

or chicken dinner, as either will be available but we must order in advance. Tickets will be held at the door for all those who have reserved.

Please Note: Although we have again reserved the JADRAN's large Dubrovnik Room, and thus have ample space no matter how large our group, we do have a deadline for confirming the number that will attend as well as their dinner choices. Reservations, accompanied by payment and dinner selection, must be received by Tuesday, May 3rd. We regret that there can be no refunds after that date, and that tickets will not be sold at the door. Also, those wishing to attend Capt. Ackert's programme must also attend the dinner, for both will be held in the same room. Please reserve early so that we may hold space for you and your party.

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MARINE NEWS

During the autumn of 1993, we reported the departure for scrapping overseas of the former Canada Steamship Lines self-unloader HOCHELAGA and package freighter FORT ST. LOUIS, both of which had been laid up for many years. Although Lloyd's Register confirms the purchaser of HOCHELAGA to be Cross Caribbean Services, of Panama, the same company which owns the tug PAMAR SALVOR which towed the two ships southward, Lloyd's does not show an arrival date for the tow in Colombia, where both vessels were reportedly to be scrapped. Although HOCHELAGA undoubtedly will feel the heat of the breaker's torches, it is reported by Lloyd's that FORT ST. LOUIS was acquired by Christos P. Shipping Corp., of Panama, which apparently intends to operate her. We report further in this respect as additional information becomes available.

Another vessel which has been mentioned frequently in recent issues of "Scanner" is the Desgagnes tanker THALASSA DESGAGNES, which was salvaged as a wreck and refurbished in 1993. She finally completed her first revenue run for Desgagnes on February 2nd, when she arrived at Montreal with a cargo from St. Romuald, and since then she has been in regular service on the river, also calling at ports such as Matane and Sept Iles. A new Desgagnes subsidiary, called Desgagnes Citerne Inc., has been formed to operate the tanker.

Each winter, concern is expressed about the possibility of ice jams causing flooding along the Sydenham and Thames Rivers of Southwestern Ontario, the usual remedy being for the local conservation authorities to retain the services of tugs to stand by through the winter in case icebreaking should be necessary. In recent years, the tugs rarely have been needed, but in this most severe winter in recent memory, icebreakers may well be required but not readily available. The St. Clair Region Conservation Authority has put on retainer the Sandrin Bros. tug GLENADA from Sarnia, but how quickly she could get to the Chenal Ecarte and Sydenham River if ice conditions are heavy is open to question. A different problem has arisen for the Lower Thames Valley Conservation Authority, which in previous years has hired a tug to stand by all winter at Lighthouse Cove, but this year accepted a \$23,000 bid from Gayton Marine of Windsor to have its venerable tug PRINCESS NO. 1 available, with an additional charge of \$9,000 if the tug should actually be required. On February 10th, however, whilst bound from Erieau to Windsor, PRINCESS NO. 1 was beset in heavy Lake Erie ice and the breakers SAMUEL RISLEY and NEAH BAY were called to assist. Late on the afternoon of February 11th, PRINCESS NO. 1 arrived safely at the Canadian Coast Guard dock at Amherstburg, assisted by the RISLEY, but during the evening hours, the tug sank at the dock, with only her mast and the top of her pilothouse and stack showing above the water. Despite efforts to contain it, there was a considerable spill of the ship's diesel bunker fuel, and area wildfowl were seriously affected. At last report, efforts were being made to determine the cause of the sinking and to raise the tug without further environmental damage.