

The new ferry built for the Ontario government to operate on the Pelee Island service has been fitting out at Port Weller Dry Docks and soon will be commencing operation. A contest to select a name for the new ferry was held amongst Pelee Island school children, and the name chosen was JIIMAAN, which is remarkably similar to CHI-CHEEMAUN (the name of the Ontario Northland's Manitoulin Island ferry) and also means something like "big canoe" in a local aboriginal dialect. The ferry's hull is painted white, with blue wave-like lines along it, while the twin funnels also are white, with the provincial emblem, the trillium flower, outlined in green.

Two old ferries may soon be leaving the lakes. Recent reports indicate that Peterson Builders, of Sturgeon Bay, Wisconsin, has applied to the United States Maritime Administration for permission to sell two carferries it owns to Konstantinos Makrydakis, of Athens, Greece, for scrapping. The ships are the former Ann Arbor Railroad's ARTHUR K. ATKINSON, (a) ANN ARBOR NO. 6 (59), built in 1917, and VIKING, (a) ANN ARBOR NO. 7 (64), which dates from 1925. Idle for many years now, the ATKINSON is lying at Keweenaw, while VIKING has been laid up at Sturgeon Bay. It had been hoped that the ferries might some day be refurbished and returned to service on Lake Michigan, but such was not to be and the scrapyard seems their only possible destination.

A report carried in the Detroit press on April 18th indicated that there may yet be active life in store for the venerable former Bob-Lo Island ferries COLUMBIA and STE. CLAIRE. Larry Spatz, owner of the Baja Beach Club, which bought the two famous steamers last autumn, was quoted as saying that "... if all goes well, the STE. CLAIRE will resume cruises from Detroit to Bob-Lo..." In addition, an option to purchase COLUMBIA has been granted by the Spatz company to Don Barden, owner of Detroit's cable television system, apparently for operation. If Barden does not take up the option, Spatz reportedly will seek city approval to dock COLUMBIA near the Hart Plaza in downtown Detroit, featuring live entertainment and video games aboard. It is to be hoped that the operating careers of COLUMBIA and STE. CLAIRE have not yet reached an end, and that these two historic ships may continue to carry excursionists on the Detroit River.

Yet another of the lakes' 1,000-footers has changed her colours. This time, it is the 1978-built GEORGE A. STINSON, owned latterly by Stinson Inc., and operated through 1991 by the M. A. Hanna Company, agent, in the service of the National Steel Corporation. In March, 1992, however, Stinson Inc. announced that it had arranged for the operation of the STINSON to be taken over by the Interlake Steamship Company, of Cleveland. Accordingly, STINSON is now operating with the black-and-orange Interlake stack design, and the big "Flying 'N'" has been removed from her bow. The change means that GEORGE A. STINSON is now one of four 1,000-footers in Interlake colours, where she joins JAMES R. BARKER, MESABI MINER and PAUL R. TREGURTHA, all of which are near-sisterships to their new fleetmate. It also means that in 1992, for the first time in a great many years, no vessels are operating on the lakes under Hanna management, and the familiar Hanna "Star-and-'H'" stack design can no longer be seen.

The cement-carrying motorship ENGLISH RIVER is this year sporting new livery for the first time in many years. The change apparently reflects the acquisition of the ship by Canada Cement Lafarge, in whose service she was employed by her former owner, Canada Steamship Lines. C.S.L. will continue to operate ENGLISH RIVER for her new owner (much as it runs STEPHEN B. ROMAN for Essroc Cement). The Canada Steamship Lines "billboards" down ENGLISH RIVER's sides have been painted out, although the hull so far has remained grey with white trim. The stack, however, is now dark grey, and on it appears the Canada Cement Lafarge symbol, a large white stylized letter 'C' set in a circle whose left half is black and right half is red. So far, there has been no suggestion of any rename for the ship. ENGLISH RIVER was built at Collingwood in 1961 as a package freighter and was converted in 1974 to carry cement.