

The Marine Historical Society of Detroit has produced a booklet entitled "Historic Lake Vessels in Colour - Collector Photo Series #1", which contains 26 colour photos of lake ships taken in the 1950s and 1960s. Many of the 7½"x10" photos come from the collections or cameras of T.M.H.S. members, which is why we mention it here. Brief histories of the pictured vessels are included, and the colour reproduction is outstanding.

The cost, including shipping, is U.S. \$12.95 for M.H.S.D. members, or \$20.00 for non-members. To order, address James H. Jackson, 8566 Cadillac Circle, Grosse Ile, Michigan 48138.

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ADDITIONAL MARINE NEWS

The second of her trips to the Arctic with the barge NOVA D. having been completed, the Purvis Marine tug RELIANCE returned to the lakes. Her return, however, was not as expected. She was towed into the shipyard at Port Weller on November 8 by the tug JERRY NEWBERRY, assisted by ATOMIC. The RELIANCE needed drydocking, and so the fire-damaged EVERLAST had to be moved out to the fit-out wall to accommodate her. We have yet to hear what kind of damage RELIANCE suffered.

The same day, November 8, saw U.S.C.G. HOLLYHOCK arrive at her new station at Port Huron, Michigan. She was escorted up the St. Clair River by the Sea Cadet training vessel GREYFOX, and a helicopter flew overhead, and suitably welcomed when arriving at her dock. On her way by, she exchanged salutes with her retired predecessor, BRAMBLE, now preserved at Port Huron.

Nine passengers aboard the Ontario government ferry THE QUINTE LOYALIST were "treated" to a wild ride on November 24 as the 1954-built boat was substituting for FRONTENAC II on the Amherst Island route. Whilst approaching Millhaven, the ferry lost power and the first anchor she dropped did not hold in the high winds and five-foot waves. A second anchor did hold. C.C.G.S. BITTERN was sent from Kingston, and a rescue helicopter from Trenton, with BITTERN bringing an engineer to the ferry and then putting a line aboard her to assist. THE QUINTE LOYALIST finally was docked after the engineer succeeded in getting one of her engines restarted.

According to the Canadian American Transportation System's website, the catamaran ferry, which was launched in Australia in October for the Rochester to Toronto ferry service, has been named SPIRIT OF ONTARIO. Meanwhile, although work is progressing well on the ferry as well as on docking facilities at Charlotte, there is as yet no sign of terminal construction at Toronto. Most of the attention around Toronto's harbour these days concerns the issue of Island Airport expansion and the battle over whether a bridge will be built to the airport to replace the ferries MAPLE CITY and WINDMILL POINT. There is much opposition to the bridge and the issue was a central one in the recent municipal elections.

Meanwhile, another catamaran, this one 192 feet long, is taking shape at Mobile, Alabama, for Lake Express LLC, which plans to run her between Muskegon and Milwaukee, beginning in June of 2004. She reportedly will be able to achieve a speed of 34 knots so as to cross Lake Michigan in 2½ hours. She is to be delivered via the Intracoastal Waterway, East Coast, Hudson River and the barge canal to the lakes next spring.

It has been confirmed that, due to the lateness of the season, the overseas scrap tow of ALGOSOUND will not take place until next year. Meanwhile, the combination of SEAWAYS 2 and MAPLEGLLEN got roughed up during their North Atlantic crossing, but have since transitted the Suez Canal and were due at Alang on November 30. For better weather and to avoid a Suez ban on tandem tows, SEAWAYS 5 is taking OAKGLEN and SEAWAY QUEEN around the Cape of Good Hope en route to Alang.

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