

**Milwaukee:** BURNS HARBOR, STEWART J. CORT, MEDUSA CHALLENGER, ST. MARYS CEMENT, PAUL H. TOWNSEND, TRITON (tug).

**Sturgeon Bay:** JOSEPH L. BLOCK, CALCITE II, CASON J. CALLAWAY, PHILIP R. CLARKE, ADAM E. CORNELIUS, EDWIN H. GOTT, INDIANA HARBOR, WALTER J. McCARTHY JR., MESABI MINER, RANGER III, EDWARD L. RYERSON, GEORGE A. SLOAN, WILFRED SYKES, MYRON C. TAYLOR, FRED R. WHITE JR., CHARLES E. WILSON.

**Menominee:** WILLIAM H. DONNER.

**Escanaba:** L. E. BLOCK, McKEE SONS, OLIVE L. MOORE (tug), JOSEPH H. THOMPSON, JOSEPH H. THOMPSON JR. (tug).

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There still remain a few ports for which we have received no lay-up listings at all, despite the fact that we have members residing in the area. We are especially disappointed that we have no report for Toledo, Muskegon, the Canadian Soo, or the Windsor-Detroit area (except for Dearborn). It will be too late to matter to those who like to travel to the various ports to see the ships laid up there, but if anybody would care to send us lists for the missing ports, we will put them in the April issue for the historical record. If we still don't receive them, the members living in those areas should hang their heads in shame!

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#### MARINE NEWS - CONTINUED

In our lay-up list for the port of Erie will be seen the tug CAPT. BARNABY. This reminds us that the 94-foot tug, built in 1956 by the Defoe Shipbuilding Company as (a) WILLIAM C. GAYNOR (88), was involved in an accident on Lake Erie on October 23rd. The BARNABY was towing two deck barges, loaded with stone, in the lake off Conneaut when one of the barges, NO. 140, capsized. Although upside-down, the barge remained afloat and the tug was able to bring the entire tow to its original destination at Erie.

In the first instalment of lay-up listings in the February issue, sharp-eyed readers will undoubtedly have noted the presence of NIAGARA II at Tobermory, "awaiting sinking as a dive site". We had intended to comment more extensively on this, but had insufficient room that issue. NIAGARA II is a self-unloading sand-sucker, latterly owned by McKeil Marine. She was originally a steam tanker, built in 1930 on the Tees for Imperial Oil Limited as (a) RIDEAULITE (47). She later was (b) IMPERIAL LACHINE (I)(54), and was rebuilt as a sandsucker at Toronto in 1954. As (c) NIAGARA (69) and (d) W. M. EDINGTON (84), she served a variety of owners, and was converted from steam to diesel in 1972. McKeil acquired her in 1984, renamed her (e) NIAGARA II, and used her as a barge, minus her engine, from 1990 onward. She was towed to Port Maitland in 1997, reportedly for scrapping, but on October 17th, she put in at the Government Wharf at Sarnia, under tow of the Nadro Marine tug MISEFORD. She subsequently was moved to Tobermory, where she is wintering. During 1999, the venerable vessel will be sunk as a dive site and so she will escape the shipbreakers' torches. Most of the vessel's service as a sandsucker was spent in the Toronto-Hamilton-Niagara area. She usually did her digging off the mouth of the Niagara River, and for many years, Port Dalhousie was a frequent port of discharge.

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