

1953-built, coal-fired, passenger and auto ferry BADGER, which runs cross-lake out of Ludington to Manitowoc. The BADGER's service was recreated in 1992 but without any government funding. Much has also been made in the press of the fact that a key figure behind the proposed fast ferry service has a criminal record involving tax fraud.

During the 1999 navigation service, none of the four hydrofoils that saw service in 1998 were running on Lake Ontario between Toronto and the Niagara area. However, in late August and early September, SEA FLIGHT I and SEA FLIGHT II were reactivated, doing a number of charter trips from the Yonge Street slip at Toronto to Niagara-on-the-Lake. Their service, however, is reportedly to be revived during the 2000 season, using not only SEA FLIGHT I and SEA FLIGHT II, but also two more Katran-type hydrofoils, which at the time of this writing were at Quebec City, having crossed the Atlantic as deck cargo on freighters, and were awaiting passage up into the lakes. Allegedly to be renamed SEA FLIGHT III and SEA FLIGHT IV, the new hydrofoils, as well as the two originals, will be operated by a new concern to be named Sea Flight 2000.

The group seeking to preserve the venerable passenger steamer MILWAUKEE CLIPPER, (a) JUNIATA (41), at Muskegon, Michigan, has been making progress in its efforts, and an unexpected benefit is coming from The History Channel in the form of "an unspecified donation" in return for the use of the CLIPPER by a film crew seeking to recreate the 1956 sinking of the Italian liner ANDREA DORIA after being rammed broadside in a fog by the Swedish liner STOCKHOLM. Any resemblance between MILWAUKEE CLIPPER and ANDREA DORIA is, of course, non-existent, but the CLIPPER is to be used "primarily for close-ups and tight 'abstract' shots" to convey "the panic and chaos on deck without getting anything inaccurate or misleading to the viewers". Hmmm... That doesn't make much sense to us, but if it puts money into the CLIPPER preservation coffers, then we're all for it! The film will be part of "Collisions in the Mist", an episode in The History Channel's Sunday-night "Wrath of God" series, and will "attempt to show the internal conflict between man and the disorienting effects of fog". Long Live the CLIPPER!

The latest in the series of U.S. Coast Guard buoy tenders built by Marinette Marine for salt water service is the BARBARA MABRITY, which was at the Soo on August 23rd, upbound for Whitefish Bay. On the same day, the ANTHONY PETIT, next earlier in the series, was downbound in the Seaway on her delivery voyage.

A number of interesting vessels made their appearance in the lakes during the 1999 season. We cannot list them all here, but among them were the fast frigate U.S.S. CLARK, the big U.S. Coast Guard cutter ESCANABA, and the diminutive but very pretty sailing vessel PRIDE OF BALTIMORE III. The latter is the successor to the tragically-lost PRIDE OF BALTIMORE II, which also visited the lakes on several occasions.

Since we wrote the article on Page 3, the idle THORSCAPE was moved on October 4th from her Toronto Bay anchorage to the west side of Pier 35, the berth recently vacated by the reactivated CANADIAN TRADER. Meanwhile, from Norman Eakins, we learn that the "new" C.C.A.L. boats, THORSHOPE and THORSLAKE, are each 16,075 Gross Tons, 569'2" x 75'9" x 45'1", built in 1990 by VEB Warnowwerft Warnemunde, and each powered by a six-cylinder Sulzer diesel built by VEB Dieselmotorenwerk at Rostock. They now are registered in Cyprus. THORSHOPE is (a) YEVGENIY MRAVINSKIY (96), (b) MARCELA R (96), (c) ALIOTH STAR (97), (d) GLOBAL HAWK (98), (e) NORDANA KAMPALA (99), (f) COBRA (99), while THORSLAKE is (a) KRASNODON (96), (b) ELENA K (98), (c) RES COGITANS (99). Their careers have not been entirely similar, but both sister-ships were acquired by the Thor Dahl interests earlier in 1999, and as the replacements for THORSCAPE and THOR I on the Canada - South Africa service, they made their maiden arrivals in the lakes this past summer.