

per Peninsula Transportation Authority announced that the older of its two existing ferries, the 1947 Marinette-built DRUMMOND ISLANDER, would be sold to the Arnold Transit Company to augment CORSAIR and HURON in the freight service to Mackinac Island. Arnold's bid of \$76,156 was approved by EUPTA on October 4th. Before leaving EUPTA service, DRUMMOND ISLANDER went to the Soo in mid-October to substitute for SUGAR ISLANDER II on the high-traffic Sugar Island route across Little Rapids Cut while the usual Sugar Island ferry was given her five-year inspection at the M.C.M. shipyard at the Michigan Soo.

With her rebuild and lengthening completed, ALGOWOOD departed the shipyard at Port Weller on November 5th, bound for Sandusky to load coal for Hamilton. ALGOWOOD was the victim of a June 2nd accident at Bruce Mines, Ontario, which left her lying on the bottom, with her hull buckled and flooded, while loading a cargo of stone. The opportunity was taken to lengthen her to maximum Seaway length during the rebuilding, but the cost was so great that some observers have wondered whether it would not have been better to build an entire new hull for her in the manner that C.S.L. has used to renew some of its self-unloading stemwinders.

It has been reported that our dear old friend, the 1907-built Canadian Pacific Railway passenger and package freight steamer KEEWATIN, now owned by the Petersen Steamship Co., of Douglas, Michigan, was given a new roof over her passenger cabin this past summer. We last trod the boat deck of KEEWATIN in service in October of 1965 (can it REALLY have been 35 years ago?), and we suspect that the canvas-covered wooden deck must have been getting awfully "soft". That the Petersen interests have expended the funds to do this major work on KEEWATIN must indicate that they are prepared to maintain her as a museum in the Saugatuck area.

Last issue, we reported the sale of the Owen Sound Transportation Company's "spare" ferry NINDAWAYMA to Verreault Navigation Inc., of Les Mechins, Quebec. We now can confirm that NINDAWAYMA departed Owen Sound behind the tug POINT CARROLL at 6:30 a.m. on October 31st, the departure having been delayed while the local fire department was called to render aid to the tug's cook, who had sprained his knee in an awkward location aboard the tug. The tow was downbound in the Welland Canal on November 3rd, and NINDAWAYMA arrived at Les Mechins at 9:00 p.m., November 7th, under tow of POINT CARROLL and ANDRE H. It is said that NINDAWAYMA will retain her Canadian registry, and that Verreault Marine and Navigation Services will convert her to carry "something other than cars", the work to be finished by the summer of 2001.

Late on November 3rd, the Three Rivers Boatmen Ltd. tug DUGA departed Hamilton with the stern-notched (but not articulated) barge made from the hull of the former Upper Lakes Shipping "hybrid" CANADIAN EXPLORER. (The barge's former stern now forms the aft end of CANADIAN TRANSFER.) The boat's fore and midbody has been lying idle at Hamilton, but now is, we understand, bound for grain storage use at Baie Comeau. The tow stopped en route at Prescott to load grain.

On November 16th, the tug JAMES PALLADINO and barge KELLSTONE I were departing the Kelley's Island Stone Dock when the barge ran aground some five hundred feet off the dock and began to take on water. The Great Lakes Towing Company's tug TRITON (which used to push ST. MARYS CEMENT) went to the scene with the barge INLAND 2401 to lighten some of the grounded barge's 10,000-ton stone cargo. KELLSTONE I was afloat again by November 19th, and after a delay caused by heavy weather, she was towed by JAMES PALLADINO and TRITON to the shipyard at Toledo, where repairs were to be put in hand. This was only the third trip on which KELLSTONE I was handled by JAMES PALLADINO. In the past, she always was handled by the tug FRANK PALLADINO JR.

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