

## OUR APOLOGIES

The first order of business in this issue, even before we get to the Marine News which normally begins at the top of Page Two, is to apologize for the absolutely dreadful appearance of the last (Mid-Summer) issue. As most of you will be aware, we work very hard to make "Scanner" look as good as possible, for we know that a publication which purports to be scholarly must appear to be scholarly or else nobody will bother to read it. With the help of our new Japanese wonder-machine typewriter, we turn out copy that is correctly spaced for each page and is ready for the printers in all respects.

Unfortunately, the printing firm which has handled for some twelve years the printing of "Scanner" (except for the cover blanks and the photopages) dropped the ball last issue. Despite our usual specific instructions, our page spacing was not maintained but rather was totally ruined, and it was explained to us that the person who should have checked the order before it went out was more interested in his imminent departure on vacation and obviously was completely oblivious to the responsibilities of his position.

We have made it clear to the printing firm that any recurrence of this situation will result in the immediate taking of our work elsewhere, and we have been promised an adjustment on the cost of the next issue, which should prove to be of assistance to our financial position.

We say all of this here in "Scanner" not to embarrass the printer, but to make certain that all of our readers know how firmly we are committed to producing a quality newsletter. The fact that this printing problem arose with the issue in which we not only announced a major increase in T.M.H.S. membership fees, but also asked for early payment of those fees, caused us particular embarrassment, because we had stated that the increase was necessary if we were to preserve the superior quality of our publication.

We sincerely hope that none of our members were dissuaded from renewing their memberships in the Toronto Marine Historical Society because of the appearance of the Mid-Summer issue of "Scanner", and we promise that we will do our very best to ensure that this situation is never allowed to develop again.

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## MARINE NEWS

In the Mid-Summer issue, we made mention of the resale of the Fednav Group "ocean-lakers" FEDERAL ST. LOUIS, (a) SELKIRK SETTLER (91), and FEDERAL RICHELIEU, (a) CANADA MARQUIS (91), to the affiliated Federal Pacific (Liberia) Ltd., and the intention of the new owners to rechristen the vessels (c) FEDERAL FRASER and FEDERAL MACKENZIE, respectively. We rather suspect that most lake shipping observers assumed that the pair of former Misener Shipping, Glasgow-built ships would move to operation on the Pacific Ocean and that they would not be seen in the lakes again. Such, however, has proven not to be the case. For several days, beginning on Labour Day (September 2nd), FEDERAL MACKENZIE was moored on the east wall of the Toronto Eastern Gap, still wearing a Misener blue hull, but with superstructure and stack in Fednav colours, and now registered at Manila, the Philippines, instead of Nassau, Bahamas. FEDERAL MACKENZIE was in Toronto to unload a very unusual cargo, consisting of the first shipment of major parts for the ultra-modern printing presses which will be installed in the new Vaughan Township printing plant of "The Toronto Star", Toronto's only remaining "evening" newspaper. The equipment was manufactured in Augsburg, Germany, and in Middlesex, New Jersey, by the German manufacturer, MAN Roland, and when in full production in mid-1993, the six new presses will be able to produce 40,000 full-colour-illustration copies of the newspaper per hour. It is to be assumed that there will be more shipments of this equipment by water as time passes.