

Legislation that would facilitate the construction of a new lock at the Soo and dredging at many areas around the lakes was included in the Water Resources Development Act of 2007, which was passed by wide margins in both the U.S. House of Representatives and the Senate, but on November 3 the legislation was vetoed by President Bush. However, on November 7, a bipartisan coalition in the House easily overrode the president's veto, the House voting 361-54 for the override. Although the legislation provides authorization for many water-related projects, including a new Poe-sized Soo lock, it does not provide any actual funding. The dollars for the actual work will have to be passed later. The passing of the bill does, however, represent a major step forward for projects urgently needed to sustain lake shipping commerce.

An unusual incident caused the Pelee Island ferry JIIMAAN to be taken out of service on November 22. JIIMAAN originally had been scheduled to tie up for the season a week earlier, but she stayed in operation to move the late-season harvest shipments from the Island. But on the 22nd, as the ferry was attempting to land at Kingsville with trucks and 21 passengers aboard, her port propeller became entangled in a fishing net, causing the shaft to seize and the port engine to shut down. In windy conditions, the ferry could not land using just the starboard engine, and in trying to back away, the boat went temporarily aground. She was able to work free and then, on only one engine, proceeded to Leamington, where she was safely landed three hours later. The Owen Sound Transportation Company, which operates the ferry, has stated that the cost of engine repairs will be "significant". So far, there has been no explanation of how the fishing net got into the way of the JIIMAAN. The smaller ferry PELEE ISLANDER was able to take over the movement of passengers but is unable to handle large trucks.

On November 16, while the Purvis Marine tug RELIANCE and barge PML 9000 were docked at Detroit Marine Terminals, the tug suffered an engine room fire, apparently of an electrical nature. The crew evacuated the tug and the Detroit fire tug CURTIS RANDOLPH, as well as a land fire crew, attended. A week later, the Purvis tugs AVENGER IV and W. I. SCOTT PURVIS arrived on the scene to tow RELIANCE and her barge back to the Soo.

It would seem that the rumours are true and the excursion vessel DALHOUSIE PRINCESS will henceforth be operating in the Ottawa area. On November 6, 2007, the 1975-built ship was re-registered at Ottawa under the name EMPRESS OF OTTAWA. The registered owner is the Royal Bank of Canada, which apparently holds the mortgage, but the identity of the "real" owner is not yet known.

FRONTENAC COUNTY FERRY was a cable ferry, built at Kingston in 1974 by the Canadian Dredge & Dock Co. Ltd. for the Howe Island ferry service. Gerry Ouder Kirk got to wondering where the ferry was located now, and a search of the Transport Canada database yielded the answer. The cable ferry now is named ECOLOS and is owned by Traversier Rockland - Thurso Ferry Inc. This would seem to indicate that she is running across the Ottawa River between Rockland, Ontario, and Thurso, Quebec. Does anyone have more details?

Extremely heavy weather raked the lakes on November 26 and 27. Many vessels stayed in port or found safe anchorage. At Toronto, the McAsphalt/ULS tug EVERLAST and her barge NORMAN McLEOD sought shelter on the west side of pier 51. The 1935-built Island ferry WILLIAM INGLIS, substituting for the "winter" cerferry ONGIARA which was on drydock, had to divert from Ward's Island to Hanlan's Point at one stage because of the very high winds. Spray from waves on the harbour even was hitting the front of your Editor's house. Waves on Lake Ontario's south shore were running some 20 feet in height.

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We remind readers about the need for their **Lay-Up Reports** as early in January as possible so that we can prepare our listings for the February issue. Please include ferries and tugs, etc., but identify them for us so we know what they are. And please include vessels that have not yet arrived, but which you know will be laying up at your local port.

And please do not forget to include vessels which have been in long-term lay-up, or which may have been abandoned there. We still want to let our members know where they are.

Please help us with this important annual project.

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