

Ever since her building in 1989 by Moss Point Marine Inc., of Pascagoula, Mississippi, the Eastern Upper Peninsula Transportation Authority's passenger and auto ferry DRUMMOND ISLANDER III has suffered from assorted problems, the most significant of these being major engine difficulties. In fact, new Caterpillar engines were installed in the ferry as late as February of 1993, to replace the earlier Cummins diesels which were not satisfactory. By early November, however, DRUMMOND ISLANDER III was laid up because of a cooling water leak through a pinhole in the block of one of the new engines, and traffic on the important crossing between DeTour, Michigan, and Drummond Island was being handled by the smaller auxiliary ferry DRUMMOND ISLANDER, which dates from 1947. It was hoped that the hole in the block could be patched in time for the bigger ferry to be back in service for the busy fall hunting season, and that the defective engine could be replaced under warranty at a later point in time. Interestingly, it already had been planned that DRUMMOND ISLANDER III would be drydocked (presumably at Sault Ste. Marie, Michigan) during the autumn for replacement of her propellers, which have proven to be unsatisfactory for winter ice service. The ferry has been a major headache for the E.U.P.T.A. ever since her commissioning, and no doubt the Authority will do everything in its power to ensure that the new ferry planned for its Sugar Island route performs in a more acceptable manner.

One of the three big steam engines which formerly powered the Straits of Mackinac carferry CHIEF WAWATAM, has been donated to the Manitowoc Marine Museum. The CHIEF, of course, is now operating as a barge for Purvis Marine Ltd., of the Canadian Soo, and the engine had been stored on the Government Wharf there. On November 4th, the Roen Salvage Company's tug JOHN R. ASHER, heading for Lake Michigan with a derrick barge and two scows after completing a job at Marquette, Michigan, stopped over at the Soo. The engine from the CHIEF was loaded aboard one of the scows and the tow the went over to the Carbide Dock at the Michigan Soo. After waiting for weather, the tug and her charges got under way downbound on November 6th.

In earlier issues, we have commented upon the "new life" currently being enjoyed by the old canaller-now-sandsucker CHARLES R. HUNTLEY, which is now owned by Verreault Navigation Inc., of Les Mechnins, Quebec. There has been some doubt about the spelling of the new name of this venerable vessel, it having been reported in several different versions, but it now has been confirmed that the name is BV RAYNA. The derivation of that name is not immediately evident.

One of the main reasons for the decline in use of the straight-deck bulk carrier has been the removal of shore-mounted unloading rigs, such as "ore bridges" and the famous Hulett machines, at various ports due to the fact that cargo could be carried and unloaded more cost-efficiently by self-unloading ships. As long as the shore rigs were in use, straight-deckers on the Canadian side of the lakes could carry iron ore, coal and other bulk cargoes in addition to their main loads of grain. One of the docks that received straight-deckers for many years was that of the Steel Company of Canada at Hamilton, Ontario, to which both coal and iron ore were hauled, mostly by the ships of Canada Steamship Lines. In recent years, however, the Stelco dock has not used its shore rigs and all cargoes have been brought in by self-unloaders. On Sunday, October 31st, crews from the Teperman demolition firm, of Toronto, brought down Stelco's two big unloading "bridges" with explosive charges. The press in both Hamilton and Toronto carried photographs of the spectacular demise of the old structures.

In recent years, traffic along the St. Lawrence Seaway has declined significantly, not only because of the economic depression but also because of the shipping of so much Canadian export grain by rail to the west coast rather than down the lakes to the ports of the St. Lawrence River. Accordingly, revenues from the operation of the Canadian canals have declined drastically and the Canadian federal government has been warned that the St. Lawrence