

ing any recent slides, especially of WENONAH II and WANDA III.

The ticket price will be \$38.00 per person, and the menu will include seafood chowder, salad of mixed greens, choice of ocean perch or chicken breast, and fruit cup. Please send your early remittance to our Chief Purser and, when paying, please specify whether you would prefer fish or chicken as entree. Cheques payable to Toronto Marine Historical Society may be sent to William R. Wilson, 173 Glenrose Avenue, Toronto, Ontario M4T 1K7. Tickets will be held at the door for all who have reserved with payment.

Please Note that space is limited and this will be a popular programme. We must confirm to the restaurant the number of persons attending AND their dinner choices, so reservations, accompanied by payment, must be received by Tuesday, May 9th. We regret that there can be no refunds after that date. Please plan to attend and reserve early for you and your party. The dinner meeting always is a high point of our season and an evening enjoyed by all who attend. Won't you please join us? And remember that the dinner price INCLUDES taxes and gratuities, so you definitely get good value for the price.

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MARINE NEWS

After one of the most benign winters in recent memory around the Great Lakes, with almost no ice to impede navigation, it has been announced that the Welland Canal will open to traffic at 0800 on March 21st. The St. Lawrence Canals will open at 0800 on March 23rd, and the United States Soo Locks will open on March 25th. So dust off those cameras and get ready for another navigation season.

On February 20, the former Oglebay Norton steamer BUCKEYE was taken into the drydock at Erie, Pennsylvania, where she will have her stern cut off so that she can be operated as a barge. On the same date, the tug JOSEPH H. THOMPSON JR. was taken into the drydock for a \$5 million engine overhaul.

Meanwhile, on February 20, the Oglebay Norton Company announced that it had entered into "a definitive agreement" to sell its 1953-built steamer RESERVE to K&K Warehousing Inc., for \$4 million, the sale to close at the end of February. This means that RESERVE follows BUCKEYE into K&K ownership, and also makes it a veritable certainty that RESERVE also will be converted to a barge at some point in the future. No details have yet been released concerning the sale of any other Oglebay Norton vessels, although speculation has been running rampant around the lakes.

Yet another U.S. lake shipyard has been in the news recently. It was announced during mid-February that a firm known as Ironhead Marine Inc. will be taking over the operation of the Toledo Shipyard, and will have the use of \$10 million in public funds to refit and upgrade the shipyard. The facility actually is owned by the Toledo - Lucas County Port Authority, and until January was leased to the Manitowoc Marine Group.

Meanwhile, the Manitowoc Marine Group has secured a contract to construct two more double-hulled, hot-oil tank barges for Moran Towing. The work will be done at Manitowoc's Bay Shipbuilding Company yard at Sturgeon Bay. Identical to barges delivered by Bay to Moran in 2004 and 2005, the barges will be 425 x 78 and will be delivered in 2007 and 2008.

Leaving the lakes under tow late in the 2005 season was the 1905-built sandsucker JOHN R. EMERY, which had been sold to Panamanian buyers. It was supposed that this might indicate that the centenarian might have some future left in her, but this now is in some considerable doubt. The vessel never got to Panama, or even clear of New York State, and after sinking at a dock and being refloated, she has again been advertized for sale. It is feared that she now may find her way to the breakers.

It has been reported that the City of Buffalo is seeking to acquire a new and smaller fireboat to compliment the services provided by the existing 1900-built EDWARD M. COTTER. The COTTER is too large to access certain areas of Buffalo's waterfront.

Two lakers which fitted out unexpectedly during February were the cement carrier STEPHEN B. ROMAN, running on Lake Ontario, and Lower Lakes Towing's SAGINAW, which sailed from Sarnia lay-up to go into the shipyard at Sturgeon Bay.

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