

tion. When the new boat was laid down by the John Inglis Company Ltd. atop the harbour dock wall west of the foot of Spadina Avenue in 1935, the name assigned to her was COLUMBINE. However, before her launch, which took place when the Canadian Dredge & Dock Company's big steam dredge LEYLAND lifted the ferry into the water in July of 1935, the ferry was formally given the name SHAMROCK, as which she was registered under Official Number 158663. The name SHAMROCK was chosen to honour an earlier, sharp-nosed, double-ended ferry steamer, whose history we reviewed in an earlier issue.

The new SHAMROCK was completed on October 16th, 1935, and ran a number of trial trips to Ward's Island. She measured 90.7 feet in length, 25.8 feet in the beam and 8.6 feet in depth, with tonnage of 238 Gross. Originally licensed to carry 350 passengers, this capacity was increased to 500 in 1941, but reduced again in subsequent years.

During the 1936 season, SHAMROCK was renamed WILLIAM INGLIS, to honour the man whose firm built her and who had passed away shortly after her construction. The old name, SHAMROCK, however, can still be seen on the boat's brass bells, which hang on the front of each pilothouse. The INGLIS proved to be a very successful boat, and she was the prototype for the larger SAM McBRIDE, which was built in 1939 to replace the retired side-wheelers MAYFLOWER and PRIMROSE, and the THOMAS RENNIE, which was constructed in 1951 in anticipation that she would replace the big paddlers BLUEBELL and TRILLIUM.

The INGLIS still runs regularly today. She has never had a major rebuild, but has had many changes over the years. She has been re-engined twice, the configuration of the pilothouse and lower cabin windows has been drastically altered, and the arrangement of the upper deck seating has been changed to keep crowds of passengers away from the side rails.

It is unfortunate that Metro Parks, current operator of the ferries, chose not to acknowledge the 60th anniversary of the INGLIS in any way, but we in T.M.H.S. celebrate the event and wish the INGLIS many more years of service.

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### MARINE NEWS

The "Gales of November" have struck the Great Lakes once again. Saturday, November 11th, 1995, Remembrance Day, was a day that bore a remarkable similarity to November 11, 1940, the day of the famous Armistice Day Storm. The weather started off rather warm, although very wet in the Toronto area. Just as in 1940, however, the weather changed very quickly, and with dire results. This time, however, the storm claimed its victim on Lake Ontario, rather than on Lake Michigan. When a very sudden wind shift into the northwest occurred in the early evening, it caught the ULS Corporation's self-unloader JAMES NORRIS loading stone at the St. Lawrence Cement Company's quarry dock at Colborne. (The usual run for the NORRIS is to take stone from Colborne up to the cement plant at Clarkson, Ontario, a route that keeps her on Lake Ontario most of the time.)

When the wind changed, the partially loaded NORRIS was trying to pull away from the exposed pier and stand out into the lake for safety, but she did not make it. Her stern was slammed into one of the circular mooring caissons and a twelve foot gash was torn in the steamer's port side aft. She rapidly took on water in her engine and boiler rooms and her stern settled to the bottom in 32 feet of water, the lake level coming almost to the spar deck. As well, the NORRIS had a heavy list to port. Salvage crews of McKeil Marine Ltd. were called to the scene but early efforts were hampered by continued bad weather. However, the NORRIS finally was raised a week after the sinking and she then was towed to Port Weller, where she was on drydock by November 21st. There has been no suggestion that the ship might not be repaired, and for this we can be thankful, because the 1952-built NORRIS, converted to a