

In the November issue, we reported the October 17th grounding of CSL's NAN-TICOKE in the Maumee River at Toledo. It took the efforts of eight tugs to free the self-unloader from the mud on October 20th. That grounding subsequently was pronounced by the Coast Guard to have been accidental in nature. Interestingly, however, another incident occurred in the same area exactly two months to the day later. On the evening of December 17th, CALUMET was proceeding toward The Andersons "K" elevator when a strong current in the river swung her broadside against the Norfolk Southern south railroad bridge, and trapped her there. Tugs were called and, several hours later, CALUMET was pulled back from the bridge and was moored at the nearby elevator, where she loaded the storage cargo of soya beans which she currently is holding at Hamilton. There were no reports of any damage having been suffered in the incident.

On November 31st, the U.S. Congress approved a final transportation spending agreement that included a sum of \$4.5 million for the construction of a terminal and berthing facilities at Rochester (Charlotte) required for the proposed fast ferry service to Toronto. The amount was far more than initially approved, but comes to Rochester at the cost of 50% of the federal funding for a new bus terminal. The city will not begin construction of the ferry facilities until Canadian American Transportation Systems actually orders the construction of a ferry for the route, so it would seem that the city is hedging its bets.

A major new excursion service is planned for Lake Ontario in 2002, and the boat that will run on it is already on the lake. The vessel is DALHOUSIE PRINCESS (C.369343), (a) ISLAND QUEEN V (i), (b) MISS KINGSTON II, (c) M.V. MONTREAL, which was built in 1975 at Oshawa by Chrisandra Aluminum Ltd., and which latterly was owned by Croisieres AML Inc., Quebec. She is 102.0 x 23.0 x 8.2, 281.04 Gross and 210.79 Net Tons. She has three decks and two diesel engines. M.V. MONTREAL (and yes, the "M.V." was part of her registered name) was upbound in the Seaway on December 8th, bound from her former home port, Montreal, to Port Dalhousie, where she currently is wintering. It is understood that her port of registry is to be changed (presumably to St. Catharines) but the name change took place soon after she was on the lake. Her official new owner has not yet been identified but we are given to believe that she will operate in association with the Port Mansion, a Port Dalhousie place of refreshment. The vessel was originally built for the excursion service out of Parry Sound on Georgian Bay, and then ran for a number of years in the Kingston area before going to Montreal.

A venerable Lake Erie sandsucker appears to have changed hands recently. She is the 1905-built, 140-foot JOHN R. EMERY (U.S.202196), (a) TRENTON (i)(25), which latterly has been owned by the Erie Navigation Company, of Erie, Pennsylvania. The little vessel was powered by a high pressure, non-condensing, single-cylinder steam engine until 1958, when she was repowered with two General Motors diesels. It is reported that her new owner is the Osborne Materials Company, of Mentor, Ohio, which already owns two other sand-suckers, the EMMET J. CAREY of 1948, and F. M. OSBORNE (ii) of 1910. The EMERY was to sail from Erie to Osborne's home base, Fairport, Ohio, on December 16th, but we have as yet no confirmation that the move took place as scheduled. The sale undoubtedly will prolong the active life of the JOHN R. EMERY, whose centenary comes in only three years from now.

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Please remember to send us your LAY-UP LISTS as soon as possible. This is an important record, because we list lay-ups by port, not by fleet, and we include tugs, ferries, etc. (as long as you tell us about them). Please do not assume that someone else will send us the list from your local port; we far prefer to have too many reports than none at all! We need to hear from you by January 24th if the information is to appear in the February issue. You may e-mail, phone or snail-mail to us, but fax is not an option! Thank you.

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