

**Please Note:** Restaurant capacity is limited and we have a deadline for confirming the number that will attend. Reservations, accompanied by payment and 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. In addition, as both dinner and programme will be held in the same private room, those wishing to attend the TITANIC show must purchase dinner tickets. Please reserve early to ensure that there will be space 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 Capt. Graham Grattan, of Sault Ste. Marie, Ontario, and to Edwin Jardine, of Midland.

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### MARINE NEWS

Two Kingston-area passenger and auto ferries have received major reconstruction during the past winter. The 1952-built GLENORA, which runs between Adolphustown and Glenora, across the Adolphus Reach section of Lake Ontario's Bay of Quinte, has been lengthened 34 feet at the Cartier Construction Ltd. drydock at Whitby, Ontario. The rebuild involves the addition of two new 17-foot sections, one forward and one aft of the ferry's centre-castle. The work, costing some \$800,000, is being done in what used to be the McNamara shipyard at Whitby, while the new hull sections were fabricated at Cartier's plant at Belleville.

Another Ontario Ministry of Transportation and Communications ferry, the 1962-vintage CHARLEVOIX, which serves as back-up on the Wolfe and Amherst Island routes, has received a \$3.3 million refit at the Marsh Engineering drydock in Ramey's Bend on the Welland Canal. Her starboard-side passenger cabin and bridge have been removed, and the hull sponsoned out on both sides. New passenger cabins have been placed on each side of the car deck, and a new navigation bridge built in a position centred above the deck, just as on WOLFE ISLANDER III. In addition, CHARLEVOIX's old Burmeister & Wain slow-speed diesels have been removed and replaced with new Caterpillar engines connected to Aqua Master propulsion units.

As mentioned briefly last issue, the 257-foot, 138-passenger cruise vessel YORKTOWN CLIPPER, of Clipper Cruise Lines, will spend her 1992 summer running into the lakes. On June 6, she will begin a 14-night cruise from Charlottetown, P.E.I., to Rochester, New York, and an August 29 trip will reverse that itinerary. In between, she will make five seven-night cruises from Rochester down to Montreal, Quebec and the Saguenay River, and five return upbound trips of the same length.

In addition to YORKTOWN CLIPPER, other cruise ships scheduled to call at Montreal this year will include CROWN MONARCH, the newer CROWN JEWEL, GRUZIYA, ENCHANTED ISLE, CRYSTAL HARMONY, ROYAL PRINCESS, REGENT SUN, ROYAL VIKING SUN, SEABOURN PRIDE, SAGAFJORD and ROYAL ODYSSEY (formerly ROYAL VIKING SEA) as well as CANADIAN EMPRESS, VICTORIAN EMPRESS, and ships doing transatlantic voyages.

Since our report, last issue, regarding the possibility of passenger service being operated across Lake Ontario this summer, one of the firms involved has encountered difficulties which have garnered much ink in the public press in Rochester, St. Catharines and Toronto, the three cities it had intended to serve. The TNR Corp. had planned to bring two high-speed, Norwegian-built catamarans to Lake Ontario, but the shipbuilding firm, Kvaerner Fjellstrand, reportedly cancelled its contract with TNR "because TNR failed to secure needed financing for the catamarans, which cost \$8 million apiece". The problems allegedly involve criminal charges outstanding against the president of TNR in matters unrelated to the proposed ferry operation, and a U.S. warrant for his arrest. The person involved has denied any wrongdoing, and reportedly still is anxious to start the cross-lake service this summer, but that would seem to be a difficult chore without any suitable boats...