

PRINCESS NO. 1 (C.370158), formerly named PRINCESS, was built in 1903 at Philadelphia, and reportedly came Canadian in 1937. She is 77 x 27 x 10, 87 Gross and 23 Net, and was rebuilt in 1964. Familiar in the Toronto-Hamilton area in prior years when she was owned by Wakeham & Sons Ltd., Hamilton, she presently is registered to Colin Barry Gayton, of Harrow, Ontario. She made the news several years ago as a consequence of a "joy-riding" incident on the Detroit River.

Last issue, we mentioned the fact that certain parties are hopeful of beginning an international ferry service between Alpena, Michigan, Tobermory, and Manitoulin Island. It is, in fact, the currently-idle Ontario Northland ferry NINDAWAYMA that the group would like to see employed on the new route if details can be worked out to the satisfaction of all. As in 1993, NINDAWAYMA will remain in lay-up at Owen Sound during the 1994 season, there being insufficient traffic on the Tobermory to South Baymouth route for two boats.

Press reports indicate that, late in January, almost \$5 million in damages were awarded in respect of three bodily injury claims arising out of the September 16, 1990, fire which ravaged the Cleveland Tankers motorship JUPITER while she was unloading gasoline at Bay City, Michigan. In the claim involving the death of Thomas Sexton, a court awarded damages of \$2.475 million, while two other cases were settled out of court for \$2 million and \$500,000 respectively. The court ruling reportedly held the American Steamship Company self-unloader BUFFALO to be 50 percent at fault for the accident for passing by the docked JUPITER at too great a speed and creating a dangerous wash. Cleveland Tankers and Total Petroleum, the latter firm being the owner of the facility at which JUPITER was unloading, were each assessed 25 percent liability. At the time of the press reports, there was no indication whether the court decision would be appealed.

The heavy ice of the 1993-1994 winter has affected shipping operations all around the Great Lakes. Icebreakers from both sides of the border have been busy trying to keep the shipping lanes open for such vessel operations as have been possible. Ferries have suffered considerably this winter, and in particular the E.U.P.T.A. auto and passenger ferry SUGAR ISLANDER, which runs across Little Rapids Cut on the St. Mary's River from Mission Point to Sugar Island. Coast Guard assistance was required by the ferry on numerous occasions. On Toronto Bay, ice close to a foot and a half in thickness halted the Toronto Island ferry ONGIARA in late January, and she was unable to operate for about a month, forcing Island residents to cross by means of the Toronto Island Airport ferry and bus service across the airport runways and then around to Ward's and Algonquin Islands.

The decision by the Ontario government to permit operation of a gambling casino at Windsor, the subject of much disagreement amongst Ontario residents, appears to have had an unexpected effect. A firm known as Windru Holdings Inc., of Windsor, has indicated that it would like to begin operation of a ferry service across the Detroit River between Detroit and Windsor in 1995. The prospective operators believe that they could attract one million passengers with crossings to and from the casino and also with excursion service.

For some years now, the former Ann Arbor Railroad carferries ARTHUR K. ATKINSON and VIKING have been lying idle at Kewaunee and Sturgeon Bay, respectively, the former owned by Constantinos Makrydakis, of Greece, and the latter by Peterson Builders Inc., and observers expected both to go overseas for scrapping at any time. It develops, however, that Mr. Makrydakis also acquired VIKING during 1993, and on November 29, she was towed to Kewaunee to join her former running-mate. Their owner now apparently hopes to refurbish both ferries and use them to revive carferry service from Kewaunee and Milwaukee to Muskegon. Only time will tell whether this plan will ever come to fruition.