

another hydrographic survey crew working there. The others boarded the Polar Bear Express (train) and returned to civilization.

All the survey data that had been collected that summer was taken off NORTH STAR IV and it later was used to update charts except, for some reason, the track soundings between Grey Goose Island and the uncharted shoal. North Star Shoal, a last, lonely reminder of an unlucky discovery and an interesting but ultimately unlucky ship, is located three nautical miles northwest of Grey Goose Island in James Bay.

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Gerry O. and Ye Ed. would like to thank the following contributors for helping to put this feature together: Ron Beaupre, of Port Elgin, Ontario; Don Boone, Collingwood; Earl Brown, Burlington; Rob Farrow, Thunder Bay; Skip Gillham, Vineland (for initiating this project and helping to see it through); Bob Graham, Director, Historical Collections of the Great Lakes, Bowling Green, Ohio; Robert D. Graham, Massena, New York; Jason LaDue, Rochester, N.Y.; William Lafferty, Associate Professor, Wright State University, Dayton, Ohio; Mac Mackay, Halifax, Nova Scotia; Dan McCormick, Massena, N.Y., and Joe Radigan, MACM USN Ret. Again, we are indebted to the scrapbooks of late T.M.H.S. member Ivan Brookes, of Hamilton, and the photographic and data collections of the late James M. Kidd and John H. Bascom.

Anyone with additional information, particularly on the lake years of SATIN-LEAF / ROCKY RIVER, is invited to contact the Editor.

Members are invited to check these pages again next issue, when we will present the histories of PIC RIVER and BLACK RIVER.

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Credits in "Scanner"

Unless otherwise indicated, all photos used in "Scanner" are from the Editor's collection. We do try to credit the appropriate photographer wherever possible.

News and other items are written by the Editor. Ship of the Month features are written by the Editor, unless another byline appears at the beginning of any such feature, as in this month's ROCKY RIVER history. Credits for contributions to those features sometimes appear in the body of the text, but usually follow the conclusion of the article.

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TEAKGLEN departed her lay-up berth at Montreal on September 29, bound down to load grain at Quebec City. She was scheduled to leave Quebec late on October 2nd, and to arrive at Goderich late on the 4th or on the 5th.

We are, indeed, sad to note that the demolition by Billington Contracting of the 1916-built, former Corps of Engineers steam dipper dredge COL. D. D. GAILLARD, is well under way at Barker's Island, Superior, Wisconsin. Plans to preserve the dredge alongside the whaleback tanker METEOR were scuppered by repeated attacks by vandals and by a lack of funding.

Drydocked at Port Weller during the summer months were the Canadian Coast Guard vessels SAMUEL RISLEY, GRIFFON and GEORGE R. PEARKES, all of which received hull maintenance and painting. As well, Port Weller drydocked the Erie sandsucker J. S. ST. JOHN for continuing attention to after-end problems that saw her docked twice at Port Weller in 2001.

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