0, are the tug MARVIN-0 and a barge, which provided service to the Bob-Lo development before CRYSTAL-0 came onto the scene.

Presently under construction at the C & G Boat Works at Bayou La Batre, Alabama, is a 110 x 34 foot tug which will be added to the fleet of Inland Bulk Inc. pushing limestone barges from Kelleys Island to Cleveland. The tug will be the first built in North America with the all-new Cummins Wartsila series of diesel engines. The two engines will generate 2,467 h.p. at 1,600 r.p.m., and will produce a towing speed of 10 knots. She will be fitted with four flanking rudders for notch-pushing her barge in the Cuyahoga River.

The 1,000-foot self-unloader GEORGE A. STINSON suffered a fire in the clutch of her port engine whilst downbound on Lake Superior on November 15th. The ship's crew managed to extinguish the fire and the STINSON was able to pass down through the canal at the Soo on one engine. She went to the Carbide Dock, below the locks, for engine repairs. When leaving the Carbide Dock, however, one of the wharf timbers struck the ship's engineroom gangway door, causing considerable damage. The STINSON finally was able to proceed after the door was removed and repaired at the Soo.

After 40 years of serving the U.S. National Parks Service on the run from Houghton, Michigan, to Isle Royale in Lake Superior, the 1958-built ferry RANGER III returned to Sturgeon Bay, where she was built, for the installation of a bow thruster and new engines to replace her original Kahlenburg diesels. The 165-foot RANGER III passed down at the Soo on October 25, heading for the Bay Shipbuilding yard, and plans were that the work would be completed in time for RANGER III to return to Lake Superior before the close of navigation. The work should extend the ferry's life by at least 25 years.