

1984 by a former T.M.H.S. member. The McKeil organization has engaged in almost every conceivable type of marine trade around the lower lakes in recent years, but this is (as far as we know) McKeil's first venture into the excursion business. It will be interesting to see what use is made of MACASSA BAY in the years to come.

Meanwhile, a Toronto excursion boat, the 95-foot, 1983-built AURORA BOREALIS reportedly is to be lengthened this winter. This would seem to be an interesting development in view of the number of boats competing for the party boat business on Toronto Bay.

After the termination of her charter for summer supply service to the Arctic, Purvis Marine's YANKCANUCK returned to the Canadian Soo on October 3rd, and on the 26th departed for BayShip at Sturgeon Bay, a drydocking at the end of the bareboat charter being a part of the agreement between Purvis and Transport Igloolik.

Two unusual coal cargoes were shipped from Superior, Wisconsin, on September 2nd. The C.S.L. self-unloaders H. M. GRIFFITH and TADOUSSAC together loaded 57,300 short tons of low-sulphur coal at the Midwest Energy Resources Company terminal. The coal had come from the Kennecott Energy Company's Spring Creek mine in the Powder River Basin of Montana. At Sept-Iles, Quebec, TADOUSSAC and GRIFFITH transferred the coal to the Panamax carrier YEO-MAN BURN for the transatlantic passage to El Ferrol, Spain.

There were anxious moments at the Soo Locks early on Sunday, September 19, as the Singapore-registered IKAN SALAYANG, upbound light, suffered a power failure as she entered the MacArthur Lock and three steel mooring cables parted. She eventually was stopped some 30 feet short of the upper gates when the ship's engine was restarted, and an alert lockmaster opened the upper lock valves to produce a water "flush" to impede the boat's forward motion. There is no cable fender inside the lock's upper gates, as the sill beneath the gates normally would stop any vessel approaching the gates when the lock is empty. In this case, however, the salty's very shallow forward draft meant that the sill would not stop her and that the "flushing" of the lock became imperative.

Further to previous reports, it is confirmed that all of the U.S.-based operations of the Boblo Island amusement park are being brought to an end. The head office at Wyandotte, Michigan, is being transferred to the Island office and merged with Canadian operations, and the ferry run from Gibraltar, Michigan, is abandoned in favour of an expanded operation from Amherstburg, Ontario. To the small town of Gibraltar, with its minimal commercial facilities, the move was not anticipated to make much of a change in local revenue. On the other hand, Amherstburg officials have predicted a substantial increase in revenues for that municipality as a result of the shifting of all Boblo ferry service to the Canadian route.

Despite recent press suggestions that the 1950 Collingwood-built passenger steamer-later-motorship NORGOMA, owned by the St. Mary's River Marine Centre used as an historical display on the Canadian Soo waterfront, might soon be junked in consequence of the cost of repairing her deteriorated condition, there seems life in her yet. The Center recently announced that "a business plan is being developed, a repair and renovation plan is in the design stages, and opportunities for multiple uses are being developed in preparation for (NORGOMA) taking its place as a vibrant, lively component of Roberta Bondar Park". NORGOMA is not what she was when operating as a tall-stacked, coal-smoke-spewing beauty on the famous "Turkey Trail" route from Owen Sound to the Soo (she became a motorship while latterly running the Manitoulin Island ferry route), but she most certainly is worthy of historical preservation as one of the last lake night boats.

A late report indicates that WANDA III (see October issue) returned from Lake of Bays to Gravenhurst, where she will be restored, via road transport on October 29th. SEGWUN, meanwhile, was drydocked in the Port Carling lock.