

Meanwhile, Ontario Northland is still attempting to sell NINDAWAYMA, its idle second Manitoulin Island ferry. Repercussions from the loss of the Baltic Sea ferry ESTONIA mean that NINDAWAYMA will need to be sponsored before she can carry cars again, and so Ontario Northland has no interest in keeping the ferry.

During the month of June, the Oglebay Norton Co. announced that it had purchased from GATX Capital Corp. the stemwinder motorships WOLVERINE (IV) and DAVID Z. NORTON (III), (a) WILLIAM R. ROESCH (95). Both self-unloaders have been in the Oglebay Norton fleet for many years, WOLVERINE since her construction in 1974, and the ROESCH/NORTON since her acquisition in 1976, but latterly they both had been operated by Oglebay Norton under lease arrangements. The lease on the NORTON had been due to conclude in 1998, and that on the WOLVERINE in 1999.

The Eastern Upper Peninsula Transportation Authority has decided to repower its 1989-built auto and passenger ferry DRUMMOND ISLANDER III with two new Caterpillar diesels, the work to be started in December. This will be the third set of engines for the ferry in her short life. The boat's current engines have been plagued with troubles from repaired moulding sand holes, and this spring the ferry suffered damage to her hull keel coolant system. Shortly before she left for drydocking at the Soo to repair that problem, the port engine drive shaft fractured, tearing loose the shaft's struts, and the whole gear, including the port propeller, was lost in the river!

The third vessel in the Juniper Class of seagoing buoy tenders for the United States Coast Guard, was launched by Marinette Marine Inc. into the Menominee River on May 4th. Christened KUKUI, the ship will be stationed in Hawaii and will be the first of her class to serve in the Pacific.

A report prepared by a Virginia firm for the U.S. Coast Guard has indicated that modernization of the 53-year-old icebreaker MACKINAW would cost \$93 million. The gold-plated renovations, supposedly required if the MACKINAW were to operate for another twenty years, include full repowering, fitting of integrated bridge and auxiliary equipment, and improved "habitability features", all of which would substantially reduce crew requirements and operating costs. The price tag on the proposed work is likely to scuttle the whole project, it would seem...

On June 7th, the American Steamship Company self-unloader ST. CLAIR delivered a cargo of 45,411 short tons of western coal to Ontario Hydro's Nanticoke generating station on Lake Erie. This was the first cargo ever delivered to the plant in a U.S.-flag vessel. The surprise announcement in mid-August that over the next year, seven of Ontario Hydro's nuclear generating units and a heavy water plant will be shut down for up to \$8 billion in repairs means that additional production will be required from the coal-fired Nanticoke, Lambton and Lakeview generating stations. That means that more coal will be shipped by water, and perhaps more U.S.-flag lakers will be involved in such movements.

An unfortunate incident aboard the Lake Michigan Carferry Service Inc. steam-powered ferry BADGER caused the vessel to interrupt a crossing from Manitowoc to Ludington in the early morning hours of July 22nd, and to return to the Manitowoc dock. An 84-year-old woman from the state of Washington suffocated when she accidentally became trapped in the collapsible berth in which she was sleeping, according to the Manitowoc County Coroner.

A 90th Birthday Celebration for the former C.P.R. steamer KEEWATIN will be held aboard the museum ship at Douglas, Michigan, on September 3rd and 4th. For additional details, phone 1-616-857-2464. The much-loved KEEWATIN last operated in 1965.