

Back in May of 2001, with the passing of Capt. John Leonard, our T.M.H.S. Executive Committee found itself short one member. Out of deference to the memory of our late and dear friend, the Committee was in no hurry to fill the vacancy. However, at its latest meeting (in the final week of June), the Executive decided that it was time to bring its numbers back up to nine. And its choice of the new Committee member was unanimous.

We are pleased, indeed, to announce that William P. Moran, formerly of Point Edward and currently a resident of Oshawa, has accepted our nomination to join the Executive Committee. Bill holds T.M.H.S. membership number 649 and has been a member for many years. An excellent photographer and marine researcher, Bill has established an extensive historical database for lake vessels, and in 1996 and 1997 he published Moran's Shoreside Companion for Great Lakes Ships, a most detailed listing and description of lake ships including tugs and other elusive smaller vessels. For the last several years, he also has tried his hand at bookselling. His full-time employment is in the power generation field.

We welcome Bill to the Committee and look forward to receiving his advice, his support and his fresh ideas as we move T.M.H.S. along toward an even brighter future.

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### MARINE NEWS

In the May issue, we reported that two idle lake vessels were soon to return to service. The first of them was Oglebay Norton's 1925-built self-unloader JOSEPH H. FRANTZ, which recently was chartered to Great Lakes Associates for a period of five years. The motorship was drydocked at Toledo and her hull was partially repainted, while her cabins became white and her stack was given traditional Kinsman colours. She sailed from Toledo on May 9 for Port Dolomite, where she loaded a cargo of agricultural lime and block mix. It was a split load for Muskegon and Holland, but proved very difficult to unload. After getting rid of the sticky cargo, the FRANTZ went into the grain trade between Duluth and Buffalo, also carrying such other cargoes as came available. She spent part of the high summer idle at Buffalo but was on the go again during the second half of August. She seems to be performing well for her new operator. Meanwhile, the vessel she replaced in the Buffalo grain trade, the steamer KINSMAN INDEPENDENT (iii), is now at a Buffalo lakefront pier and there has been no definite word on what the future may hold in store for her.

The second vessel whose reactivation we announced in May was the Interlake Steamship Company's 1952-built self-unloader ELTON HOYT 2nd, which had been sold only recently to Lower Lakes Towing Ltd., and renamed (b) MICHIPICOTEN (iii). After drydocking at Fraser Shipyards, she was towed out of Superior on May 2 by ROGER STAHL, bound for Sarnia, where her final refitting was put in hand. The work took considerably longer than planned. The ship was christened during a public ceremony on May 24, with her sponsors being Devon and Pam Bravener, and the ship was opened to public tours following the christening. MICHIPICOTEN, which looks splendid in her new colours, did not get away from the Government Wharf at Sarnia until the evening of June 13th. Since then, she has travelled widely around the lakes with an assortment of cargoes, but she has spent most of her time on the ore run from Marquette to the Algoma Steel plant at the Canadian Soo.

Many ships, however, did not fit out this season and, on the Canadian side, much of this was due to the lack of grain cargoes, harvests on the prairies in 2002 having been very poor. On the U.S. side, Oglebay Norton kept BUCKEYE, COURTNEY BURTON and WOLVERINE idle at Toledo, as well as RICHARD REISS at Erie. As well, ARMCO, which started the season, went to the wall at Toledo only a few weeks later and has not turned her wheel since. Of course, Central Marine Logistics' EDWARD L. RYERSON remains idle at Sturgeon Bay.