

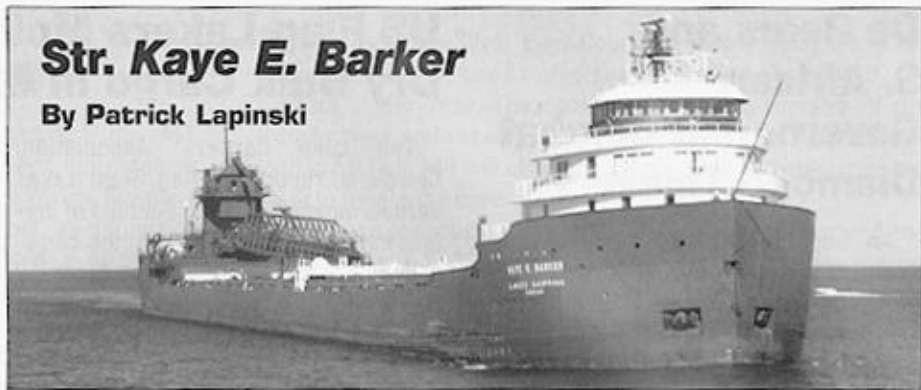
Ashton's Findings in Otish Mtns. Encouraging

Ashton Mining of Canada Inc. reports initial diamond results from the Renard 9 kimberlitic body, a joint venture in the Otish Mountains region of north-central Quebec.

A 212.4 kg sample of core from the drill holes was processed for diamonds by caustic dissolution at Ashton's North Vancouver laboratory, about 60% of which consisted of Kimberlitic breccia. The remainder was composed of hypabyssal material. The sample yielded 178 diamonds ranging from 43 stones at the smallest sieve size to one diamond at the 2.36 sieve size. **SMR**

Str. *Kaye E. Barker*

By Patrick Lapinski



"Happy 4th of July!" shouted a lone figure from the engine room gangway door as the steamer *Kaye E. Barker* entered the Duluth ship canal on Independence Day, 2003. Hidden from view, the *Barker's* 7,700 hp steam turbine is patriotically painted with red and white stripes beneath a large exhaust duct with the hand-lettered phrase "God Bless America." The *Kaye E. Barker* is a stately looking vessel, its gleaming white cabins and forward observation lounge harkens back to the days of numerous fleets outfitted with hard-working steamships.



The *Kaye E. Barker* was built in 1952 and launched as the *Edward B. Greene*. The *Greene* sailed for 32 years under the Cleveland-Cliffs Inc fleet flag before changing ownership and sailing for a brief time as the *Benson Ford*, part of the Ford Motor Co. Fleet. In 1989 the vessel was transferred to Lakes Shipping Co. Inc., a division of the Interlake Steamship Co. of Cleveland, and rechristened in 1990 as the *Kaye E. Barker*. Kaye Barker, the wife of Interlake president James R. Barker, is in unique company having a vessel as a namesake. In the tradition of the Great Lakes vessels, few are named after women. The *Kaye E. Barker*, along with fleet-mate *Lee A. Tregurtha*, are the only two major vessels on the Great Lakes so named.

Besides the name and fleet changes, over the span of its 51 years of life, the vessel has also undergone several external face-lifts; a 120-foot lengthening and the addition of a 250-foot self-unloading boom, as well as a few minor modifications; the

addition of bow and stern thrusters, to keep it competitive on the Great Lakes. In the mid 1960s the boilers were automated to increase efficiency in the engine room, and as always, the *Barker* is fully equipped with modern safety equipment, including satellite navigation capabilities.

Today the *Kaye E. Barker* is an infrequent visitor to the Twin Ports. On the July 4 trip the *Barker* unloaded 24,000 tons of limestone at the DM&IR ore dock at Duluth. This cargo was loaded at Michigan Limestone's Port Dolomite, near Cedarville, in Michigan's Upper Peninsula. Stone is the third largest cargo in volume that is shipped on the lakes. In 2002, Great Lakes vessels like the *Kaye E. Barker* transported 32.6 million tons of stone, a figure slightly under the most recent five-year average.* On its return trip down the lakes the *Barker* backhauled a load of low-sulfur western coal before returning to its circuit of ports on the lower lakes.



In charge of the *Kaye E. Barker* is its youthful captain, Scott R. Parker. After attending the Great Lakes Maritime Academy at Traverse City, MI Captain Parker took a job aboard the steamer *Herbert C. Jackson*, and has remained with Interlake Steamship for his entire career. Captain Parker takes great pride in commanding the *Kaye E. Barker*. One of the vessel initiatives for the 2003 season has been to remove several decades' worth of paint from the pilothouse; including the original Cleveland-Cliffs green. When the work is done the *Kaye E. Barker* will continue to grace the lakes.

Patrick Lapinski of Great Lakes Maritime Photography and Video is providing Skillings with regular photo essays on Great Lakes Vessels.

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