

second is the more economical), and JADRAN is easily accessible via public transit by taking the subway to Union Station and transferring either to the Bay Bus or the Harbourfront Streetcar for the short trip south to Queen's Quay.

We hope to see a large number of members in attendance for what should be a memorable evening, even though we must ask you to wait for the April issue for full details of the programme. Tickets are, however, available immediately from the Treasurer, William R. Wilson, 173 Glenrose Avenue, Toronto, Ontario M4T 1K7. Please remit as soon as possible, specifying when reserving whether a chicken or fish dinner is desired. Closing date for ticket sales will be Tuesday, May 7th, and tickets will be held at the door for all who reserve.

In the New Member Department, a hearty welcome goes out to Robert A. Manglitz, President and C.E.O. of Lake Michigan Carferry Service, operator of the steam carferry BADGER.

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MARINE NEWS

Ill fortune has dogged some of the Canadian lake self-unloaders in recent months. As previously reported, the ULS Corporation's JAMES NORRIS suffered severe damage in her accident at Colborne on Lake Ontario on November 11th, Remembrance Day, and at last word, she was on the drydock at Port Weller with almost her entire port side cut away for replacement of damaged frames and plating. In addition much work has been required to refurbish her machinery and electrical system, which suffered from its unexpected immersion in the cold lake waters.

The next to fall victim to major accident was the Canada Steamship Lines Inc. 1977-built stemwinder JEAN PARISIEN, which was wintering at the stone dock at Humberstone in the Welland Canal. In the early morning hours of Saturday, February 3rd, fire, reportedly of electrical origin, broke out in the aft accommodations area, and television reports of the incident showed large amounts of smoke billowing from the ship's cabins. It has been suggested that damage will run in the area of \$250,000. The incident has been investigated by various authorities, and there has been some suggestion that the outbreak of fire may have been related to winter repair work which was underway aboard the PARISIEN at the time.

In recent years, there has been a plethora of party boats operating in the Toronto area, and some of them have fallen by the wayside, unable to maintain enough business to justify their continued operation. The 1996 season will, however, see a very interesting ship enter the trade, although it will not be her first appearance on the Bay. She is the steel-hulled top-sail schooner UNICORN, latterly of St. Helier in the Channel Islands. She was built in 1947 in the Netherlands as the fishing vessel EENHORN, reportedly constructed of steel intended for use in German submarines but confiscated by the Dutch at the end of the war. She has had a chequered career, and was one of the "tall ships" which visited Toronto during the summer of 1994, but in October of 1995, whilst en route from Baltimore to New York, UNICORN was heavily damaged in a collision with the tanker CHILBAR on the Delaware River. In January of 1996, UNICORN was purchased by the Great Lakes Schooner Co. (Capt. Doug Prothero and associates), of Toronto, and she will be brought to Toronto in the spring for drydocking before she enters the excursion service.

Speaking of excursion boats, there was an unusual one at Toronto in December for drydocking. She was the SPIRIT OF ROCHESTER, operated by Riverview Cruise Lines Inc. of Rochester, New York, and as far as we know, this was her very first visit to Toronto. The SPIRIT normally operates in the Rochester area, although she does make trips across the lake and down to the Thousand Islands.