

Tickets will cost \$29.95 per person and guests will, as usual, be most welcome. Please send your early remittance to our Chief Purser, and when paying please specify whether you would prefer a fish or chicken dinner. Cheques should be payable to Toronto Marine Historical Society and sent to William R. Wilson, 173 Glenrose Avenue, Toronto, Ontario M4T 1K7. Tickets will be held at the door for all who have reserved.

Please Note: We must confirm the number that will attend and also their dinner choices, so reservations, accompanied by payment and meal selection, must be received by Tuesday, May 6th. We regret that there can be no refunds after that date. Please plan to attend and reserve early to ensure that there will be space for you and your party.

In the New Member Department, a hearty welcome goes out to Roger LaDue, of Rochester, and to Rev. Charles P. Beaton, son of the late Capt. Horace L. Beaton (a longtime T.M.H.S. member, HAMONIC skipper, and author of From the Wheelhouse). We are pleased to have you with us as members of the Toronto Marine Historical Society.

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E-MAIL FOR T.M.H.S.

A number of members, when corresponding with us, have asked if we have an electronic mail address. The Society, of course, does not have a formal "office", and the Editor does not have E-Mail facilities. However, David Bull, of St. Catharines, a member of the T.M.H.S. Executive Committee, is now "on line" and has volunteered to accept E-Mail for the Society. You may reach him at davirm@vaxxine.com but we would suggest that normal correspondence with the Editor for "Scanner" should continue via the regular mails, and urgent material may be faxed to J. N. Bascom - H.O. Claims at (416) 361-2872.

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MARINE NEWS

At long last has come the much-anticipated renaming of LE BRAVE, (a) TEXACO BRAVE (II)(86), by Imperial Oil Limited. The tanker has been at Halifax this winter, undergoing maintenance and slowly being repainted in Imperial colours, but it was not until February 26th that her new name, (c) IMPERIAL ST. LAWRENCE (II), finally made its appearance on the ship's port bow. The name recalls IMPERIAL ST. LAWRENCE (I), a deep-sea tanker built for Imperial in 1956-1957 and sold for scrapping in 1975.

The McAllister Towing & Salvage Inc. fleet, which presently is controlled by Groupe Ocean, of Quebec City, scrapped its tug SINMAC on the dock at Montreal during the autumn of 1996. The diesel-powered SINMAC (C.310912), 90 feet in length and 224 Gross, 118 Net, was built in 1958 at Sorel, and was the second tug of that name (an even earlier tug bore the name SIN-MAC) in the former Sincennes-McNaughton tug fleet.

The end of the line for the fleet of Socanav Inc. finally came on February 1st, when the company was officially declared in bankruptcy. With all of the other tankers in the once-large fleet sold off the lakes during the past two years, a company named Petro-Nav Inc., of which Groupe Desgagnes seems to be one of the principals, appears to be in control of the last three Socanav ships, namely LE CHENE NO. 1 (wintering at Sarnia), L'ORME NO. 1 (wintering at Quebec) and LE SAULE NO. 1 (spending the winter at Sorel).

By the time this issue is in the hands of our readers, more may be known about the start-up dates for navigation through the various canals, but at the time of this writing, it appeared that the St. Mary's Falls Canal at the Soo would open for commercial traffic on Tuesday, March 25th, while the Welland Canal would open on Wednesday, April 2nd. Ice on the St. Mary's River has not been thick enough to cause much trouble for the tanker GEMINI on her trips up to the Soo.