

Arriving on the lakes at about the same time as INVINCIBLE was the new self-unloading barge GREAT LAKES TRADER, which will be operated by the Upper Lakes Towing interests. The 740-foot barge passed up the Welland Canal on June 17, pushed by her tug, JOYCE L. VAN ENKEVORT, and assisted by Groupe Ocean Ltee.'s SALVAGE MONARCH as well as its new tractor tug H9901. Three lockages were required at each of the seven lower locks because none of the tugs could fit into a lock when the barge was inside. Accordingly, the canal passage was a slow one, but the VAN ENKEVORT and GREAT LAKES TRADER arrived at Escanaba on June 20th, and they very shortly were placed in regular service.

Two former Lake Ontario excursion vessels appear to have found new homes on the lakes. Both were owned latterly by the McKeil interests. GARDEN CITY, renamed HARBOUR PRINCESS I, is now being operated out of Port Dover by Harbour Princess Cruises. She is doing Long Point Biosphere Cruises on Wednesdays and Thursdays, dinner cruises Wednesday through Sunday, evening dance party trips Fridays and Saturdays, and private charters as required. Meanwhile, MACASSA BAY went up to Sarnia, where she has been running excursions. She is operated by four Point Edward residents, Christine and Paul Wicks and Sharon and Michael Saunders. It is good to see both boats back in service.

An excursion boat that has departed the scene, however, is WATERWAYS 1, which tried the Toronto-Niagara service for several years but never made a go of it. Sold to Italian interests late last year, she was being loaded onto a heavy-lift ship at Toronto when she was dropped and damaged. She went back to Port Dalhousie, where she wintered, and she finally cleared Toronto on July 5th, loaded aboard the heavy-lift salty SUNBIRD.

Little of substance has been happening in respect of the planned Toronto to Rochester high-speed ferry service, despite much continued attention from the Rochester press. The original proposal was being pursued by Lake Ontario Fast Ferry Corp., but responses to a "Request for an Expression of Interest with Qualifications" were received from Canadian American Transportation Systems LLC, NFL Holdings Ltd., and Sea Container Inc. Meanwhile, there has been much bickering between the City of Rochester and Monroe County over the development of facilities at Charlotte, on the Genesee River, where the Rochester terminal would be located.

Speaking of ferries, we should note that a labour dispute stopped ferry service to Pelee Island for more than a month this spring. On April 28th, the S.I.U. struck the Pelee Island division of Ontario Northland over wage, pension and seniority issues, idling the ferries JIIMAAN, PELEE ISLANDER and UPPER CANADA. During the shutdown, Ontario Northland provided a heavily subsidized airlink between the Island and Leamington. The strike eventually was settled and service resumed on June 5th.

The two newest U.S. Coast Guard tenders built at Marinette for salt water service are HENRY BLAKE and GEORGE COBB. Both of the "Keeper" Class, the BLAKE was downbound in the Seaway on June 22nd, while the COBB passed down on July 21st.

There has been a change in the lake operations of the Blue Circle Cement Company. ST. MARYS CEMENT III is now being used for storage at Green Bay and her tug, PETITE FORTE, has replaced TRITON pushing ST. MARYS CEMENT. The ST. MARYS CEMENT II is still being handled by SEA EAGLE II.

Despite her renaming from LORENA I to NUNAVUT TRADER earlier this year, the McKeil package freighter has yet to see any service for her new owner. We had thought that she might head up to the Arctic this summer.

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We're out of space here, but we'll try to catch up with other marine news, including Seaway events and innumerable tug changes in the October issue. Catch us then.

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