

The Keybulk self-unloading barge CAPT. EDWARD V. SMITH, the former American Steamship Company steamer ADAM E. CORNELIUS (III), is now being managed in her east coast salt trade by Secunda Marine, of Halifax, Nova Scotia. The SMITH recently has been towed by the tug IRVING MIAMI, but this tug now has been replaced by Secunda's recently acquired 1401-ton "supertug" RYAN LEET, (a) ABEILLE NORMANDIE (87), (b) SALVOR GENERAL (90), which was built in 1977. The 15,000 i.h.p. tug was refitted at Pictou before entering service for her new owner.

Our Mid-Summer issue carried a report concerning the apparent plans of the "Huron Cement" fleet (Inland Lakes Transportation Inc.) to reactivate its long-idle steamer LEWIS G. HARRIMAN, (a) JOHN W. BOARDMAN (65), a veteran of 67 years on the lakes. In fact, the HARRIMAN was towed from Green Bay, Wisconsin, to Milwaukee on July 7th, the intent being that she would be used at Jones Island (Milwaukee) to unload her operating fleetmates, and then would shuttle the cement up the river to the Lafarge terminal. These plans apparently were shelved, for on August 13th, the HARRIMAN arrived at Alpena, Michigan, in tow of the tug CARL WILLIAM SELVICK. She loaded a cement cargo there, and then was towed back to Green Bay where, as far as we know, she still is laid up. We might suppose that the change in plans was a result of the general softening of business conditions during the summer and autumn months, with a concomitant slacking of the construction trade.

In the May issue, we commented upon the circumstances of the accident which, on April 12th, caused the sinking near the mouth of the Niagara River of the McKeil Marine sandsucker NIAGARA II, (a) RIDEAULITE (47), (b) IMPERIAL LACHINE (I)(54), (c) NIAGARA (69), (d) W. M. EDINGTON (84). On April 14th, the refloated NIAGARA II was taken to the shipyard at Port Weller, where she was placed in the graving dock. Inspection of her hull revealed that not only had it been severely holed in the accident, but that it was generally in very poor shape as a result of sixty years of hard use. Nevertheless, the sandsucker's hull was repaired and she has been back in service during the summer and autumn months. However, NIAGARA II's diesel engine has not been used and, instead, the ship has been being towed by an assortment of McKeil tugs, usually from a position lashed alongside the vessel's quarter. Current plans apparently call for the engine to be removed from NIAGARA II and placed in the former Canadian Dredge & Dock Company Ltd. tug TRAVELLER, which also now is part of the McKeil fleet.

The future of the 59-year-old former Grand Trunk and Ann Arbor railroad carferry steamer CITY OF MILWAUKEE appears again to be in considerable doubt. The vessel, one of the last of the "traditional" Lake Michigan carferries, and the last unaltered ferry of design by the famous marine architect Robert Logan, was intended to be preserved as part of a museum at the old carferry docks at Elberta, Michigan. However, the Society for the Preservation of the CITY OF MILWAUKEE has run foul of a rather serious difference of opinion between Elberta residents and those of the nearby and larger city of Frankfort, with Elbertans not wishing the ferry to be a permanent feature of their waterfront. It had been hoped that CITY OF MILWAUKEE would be the centrepiece of a maritime park, with the steamer designated as a National Historic Landmark, but the 556 residents of Elberta strongly oppose the plan, one of their arguments being that she spent most of her years running between Muskegon and Milwaukee and not sailing from Elberta until late in her career. The specious arguments made in this case seem destined to no other end than eventually to place the historically significant ferry steamer in the hands of the shipbreakers, which would be a most unfortunate loss of what should be considered a national treasure to be preserved at all costs. We sincerely hope that the feuding parties will be able to resolve their differences before it is too late for CITY OF MILWAUKEE.