

dinner choice, must be received by Tuesday, May 5th. We regret that there can be no refunds after that date, and that tickets will not be sold at the door. Also, those wishing to attend the TITANIC programme must also attend the dinner, as both will be held in the same small room. Please reserve early to ensure that there will be space available for you and your party to attend what promises to be a very special event.

In the New Member Department, a hearty welcome goes out to Laurie Jones, of Ward's Island, Toronto.

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MARINE NEWS

It would seem that there will be passenger service across Lake Ontario this summer, and that not just one but at least two separate operators may be involved. TNR (Toronto Niagara Rochester) Corporation, Toronto, plans to run two 300-passenger, high-speed catamarans between Toronto and Port Dalhousie, with each crossing expected to take only 45 minutes, and in addition there will be one trip per day between Toronto and Rochester. The first of the twin-hull vessels was launched recently in Norway, and both are expected at Toronto by early May, with year-round service to be inaugurated by June 1st. The one-way fare on the Niagara route is expected to be about \$13.00 plus taxes. A second company, Canadian Lake Express Ltd., Toronto, hopes to begin an April-to-October service between Toronto and Niagara using two 68-passenger, Russian-designed hydrofoils, and concentrating on the tourist market. Their crossing is also expected to take about 45 minutes, but a one-way fare of \$25 to \$30 is contemplated. A third concern, Transportation Alternatives, of Burlington, hopes to enter the cross-lake passenger trade but has yet to announce its plans. Considering that there has been no regularly-scheduled passenger service across Lake Ontario that has lasted for more than one full season since the old CAYUGA made her last crossing on Labour Day in 1957, we wonder whether even one, much less two or three such operations will be able to attract enough business to survive. We wish the operators well in their interesting endeavours...

The tug BAYPORT (II), (a) BANSWIFT (60), which has been lying idle at Hamilton since 1981, and was at Toronto for almost a decade before that, reportedly has been acquired by the City of Hamilton, which will put her into a land berth beside the Leander Boat Club, where she will form part of the \$2.2 million Pier 4 Park project. Spruced up from her present dilapidated condition, and with "rubber matting over the decks" and the hull "frozen forever in a wavy asphalt sea", the tug will become a "creative play structure", according to a recent article in the Hamilton "Spectator". BAYPORT, built in 1945 at Kingston, first served at Halifax and, beginning in 1960, was used by Canada Steamship Lines as a winter icebreaker at the Bayports. In 1973, she was acquired by Meridan (reportedly a mis-spelling of "Meridian") Marine Ltd., Scarborough, and the 1991 Canadian register still shows "Meridan" as the owner, despite the fact that the press report indicates that the tug is being acquired by the City from McKeil Marine. BAYPORT (II) never was a good-looking tug, but her appearance was forever ruined when, in 1978, she was given the pilothouse which had been removed from the former Halco tanker CAPE TRANSPORT. This pilothouse was far too large for the tug, and took up the entire width of the forward end of her upper deck.

Meanwhile, McKeil Marine has also disposed of the tanker barge CAPE TRANSPORT, which came into its fleet a few years ago after years of idleness. Late in December, McKeil's tugs GLENBROOK and LAC MANITOBA arrived with CAPE TRANSPORT at Windsor, where A.D.M. Aggregates Industries Ltd. will use the barge for the storage of vegetable oils.

Owner John Letnik reportedly encountered problems this winter with his restaurant ship NORMAC, which has been moored for the past several seasons in Cleveland's North Coast Harbor, at the foot of East 9th Street. Letnik has complained that the moorings of "Captain John's Seafood Restaurant" have been damaged by water fluctuations in the harbour as a result of winter