

On several occasions, we have mentioned in these pages the 1935-built Toronto Island passenger ferry WILLIAM INGLIS, which was built to replace the 1880-built wooden steamer LUELLA for the Ward's Island route. In the intervening years, she has been a mainstay of the ferry service, maintaining the Ward's Island route in the summer months and often doing Belt Line service to all three island destinations during the spring and autumn of each year. In fact, she even has run in light ice in the dead of winter on at least one occasion and, although much to the trepidation of those aboard, she did it successfully.

We have mentioned that the INGLIS was not launched in the traditional sense of that word, but rather was lifted into the water, and we thought that our readers might like to read the description of that event as it was reported in "Canadian Railway and Marine World" sixty-one years ago this autumn.

It should be noted that, at the time of her "launch", the hull of the ferry was complete, but her main deck cabin and upper deck were only in frame.

"**Toronto Ferry** -- In 'Canadian Railway and Marine World' for August... it was stated that the ferry boat built for the City of Toronto, by John Inglis Co. Ltd., Toronto, would be named COLUMBINE, this name having been approved by the Toronto Board of Control, on suggestion of Controller (Sam) McBride (Island resident, former mayor of the city, and namesake of the 1939-built ferry SAM McBRIDE -Ed.), but when steps were taken to register the boat as COLUMBINE, the city was informed by the Dominion Marine Department that there is a ship registered under that name. It has therefore been decided to name the ship the SHAMROCK (she was the second Toronto ferry of that name).

"The boat was launched at the John Inglis Co. Ltd. plant, a short distance east of the foot of Bathurst Street, Toronto, early on August 5. It was picked up bodily by a large crane and placed in the water. The two accompanying reproductions of photographs (one taken before and one during the launch) exhibit the manner in which the launching was carried out. The scow accompanying the crane is seen close to the dock upon which the new craft stood (and was built), while in the 3-column-wide illustration, the scow has backed away from the dock, and the crane is depositing the SHAMROCK in the water. The launching, which proceeded smoothly, was witnessed by John Stephen, naval architect for the City of Toronto, who was responsible for the design of the boat; William Inglis, President, John Inglis Co. Ltd., and George E. Fax, Chief Engineer of the company, and William Bonn, Chief Engineer, Canadian Dredging Co., and F. J. Reynolds, representing Canadian Fairbanks-Morse Co., suppliers of the engine. About 200 persons attended.

"The boat is of about 215 tons displacement and will have capacity for 360 passengers. A preliminary description was given in 'Canadian Railway and Marine World' for May... where it was specified that the boat is being powered by a Fairbanks-Morse 225 h.p. model 35C, 6-cylinder marine engine with cylinders 10 in. bore and 12½ in. stroke, designed to operate at 400 r.p.m. The boat will be 99 ft. long overall and 86 ft. 6 in. over stern posts, and breadth moulded will be 25 ft. and depth moulded amidships 9 ft. 6 in. She will have double-end drive, with the propellers driven direct from the engine, both propellers to operate simultaneously, one pulling and one pushing. The propellers are being designed and supplied by Canadian Fairbanks-Morse Co. It is expected that the boat will be ready for service between Toronto and Toronto Island early in September (and, in fact, SHAMROCK was running trips to Ward's Island late that summer and into the autumn -Ed.)."

SHAMROCK was renamed (b) WILLIAM INGLIS in 1936 to honour her builder after his death, and her bells still carry the name SHAMROCK on one side and WILLIAM INGLIS on the other. The boat has been owned by the Municipality of Metropolitan Toronto since 1962, and she has been repowered twice.