

settlement (later approved) was reached on the afternoon of October 20th, permitting vessel traffic to resume.

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After only a brief period of operation on the lakes, the McKeil tug JOSEE M. (see details in October issue) has been flipped back to the west coast, from whence she came! The tug has been acquired by North Arm Transportation Ltd., of Vancouver.

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On Sunday, October 14th, the Algoma Central Corporation's ALGOWEST, downbound with a load of salt for Cote Ste. Catherine, stopped below Lock One at Port Weller for a very special ceremony. The ship, built in 1982 and converted to a self-unloader in 1998, was rechristened (b) PETER R. CRESSWELL, in honour of the recently retired president and chief executive officer of the Corporation. Mr. Cresswell currently serves as deputy chairman of the Algoma Central board of directors, having served the organization for 37 years. The ship's sponsor was Nancy Cresswell, wife of the motorvessel's namesake. Peter Cresswell has been a member of the Toronto Marine Historical Society for many years.

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We previously reported that CANADIAN PROVIDER had been towed from Toronto to Hamilton on September 9th so that she could be loaded with the cargo of grain which had been in WINDOC when she had her altercation with the Allanburg Bridge on the Welland Canal on August 11th. The transfer of the grain went very slowly as only three vacuum pumps with six-inch pipes were used for the task. CANADIAN PROVIDER eventually fitted out to join the fall grain "rush" (such as it is this year), and she departed Hamilton on October 13th, downbound to deliver the WINDOC cargo. We should note that amongst the other straightdeckers reactivated for autumn grain service were CANADIAN VOYAGER, which departed Toronto after being laid up here since September 20th, and CANADIAN MARINER, which turned her wheel for the first time in 2001 when she steamed out of Toronto on October 11th. WINDOC, however, remains at Hamilton with her future apparently still undecided.

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At long last, a contract has been let for the construction of a replacement for the venerable U.S. Coast Guard icebreaker MACKINAW. It was announced in mid-October that the \$82.5 million contract has been awarded to the Manitowoc Marine Group, with completion of the 240 foot long and 60 foot beam ship being scheduled for 2005. She will carry on the name MACKINAW and her home port will be Cheboygan, Michigan, where the current MACKINAW lives when not active. The old MACKINAW is to be decommissioned in 2006.

Meanwhile, we have more details on the Manitowoc Marine Group's \$120 million contract to build three "Kennedy class" ferries for the City of New York's service linking Staten Island with Manhattan. The double-ended ferries will each be 310 feet in length and 70 feet wide, and will be able to carry 4,400 passengers and 30 vehicles, with the first of the boats to be delivered in the autumn of 2003. It is said that the ferries will feature "old world nautical aesthetics", but what that may mean is anyone's guess. The ships will be built at the Marinette Marine yard.

Manitowoc, meanwhile, will build at Sturgeon Bay a 277 x 63 dump scow, of 7,100 cubic yards capacity, for the Great Lakes Dredge & Dock Company. The contract is worth \$4.8 million and the barge will be delivered in August of 2002. And at Marinette, Coast Guard tenders continue to be turned out like sausages. The CYPRESS was launched on October 27th, while work has been commenced on the next Juniper class vessel, to be christened OAK.

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A nasty grounding occurred in the Maumee River at Toledo, Ohio, on October 17th. The CSL self-unloader NANTICOKE had loaded a cargo of soybeans at The