

if we did not express to you how very much we appreciate the assistance of those who regularly correspond with us to bring us items of historical interest as well as to report current marine news. We hope that we will be able to rely on your contributions again throughout this coming year. In issues to come, we intend to acknowledge in a meaningful way the contributions made to "Scanner" by certain of our longtime members and correspondents.

In the New Member Department, a hearty welcome goes out to David Swain, of Grand Haven, Michigan, to Timothy Zalesak, of Racine, Wisconsin, and to Rod Burdick, of Kingsford, Michigan.

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THE NOVEMBER MEETING

The change of venue for our November Meeting comes via the courtesy of member Jim Semon, who once again has made available to us the excellent video facilities of the Conference Room at the offices of Carlton Cards. Members who have attended meetings at this location in past years will recall how good the viewing is in this specially-equipped room. We extend to Jim Semon and his firm our sincere thanks for making the facilities available to us again this year.

We will have at least two video presentations for you at this meeting. One will feature the famous steamer CLIFFS VICTORY, while the other is a tape made up of a number of Canadian Pacific promotional films from years past, when the company operated numerous passenger vessels on both fresh and salt water.

To reach the meeting site, follow the Queen Elizabeth Way, take the Kipling Avenue exit and proceed north to the first set of traffic lights. Turn left there onto The Queensway and continue west two short blocks to Vansco Road. Carlton Cards is located at 1460 The Queensway, on the north-east corner at Vansco Road.

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MARINE NEWS

During August, the Ontario Ministry of Transportation announced that passengers will soon lose their free ride aboard the ferry from Kingston to Wolfe Island. The Wolfe Island Council was advised that the Province, seeking to adjust fares on all of its various ferry operations, would institute a charge of \$6.50 return for cars and \$1.00 return for passengers, effective January 1st, 1994. Needless to say, the suggestion that rides aboard the 1975-built ferry WOLFE ISLANDER III would no longer be free brought howls of protest from islanders, but the Province has remained firm in its intention to collect fares to offset the major expense of running the ferry.

The 1993 season, the second for the cross-lake operations of the fledgling Lake Michigan Carferry Service Inc., was a good one, with BADGER carrying large crowds of passengers on her route between Ludington and Manitowoc. Although only BADGER has operated regularly for the new owner of the carferry line, the company still would like to restore CITY OF MIDLAND 41 to service and, eventually, even the long-idle SPARTAN, although the latter probably would require repowering. Unfortunately, BADGER's 1993 season was marred when she struck bottom in Ludington harbour on June 20th. It was evident that she had sustained damage, and so the carferry was hustled off to the shipyard at Sturgeon Bay, Wisconsin, where she was drydocked. It was found that the damage was such that an 88-foot-long section of shell plating on the port side would have to be replaced, at a cost of almost \$350,000. Although we are not certain when BADGER actually returned to service, her owner was hoping to have her running again no later than July 5th.