

grounded between the Liberty and Veterans Bridges and was blocking vessel traffic on the river. The Oglebay Norton Company's 1925-built self-unloading motorship JOSEPH H. FRANTZ was brought to the scene to lighten some of the McKEE SONS' cargo of limestone, following which the barge was refloated.

During the late evening of September 16th, the Paterson motorvessel MANTADOC (II), downbound on Whitefish Bay in the area of Gros Cap, spotted a fire on a small island, and persons waving flaming sticks. MANTADOC contacted the U.S. Coast Guard, which alerted Canadian authorities, and in the early morning hours of the 17th, an Ontario Provincial Police rescue boat took four stranded boaters off the island. The four had been in a 15-foot boat which suffered motor failure and subsequently sank off Chene Island.

Not only will there be more salt-water cruise ships coming into the Great Lakes in coming years, but there may be another U.S. operator running in these waters. Chicago-based American Classic Voyages Company, which is the parent of the Great Hawaiian Cruise Line as well as the Delta Queen Steamboat Company, last year announced that it would build two \$400-million (apiece) ships for the Hawaiian service. In September, it said that it was intending to build five new coastal "liners", roughly 300 feet long by 50 feet wide, for service in various near-shore trades, including the Great Lakes. Each ship would carry some 228 passengers. The design, a drawing of which shows two stacks, a counter stern, and the name "COASTAL QUEEN" on the bow, is reportedly (albeit loosely) modelled after U.S. east coast passenger boats of earlier eras.

Most lake shipping observers have been aware that there has been a major change during 1998 in the operation of the fleet of the Inland Steel Company. We now have sufficient detail that we can report on the changes. Inland Steel Industries has been acquired for \$1.43 billion by Ispat International, a steelmaker in The Netherlands. The combined organization becomes the eighth largest steel producer in the world. To maintain U.S. ownership of the Inland Steel lake fleet, ownership of the straight-decker EDWARD L. RYERSON and the self-unloaders WILFRED SYKES and JOSEPH L. BLOCK has been spun off to the Central Shipping Company, of Elmhurst, Illinois. The ships will operate under time charter to Inland Steel, the actual operator being the Indiana Harbor Steamship Company. Management of the fleet will be handled by Central Marine Logistics Company. This may seem like a cumbersome, complicated structure, but it will permit the vessels to remain in the U.S. domestic trade in compliance with the requirements of the Jones Act. The fourth Inland Steel vessel, the ADAM E. CORNELIUS (IV), (a) ROGER M. KYES (89), has been operating under charter from the American Steamship Company and will be taken back by her owners after this season.

On October 3rd, the Ontario Court of Appeal gave California-based Mar-Dive Corp., and an affiliate, Atlantic Western Ltd., thirty days to pay into court \$336,133.69, plus accumulated interest, if it wished to protect its right to appeal an earlier decision rejecting the company's claims of ownership of the wreck of the steamer ATLANTIC which sank in Lake Erie in 1852. The required payment into court would satisfy an award of costs to the Ontario government from the earlier litigation. Mar-Dive had failed to perfect its appeal of the earlier judgment, thus the ruling requiring security for costs against Mar-Dive.

The Canadian Coast Guard icebreaker DES GROSEILLIERS, built at Port Weller in 1982, got under way on October 13th after a year and 11 days frozen into the polar ice pack of the Arctic Ocean as part of the SHEBA international study of the Arctic ecosystem. During her voluntary entrapment in the ice pack, DES GROSEILLIERS and support structures assembled on the ice were moved some 880 kilometres as the ice drifted. Conclusion of the project was assisted by LOUIS S. ST. LAURENT, which sailed for the Arctic this past August.