

ted reservations.

**Please Note** that space is limited, and we must confirm to the restaurant the number of persons attending and their dinner choices, so reservations, accompanied by payment, must be received by Tuesday, May 8th. We regret that there can be no refunds after that date. Please plan to attend and reserve early for you and your party. The dinner meeting always is a highlight of our season, and an evening enjoyed by all who attend. Won't you please plan to join us?

In this issue, you will find the bid form for our 2001 Silent Auction. We are sure you will find some interesting items available, and your purchases will help keep T.M.H.S. fees at their current bargain level! Just follow the instructions on the form. Happy bidding! And thanks to all who contributed items for the auction.

In the New Member Department, a hearty welcome goes out to George Renton, of Mississauga. We are pleased to have him with us as a T.M.H.S. member.

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### SEAWAY SHIPS 2000

Member Rene Beauchamp advises that the 18th annual edition of his Seaway ship directory is now available. Spiral bound and 58 pages, it is not illustrated (to keep the cost reasonable) but has more detail about salty visitors, Seaway passages and Canadian lakers than ever before. And photos of most of the ships listed are available from the author on request. Cost is \$8.60 Canadian, \$7.15 U.S. via surface mail or \$8.25 U.S. via air mail, or \$11.00 overseas. If interested, address Rene Beauchamp, 9041 Bellerive, Montreal, Quebec H1L 3S5, to obtain this invaluable data resource.

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### MARINE NEWS

Much to the disappointment of observers around the lakes, there still is no confirmation of any sale involving the three USS Great Lakes Fleet Inc. self-unloading motorships which have been spending the winter in lay-up in the north slip at Sarnia. If a sale for operation does not materialize for CALCITE II (1929), MYRON C. TAYLOR (1929) and GEORGE A. SLOAN (1943), observers are fearful for their future.

We have word that the former Lake Michigan auto ferry HIGHWAY 16, owned for many years by the Wisconsin and Michigan Steamship Company, is presently having her hull painted grey. This is part of the restoration of the vessel to her original configuration as LST 393, as which she was built at Newport News, Virginia, in 1943. She was converted to an auto ferry in 1948 at Slidell, Louisiana, and now she is being reconverted to her Landing Ship, Tank, form for museum purposes. The vessel was perfect for preservation purposes, as her role as an auto ferry had seen her little altered (apart from a new bow) from her original form. HIGHWAY 16 is at Muskegon, Michigan, which was her home port during her many years of lake operation.

It was announced in the press on January 15th that Thomas Francis Patton had passed away at the age of 97. Born in 1903 at Cleveland, he worked for the Republic Steel Corporation from 1936 until his retirement in 1971, becoming president of the firm in 1956, c.e.o. in 1960, and chairman of the board in 1963. He is probably best remembered by shipping observers for being the namesake of the "red tomato" THOMAS F. PATTON, (a) SCOTT E. LAND, (b) TROY H. BROWNING, which was one of three converted C-4 ocean vessels brought to the lakes in 1951-1952 by the T. H. Browning Steamship Company/Nicholson-Universal Steamship Company to run for Republic Steel. Following the scrap sale of Republic's J. E. UPSON in 1969, the PATTON carried her big triple-chime steam whistle. Latterly owned by Cleveland-Cliffs, THOMAS F. PATTON was sold for scrap in 1980. Her namesake is survived by three daughters, six grandchildren and 12 great-grandchildren.