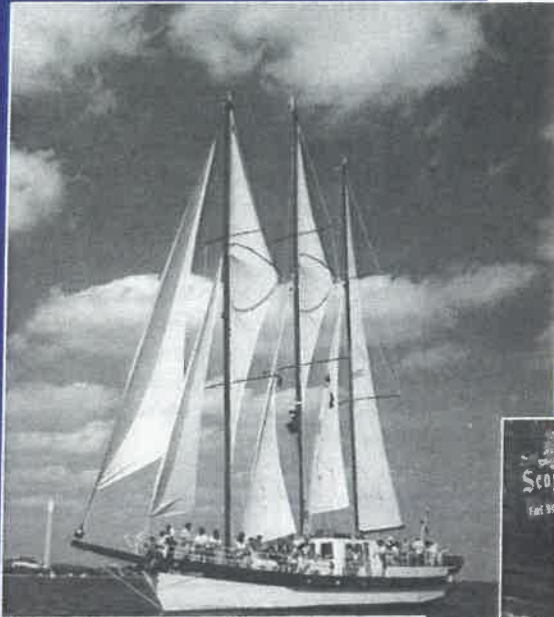


# Excursion, Cruise and Passenger Ferry Services

*on the Great Lakes and St. Lawrence River*



Great Lakes Commission  
2200 Bonisteel Blvd.  
Ann Arbor, Michigan 48109

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## Preface

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The Great Lakes and St. Lawrence River system is an important recreational resource. The increasing popularity of passenger vessel excursions and St. Lawrence River cruises has drawn attention to this regional business activity and has demonstrated its economic importance. In a related development, interest in reviving a Great Lakes cruise industry has never been greater.

In recognizing the present and growing contribution of this water-based activity to the region's economy, the Great Lakes Commission found little documentation on the current and prospective status of non-charter, regularly scheduled excursion, cruise and passenger ferry service. A research effort was subsequently initiated to describe this marine business sector and to explore problems and opportunities within the industry. The following executive summary, as well as the main report, are presented for consideration to those with an interest in this revitalized industry.

This executive summary follows the organization format of the main report. The principal sections are: Introduction, Passenger Transport: Historic Perspective, Great Lakes/St. Lawrence Excursion and Passenger Ferry Service, and Prospects for Cruise Vessel Service. The main report and the executive summary also contain a listing and map indicating service availability and location. This six-page section is designed so that it can be reprinted as a stand-alone document or brochure.

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## Introduction

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Passenger vessel activity on the Great Lakes and St. Lawrence River is undergoing a renaissance. At present, several million people take these excursions and ferry trips during the navigation season. In addition, several hundred thousand passengers, with their vehicles, board ferries each year. However, passenger movement by vessel mode is substantially less than what it was when immigrants boarded boats for westward destinations and millions of travelers embarked on trips during the famed 'Resort Era' in the early twentieth century. The upswing in patronage reflects the general increase in tourism and outdoor recreation activity in North America and the Great Lakes Region. Over the last five years, Great Lakes and St. Lawrence River tour boat operators have taken delivery of several dozen additional vessels, many of which were new. Boat builders in the region shared in the new business. The number of local operators has also increased in recent years. In the wake of this current interest, feasibility studies and marketing surveys have been completed indicating substantial demand for multi-day cruise service for the Great Lakes and St. Lawrence System.



Star of Detroit—The 165-foot, \$2 million cruise/dining ship began service at Detroit in 1984.

## The Excursion/Cruise and Passenger Ferry Business

The excursion/cruise business in the Great Lakes/St. Lawrence System, including navigable tributaries, is extensive. This marine business sector is comprised of approximately 150 regularly scheduled, open-to-the-public operations and a larger number of excursion, charter-only firms. In many cases, charter service is also provided by companies that have scheduled service. Passenger capacity for the 265 scheduled excursion boats, cruise vessels and ferries operating as of fall, 1987 is over 59,000. An increasing number of excursion firms own or manage other complementary businesses such as restaurants and several are subsidiaries themselves. Another trend is broader geographic dispersion by independent firms and multiple service locations for individual companies.

## Diversity of Service

The diversity of the excursion, cruise and passenger ferry enterprises in the region translates into a full range of service and passenger experience. Small vessel and large liner trips are offered on the St. Lawrence River with on-board, overnight accommodations and cruise connections with the Eastern Seaboard and overseas. Sight-seeing operations are found throughout the System and are usually located in commercial port cities or near natural or man-made attractions such as Niagara Falls and the Soo and Seaway Locks.

Excursion service with meals is available in many cities. Some regularly scheduled excursions offer live music or other entertainment, a more common feature of special event and group charters. Small, high speed boats take more adventuresome excursionists into the Lachine Rapids at Montreal. Scheduled sail excursions can be found at Buffalo, Toronto and Quebec City. Whale watching trips are popular on the lower St. Lawrence River. In the Great Lakes, island excursion trips by ferry probably account for the

largest number of passengers. Amusement centers and National Parks are destinations for several services. There are also opportunities to take overseas trips on freighters. Another facet of the passenger trade is ferry service. Some ferry service has a distinctive excursion character in contrast to other more transport-oriented operations.

## Excursion Operations

Tour boat operators in the region are riding a wave of interest in water-based activity. The number of new marine recreation businesses is increasing, as is commercial and residential development along the Great Lakes/St. Lawrence shoreline. The long neglected waterfront is no longer considered a drawback; it is a gateway showcasing a unique resource. The region's maritime heritage, whether it be lighthouses and shipwrecks or elements of contemporary commercial navigation, has also contributed to the demand for excursion/cruise service.

Although the prospects for this marine recreation business sector are favorable, the industry faces particular difficulties. Newly-established service poses the usual competitive challenges but may also disrupt local excursion markets and result in reduced patronage for existing operations. These business saturation or threshold considerations are foremost concerns. A related problem is market penetration by illegal boats operating outside of U.S. and Canadian Coast Guard regulation. The vagaries of weather compound problems related to the seasonal nature of the business. Prospective operations throughout the Great Lakes/St. Lawrence System face entry barriers ranging from lack of conventional financing to stringent Coast Guard safety regulations. Other problems include high cost of liability insurance, regulatory compliance and insufficient attention to marketing and promotion.

## Cruise Prospects

When the advent of jet transport idled numerous ocean liners, new marketing and necessary refittings launched the vessels into the modern cruise era. The United States and Canada, together, are the world's largest and most lucrative cruise market. For the North American market, cruise patronage has been increasing in recent years. During this period of industry growth, overnight cruise opportunities have been particularly sparse for the Great Lakes but have been expanding rapidly on the St. Lawrence River. The lack of Great Lakes cruise service, coupled with evidence of a strong potential market, has spurred entrepreneurs to draw up plans for new service. Many options exist. Present U.S. coastal and foreign deep-sea operators can devise Great Lakes/St. Lawrence itineraries that complement their saltwater routes. A foreign vessel can be acquired but formidable reflagging requirements pose difficulty. New U.S. cruise vessels can be built for either exclusive or seasonal Great Lakes/St. Lawrence use. For all of these possibilities, imaginative itinerary and business planning is necessary to ensure successful operation once cruise service is inaugurated.

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## Passenger Transport: Historic Perspective

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“At one time, there were more people asleep on boats on the Great Lakes than on any ocean in the world.”

Harry J. Wolf  
(1909-1987)  
Marine Historian



North American and South American—These two U.S. cruise boats ran for over 50 years and made port calls throughout the region, including Chicago.

### Early Development

As a trade route among native peoples and a corridor of discovery and commerce for the Europeans, the Great Lakes/St. Lawrence River System and tributaries were an established transport system long before the United States and Canada became nations. In the 1820's and 1830's, the opening of the Erie, Welland and other mid-American canals spurred interlake and coastal trade. Waves of immigrants poured over the water route. The Great Lakes shore became a magnet for urban and industrial growth. Packet steamers with their dual freight and passenger role became the principal mode for long distance movement. The packet steamers or night boats usually operated overnight between two principal ports during a navigation season of eight to twelve months. These vessels plied the waters of the Great Lakes for over a hundred years. The early wood-hulled steamers carried a few hundred passengers including some in make-shift space on the freight decks. As the vessels grew in size with iron construction and more advanced coal-fired propulsion systems, their appearance and function resembled that of 'floating hotels' with appropriate accommodations for affluent as well as average travelers.

The railroad network that laced the Great Lakes Region was at various times a competitor and partner to the Lakes passenger trade. For particular city pairs, the rail link siphoned business from the boat lines. In some instances the water route provided the only connection, but usually the comfortable and convenient vessel service was designed to complement rail as in the case of transcontinental or other

'bridging' hauls. For example, a subsidiary of the Pennsylvania Railroad, the Anchor Line, inaugurated 14-day round-trip service in 1871 between Buffalo and Duluth with intermediate stops at Erie, Cleveland, Detroit, Port Huron, Mackinac Island, the Soo and Houghton. Similar companies were operated by the Great Northern Railroad (Northern Steamship Co.) and the Canadian Pacific Railroad which maintained vessel service between Georgian Bay and the Canadian Lakehead.

Another aspect of the railroad connection was the establishment of cross-lake ferries at various locations that hauled railcars and, later, motor vehicles and their passengers.

### The Resort Era

Pleasure cruising and excursions separate from the more utilitarian trips gradually gained prominence. In the early 1900's, many vessels were built and operated for recreation purposes. It was at this time that passenger traffic on the Great Lakes underwent a revival, with millions of people embarking for trips to beaches, lakeside resorts, amusement parks and city visits. Mackinac Island, with its Grand Hotel and the Thousand Islands area of the St. Lawrence River, were prestigious destinations. Chicago, Detroit, Cleveland and Buffalo offered trips to amusement parks—House of Davids, Boblo Island, Cedar Point and Crystal Beach, respectively. During the heyday of excursions and vessel travel, the Chicago port had over two million passengers each year. Excursion steamers that made daily port calls included one of the largest Lakes passenger vessels, the *Theodore Roosevelt* (3,500 capacity) and the *United States*, both operated initially by the Indiana Transportation Company. The scene was similar at other ports, including smaller ones. For example, the 3,366 passenger capacity steamer, *Greyhound*, operated from Toledo to Detroit and the Lake Erie islands and carried over 14 million people between 1902 to 1932. The steamer *G.A. Boeckling*, owned and operated by the Cedar Point Resort Co., shuttled over 20 million passengers on Sandusky Bay from 1909 to 1951.

### Prelude to the Present

The passenger trade on the Great Lakes has gone through cycles. Wars and national economic downturns caused periodic disruption. Railroad divestment of their steamship operations mandated by the Panama Canal Act in 1915 and business mergers resulted in the scrapping of obsolete vessels. In the mid-1930's new U.S. fire and safety regulations resulted in the retirement of vessels with wooden superstructures, but several large Great Lakes passenger liners were grandfathered in and some Canadian flags remained in business. Two of the U.S. vessels operated by the Georgian Bay Line, the *North American* and *South American*, ran for over fifty years until the mid-1960's, each with accommodations for 500 overnight passengers. Concern for safety was not unwarranted. In 1915 the excursion steamer *Eastland* keeled over on its side as it was being boarded in Chicago—835 people perished. Canada Steamship Lines lost to fire the *Harmonic* in 1945, the *Noronic* in 1949 (118 people died) and the *Quebec* in 1950.



Lomer-Gouin and Canada Star—Quebec City has St. Lawrence River ferry service and is a port of call for large cruise ships.

After World War II, the number of Great Lakes cruise sailings continued to decline. New cruise service was established in the 1950's with the conversion of a wartime Liberty ship into the *Aquarama*, which operated until the early 60's. The interstate highway system and a more extensive airline network combined to push an aging fleet to extinction. Even with the 1959 opening of the St. Lawrence Seaway and its system of large locks and 26-foot draft, deep sea cruise connections with the Lakes failed to materialize. A few ocean passenger ships did call at Montreal in years after the Seaway opening, with the Russian liner *Alexander Pushkin* and the Polish vessel *Stefan Batory* the most regular. The summer of 1974 saw the first large cruise vessel to operate on the Lakes since the *South American* in 1967. Sun Lines' 290-foot *Stella Maris* offered seven day cruises from Montreal to Chicago with intermediate calls for \$330 to \$660 per person. The Indiana travel agency which organized the 1974 cruise schedule repeated the service in 1975 with the new Danish luxury ship *Discoverer* (180 passenger capacity). Two years later the agency purchased a 250 passenger Baltic liner for Lake cruises and christened it the *SS Lowell Thomas Explorer*. In 1977, 28 four and seven day cruises throughout the Great Lakes/St. Lawrence System were scheduled.



Queen of Saugatuck—The 82-passenger paddleboat has a Kalamazoo River-Lake Michigan excursion itinerary during its busy summer season.

## Great Lakes/St. Lawrence Excursion and Passenger Ferry Service

### Passenger Ferry Service

In his book, *Wandering and Excursions*, James Ramsey MacDonald called the ferry 'the most poetical of roads.' Passenger ferry service exists on all of the Great Lakes. Ferries also cross the St. Marys, St. Clair and St. Lawrence Rivers. Ferry service, for the purpose of this report, is defined as that which transports people with or without motor vehicles between two different places over a particular route. There are presently 28 passenger/vehicle ferry companies and 15 operations that are passenger only.

Many of the passenger ferries have excursion service characteristics and some boats do double duty with scheduled or chartered cruises. An example is the Washington Island Ferry Line's *C.G. Richter*, the only non-vehicle ferry of a fleet of four operating between Wisconsin's Door Peninsula and Washington Island in Lake Michigan. This ferry boat has a separate mainland dock, a history and sights narration and travels farther to the island dock than the other ferries. The Arnold Transit Company's 30 to 45 minute ferry service to Mackinac Island in Lake Huron is complemented with scheduled 2 hour sunset dinner cruises and charter cruises featuring a narrated excursion in the Straits and under the Mackinac Bridge. For amusement park patrons, trips to Boblo Island on the old ferries, *Columbia* and *Ste. Claire*, can be considered one of the park's 'fun' rides. Another excursion-type ferry is in service at Isle Royale National Park in Lake Superior. One of four island ferries, the 49-passenger, contract service *M.V. Voyager II*, makes three trips a week to the island from Grand Portage, Minnesota and also circumnavigates the island to pick up and drop off campers. The two-day complete trip is the longest, in time, ferry boat ride in the Great Lakes/St. Lawrence System.

Great Lakes/St. Lawrence ferry service has a long history. Family-owned operations have become part of the region's ferry tradition. Ferry 'dynasties' have formed in some locations, e.g., the Richters of Washington Island, Wisconsin; the Hornes of Wolfe Island, Ontario; the Sheplers of Mackinac City, Michigan; the Plaunts of Cheboygan, Michigan; the Russells of LaPointe, Wisconsin; and the Brysons of Harsens Island, Michigan. Horne's Ferry Co. Ltd., operating between Wolfe Island, Ontario and Cape Vincent, New York, is not only one of the last remaining passenger/vehicle ferries between the U.S. and Canada but was also the first in the system—dating back to the 1820's and a lease from King George IV. Many ferries were established before the invention of the automobile when bridges and tunnels were not alternatives. For some long water crossings the ferry is still the only viable option. In 1957, the five-mile Mackinac Bridge was completed across the Straits linking the Upper and Lower Peninsulas of Michigan. The present Arnold Transit Co. began its operation at the Straits in 1878, making it the oldest continuous ferry service on the Great Lakes.

The Straits was also the location of the first rail car ferry in the region. Car ferries at the Straits moved a million travelers a year beginning in the 1920's until the bridge opened.

Although ferry services have become more financially stable in recent years and government subsidies have either disappeared or come under closer scrutiny, operational efficiency is the new watchword for the ferry business. In waters where a particular ferry service does not have a monopoly position, customer considerations have assumed even greater importance. Transit time illustrates this point. The Arnold Line, serving Mackinac Island, began service during the summer of 1987 with a large Great Lakes catamaran. The 365-passenger aluminum craft with special noise dampening features operates over a seven-mile route—at up to 30 knots—cutting the old transit time in half. Another example is a proposal for 40 mph hydrofoil service between Sandusky, Ohio and Put-In-Bay on South Bass Island. If financing can be arranged to purchase a \$900,000, 65-foot boat, the operation will be the fastest ferry in the Great Lakes/St. Lawrence System.

Other recent developments in the ferry business which illustrate a range of issues include: a decision by the Island Boblo Company to relocate its Detroit River dock from downtown to new moorings downstream in order to better accommodate daily parking for 2,500 to 3,000 customer vehicles; vessel stack emissions from coal burning continue to pose regulatory problems for the Michigan-Wisconsin Ferry Service; the recent ferry disaster in the English Channel has prompted review of door/ramp closing procedures for Ontario's big ferry, the *Chi-Cheemaun*; Sault St. Marie, Ontario has proposed a passenger ferry service across the St. Marys River that would tie in directly with new waterfront development; and Ontario plans to spend \$10 million on a new 400-passenger Pelee Island/Lake Erie ferry which will also be designed to carry a growing tonnage of agricultural products from the island.



*Chi-Cheemaun*—This large passenger/vehicle ferry, operated by Ontario Northland Marine Services on Lake Huron, carried 242,000 passengers in 1986.

## New Uses for Old Ferries

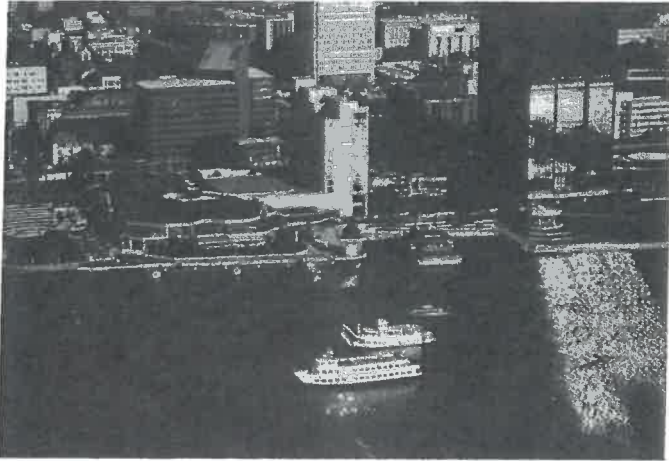
The rail car ferries of the Great Lakes were recognized as the world's foremost example of that kind of intermodal transportation. Lake Michigan car ferry service at one time

included sixteen different operations. As the large, coal-fired ferries became obsolete because of more efficient rail operations and an aging physical plant, they were taken out of service. State subsidies also declined. Only one U.S. Great Lakes car ferry remains in operation. The Michigan-Wisconsin Ferry Service's *City of Midland* runs between Ludington, Michigan and Kewaunee, Wisconsin. A Canadian car ferry also operates on the lower St. Lawrence River. Proposals to re-establish service or for adaptive reuse of idled ferries have been advanced. A plan by the State of Michigan to finance new car ferries in the early 1980's went awry when cost overruns and the Ontonagon shipbuilder's bankruptcy doomed the project. Since then, the State has participated in a feasibility study for the idled Mackinac Straits ferry *Chief Wawatam*, helped fund a now-defunct Ludington-Milwaukee passenger ferry operation and continues subsidies for several auto ferries operated by the Eastern Upper Peninsula Transportation Authority. The *Chief* may end up being used as a breakwall at St. Ignace, Michigan or a museum at Mackinaw City—the only reasonable alternatives to scrapping after operational use was ruled out. This recent action was accompanied by another discussion in Frankfort, MI where a local group has temporarily abandoned plans to convert the car ferry, *S.S. City of Milwaukee*, into a combination museum/bed and breakfast facility. A contributing factor was the inability to secure a permanent mooring site. On a more positive note, the *Milwaukee Clipper*, a large auto/passenger ferry that operated between Muskegon and Milwaukee (but carried no rail cars), is open to the public and available for private party functions at Navy Pier in Chicago.

The \$15.5 million *Viking* project to re-establish ferry operations between Muskegon and Milwaukee is the most ambitious new service proposal but faces major obstacles. Business interests and government officials in Muskegon hope to return the inactive car ferry *Viking* to service as a fully reconditioned 800-passenger/auto vessel (no rail cars). Project backers see the *Viking* as a catalyst for waterfront development and a tourism draw with 80,000 to 100,000 passengers per year. Higher than expected refitting bids and defeat of a March 1987 millage/bonding measure aimed at half of the total cost have set back plans. Engineering/legal fees and marketing studies along with other necessary expenses have totaled \$500,000 so far.

Two passenger ferry reuse projects have been proposed. Conversion of the Cedar Point side paddle-wheel ferry, *G.A. Boeckling* to an excursion vessel and year-round, dockside activity center is planned by a group of Sandusky, Ohio residents. In Buffalo, a recently completed feasibility study projected commercial success for a restored *S.S. Canadiana* as a seasonal excursion boat and Crystal Beach Amusement Park ferry. The study estimated ridership from 208,000 to 238,000 based on market characteristics and a 1,300 passenger capacity. Only a quarter of the patronage would board for the Crystal Beach, Ontario run, once the mainstay of the *Canadiana's* former operation. Engineering studies reveal that the cost of refitting and refurbishing the boats would be over \$4 million each. State funding outside of financial assistance for the feasibility studies (*Boeckling* study planned for 1987) is not anticipated. Although both projects share many similarities, the *Boeckling* situation has unique characteristics. For example, restoration work has already begun—wheelhouses

were built and the boat deck and smokestack have been replaced. The 'Friends of the Boeckling' financed the 1982 return of the boat to Sandusky from a Wisconsin shipyard with a popular 'Buy-a-Mile' campaign. Public relations and marketing have been a hallmark of the 'Friends' effort to date. A storefront was opened which serves as organization headquarters and also retails *Boeckling* mementos.



Toledo River Cruise Lines—The attractive and active Toledo waterfront is the base of operations for the successful Toledo River Cruise Lines.

## Excursion Service

Where can one take a whale-watching cruise, a dinner cruise within sight of skyscrapers, a sightseeing tour of a busy commercial, deep-draft harbor, a sail cruise departing from a downtown waterfront, a trip along a rocky coastline of a National Park or be dropped off by boat for a landside tour of an historic old fort? The answers are: the East Coast, West Coast and the Great Lakes/St. Lawrence River System. The excursion vessel industry continues to develop on a national and regional basis. On the Great Lakes and St. Lawrence River, the industry has deep roots tied to a strong maritime tradition and interest in leisure time activities. Today, tour or 'day' boat operations are found throughout the system from the head of the Lakes at Thunder Bay and Duluth/Superior to Sept-Îles, the gateway to the Atlantic. Boat distribution reveals concentrated zones at Toronto and the Thousand Islands area in the St. Lawrence. Lake Huron has the fewest.

Individual excursion companies have responded to market opportunities with a variety of approaches. Duluth Superior Excursions has offered day harbor tours since 1959 but began evening dinner cruises in 1982 as a way of expanding their operations and appealing to a different market segment. These cruises alternate on-board meals with a mid-cruise shore visit and dining under a large tent. Since 1982, these dinner cruises have generated an additional 20,000 passengers. On Lake Michigan, a new route was launched in 1987 by Voight's Marine Services that takes excursionists from one state to another and includes a shore visit. The new 150-passenger *Island Clipper*, the third vessel in Voight's fleet, makes a daily 60-mile round trip from Wisconsin's Door

Peninsula to Michigan's Fayette State Park 'ghost town.' The Upper Peninsula park is the site of an old, abandoned iron-smelting community.

Another Lake Michigan excursion operation at Saugatuck, Michigan has adjusted to its unique market. The small resort community expands considerably during summer weekends and as a result, the schedule of the sternwheel paddleboat, *Queen of Saugatuck*, ranges from six cruises on Saturdays to one-to-four trips during weekdays (May to October). An Ontario motor coach company has diversified by adding over the last several years three tour vessels—two at Toronto and one at Midland on Georgian Bay. PMCL has emphasized marketing and tie-ins with their bus operations. At the Midland location, PMCL has nearly tripled patronage over the four years of operation with their popular cruises in the 30,000 Islands area. Buffalo Charters, Inc. has been part of the Buffalo excursion market for 16 seasons. This family-run company acquired a second boat, the *Miss Buffalo II*, in 1981 and is considering an additional vessel purchase. Although the operation will handle 450 charters in 1987, a series of 'public' cruises were scheduled for July and August. The management of Toledo River Cruise Lines has responded to the market with many specialty and theme cruises, including river trips to the zoo, dance cruises and a day-long excursion to Put-In-Bay in Lake Erie. Their regular luncheon cruises aboard the *Arawanna Queen* feature an entertainment group called the Sea Cruise Revue.

## Operating Conditions and Industry Issues

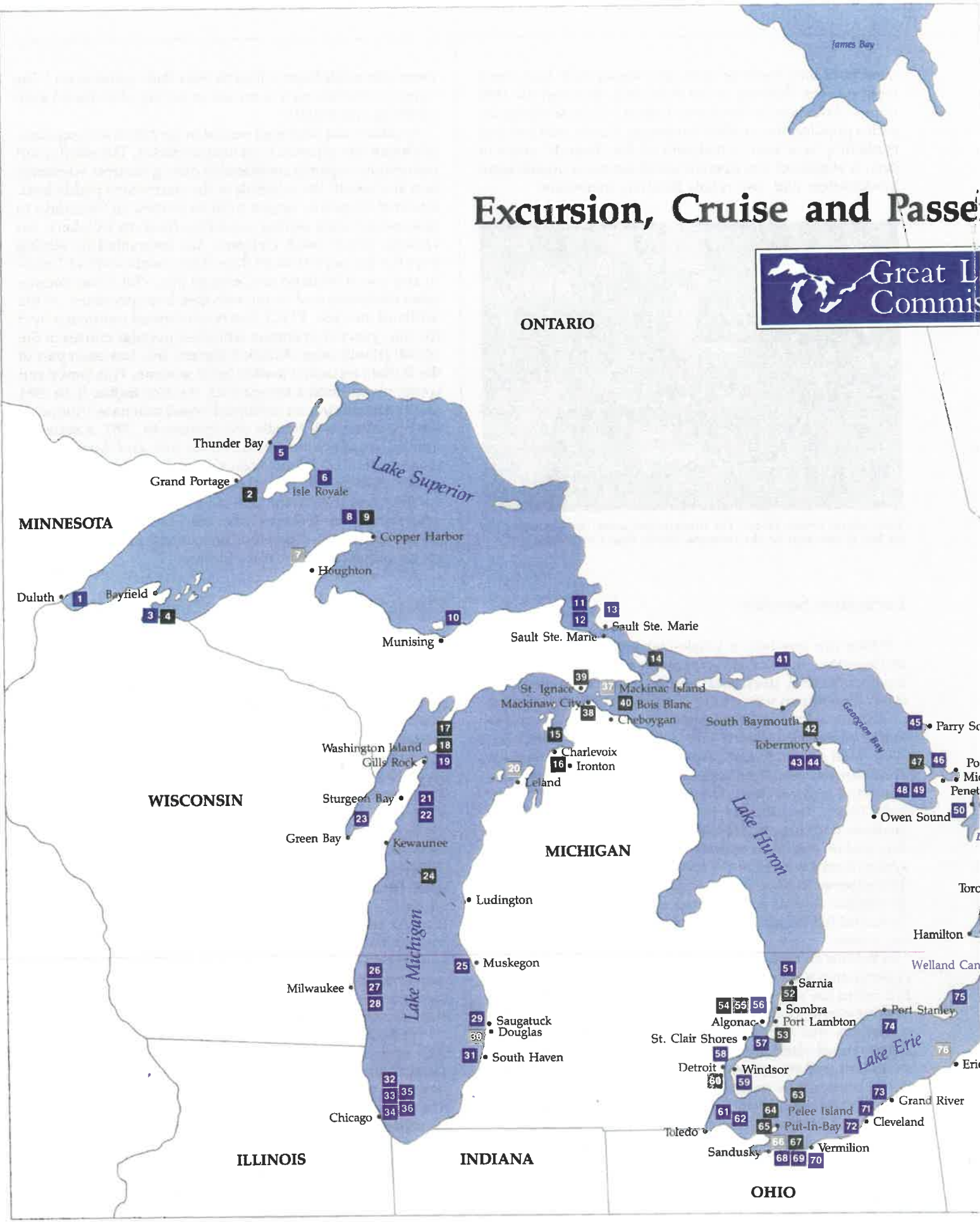
- **Intra-Industry Competition**—There is general consensus among operators that potential market saturation for particular locales poses serious problems. Two examples illustrate the dimensions of the problem. Toledo River Cruise Lines, with three boats and the prospect of too much local capacity, decided in 1987 to relocate one of their boats to Cleveland. In Toronto, the Star Line Corporation, the successful Michigan-based cruise/dining operation was denied government approval in 1987 to establish service there—attributed in part to pressure from existing local operators.

- **Competition From Illegal Operations**—This perennial problem concerns the use of non-certified private boats for charter or for-hire cruises. Coast Guard vessel inspection, route delimitation and operator license requirements are required of all 'T' vessels (15 - 100 gross tons and carrying more than six passengers for a fee). These Coast Guard safety regulations impose minimum standards and non-compliance gives illegal operators an unfair competitive advantage and may endanger public safety. Coast Guard enforcement is hampered by insufficient manpower but legal operators also must be diligent in reporting violations.

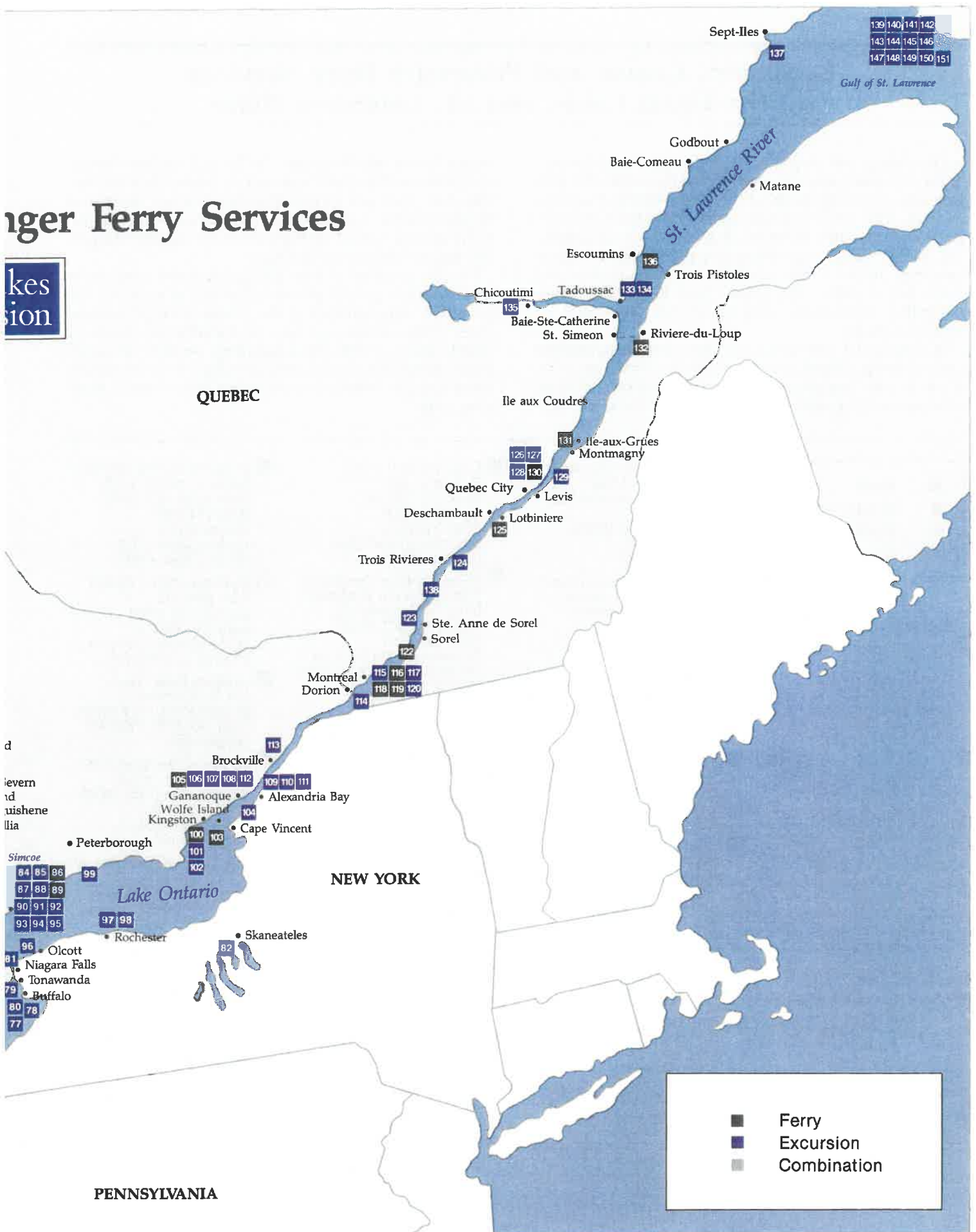
- **Federal Legislation and Administrative Action**—In the U.S. and Canada, recent legislative initiatives regarding Coast Guard user fees have spread alarm among cargo and excursion vessel operators. Federal government interest in cost recovery measures could result in additional new fees for ferries and tour boats, particularly for inspection and aids-to-navigation costs. Also, Canadian legislation amending coasting regulations has been introduced and, U.S. cabotage laws are under review by U.S. and Canadian trade

*Continued on page 12*

# Excursion, Cruise and Passage



# Longer Ferry Services



# Excursion, Cruise and Passenger Ferry Services on the Great Lakes and St. Lawrence River

This listing and map of U.S. and Canadian excursion, cruise and passenger ferry services for the Great Lakes/St. Lawrence River System presents the active status of services as of fall, 1987. The compilation is the most current and comprehensive available. However, changes occur continually. The listing includes operations based on tributary waters proximate to the Great Lakes/St. Lawrence System and water bodies within the Great Lakes Basin that permit navigation connections with the Great Lakes and St. Lawrence River.

Information for each service includes company or operator name, mailing address, phone number for service inquiries, name of vessel and passenger capacity. Excursion and cruise services are designated by a blue square symbol and pas-

senger ferries are designated by a black square. Several operations on the Great Lakes and St. Lawrence River combine both ferry and excursion service and are designated by gray squares. A number for each service with accompanying colored symbol corresponds to the appropriate general service location on the map.

For the purpose of this listing, excursion and cruise services offer regularly scheduled service at least one day per month, although daily service is more common. In some cases, these vessels may also be available for charter or special group events. Passenger ferry services are those vessel operations which transport people with or without motor vehicles between two different places over a particular route.

■	Ferry
■	Excursion
■	Combination
n/v	No vehicles

## Lake Superior

- 1** Duluth Superior Excursions  
610 Missabe Building  
Duluth, MN 55802  
(218) 727-0461  
(218) 722-6218  
*Vista King* (253)  
*Vista Queen* (253)
- 2** Grand Portage - Isle Royale  
Transportation Lines Inc.  
1332 London Road  
P.O. Box 754  
Duluth, MN 55801  
(218) 728-1237  
*Voyageur II* (49) (n/v)  
*Wenonah* (150) (n/v)
- 3** Apostle Islands  
Cruise Service  
P.O. Box 691  
Bayfield, WI 54814  
(715) 779-3925  
*Sea Queen II* (47)  
*Manitou* (150)
- 4** Madeline Island Ferry Line  
P.O. Box 66  
LaPointe, WI 54850  
(715) 747-2051  
*Island Queen* (150)  
*Nichevo II* (150)  
*Madeline* (150)
- 5** Welcomeship, Ltd.  
467 Parkwood Drive  
Thunder Bay, Ont. P7A 2J3  
(807) 577-7875  
(807) 344-2512 (summer)  
*Welcome* (200)

- 6** National Park Concessions  
Rock Harbor Lodge  
Isle Royale National Park  
P.O. Box 405  
Houghton, MI 49983  
(906) 337-4993  
*The Sandy* (43)
- 7** Isle Royale National Park  
87 North Ripley Street  
Houghton, MI 49983  
(906) 482-0984  
*Ranger III* (123) (n/v)
- 8** Copper Harbor  
Lighthouse Tour  
Box 148  
Kearsarge, MI 49942  
(906) 289-4688  
*Star of Keweenaw* (24)
- 9** Isle Royale Ferry Service  
Copper Harbor, MI 49918  
(906) 482-4950  
(906) 289-4437 (summer)  
*Isle Royale Queen II* (54) (n/v)

- 10** Pictured Rocks Cruises, Inc.  
P.O. Box 355  
Munising, MI 49862  
(906) 387-2379  
*Miners Castle* (207)  
*Miss Superior* (207)  
*Miss Pictured Rocks* (132)  
*Miss Munising* (132)

## St. Marys River

- 11** Famous Soo Locks Cruises  
P.O. Box 27  
Sault Ste. Marie, MI 49783  
(906) 632-2512  
*Nokomis* (297)  
*Le Voyageur* (284)
- 12** Soo Locks Boat Tours  
1157 E. Portage Avenue  
Sault Ste. Marie, MI 49783  
(906) 632-6301  
*Hiawatha* (272)  
*Holiday* (272)  
*Bide-a-wee* (272)

- 13** Lock Tours Canada  
P.O. Box 424  
Sault Ste. Marie,  
Ont. P6A 5M1  
(705) 253-9850  
*Chief Shingwauk* (200)  
*Bon Soo* (156)

- 14** Eastern Upper Peninsula  
Transportation Authority  
Bldg. 119, Culley Rd.  
Kincheloe, MI 49788  
(906) 495-5656  
*Drummond Islander* (139)  
*Drummond Islander II* (115)  
*Neebish Islander* (24)  
*Sugar Islander* (112)

## Lake Michigan

- 15** Beaver Island Boat Co.  
102 Bridge Street  
Charlevoix, MI 49720  
(616) 547-2311  
*South Shore* (120)  
*Beaver Islander* (200)
- 16** Charlevoix Co. Road Comm.  
P.O. Box 39  
1051 E. Division Street  
Boyne City, MI 49712  
(616) 582-7330  
*Charlevoix (Cable Ferry)* (27)
- 17** Rock Is. Ferry  
Washington Island,  
WI 54246  
(414) 847-2425  
*Karfi* (50) (n/v)
- 18** Washington Island  
Ferry Line  
Detroit Harbor  
Washington Island,  
WI 54246  
(414) 847-2546  
*C.G. Richter* (178) (n/v)  
*Voyageur* (150)  
*Eyrarbakki* (150)  
*Robert Noble* (177)
- 19** Voight's Marine Services  
Route 1, Highway 42  
Gills Rock, WI 54210  
(414) 854-2927  
*Bounty II* (51)  
*Yankee Clipper* (103)  
*Island Clipper* (150)
- 20** Manitou Island Transit  
P.O. Box 605  
Leland, MI 49654  
(616) 256-9061  
*Mishe-Mokwa* (136) (n/v)  
*Manitou Isle* (66) (n/v)
- 21** Lollipop Boat Tours  
133 N. Madison  
Sturgeon Bay, WI 54235  
(414) 743-4377, 743-2617  
*Lollipop* (24)
- 22** Bo-Mar Cruiselines Ltd.  
42 Kentucky Street  
Sturgeon Bay, WI 54235  
(414) 743-9997  
*Jean Nicolet* (150)  
*Chippewa* (102)
- 23** Rivertown Boat Lines, Inc.  
641 Baeten Rd.  
Green Bay, WI 54304  
(414) 499-4456  
*River Queen* (150)
- 24** Michigan-Wisconsin  
Ferry Service  
P.O. Box 279  
Ludington, MI 49431  
(800) 632-0064 (Michigan)  
(800) 253-0094 (other U.S.)  
(616) 843-2521  
*City of Midland* (509)
- 25** Port City Princess Inc.  
2411 Lake Avenue  
North Muskegon, MI 49445  
(616) 744-1619  
*Port City Princess* (250)
- 26** Emerald Isle Cruiselines  
P.O. Box 13251  
Milwaukee, WI 53213  
(414) 786-6886  
*Emerald Isle* (250)

**27** Star of Milwaukee  
502 N. Harbor Drive  
Milwaukee, WI 53202  
(414) 273-7827  
*Star of Milwaukee* (275)

**28** Int'l Marine Systems  
3225 N. Shepard Avenue  
Milwaukee, WI 53211  
(414) 332-4194  
*Iroquois* (149)

**29** Queen of Saugatuck  
Boat Cruises  
P.O. Box 654  
Saugatuck, MI 49453  
(616) 857-4261  
*Queen of Saugatuck* (82)

**30** Peterson Steamship Co.  
P.O. Box 511  
Douglas, MI 49406  
(616) 857-2107  
(616) 857-2151 Ext. 26  
City of Douglas (49) (n/v)  
Ary Lou (49) (n/v)  
Diane (chain ferry) (25) (n/v)

**31** Captain Nichols  
P.O. Box 531  
South Haven, MI 49090  
(616) 637-2507  
*Captain Nichols* (50)  
*Mainstay* (38)

**32** Star of Chicago  
600 E. Grand Avenue  
Chicago, IL 60611  
(312) 644-5914  
*Star of Chicago* (600)  
*Star of Chicago II* (350)

**33** Mercury Chicago's  
Skyline Cruiseline  
Michigan Ave. & Wacker  
Chicago, IL 60601  
(312) 332-1353, 332-1368  
*Skyline Queen* (127)  
*Skyline Princess* (110)

**34** Wendella Sightseeing Co.  
400 N. Michigan Avenue  
Chicago, IL 60611  
(312) 337-1446  
*Wendella* (140)  
*Sunliner* (108)

**35** Shoreline Marine Co.  
3721 Foster  
Evanston, IL 60203  
(312) 673-3399  
*Marlyn* (300)  
*Shoreline* (300)

**36** Chicago From the Lake  
53 W. Jackson  
Suite 1650  
Monadnock Bldg.  
Chicago, IL 60604  
(312) 922-4020  
*The Fort Dearborn* (200)

## Lake Huron

**37** Arnold Transit Company  
P.O. Box 220  
Mackinac Island, MI 49757  
(906) 847-3351  
*Ottawa* (600) (n/v)  
*Chippewa* (600) (n/v)  
*Algomah* (600) (n/v)  
*Huron* (400) (n/v)  
*Mohawk* (400) (n/v)  
*Mackinac Islander* (400) (n/v)  
*Straits II* (525) (n/v)  
*Island Princess* (200) (n/v)  
*Mackinac Express* (350) (n/v)

**38** Shepler's Inc.  
P.O. Box 250  
Mackinaw City, MI 49701  
(616) 436-5023  
*Felicity* (150) (n/v)  
*Wyandot* (265) (n/v)  
*The Welcome* (120) (n/v)  
*The Hope* (150) (n/v)  
*The Captain Shepler* (265) (n/v)

**39** Star Line Mackinac Island  
Passenger Service  
590 North State Street  
St. Ignace, MI 49781  
(906) 643-7635  
*La Salle* (150) (n/v)  
*Marquette* (150) (n/v)  
*Nicolet* (150) (n/v)

**40** Ray Plaunt  
P.O. Box 2  
Cheboygan, MI 49721  
(616) 627-2354  
*Chee-maun-nes* (49)  
*Kristen D.* (60)

**41** Rainbow Island Boat Tours  
16 Blackwell Road  
Elliott lake, Ont. P5A 1G5  
(705) 848-7572  
*Rainbow I* (82)

**42** Ontario Northland  
Marine Services  
1155 1st Avenue, West  
Owen Sound,  
Ont. N4K 4K8  
(519) 376-6601  
*Chi-Cheemaun* (638)

**43** M.V. Seaview III  
c/o Brad Davis  
P.O. Box 69  
Tobermory, Ont. N0H 2R0  
(519) 596-2224  
*Seaview III* (64)

**44** Blue Heron Co.  
P.O. Box 9  
Tobermory, Ont. N0H 2R0  
(519) 596-2250  
*Blue Heron IV* (55)

**45** 30,000 Island Cruise Lines  
9 Bay Street  
Parry Sound, Ont. P2A 1S4  
(705) 746-2311  
*Island Queen* (550)

**46** Bush's Boat Livery  
Port Severn, Ont. L0K 1S0  
(705) 538-2378  
*Day Maker* (20)

**47** Christian Is. Beausoleil Band  
Christian Island,  
Ont. L0K 1C0  
(705) 247-2051  
*Indian Maiden* (70) (n/v)  
*Quinte* (9)

**48** Argee Boat Cruises, Ltd.  
P.O. Box 205  
Penetanguishene,  
Ont. L0K 1P0  
(705) 549-7795  
*Georgian Queen* (200)

**49** PMCL 30,000 Island  
Boat Cruises  
475 Bay Street  
Midland, Ont. L4R 1L1  
(705) 526-5438  
*Miss Midland* (215)

**50** Orillia's Lady Belle  
Boat Cruises  
P.O. Box 2207  
Orillia, Ont. L3V 6J8  
(705) 325-2628  
*Lady Belle* (138)

## St. Clair River, Lake St. Clair and Detroit River

**51** Duc d'Orleans  
P.O. Box 753  
Corunna, Ont. N0N 1G0  
*Duc d'Orleans* (200)

**52** Blue Water Ferry Co., Ltd.  
P.O. Box 72  
Sombra, Ont. N0P 2H0  
(519) 892-3631  
*Daldeen* (100)

**53** Walpole Is./Algonac Ferry  
87 River Drive, N.  
Port Lambton,  
Ont. N0S 2B0  
(519) 677-5781  
*Walpole Islander* (100)  
*Lowell D.* (50)

**54** Russel Island Transit Co.  
P.O. Box 259  
Algonac, MI 48001  
(313) 748-3864  
*Islander* (49)

**55** Champion's Auto Ferry  
3647 Pte. Tremble Rd.  
Algonac, MI 48001  
(313) 748-3757  
*North Channel* (125)  
*South Channel* (125)  
*Champion* (125)  
*St. Clair Flats* (125)  
*Port Welcome* (450) (n/v)

**56** Bluewater Cruises  
P.O. Box 259  
Algonac, MI 48001  
(313) 748-3864  
*Stillwater* (110)

**57** Great Water Yachts  
24400 East Jefferson Avenue  
St. Clair Shores, MI 48080  
(313) 778-7030  
*Infinity* (150)

**58** Star of Detroit  
20 E. Atwater  
Detroit, MI 48226  
(313) 465-7827  
*Star of Detroit* (500)

**59** Wayward Princess  
Cruise Ship  
P.O. Box 7066  
Windsor, Ont. N9C 3Y6  
(519) 254-3383  
*Wayward Princess* (325)  
*Little Princess* (80)  
*Ferry Princess* (1,200)

**60** Island Boblo Company  
4401 W. Jefferson  
Detroit, MI 48209  
(313) 843-0700  
*Ste. Claire* (2,414) (n/v)  
*Friendship* (166) (n/v)  
*Tecumseh* (300) (n/v)  
*Papoose III* (275) (n/v)  
*Columbia* (2,566) (n/v)  
*L.R. Beattie* (595) (n/v)  
*Gibraltar* (300) (n/v)  
*Papoose* (275) (n/v)

## Lake Erie

**61** Toledo River Cruise Lines  
615 Front Street  
Toledo, OH 43605  
(419) 693-2628  
(800) 824-1124 (Ohio)  
*Arawanna Queen* (500)  
*Arawanna II* (48)

**62** River Adventures, Inc.  
2674 Middlesex  
Toledo, OH 43606  
(419) 255-1725, 535-6905  
*Sandpiper* (100)

**63** Pelee Island Trans. Service  
Pelee Island, Ont. N0R 1M0  
(519) 724-2215  
*Pelee Islander* (268)  
*Upper Canada* (100)

**64** Miller Boat Line, Inc.  
P.O. Box 239  
Put-In-Bay, OH 43456  
(419) 285-2421  
*Islander* (400)  
*Wm. Miller* (250)  
*West Shore* (250)

**65** Parker Boat Line, Inc.  
P.O. Box 46  
Put-In-Bay, OH 43456  
(419) 285-3491, 732-2800  
*Erie Isle* (189)  
*Yankee Clipper* (299)

**66** Neuman Boat Line, Inc.  
101 East Shoreline Drive  
Sandusky, OH 44870  
(419) 626-5557  
*Challenger* (250)  
*Kelly Islander* (150)  
*Commuter* (150)  
*Endeavor* (150)

**67** Cedar Point Transportation  
Sandusky, OH 44870  
(419) 626-0830 ext. 2334  
*Cedar Point* (110) (n/v)  
*Cedar Point II* (115) (n/v)  
*Cedar Point III* (110) (n/v)

- 68** Sandusky Boat Line  
P.O. Box 738  
Sandusky, OH 44870  
(419) 627-0198  
*City of Sandusky* (300)
- 69** Goodtime I Transit Line  
P.O. Box 23092  
Cleveland, OH 44123  
(216) 481-5001  
*Goodtime I* (365)
- 70** Mystic Belle  
Paddleboat Rides  
5542 Liberty Avenue  
Vermilion, OH 44089  
(216) 967-4696, 967-3317  
*Mystic Belle* (25)
- 71** Goodtime Cruise Line, Inc.  
7197 Chillicothe Road  
Mentor, OH 44060  
(216) 861-5110  
*Goodtime II* (475)
- 72** Nautica Cruises  
P.O. Box 6146  
Cleveland, OH 44101-0813  
(216) 696-4386  
(800) 444-4386 (OH & MI)  
*Nautica Princess* (165)
- 73** Rutherford Cruise Line, Inc.  
311 River Street  
Grand River, OH 44045  
(216) 352-8122  
*Mary Ann I* (149)
- 74** Kettle Creek Cruise Co.  
Box 310  
Port Stanley, Ont. N0L 2A0  
(519) 782-3315  
*Kettle Creek Queen* (64)
- 75** Abigail Tours  
5 Davis Street, E.  
Simcoe, Ont. N3Y 5C3  
(519) 428-0361  
*The Lady Abigail* (100)
- 76** Rugare's Sightseeing  
Cruises and Ferry Service  
4104 Pleasant View Avenue  
Erie, PA 16509  
(814) 455-5892  
*Little Toot* (49) (n/v)
- 77** Buffalo Charters, Inc.  
P.O. Box 1623  
Buffalo, NY 14240  
(716) 856-6696  
*Miss Buffalo* (125)  
*Miss Buffalo II* (200)
- 78** Lake Erie Boat Cruise Corp.  
1026 Niagara Street  
Buffalo, NY 14213  
(716) 883-3311  
*Block Island*  
(to be renamed) (680)
- 79** Classic Yacht Cruises  
1019 Parkhurst Blvd.  
Tonawanda, NY 14150  
(716) 837-0972  
*Whalebird* (42)
- 80** Yacht Cruises  
P.O. Box 1412  
Buffalo, NY 14205  
(716) 854-0353  
*Mary Holly* (sail) (12)  
*Chellemar* (sail) (6)
- 81** Maid of the Mist Corp.  
151 Buffalo Avenue  
Niagara Falls, NY 14303  
(716) 284-8897  
(416) 358-5781 (Can. Div.)  
*Maid of the Mist I* (100)  
*Maid of the Mist III* (150)  
*Maid of the Mist IV* (200)  
*Maid of the Mist V* (300)
- 82** Mid-Lakes Navigation Co.  
P.O. Box 61  
11 Jordan Street  
Skaneateles, NY 13152  
(315) 685-5722  
*Emita II* (50)
- Lake Ontario**
- 83** E.K. Tour Boat Service Ltd.  
3A Hillyard Street  
Hamilton, Ont. L8L 6A9  
(416) 523-1245, 521-0662  
*Macassa Bay* (160)
- 84** Gray Line Boat  
Tours of Toronto  
5 Queen's Quay West  
Toronto, Ont. M5J 2H1  
(416) 364-2412  
*5 Amsterdam-style boats*  
(100 each)
- 85** C-O Charter and Tour Lines  
33 Harbour Square  
Suite 2614  
Toronto, Ont. M5J 2G2  
(416) 366-0612, 868-1342  
*Challenge* (sail) (75)  
*Oriole* (150)
- 86** Toronto Harbour Comm.  
60 Harbour Street  
Toronto, Ont. M5J 1B7  
(416) 868-6942  
*Maple City* (100)  
*Windmill Point* (100)
- 87** Toronto Tours  
134 Jarvis Street  
Toronto, Ont. M5B 2B5  
(416) 869-1372  
*Shipsands* (51)
- 88** Peter Ferguson  
100 Rosedale Valley Road  
Toronto, Ont. M4W 1P7  
(416) 360-6078, 861-0437  
*Toronto The Feeling* (35)
- 89** Toronto Metro Parks  
365 Bay Street, 10th Floor  
Toronto, Ont. M5H 2V1  
(416) 392-8193  
*Trillium* (500) (n/v)  
*Sam McBride* (475) (n/v)  
*Thomas Rennie* (400) (n/v)  
*William Inglis* (250) (n/v)  
*Ongiara* (200)
- 90** Club Canamac Cruises  
40 Alexander Street, PH 5  
Toronto, Ont. M4Y 1B5  
(416) 968-2762  
*Aurora Borealis* (240)
- 91** Jaguar Yacht Charters Inc.  
20 Maitland Street  
Toronto, Ont. M4Y 1C5  
(416) 964-9662  
*M. V. Jaguar II* (120)
- 92** Adventures Afloat  
207 Queen's Quay West  
Box 59, Suite 455  
Toronto, Ont. M5J 1A7  
(416) 947-1113  
*M. V. Torontonian* (175)  
*Mariposa Belle* (250)
- 93** Toronto Paddlewheel Cruises  
260 Queen's Quay West  
Suite 2605  
Toronto, Ont. M5J 2N3  
(416) 977-4743  
*Pioneer Princess* (100)
- 94** PMCL Boat Cruises  
475 Bay Street  
Midland, Ont. L4R 1L1  
(416) 364-4664 (Toronto)  
*Ste. Marie I* (72)  
*Island Queen IV* (60)
- 95** MI-TOI-TU Yacht Charters  
405 Hyacinth Blvd.  
Unit 58  
Mississauga, Ont. L5A 3N1  
(416) 863-9733  
(416) 275-5231 (off-season)  
*MI-TOI-TU* (30)
- 96** Olcott Beach Boat Tours,  
Inc.  
Olcott, New York 14123  
(716) 778-7825  
*Miss Olcott Beach* (100)
- 97** Bounty Bay Cruises  
1384 Empire Blvd.  
Rochester, NY 14609  
(716) 482-0790  
*Bounty Queen* (46)
- 98** Riverview Cruise Lines Inc.  
18 Petten Street Extension  
Rochester, NY 14612  
(716) 865-4930  
*The Spirit of Rochester* (500)
- 99** Ontario Waterway Cruises  
Box 150  
Peterborough, Ont. K9J 7H7  
(705) 748-3666  
*Kawartha Voyageur*  
(overnight) (24)
- 100** Ontario Ministry of  
Trans. and Communications  
355 Counter Street  
Kingston, Ont. K7L 5A3  
(800) 267-0293 (Canada)  
(613) 544-2220, 545-4677  
*Wolf Islander III* (330)  
*Quinte Loyalist* (70)  
*Glenora* (70)  
*Amherst Islander* (125)  
*Charlevoix* (30)
- St. Lawrence River**
- 101** Kingston & The Islands  
Boat Line Ltd.  
6-A Princess Street  
Kingston, Ont. K7L 1A2  
(613) 549-5544  
*Island Queen* (300)  
*Island Princess* (88)
- 102** Rideau St. Lawrence  
Cruise Ships  
253 Ontario Street  
Kingston, Ont. K7L 2Z4  
(800) 267-0960  
(E. Can. & U.S.)  
(613) 549-8091  
*Canadian Empress*  
(overnight) (66)
- 103** Horne's Ferry Co., Ltd.  
Wolfe Island, Ont. K0H 2Y0  
(613) 385-2291, 385-2402  
*William Darrel* (100)
- 104** Thousand Islands  
Shipyard Museum  
750 Mary Street  
Clayton, NY 13624  
(315) 686-4104  
*Spray VI* (50)
- 105** Howe Is. Twp. Ferry  
R.R. #4  
Gananoque, Ont. K0H 1R0  
(613) 542-8343  
*The Howe Islander* (40)
- 106** Thousand Islands Tour  
& Travel Inc.  
780 King Street, W.  
Gananoque, Ont. K7G 2H5  
(800) 267-9497 (Canada)  
(613) 382-3226, 382-4677  
*Wentworth Lady* (52)
- 107** Gananoque Boat Line Ltd.  
Box 190, Water Street  
Gananoque, Ont. K7G 2T7  
(613) 382-2144  
*Thousand Islander* (580)  
*Thousand Islander II* (370)  
*Thousand Islander III* (500)  
*Thousand Islander IV* (500)
- 108** Ivy Lea Boat Tours  
Ivy Lea Village  
Ivy Lea, Ont. K0E 1L0  
(613) 659-2293  
*Miss Ivy Lea III* (76)
- 109** Empire Boat Tours  
P.O. Box 445  
4 Church Street  
Alexandria Bay, NY 13607  
(800) 542-2628 (NY)  
(315) 482-9511, 482-9351  
*Island Empress* (350)  
*Island Princess* (350)  
*Paul III* (54)
- 110** Uncle Sam Boat Tours  
P.O. Box 398  
Alexandria Bay, NY 13607  
(315) 482-2611  
*Alexandria Belle* (310)  
*Uncle Sam* (76)  
*Uncle Sam VI* (60)  
*Uncle Sam VII* (270)  
*Island Wanderer* (225)
- 111** 1000 Islands Seaway Cruises  
P.O. Box 398  
Alexandria Bay, NY 13607  
(315) 482-2611  
*Miss Clayton III* (250)  
*Miss Clayton II* (136)

- 112** Rockport Boat Lines Ltd.  
1000 Islands Parkway  
Rockport, Ont. K0E 1V0  
(613) 659-3402 (summer)  
*Ida-M* (130)  
*Ida-M II* (176)
- 113** 1000 Islands Heritage  
Boat Tours  
c/o Royal Brock  
100 Stewart Blvd.  
Brockville, Ont. K6V 4W3  
(613) 345-1400  
*Miss Brockville* (42)
- 114** Croisieres Bellevue Ltee.  
262 Rue Boyer  
Dorion, Que. J7V 1K4  
(514) 455-4036, 457-5245  
*Le Sieur de Vaudreill II* (80)
- 115** Croisieres Maritimes  
de l'Archipel  
C.P. 94  
Lachine, Que. H8S 4A5  
(514) 634-0595  
*Le Saint-Louis IV* (210)
- 116** James Yerbury  
C.P. 2266  
Dorval, Que. H9S 5J4  
(514) 631-5196  
*Islander* (28) (n/v)
- 117** Lachine Rapids Tours Inc.  
105 Commune Street, West  
Montreal, Que. H2Y 2C7  
(514) 284-9607  
*Saute Moutons I* (30)  
*Saute Moutons II* (30)
- 118** G.R. Cloutier  
805 Frechette #5  
Longueuil, Que. J4J 1G6  
(514) 670-7674  
*Miss Montreal* (50) (n/v)
- 119** Old Port of Montreal  
303 De Lacomme  
Montreal, Que. H2Y 2E2  
(514) 283-8207  
*Kateri II* (45) (n/v)
- 120** Croisieres du Port  
de Montreal  
Place D'Armes  
C.P. 1085  
Montreal, Que. H2Y 3J6  
(514) 842-3871  
*Montreal* (400)  
*Concordia* (290)  
*Miss Olympia* (90)
- 121** Cooperative de Transport  
Maritime  
Cap-aux-Meules  
Iles de la Madeleine G0B 1B0  
(514) 933-7999  
*CTM Voyageur* (15)  
(overnight-cargo)
- 122** Traverse Laval-  
Ile Bizard Enr.  
99 rue Les Erables  
Laval-sur-le-Lac  
Que. H7R 1A3  
(514) 627-2526  
*La Traverse Laval-  
Ile Bizard Enr.* (34)
- 123** Croisieres des Iles de Sorel  
C.P. 32  
1665 Chenal du Moime  
Ste. Anne de Sorel  
Que. J3P 5N6  
(514) 743-7227, 743-7807  
*Le Survenant III* (185)
- 124** Jacques Cartier Inc.  
C.P. 64  
Trois Rivieres,  
Que. G9A 5E3  
(819) 375-3000  
*Jacques-Cartier* (380)
- 125** Traverse Lotbiniere-  
Deschambault Ferry Inc.  
Lotbiniere, Que. G0S 1S0  
(418) 796-2091  
*Traverse Lotbiniere* (24)
- 126** Les Tours St. Laurent  
20 Ste. Ursule  
Quebec City, Que. G1R 4C9  
(418) 492-5101  
*Fort Mingan* (200)
- 127** Excursion AML Inc.  
(Le Compagnie d'Excursion  
Maritimes du Quebec)  
56 Rue St-Pierre, Suite 104  
C.P. 725  
Haute-Ville, Que. G1R 4S7  
(418) 692-1159  
*Louis Jolliet* (1,000)  
*Samuel de Champlain* (80)  
*Tourmente Club Med* (sail) (10)
- 128** Croisieres Navimex Inc.  
25 Place Marche Champlain  
Suite 101  
Quebec City, Que. G1K 4H2  
(418) 692-4643, 237-4274  
*Cavalier Des Mers* (160)
- 129** Josee Audet  
661 A. Royale  
Saint-Jean, Ile d'Orleans  
Que. G0A 3W0  
(418) 829-3278  
*Philippe-Aubert* (50)
- 130** Societe des traversiers  
du Quebec  
109 Dalhousie Street  
C.P. 36  
Quebec City, Que. G1K 7A1  
(418) 643-2019  
Sorel: *Lucien L* (300)  
Matane:  
*Camille-Marcoux* (600)  
Tadoussac:  
*Armand-Imbeau* (400)  
*Jos-Deschenes* (400)  
Ile Aux Coudres:  
*Trois-Rivieres* (600)  
Levis: *Lomer-Gouin* (70)  
*Alphonse-Desjardins* (70)
- 131** Navigation Lavoie Inc.  
C.P. 31  
Ile aux Grues, Que. G0R 1P0  
(418) 248-6869  
*Grues-des-Iles* (120)
- 132** Traverse Riviere-Du-Loup  
et St. Simeon  
Riviere-Du-Loup,  
Que. J5I 3Y8  
(418) 862-9545  
*Le Saint-Laurent* (450)
- 133** Famille du Four  
165 Bord de L'eau  
Tadoussac, Que. G0T 2E1  
(418) 235-4421  
*Maire Clarisse* (100)
- 134** Les Croisieres du  
Grand Fleuve Inc.  
100 Bord de L'eau  
Tadoussac, Que. G0T 2A0  
(418) 235-4585  
*Pierre Chauvin* (96)  
*Lachance III* (75)
- 135** Croisieres Marjolaine Inc.  
La Fontaine Avenue  
Port of Chicoutimi  
C.P. 203  
Chicoutimi, Que. G7H 5B7  
(418) 543-7630  
*Marjolaine II* (175)
- 136** Traverse Trois-Pistoles  
et Escoumins  
Trois-Pistoles  
Que. G0L 4K0  
(418) 851-3099  
*Le Gobelet d'Argent* (200)
- 137** Tourism Corporation  
546 Dequen Street  
Sept-Iles, Que. G4R 2R4  
(418) 962-1238  
*Sylvesta* (33)
- 138** American Canadian  
Cruise Line Inc.  
P.O. Box 368  
Warren, RI 02885  
(401) 247-0955  
(800) 556-7450 (outside RI)  
*Caribbean Prince*  
(overnight) (80)  
*New Shoreham II*  
(overnight) (72)

## Ocean Cruise Services

- 139** Bermuda Star Line  
*Canada Star* (overnight) (750)  
*Vera Cruz I* (overnight) (698)
- 140** Black Sea Shipping  
*Gruziya* (overnight) (450)
- 141** Cast North America Inc.  
(overnight-cargo) (12)
- 142** Costa Cruises  
*Eugenio C'* (overnight) (1,156)
- 143** Cunard/NAC  
*Sagafford* (overnight) (505)
- 144** Epirotiki Lines  
*MTS Jason* (overnight) (250)
- 145** Hapag-Lloyd  
*Europa* (overnight) (758)
- 146** Ocean Cruise Lines Inc.  
*Ocean Princess*  
(overnight) (460)
- 147** Polish Ocean Lines  
*Stefan Batory* (overnight) (779)
- 148** Royal Cruise Line  
*Royal Odyssey*  
(overnight) (798)
- 149** Royal Viking Line  
*Royal Viking Sea*  
(overnight) (700)  
*Royal Viking Sky*  
(overnight) (700)
- 150** Sun Line Cruises  
*Stella Solaris* (overnight) (658)
- 151** Yugoslav Great Lakes Lines  
(overnight-cargo) (12)



Challenge—Toronto's excursion schooner is one of several sailboats that offer scheduled public cruises in the region.

negotiators. These measures could have wide ramifications regarding vessel registry/ownership/construction requirements and rules for same-country inter-port operation on the Great Lakes and St. Lawrence River. In a related matter, the disparity in legal operating requirements between Canada and the United States (e.g., Canadian Seaway tolls and more stringent vessel safety regulations in Canada) is an area of concern for operators.

- **Liability Insurance and Regulatory Reform**—The cost of liability insurance is a major burden for certain recreation-oriented businesses including excursion vessel operators. Tort reform is perceived as one avenue of solution. Many excursion/ferry companies are small businesses and could benefit from state efforts to reduce inequitable regulatory burdens.

- **Waterfront Revitalization**—Many Great Lakes and St. Lawrence River shoreline communities have undertaken waterfront redevelopment or plan to do so. Marina planning should take into consideration mooring areas for existing or prospective cruise boat operations as well as facilities for larger cruise vessels if feasible.

- **State Tourism Assistance**—There is limited state tourism involvement with the excursion vessel industry. The possibility of greater involvement on the part of Great Lakes state tourism agencies in promoting existing excursion businesses could be considered as part of a state's overall tourism effort.

- **Regional Vessel Construction**—Several recent U.S. vessel acquisitions have been from outside of the Great Lakes/St. Lawrence region. For example, the downturn in the domestic oil industry has made available 'surplus' off-shore, oil rig supply-vessels and with some modifications these craft can become excursion boats. This scenario describes the *Mary Ann I* brought into service in 1987 east of Cleveland. Canadian excursion and ferry boat contractors are more active than their U.S. Great Lakes counterparts. As the supply of surplus vessels begins to diminish and regional operators continue to expand, area shipyards/boat builders and vessel operators may find more common ground for mutual business.



Caribbean Prince—The 80-passenger, overnight cruise ship serves the St. Lawrence River and New England in the summer and moves to the Caribbean for the winter.

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## Prospects for Cruise Vessel Service

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### Cruise Activity and Renewed Interest

In 1987, large liner cruises on the lower St. Lawrence River will set a record. Thirteen vessels representing eleven cruise lines and ranging in capacity from 450 to 1,156 plan to make port calls at Montreal and Quebec City and several are scheduled for multiple visits. With the addition of three smaller, regular-visitor cruise vessels, the 1987 St. Lawrence cruise passenger count is estimated at 30,000 to 34,000. It should be noted that the container cargo ships of Cast North America Inc. and the Yugoslav Great Lakes Lines can take up to 12 paying passengers; both lines have several sailings each month from Montreal.

At present, there are only two overnight cruise operations that connect with the Great Lakes, or more specifically, Lake Ontario. Rideau St. Lawrence Cruise Ships' *Canadian Empress*, a 66-passenger replica steamship, makes over forty 4-day and 6-day trips between Kingston, Ontario and Montreal/Quebec City. The *Caribbean Prince* (80) and the *New Shoreham II* (72), operated by the American Canadian Cruise Line, run between New England and Montreal/Quebec City/Saguenay fjords by way of Long Island Sound, Hudson River, Erie Canal, Lake Ontario and the St. Lawrence River. These vessels operate in the Caribbean during the winter. The *Caribbean Prince* was also the most recent cruise ship to come into the upper Great Lakes when in 1984 the vessel had a summer itinerary of Detroit-Mackinac Island-Georgian Bay and reverse with motor coach return.

The North American cruise market is the driving force in the world cruise industry. Americans and Canadians accounted for over 2 million bookings in 1986. This figure represented 15.3 million passenger days or over half of the free world's available supply. Even though North American market growth has increased an average of 10 percent annually since 1978, the parallel ship building boom will likely create overcapacity problems for the next several years. New routes and service offerings, along with discounted cruise prices, are inevitable. Promotion and market expansion strategies will be emphasized by the cruise operators. Recent market surveys indicate that only five to twelve percent of Americans have taken a deep-sea or coastal cruise but many more are interested.

### Great Lakes Cruise Ideas

At the 1986 Inland Cruise Industry Conference in Kings Point, New York, the curator of the U.S. Merchant Marine Academy Museum said in his opening remarks, "I'll leave you with one last thought—why aren't there any of you on the Great Lakes?" That question deserves an answer especially since several Great Lakes states contribute large numbers of overnight cruise passengers. The dearth of inter-lake, Great Lakes cruises has spawned a number of service

proposals and possibilities. A foreign operator could be induced to provide service. However, if itinerary planning is dependent upon boarding and/or disembarking passengers at multiple U.S. ports on the same voyage or sequential U.S. port visits, a foreign-flag vessel cannot be used. U.S. cabotage laws reserve such 'coastal' trade (passenger and cargo) to American crewed and documented vessels. The acquisition and reflagging of a foreign vessel is a difficult but available option. In the last several years, passenger ship reflagging bills have been introduced in Congress, but in the face of existing operator and shipbuilder opposition, none has gained both Senate and House approval. Maritime labor is represented by both pro and con positions on the issue. One unsuccessful reflagging measure that had a Great Lakes connection was a proposal by Florida-based Cruise America Inc. The company had options to acquire two Seaway-size 750 passenger Cunard vessels, the *Countess* and *Princess*, and wanted to bring one into the Great Lakes for periodic cruises. The Great Lakes Congressional Delegation generally supported the bill.

Although the number of U.S. deep-draft cruise vessels has steadily declined (only two remain in service), the shallow-draft cruise fleet has become the proverbial growth industry. The seven operating companies typically market coastal itineraries with vessels in the 100 gross tonnage and 80 to 140 passenger range. The Rhode Island-based American Canadian Cruise Line, which offers St. Lawrence River trips, pioneered this cruise business niche in the mid-60's. Other East Coast operations have the potential to inaugurate new cruise service for the Great Lakes/St. Lawrence. Their experience with theme/history itineraries and medium size cruise operations would be helpful. A vessel could be dedicated to the Great Lakes/St. Lawrence System for a season as it was with the *Caribbean Prince* in 1984. An access cruise through the Erie Canal (special vessel configuration needed) or through the Gulf of St. Lawrence could be planned. One caveat pertains to small vessel stability and passenger comfort for large open water areas and route determination would need to be planned accordingly.

New U.S. cruise vessel construction is a possibility. There have been many proposals, but primarily for deep-sea operation. The record reveals a few false starts too. Two widely different ideas for a new Great Lakes cruise ship illustrate the range of possibilities. A 1986 feasibility analysis by Economic Consulting Services indicated that a 168-passenger vessel could be built for \$12 million and operated profitably in the Lake Michigan/Great Lakes and Caribbean markets. The ECS study projected 10,000-15,000 Great Lakes passengers, which represents only one-thirtieth of the number of market area residents who are likely to take overnight cruises (based on national population-cruising ratio). A proposal for a \$230 million luxury cruise ship to operate 270 days a year on the Great Lakes has several unique features. A convention deck would also be available for vehicle storage, thus permitting versatility in passenger itinerary planning. A sliding glass panel roof is planned for the top deck to cover tennis courts and a pool when needed. Financing is dependent on the Navy covering half the cost in return for contingent use as a hospital ship and a Maritime Administration Title XI loan guarantee covering 70 percent of the remaining financing.

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## Summary

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Excursion, cruise and passenger ferry services on the Great Lakes and St. Lawrence River represent a diverse and vibrant marine recreation business sector. Extensive tour and ferry boat distribution throughout the navigation system has put the region on par with the other North American sea-coasts regarding service availability. These businesses perform necessary transport functions as well as offer residents and region visitors an enjoyable leisure-time activity.

The excursion vessel and ferry boat industry has unique problems that pertain to this specific water-based business. New opportunities for market growth and attention to efficient operations will guide future profitability. The overnight cruise sector has rediscovered the St. Lawrence River and may be on the verge of coming back to the Great Lakes.

### Further Reading

*Ferries of America: A Guide to Adventurous Travel* (1987) by Sarah Bird Wright. Peachtree Publishers, Ltd., 494 Armour Circle N.E., Atlanta, GA 30324.

*Foghorn*, newsletter of the National Association of Passenger Vessel Owners. Editor, 1511 K St., N.W., Suite 314, Washington, D.C. 20005.

*Inland Seas*, journal of the Great Lakes Historical Society. 480 Main St., Vermilion, OH 44089.

*Inventory of Emerging Great Lakes Recreational Businesses in Wisconsin - 1987*, by Karen Plass. University of Wisconsin Sea Grant Institute, 1800 University Avenue, Madison, WI 53705.

*Lake Log Chips*, newsletter of the Institute for Great Lakes Research. Editor, P.O. Box 25, Lakeside, OH 43440.

*Steamboat Bill*, journal of the Steamship Historical Society of America, H.C. Hall Building, 345 Blackstone Boulevard, Providence, RI 02906.

*Telescope*, journal of the Great Lakes Maritime Institute, Inc. Dossin Great Lakes Museum, Belle Isle, Detroit, MI 48207.

*The Booming Excursion Boat Business*, Masters thesis by Ezra Schneider. State University of New York Maritime College, 1986.

*The Coastal Packet*, newsletter of the Canadian Tour Boat Association. P.O. Box 1322, Kingston, Ontario K7L 5C6.

*The Detroit Marine Historian*, journal of the Marine Historical Society of Detroit. Editor, 29825 Joy Road, Westland, MI 48185.



Cunard Countess—This large deep-sea cruise ship can accommodate 750 passengers and is St. Lawrence Seaway-size.

## THE GREAT LAKES COMMISSION

was created by legislation of the eight Great Lakes States in 1955. It was authorized as an interstate compact commission by the U.S. Congress in 1968. It is unique in the United States and a reflection of the deeply felt need of the states to have an organization fully recognized by law that reflects common concerns about a shared resource, the Great Lakes, the largest body of fresh water in the world.

The Commission has no regulatory authority and it doesn't build projects. It deals with resource and economic issues of the eight states:

- Developing and sharing information
- Assisting in coordination of state positions on regional matters
- Advocating those positions on which there is agreement

The Commission provides a common regional voice for the States on Great Lakes issues, primarily to the U.S. Congress and the Federal government. It serves the States as a forum in which common solutions to common problems can be found.

## MEETINGS OF THE COMMISSION

are held twice yearly, in spring and fall. An Executive Committee guides the work of the Commission between meetings.

When the Commission identifies common issues requiring detailed examination, specific task forces are appointed, drawing on Commissioners, experts from the States, private industry and educational institutions. When a Task Force completes its work, it is disbanded.

Meetings of the Commission and its Task Forces are fully open.

## COMMISSIONERS INCLUDE

three to five persons from each State, determined by the State's own legislation. Some are designated because of their position in state government and some are legislators. At least one Commissioner per state is appointed by the governor.

The Commission invites Federal agencies to provide information and comments. The Federal and Provincial governments of Canada also designate observers to the Commission.

## STAFFING

The Commission staff is small—a director, three staff professionals, a financial officer, two secretaries and part-time research assistants. The staff is located on the campus of University of Michigan.

## COMMISSION ISSUES ARE DIVERSE

but can be generally divided into two areas—natural resources and economic:

### NATURAL RESOURCES

water pollution  
commercial and sport fishing  
planning  
coastal zone management  
recreational boating  
water policy  
hazardous waste management  
erosion and conservation  
wetlands  
acid rain  
wildlife  
lake levels  
Great Lakes diversion  
water use  
federal programs and legislation

### ECONOMIC

Seaway funding  
dredging  
port development  
maritime user fees  
project cost sharing  
intermodal transportation  
shipbuilding  
energy  
commodity shipment  
economic development and promotion  
export promotion  
federal preference cargoes  
federal actions affecting Great Lakes economy  
federal budget impacts  
regional economic analysis

## FUNDING

The Commission is funded by the eight states on an equal share basis.

## PUBLICATIONS

A publications list is available; write the Commission staff.



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