

Although the battle to preserve for posterity the former Straits of Mackinac steam carferry CHIEF WAWATAM has been lost, we are pleased to report that the efforts of preservationists appear to have succeeded in respect of another lake carferry. When last we reported on the status of the former Grand Trunk ferry CITY OF MILWAUKEE, the last unaltered Robert Logan-designed lake carferry, she was on the verge of being sold for scrap by the City of Frankfort (Michigan), because preservation efforts had been unable to complete arrangements for the funding of their project or the berthing of the ship. We belatedly learn that, on October 17, 1988, the Frankfort city council formally handed over ownership of CITY OF MILWAUKEE to the "Society for the Preservation of the City of Milwaukee". The ferry remains moored on the Elberta side of Frankfort harbour while the society carries on negotiations with the Michigan Department of Transportation for a permanent berth which, it is hoped, will be the former west carferry slip, including the former U.S. Coast Guard buildings which later were used as the marine offices of the Ann Arbor Railroad. We understand that the preservation society is actively soliciting memberships in its efforts to solidify financing for the museum project. It may be contacted at P.O. Box 1131, Frankfort, Michigan 49635, U.S.A.

Last issue, we reported the mysterious presence at the Verreault Navigation Inc. shipyard at Les Mechins, Quebec, of a vessel by the name of CHAUNCEY M. DEPEW. We and other marine observers naturally assumed that the vessel involved was the former Hudson River Day Line steamer of that name. Incredibly, however, we all were mistaken and the ship turned out to be a completely different vessel, as unusual as it might seem for there to be two ships bearing that name. As far as we are now aware, the original steamer DEPEW, which last operated as a tender and excursion vessel at Bermuda, is still lying in the Hackensack River in the Seacaus, New Jersey, area where she had been serving as the Aratusa Supper Club. The ship which arrived recently at Les Mechins is CHAUNCEY M. DEPEW (II), (a) BLARNA (66), (b) CANIMA (88), which was built in 1961 as Hull 181 of the Liffey Dockyard Ltd., Dublin, Ireland, 142.8 x 39.0 x 12.5, 502 Gross and 165 Net. She was built for the Cork Harbour Commissioners, and was acquired in 1966 by the Bermuda Marine & Port Authority, which used her as a tender and excursion boat at Bermuda. (Ye Ed. recalls seeing CANIMA on several occasions at Hamilton, Bermuda.) The ship, powered by two Crossley five-cylinder diesels, was licensed for 1,400 passengers. We have no idea why the DEPEW name (which originated in the Hudson River service of the earlier steamer and had nothing whatever to do with Bermuda, other than the fact that the ship operated there without name change for many years) was applied to CANIMA during 1988. We are given to understand that the DEPEW (II) has been acquired by Roger Rioux, operator of the ferry service Traverse Trois-Pistoles - Escoumins Ltee., and it is proposed that she enter the St. Lawrence River ferry and excursion service under the name (d) LE GOBELET d'ARGENT II. She cannot, however, be the main ferry on that route as she has no auto-carrying capabilities.

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MARINE CATALOGUE

T.M.H.S. member Paul Wiening, of Port Washington, Wisconsin, advises that his thirteenth annual catalogue of marine photographs and other items is now available. The 22-page catalogue lists the large assortment of ship photos which Paul has for sale, listed by fleet, then by ship, and finally by year of photo. Also listed are a large number of books, videos, and novelty items.

Members wishing to obtain Paul's catalogue should address Paul G. Wiening Enterprises, 432 West Michigan Street, Port Washington, Wisconsin 53074, U.S.A. Please enclose \$1.00 (U.S.) to cover cost of printing and mailing the catalogue.

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