

handling mainly small naval vessels. The Bay Shipbuilding, Fraser and Erie Marine yards on the U.S. side have continued to handle repairs, but no new construction seems even remotely foreseeable, and there have not been any major reconstruction contracts available either, only regular refits and inspections, and accident repairs.

On the Canadian shore, things have been even more dismal. Port Weller Dry Docks has been the scene of continuing labour problems. For most of the summer and autumn, there was a lockout of the workers who had not agreed to a new contract, and in early November, when the yard's owners rescinded the lockout and made a new contract offer, the workers immediately rejected the offer and went on strike. There seems little hope of a settlement at this time, and the future of the shipyard seems very dim. Things are also looking gloomy for the partially refurbished ALGOGULF (II), which has been trapped on the graving dock ever since the labour difficulties began.

The PASCOL yard at Thunder Bay is the only other active Canadian lake shipyard, but it handles "wet" repairs only and is not operating its predecessor's drydock facilities. The former Davie yard at Lauzon is still running, but with much reduced staff since the completion of naval frigate-building contracts. Some Canadian ships already have had to do to U.S. shipyards for required drydocking, and it seems likely that this trend will continue unless there is a resolution of the Port Weller problems.

And now, in concluding these comments, it is time for us to pass along to you the same words which we say every year at this time. Repetitive they may be, and they may even seem unimaginative, but they are truly sincere in that they come straight from the heart and because they mean so much. We can think of no better way to speak of the coming of Christmas, and of our inevitable passage into a new calendar year.

Many of our members are closely attached to the lake shipping industry, and it is our hope that the 1994 navigation season was for them as pleasant, safe and profitable as could be possible. Despite uncertainty as to whether the local economy really has made that long-awaited turn around the "big corner" as forecast by the politicians who claim to know what lies in store, we wish all of our sailors and vessel operators the best for 1995. Indeed, we hope that the coming year will be a very good one for all of our members and, of course, for the Toronto Marine Historical Society itself, and for "Scanner".

But now, as our memories of the long, warm and dreamy summertime and the unexpected lingering of a wonderfully balmy and sunny autumn fade away, as the skies and waters of these Great Lakes of ours take on that familiar grey pallor of winter and we work hard to secure the storm windows that we hope will keep the nasty weather on the outside, as the winds rage and the blowing snows obscure the horizons, and as the haze rises from the cold waters, the lake ships scurry to collect and delivery their last cargoes of the year before they are forced to seek the calm and safety of winter quarters in snug ports. We wish them all safe passage.

And to all of the many members of our large and steadily renewing family, the Toronto Marine Historical Society, we take this opportunity to extend to all of you our very best wishes for a Merry Christmas and for all possible Happiness in the New Year. Take care, dear friends, and may 1995 bring to us all a full measure of love, warmth, good health and success in all of our endeavours.

* * * * *

Got your thinking cap on the for January theme slide night. It promises to be a great event at which our member's rampant imaginations will steal the scene! Start selecting your slides now and plan to attend.

* * * * *