

The only view which we had of MARUBA operating on salt water was the one which appeared in our original feature, and which later was identified as having been taken by Capt. Frank E. Hamilton. Fortunately, we now have another salt-water view of MARUBA, and this one is particularly significant because it shows her broadside, and makes it easier to imagine how she would have looked in her later lake service after the two upper decks of her bridge structure had been moved forward and placed atop the forecastle in traditional lake configuration.

This historic photograph was taken in the harbour at Boston, Massachusetts, on May 6th, 1922, by the late Richard Hildebrand. The original negative now is held in the collection of Eric Johnson, of New Orleans, and the print comes to us through the courtesy of T.M.H.S. member William A. Schell, of Holbrook, Massachusetts, to whom we extend our most sincere thanks for his generosity in sharing it with us.

Can any member develop anything more on MARUBA for us? We must believe that a canal photo of the sections, an Ashtabula shipyard view, or a shot of her lying idle at Cleveland in her latter years, must be waiting out there for a T.M.H.S. member to find it.

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ADDITIONAL MARINE NEWS

The "Windsor Star" of August 14 announced that the Ontario Casino Corporation had chosen the 245-foot "riverboat casino" QUEEN OF KANSAS CITY to come to Windsor, Ontario, to expand the operations of Windsor Casino Ltd. This vessel, although only 90 percent completed by her builder, unsuitable for the service for which she was intended, but partially owned by Hilton, one of the partners in operating the Windsor casino, was chosen over several other boats, and is expected to be at Windsor in November, to become the lakes' first gambling boat. She was built at a New Orleans area shipyard.

Reportedly destined to operate in 1996 on the Detroit River to bring passengers to the Windsor Casino, via an as-yet-unnamed wharfboat to house customs and landing facilities at Dieppe Park, are the idle hydrofoils SUNRISE 1 and SUNRISE 2, now reposing dockside at Port Weller and Toronto, respectively. They have been acquired by a consortium of owners and are to be managed on the Detroit River by Club Canamac Cruises, whose ~~Spirit~~ *Pride* of Windsor Cruise Lines already operates STELLA BOREALIS in the area.

It was announced in mid-August that the City of Sault Ste. Marie, the federal authority Parks Canada, and the new Ontario government had finally reached a consensus to permit the reconstruction and revived operation of the damaged lock on the Canadian canal at the Soo. Closed to traffic for many years after lock wall structural failure, the lock will be rebuilt to smaller recreational dimensions by the provincial and federal governments, and the new lock will be operated by the city, with the feds paying 75 percents of the maintenance and operating costs.

The Gaelic Tugboat Company, of Detroit, has acquired the engineless hull of the former U.S. Coast Guard 110-foot tug KAW, which latterly has been on Lake Michigan. The Gaelic tug PATRICIA HOEY fetched the KAW from Muskegon, Michigan, in late July and towed her to Detroit.

The Purvis Marine tug JOHN McLEAN, acquired from the defunct A. B. McLean Ltd. fleet in July 1994, has now been renamed ADANAC. Another change in the tug force at the Soo came late in July when the G-tug ALABAMA was taken from the Michigan Soo by OHIO, bound for engine repairs at Cleveland, and MAINE was left at the Soo in her place. GLENADA, bound from Sarnia to Thunder Bay, was at the Twin City Drydock in the Michigan Soo from July 24 to the 27th.

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