

In the May issue, we also reported the departure from Toronto on May 2nd of CANADIAN PATHFINDER, (a) BAIE ST. PAUL (94), for scrapping overseas, and the arrival under tow from Montreal, on May 11th, of CANADIAN VOYAGER, (a) BLACK BAY (94). The only trouble with our report was that we erred on reporting the names of the tugs that handled the tows. In fact, the same four McKeil Marine tugs took both tows, these being JERRY NEWBERRY (the former KAY COLE), LAC ERIE, GLENBROOK and JAMES E. McGRATH. CANADIAN VOYAGER was moored along the north wall of Pier 35 at Toronto, and there she lay until towed out again on August 14th, we believe by McKeil's JOHN SPENCE, en route to Port Weller, where she was to be drydocked so that her condition could be evaluated and a decision made concerning her future.

Up until August 14th, JOHN SPENCE had been making herself busy towing the McAsphalt Marine tank barge McASPALT 401, but on that day, the barge was taken over by ANGLIAN LADY, the J. W. Purvis Marine Ltd. tug out of the Canadian Soo.

This has been a rather unusual summer for the Canadian lake fleet, with the grain trade holding strong for longer than it has in many years. However, as of August 1st, the 98-year-old Crowe transportation subsidy to Canadian grain farmers ended, and observers were unable to predict with any certainty how this would affect the lake grain trade. Some of the straight-deckers did lay up in mid-summer, such as SEAWAY QUEEN and CANADIAN MARINER, which went to the wall at Sarnia on July 9 and 30, respectively, and ALGORIVER, which laid up at Toronto in early August. Laid up boats should return to service this autumn provided that the grain crop is good and sales are strong.

The only shipyard on the Great Lakes with any substantial number of new construction contracts awarded, the Marinette Marine Corp., launched the U.S.C.G. JUNIPER into the Menominee River from its Marinette, Wisconsin, yard on June 24th. JUNIPER, side-launched in true lake tradition, is the first of 16 new sea-going buoy tenders for which the U.S. Coast Guard has contracted, with the Marinette shipyard to build three of the sixteen, as well as the lead ship in a smaller class of inland waters buoy tenders. The new tenders eventually will replace the now-51-year-old 180-foot class of buoy tender, of which three, ACACIA, BRAMBLE and SUNDEW, currently are serving on the lakes.

The construction of the new ferry SUGAR ISLANDER by Basic Marine Inc., of Escanaba, Michigan, is substantially behind schedule and the builder and owner have advanced differing explanations for the delay. Originally scheduled for delivery in June and then July, then sometime in September and now perhaps October 1st, the ferry has not been available to help with the summer auto traffic on the Little Rapids Cut crossing of the St. Mary's River. The ferry's hull, built upside-down, was successfully rolled upright on May 26. However, there have been contract revisions requiring the agreement of all parties, and construction delays allegedly relating to Basic Marine being involved in the building of an oil barge for the government. A 75-day contract extension granted by the Eastern Upper Peninsula Transportation Authority expired at 12:01 a.m. on August 16, as of which time a per diem penalty of \$1,000 for late delivery began ringing up, which could amount to \$46,000 if the boat is not ready until October 1st. Meanwhile, alterations have been underway at the Mission Point and Sugar Island ferry docks to accommodate the larger boat, but some of the work can not be done until the new ferry is ready to begin work, as the docks must still fit the old SUGAR ISLANDER snugly in the river's swift current as long as she is running. Bids were out for reconstruction of the Neebish Island ferry docks, at the head of the Rock Cut, to fit the old SUGAR ISLANDER when she moves downriver to replace the small NEEBISH ISLANDER there, but there may be navigational problems at the site for the ferry, as well as civil litigation over some aspects of the dock site on the Barbeau side.