

AHOY & FAREWELL II

To celebrate its tenth anniversary in 1954, the Marine Historical Society of Detroit prepared a "Farewell" supplement to its regular publication ("The Detroit Marine Historian") to record those lake ships which had left the scene during the Society's first ten years of existence. Then, in 1969, the Society produced, for its 25th anniversary, a book entitled "Ahoy & Farewell", which recorded vessels which either had appeared on the lakes or had taken their departure since 1954. Your "Scanner" editor and his late father were both contributors to that volume as were many other well known lake marine historians.

To acknowledge its 50th anniversary in 1994, the Detroit group has produced another volume, Ahoy & Farewell II, to record changes in the U.S. and Canadian lake fleets from 1969 through December 31st, 1994. The 252-page soft-cover, indexed and with illustrations, provides a detailed history of each new ship welcomed or each departure lamented. Needless to say, the way our fleets changed over the years involved, some four times as many pages are devoted to departures than to arrivals, a sad commentary on the current state of lake shipping.

To order the book, send \$25.00, plus \$2.50 packing and postage, in U.S. funds, to Marine Historical Society of Detroit, c/o Robert Pocotte, 606 Laurel Avenue, Port Clinton, Ohio 43452, U.S.A.

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ADDITIONAL MARINE NEWS

Recently sold to owners in Madagascar was the 209-foot Groupe Desgagnes coaster J. A. Z. DESGAGNES, (a) LIEVRE CONSOL (62), (b) VISON CONSOL (74), which had been seen in the Great Lakes on a number of occasions in past years. She had been built in 1960 at Zaandam, Netherlands, as a pulpwood carrier for the Anticosti Shipping Company, shipping affiliate of the Consolidated Paper Company. She had not seen much service for Desgagnes in recent years, but her near-sister JACQUES DESGAGNES remains with the Desgagnes fleet.

In our Mid-Summer issue, we mentioned the return of the hydrofoil SUNRISE V to Toronto for tour boat service on the bay. She only ran for a short while, however, before she was seized for debt. Meanwhile, however, it appears that other larger hydrofoils will be brought to Toronto for local service, and cross-lake passages to Rochester have been mentioned in press reports. One of these new-generation hydrofoils reportedly is KATRAN-4, which most recently operated in the Virgin Islands.

In the Mid-Summer issue, we mentioned the appearance on the Niagara River of the little excursion steamer PUMPER, the former BYTOWN PUMPER, (a) PLANET (29), (b) RACEY (57), (c) PAUL EVANS (80), (d) RACEY (90). She reportedly has been well received in her new service. We apologize, however, for noting that she earlier had operated on the Ottawa River. In fact, she operated only on the Rideau River, running out of the Hog's Back Marina in Ottawa up to the Black Rapids Locks. We thank Terry Beahen for bringing this error to our attention.

LAKE RUNNER continues to maintain her cross-lake service between Toronto and Port Dalhousie, but Shaker Cruise Lines has so far been thwarted by town authorities in its efforts to extend service to Niagara-on-the-Lake. Despite the prospect of bringing an infusion of tourists to the historic town, which boasts a major theatre attraction, the town has continued to oppose LAKE RUNNER using mooring facilities there. Shaker Cruise Lines continues to bus passengers from Port Dalhousie to Niagara-on-the-Lake.

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