

Last issue, we noted the difficulties encountered by the Horne Transportation ferry service because of the U.S. Customs Service's demand that it be provided with a new \$400,000 building at the Cape Vincent terminal. The town of Cape Vincent did some scrambling and came up with the funds and the new Customs building should be in place by mid-June. Then however, the ferry was hit by Canadian government demands for increased security measures including full-time policing of the Canadian end of the WILLIAM DARRELL's route. These costly requirements seemed about to sink the Cape Vincent to Wolfe Island ferry, but pressure from the press appears to have forced Transport Canada to rescind its orders.

Another ferry recently received good news, but it is the museum carferry CITY OF MILWAUKEE at Manistee. The Society for the Preservation of the ferry has received a \$1.3 million, 40-year loan from the U.S. Department of Agriculture. Much of the loan will be used to acquire a motel and marina on U.S. Highway 31, to which the ferry will be moved to make her more visible and available to visitors. The loan will also permit the preservation group to paint the 72-year-old traditional-style Lake Michigan steam railferry.

Downbound in the Welland Canal on April 22, bound for Alaska on her delivery voyage to Alaska, was U.S.C.G. HICKORY. The U.S. Coast Guard accepted the new buoy tender from Marinette Marine, where she was built, on March 6th.

Those who were hoping that the LEF Corp. would have its Fast-Kat Ferry Service operating this year from St. Joseph to Chicago and Racine will have to wait. It turns out that the company really doesn't have a lease on the Catalina Island catamaran that it hoped to obtain for the run, so it will have to find another boat and won't start running until at least sometime in 2004. Meanwhile, Lake Express LLC, which was proposing to run a high-speed service between Milwaukee and Muskegon still hasn't got its financing ducks in line.

An interesting visit to Port Weller Dry Docks for refurbishing is the frigate H.M.C.S. HALIFAX, which arrived at the shipyard on May 4th. She reportedly will be at Port Weller for some six weeks. Meanwhile, the Hamilton-bound museum destroyer-escort H.M.C.S. HAIDA is still at the Port Weller shipyard. She was expected off the drydock by the end of the first week in May and will continue her refitting on the fit-out wall, probably for the rest of the month of May. For the second half of April, the Pelee Island ferry JIIMAAN was at Port Weller for her five-year inspection.

After a long period of preparation, the former steam ferry THE STRAITS OF MACKINAC was sunk in Lake Michigan, ten miles out from downtown Chicago, on April 10. The hull of the ferry was sunk to provide an underwater habitat reef as well as a dive site. Meanwhile, the sinking of the former Chicago fire tug JOSEPH MEDILL off Algoma, Wisconsin, has been delayed while her owners jump through all the bureaucratic hoops involved in such matters.

The acquisition of the supply warehouse at the Soo and the supply boat OJIBWAY by MCM Marine does not seem to have affected operations there. The OJIBWAY fitted out this spring and has been operating as usual. The service is, however, being operated by a new company, known as Soo Marine Supply.

Not operating this year, and reportedly being sold foreign, is the Shell Canadian Tankers Ltd. Montreal bunkers tanker HORIZON MONTREAL, (a) TYEE SHELL (69), (b) ARCTIC TRADER (83), (c) RIVERSHELL (iv)(95). To replace her, Shell apparently is acquiring from Heddle Marine Service Inc., Hamilton, the 1963-built JOSEE M. (ii), (a) IMPERIAL LACHINE (ii)(02). This would explain why JOSEE M. was drydocked by Heddle during the past winter. In the interim, vessels needing bunkers at Montreal have had to take on fuel from trucks on shore.