

Member and loyal T.M.H.S. correspondent Rene Beauchamp, of Montreal, has advised that the current edition of his SEAWAY SHIPS series now is available. As usual, it is a softcover compendium of information about the vessels that used the Seaway system in 1991, including (most importantly) detail concerning every saltwater ship which made its first appearance in the Seaway during the 1991 navigation season. Historians look forward to the publishing of Rene's booklet each year, as it is a most important research tool.

Interested parties should address Rene Beauchamp, 9041 Bellerive, Montreal, Quebec H1L 3S5. Please include a remittance in the amount of Canadian \$8.50, which includes shipping costs.

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### THE SITE OF OUR DINNER MEETING

For many years, our Annual Dinner Meeting was held in the cozy little Ship Inn, located in the cellar of the Marine Museum. This was a pleasant and convenient place, all the more so because we could move upstairs into our regular meeting room after supper for the programme. Recently, however, its operator retired and the Ship Inn closed, so we were forced to find a new spot for our dinner. What better place, we wondered, than on the waterfront?

Accordingly, we reserved a banquet room aboard the former Yugoslav liner JADRAN which, since 1976, has been moored at the foot of Yonge Street and serving as Captain John's Restaurant. Many members will be attending the dinner and entertainment programme, so it seems appropriate to outline the history of this vessel.

JADRAN was built in 1957 by Brodogradiliste Split, at Split, Yugoslavia. She measures 295'6" x 42'10" x 15'3", 2564 Gross, 1297 Net and 763 Deadweight Tonnage. A twin-screw ship powered by 4,800 braking horsepower Sulzer diesel machinery, she had a maximum speed of 19.5 knots and a service speed of 18 knots. As designed, she had accommodation for 172 First Class, 38 Tourist and 1,000 deck passengers. Her normal "Adriatic Line" route for her owner, Jadranska Linijaska Plovidba, took her from Venice to Split, Dubrovnik, Corfu, Piraeus, Itea, Sveti Stefan, Kotor, Zadar, Rijeka, Opatija and Pula.

Purchased by John Letnik in 1975, JADRAN crossed the Atlantic but encountered such nasty conditions during the crossing that her crew feared for their safety. She eventually arrived at Toronto on the evening of November 20, 1975, and was tied on the east side of the Yonge Street slip, where she has remained ever since. JADRAN opened to the public during 1976 and joined (and later replaced) "Captain John's Harbour Boat Restaurant", the former Owen Sound Transportation Company Ltd. ferry NORMAC, which since has been moved to Cleveland.

We sincerely hope to see you aboard JADRAN on the evening of May 9th. Please remember to reserve your tickets early. Details may be found on the cover of this issue.

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### A RETURN TO SERVICE

Lake shipping observers have eagerly been awaiting the return to service of the American Steamship Company's self-unloader JOHN J. BOLAND (III), which was refurbished in 1991 after having been laid up at the U.S. Lakehead since December of 1984. It was announced in March that the BOLAND would re-enter active service on April 15th, when she is scheduled to load a cargo of coal at the Superior Midwest Energy Terminal, and then sail for Marquette, Michigan. The reactivation of the BOLAND leaves the 86-year-old motorship NICOLET as the only inactive member of the American Steamship Company fleet.

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