

woman and currently president and CEO of the Washington Group, a government relations and lobbying firm. The four-deck ferry, which will carry 4,400 passengers and 40 vehicles, made a most impressive side-launch. One of the dignitaries present for the launch was New York City mayor Michael R. Bloomberg. The ferry will be completed over the winter months and will head out of the lakes via the Seaway in the spring, with a scheduled arrival date at New York of June 4, 2004. The second ferry is scheduled for launch into the Menominee River in April of 2004, and the third in October 2004.

It was announced early in September that Marinette Marine's parent firm, the Manitowoc Company Inc., and its subsidiary, Bay Shipbuilding Company, Sturgeon Bay, has received a contract to build an ocean-class tug as well as a 140,000-barrel, double-hulled, hot oil barge, with an option on a second tug/barge combination. The vessels will be built for Penn Maritime Inc., of Stamford, Connecticut, and Staten Island, New York. The tug will be 123 x 38, and 6,000 horsepower, while the barge will be 480 x 78 x 36.5. Penn Maritime reportedly is the largest U.S. coastal carrier of liquid asphalt and "residual fuel products", and currently has 13 tugs and 21 barges.

Last issue, we noted that the "Kinsman" chartered self-unloader had made a rare (for that fleet) visit to Goderich on August 22 to load grain for Buffalo. Just a few days later, on August 27, JOSEPH H. FRANTZ went to Port Stanley to load grain for Buffalo, and this was the first time the ship ever had visited that port. The FRANTZ, being a self-unloader, has been able to carry a much broader range of cargoes than KINSMAN INDEPENDENT had been able to handle as a straight-decker.

On September 29th, C.C.G.S. GRIFFON and H.M.C.S. HALIFAX were taken out of the drydock at Port Weller and moved to the fit-out wall. Both vessels had been undergoing major refit. The tugs JAMES E. McGRATH, LAC MANITOBA and SEAHOUND assisted with the move.

In the Mid-Summer issue, we reported the August 24 departure from Cote Ste. Catherine for the Arctic of the Purvis tug RELIANCE and the Desgagnes barge NOVA D. (the former NUNAVUT TRADER, LORENA 1, etc.). The pair completed the supply trip safely and on September 29 arrived back to load once again for the Arctic. They were assisted up the Seaway to Cote Ste. Catherine by the tug PROGRESS. Loading for the Arctic when they arrived was ANNA DESGAGNES.

There has been much talk of late of the possibility that the 1974-built Cleveland Tankers (1991) Inc. tanker SATURN might be sold for off-lakes trading, and perhaps for bunkering service in Panama. Each time the tanker has traded down the Welland Canal or the St. Lawrence canals recently, tongues have been wagging about it being "her last lake trip". She has, however, kept coming back, and as yet we have no confirmation of any sale of the barge-canal type vessel.

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A NON-BRULIN EVENT

In the Mid-Summer issue, we featured the canal-sized steamer BRULIN (39), (b) OUTARDE (i)(60), (c) JAMES J. BUCKLER. One of the mysteries involved with this ship concerns a clipping in Fred Landon's 1939 scrapbook which was dated November 15 and referred to a collision early that day between BRULIN and the passenger steamer HURONIC on Whitefish Bay. We had no other information about any such collision. And it seems that it never occurred!

Member Don Boone, of Collingwood, has located an item from the Thursday, December 7, 1939, issue of the "Collingwood Enterprise". It reported that on December 5, HURONIC had arrived at Collingwood and had gone on the No. 2 drydock, for repair of bow damaged "a few weeks ago" when, in Lake Superior "above the Soo", HURONIC had been in collision with "the BERWIND". This would have been the 1924-built EDWARD J. BERWIND. So BRULIN was not involved at all...

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