

JACK, the ship arrived at Detroit on May 4, underwent refitting, and entered service during June. In addition to accommodating charter parties, DIAMOND JACK offered two-hour narrated tours departing from Hart Plaza and St. Aubin Park.

A rather unusual accident occurred on the St. Lawrence Seaway on Thursday, August 29th. The Spanish salt-water tanker MAR CATERINA was upbound with a cargo of liquid asphalt for Milhaven, Ontario, and Hamilton. At about 9:15 a.m., the ship struck the downbound approach wall above the Snell Lock, and a small gash was torn in the tanker's hull. Asphalt at about 136° Fahrenheit began to leak from the ship, and she was taken back into the lock chamber in an effort to minimize the effects of the spill. Some 67 tons of asphalt spilled into the water before the leak was stemmed. The ship was removed from the lock chamber later the same day, but the Seaway was closed for three days while the spilled asphalt was cleaned up from the bottom of the lock. Regular traffic resumed during the evening of August 31st. The spill does not appear to have caused any significant environmental damage, although several pigeons were caught in the asphalt flow!

Last issue, we made reference to a grounding in the Detroit River of the Socanav Inc. tanker W. M. VACY ASH, (a) LAKESHELL (III)(87), but at that time, we had no concrete details of the occurrence. It is now known that the motortanker grounded near Grassy Island. There was no major damage to the ASH, but some of her cargo had to be lightered into barges before the vessel could be refloated on August 3rd. The ship was moved to a mooring on the Canadian side of the river for inspection before she was allowed to resume her voyage.

Another summer grounding occurred early on July 25th, 1991, when the Purvis Marine craneship YANKCANUCK, downbound in tow of ANGLIAN LADY and bound for Chicago, found the bottom in the St. Marys's River near Sweets Point, about four miles above DeTour. The Purvis tugs MARTIN E. JOHNSON and W. I. SCOTT PURVIS proceeded to the scene with the barge CHIEF WAWATAM, and some 1,200 tons of cargo were taken out of YANKCANUCK. The ship was refloated on July 27, and after inspection revealed no significant damage, she proceeded on her way.

The 1991 season saw, for the first time in many years, a ferry service operating from Pennsylvania to Ontario across Lake Erie. The Nolan Cruise Lines vessel SPIRIT OF ERIE, 110 feet in length, began service between Erie and Port Dover on July 16th. The vessel has a capacity of 150 passengers. On the less pleasant side of the news, Lake Erie has lost several excursion boats. Goodtime Transit's GOODTIME II left Cleveland on May 4, bound for Philadelphia, where her new owners will run her as a dinner boat under the name LIBERTY BELLE II. The former Cleveland dinner boats PRIDE OF CLEVELAND and STAR OF NAUTICA were seized for debt, and both were scheduled to be sold by U.S. Marshal's auction.

Ever since Charles F. Conrad purchased during July the assets of the bankrupt Michigan - Wisconsin Transportation Company, and announced plans to reinstate ferry service across Lake Michigan in 1992, there has been much speculation as to what port would be selected for the western terminus of the ferry from Ludington. In mid-August, the new Lake Michigan Carferry Service Inc., Ludington, announced that the line had chosen Manitowoc as the site of its Wisconsin landing. The overjoyed Manitowoc municipal authorities have agreed to refurbish the ferry dock there, to erect appropriate direction signs along the roads, and to supply coal for the ferries. Manitowoc has a large coal-fired municipal generating station, and obtains coal at volume discount; the coal for the ferries will be supplied at low cost, with a minimal surcharge going to pay the city's costs in fixing up the long-disused ferry dock. It is hoped that BADGER, the last of the three ferries to see service for the old owner, will initiate the new service on May 15, 1992.