

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. Tickets are available from our Chief Purser, William R. Wilson, 173 Glenrose Avenue, Toronto, Ontario M4T 1K7. Please remit with your reservation request, and be sure to specify whether you wish a chicken or salmon entree. Closing date for ticket sales will be Tuesday, May 7th, and we regret that there can be no refunds after that date. Tickets will be held at the door for all who reserve. Please plan to attend and reserve as soon as possible.

In the New Member Department, a hearty welcome goes out to Edward Chaput, of Rockwood, Michigan, who was a crewmember of EDMUND FITZGERALD in her first year of service.

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MARINE NEWS

After one of the nastiest winters in recent memory, during which most areas around the Great Lakes were lashed by frequent strong winds and buried under near-record snows, spring has arrived, and with it has come the opening of the new navigation season. There may be some heavy ice conditions still lying in wait to impede vessel traffic, particularly on Lake Erie, but for now the ships are moving. The first transits of the Soo Locks took place on March 15th, when the Coast Guard icebreaking tugs NEAH BAY and KATMAI BAY passed up through the Poe Lock, followed by the big breaker MACKINAW. They were to work in the upper St. Mary's River, with MACKINAW then proceeding up to work in the Duluth-Superior area. The first commercial passage at the Soo came when ROGER BLOUGH entered the Poe Lock, downbound, at 12:38 a.m. on March 25th. Several other ships followed closely behind the BLOUGH.

It had been anticipated that the first official passage through the Welland Canal for the 1996 season would be one of the Algoma Central self-unloaders which wintered at Hamilton, but in a strange twist of the plans, such was not the case. The canal was opened "officially" on April 2nd with the upbound passage of the straight-deck steamer ALGOGULF (II), (a) J. N. McWATERS (II)(91), (b) SCOTT MISENER (IV)(94). The usual ceremonies were conducted as the ship passed through Lock Three. In fact, however, the Welland Canal actually opened for traffic four days earlier. The demand for cargoes was such that earlier transits were permitted, and the first complete transit of the canal came on March 29th, when ALGOLAKE passed up, bound from Hamilton to Detroit.

In addition to the usual complement of icebreakers working on the Great Lakes to battle the spring ice, the U.S. Coast Guard has a strange vessel working in the St. Mary's River this spring. She is U.S.C.G. JUNIPER, built in 1995 at Marinette, Wisconsin, by the Marinette Marine Corporation. JUNIPER is the first of a new class of seagoing buoy tenders, and she will be undergoing operational testing and evaluation before taking up her designated station at Newport, Rhode Island. Part of that testing will include icebreaking trials on the lakes and, particularly, in the St. Mary's River, where ice conditions may sorely try even the best icebreakers. The Canadian Coast Guard fleet of lake icebreakers will be augmented by PIERRE RADISSON and, we believe, one other saltwater icebreaker.

The 1996 navigation season at the Port of Toronto opened on March 21st with the arrival of the Essroc cement carrier STEPHEN B. ROMAN. Her master, Capt. James Leaney, was presented with the traditional top hat to mark the occasion. In recent years, the ROMAN has almost always been the first ship to bring cargo to Toronto, as she usually is running before the canals open.