

yards were still busy buidling smaller vessels. Peterson Builders at Sturgeon Bay, Wisconsin, reportedly was sold to new owners who had construction contracts in hand, although this may now be in some doubt. Basic Marine at Escanaba finished the new ferry SUGAR ISLANDER II in October, albeit considerably behind schedule. Marinette Marine, of Marinette, Wisconsin, will not only continue building United States Coast Guard tenders, but will bid on other jobs and has signed a letter of intent to build two tankers for Swedish operators.

The U.S. Coast Guard icebreaker MACKINAW continued in service in 1995, despite much gloom and doom forecast for her future over the past few years. Shippers, navigators and observers alike are happy that funding for the continued operation of MACKINAW has been found in these times of fiscal restraint, and the good news is that funding for MACKINAW has been extended through the 1996 season.

In short, the 1995 navigation season was a fairly successful one, probably better, at least on the Canadian side of the lakes, than any recent year. We hope that these conditions will continue to exist in 1996, and that our lake fleets will have all of their available tonnage in service.

1995 was a bittersweet year for the Toronto Marine Historical Society. Financially, and in respect of "Scanner", it was a success. The members of the Executive Committee all deserve a huge vote of thanks for the work that they have done - all of it on a volunteer basis, of course - and other members have aided the cause by delivering "Scanner" for us in their home areas and saving us postage. We have received continued assistance from many regular correspondents who keep us supplied with marine news for "Scanner", and we should like to acknowledge the special efforts of (in alphabetical order) Ken Hillyer, Buck Longhurst, Alan Mann, Dan McCormick, Gerry Ouderkirk, Carmen Paris, John Philbin, Jimmy Sprunt and John Vournakis in this respect. Gerry Ouderkirk, Ron Beaupre and Jonathan Boonzaier have also been of great assistance in working on other "Scanner" articles for us.

There was much sadness for the Society in 1995, however, as we recorded the passing of a number of longtime members, including a founding member and stalwart on the Executive Committee.

And now, in concluding these lengthy but important remarks, it is time 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 1995 navigation season was for them as pleasant, safe and profitable as could be possible. Despite the uncertainty of the economy, we wish all of our sailors and vessel operators the best for 1996. 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 memories of the long, hot and dreamy summertime and the beauties of autumn fade away; as the skies and waters of our Great Lakes 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 deliver their last cargoes of the year before they 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 growing family, the Toronto Marine Historical Society, we take this opportunity to extend to all