

Last issue, we mentioned the difficulties which the barge NORMAN McLEOD and her tug EVERLAST encountered off the coast of Maine on February 14. We now learn that the fleet of McAsphalt Marine Transportation Ltd. will be enlarged during the 2008 season by the addition of yet another China-built barge. Currently being built at the Penglai Donghai shipyard, she is to be 407'6" in length and 11000 dwt., and she will be named JOHN J. CARRICK. The barge is reportedly to be handled by a brand new tug (not a recycled one, like EVERLAST) also being built in China. As yet there has been no word on the name to be given to the tug.

As previously reported, work has been progressing during the winter on the conversion at Menominee, Michigan, of the steamer RESERVE into a barge to be operated by KK Integrated Shipping LLC. With the work on her notched stern nearing completion, and the vessels's forward deckhouses removed, RESERVE was rechristened (b) JAMES L. KUBER in ceremonies held on March 29. Interestingly, the platform for the ceremonies was the top of the RESERVE's former texas house, repositioned on the dock alongside the ship. When she enters service, JAMES L. KUBER will be handled by the tug VICTORY, while OLIVE L. MOORE will handle LEWIS J. KUBER, the former BUCKEYE (iii).

Last year, history was made when the Central Marine Logistics Inc. straight-deck bulk steamer EDWARD L. RYERSON made a number of trips down the Seaway. The 2008 season will be no less interesting for the 1960-built RYERSON. She will make a number of trips carrying ore from the U.S. Lakehead to Hamilton for the Dofasco plant there, which now is part of the Arcelor-Mittal organization. After wintering at the Fraser shipyard at Superior, RYERSON loaded for Hamilton and was downbound at Port Colborne on March 30.

The Algoma Central Corporation announced in mid-March that, through a wholly-owned subsidiary, it had entered into an agreement to acquire three ocean-going bulk carriers from Viken Shipping AS, of Bergen, Norway. All three have traded extensively into the lakes for most of their lives. The vessels are the 1986-built SANDVIKEN, (a) PETKA (00), and the 1987-built DAVIKEN, (a) MALINSKA (97), and GOVIKEN, (a) OMISALJ (97), all of which are 729 feet in length. All three presently are under longterm charter to Fednav International Ltd., at the expiration of which they will be available for use by Seaway Marine Transport. Two other interesting items concerning Algoma marine operations come from the corporation's recently-issued annual report for 2007. One is that the salt-water tanker AMALIENBORG, currently operating in Europe and the Mediterranean under the Danish flag, will be renamed ALGOMA HANSA in anticipation of her joining the Hanseatic Tankers joint venture. The other is that the corporation expects 2008 to be the last season of operation for the self-unloader SAUNIÈRE, which spends most of her time in the salt trade on the Lower St. Lawrence. The "significant cost of required future repairs and maintenance" apparently is prohibitive.

After the debacle that was the fast-ferry venture between Rochester and Toronto, it is surprising that both the City of Rochester and the Toronto Port Authority have been seeking private operators to run a non-subsidized ferry service between the two cities. Interested parties were invited to submit proposals by March 31, but only one did, that being Hover Transit Services, an enterprise of "two Canadian businessmen". This concern proposes to run the service using one of two hovercraft that used to run across the English Channel but were put out of business when the Chunnel opened. It will remain to be seen whether anything comes of the proposal.

Local observers may be interested in two small-vessel changes. P.&P.1, the former workboat of the City of Toronto's island ferry service, was acquired last year at auction by the Toronto Island Marina. Only recently was an ownership change officially recorded. Still under the same name, the vessel now is owned by 1569483 Ontario Inc., of Toronto. Also, Whirlpool Jet Boat Tours Ltd., of Virgil, Ontario, has acquired a new vessel for its Niagara River fleet. She is the triple-jet-powered SAUTE MOUTONS 17, 13.18 m in length and 16.96 G.T., built in 2007 by American Metal Craft Marine Inc., Clayton, New York. She was registered at St. Catharines on March 14, 2008.

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The attention of members is drawn to a special exhibit entitled "The Great Storm of 1913" being presented from February 24 to June 22 at the Huron County Museum, 110 North Street, Goderich. A number of the steamers lost in The Great Storm met their demise in the Goderich area of Lake Huron.

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