

Sault Ste. Marie, Ontario: ANGLIAN LADY (tug), AVENGER IV (tug), BON SOO (excursion boat), BOBBY BOWES (tug), CANADIAN ARGOSY (dredge), C.C.G.S. CARIBOU ISLE, CHIEF SHINGWAUK (excursion boat), CHIEF WAWATAM, WILFRED M. COHEN (tug), FLO COOPER (tug), D.D.S. SALVAGER (barge), FRONTENAC, GUARDIAN V (research), CHARLES W. JOHNSON (barge), MARTIN JOHNSON (tug), ANNIS LEE (tug), McKELLAR (barge), MOUNT McKAY (tug), NANCY K. (fishtug), NORGOMA (museum), W. J. IVAN PURVIS (tug), QUEEN OF HEARTS (tug), ROCKET (tug), SHEILA P. (tug), YANKCANUCK.

Thunder Bay: JOHN B. AIRD, ALGOLAKE, ALGOPORT, ALGOWEST, ALGOWOOD, GEORGIAN BAY, INCAN SUPERIOR, CAPT. HENRY JACKMAN, MANTADOC, RALPH MISENER, PATERSON, C.C.G.S. SAMUEL RISLEY, TADOUSSAC, TARANTAU, WINDOC.

Duluth: JAMES R. BARKER, JOHN J. BOLAND, EDWIN H. GOTT, JOSHUA A. HATFIELD (scrap - remains), MESABI MINER, ST. CLAIR.

Superior: ARTHUR M. ANDERSON, BELLE RIVER, CALCITE II, HARRY COULBY, ELTON HOYT 2nd, JOHN SHERWIN, GEORGE A. SLOAN.

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We extend our most sincere thanks to the following members and friends of T.M.H.S. who assisted with the collection of material for this report: Neil Bauman, Rene Beauchamp, Terry Beahen, John Bedard, Bill Breaker, Roger Chapman, Don Dube, Glen Gardiner, Wes Harkins, Jim Hoffman, Gerald Hutton, Mike Konczak, Andy LaBorde, George Lee, Buck Longhurst, Bob MacDonald, Alan Mann, Glen Moore, Dale Pohto, Leslie Reading, Larry Tonnos, John Vournakis, Duncan White, Bill Wilson and George Zock.

If there are any additions to this list, or even corrections, please let us know and a follow-up will appear in the March issue. Strangely enough, we received no listing for Ecorse, and we would appreciate confirmation of the listings for Cleveland and for Muskegon.

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MEMBER'S ENQUIRY

Member George Baddeley, of Richmond Hill, Ontario, has written to ask about the identity of a tug which lay sunk in the Welland Canal south of Port Weller Dry Docks in the early 1950s. He recalls being able to climb aboard her one winter when the canal was frozen over.

She was the composite-hulled, steam tug GOVERNOR (U.S.210759), (a) JAMES P. McGUIRL, (b) DIPLOMATIC, which was built in 1912 at Grassy Point, New York, 72.9 x 21.3 x 8.2, 76 Gross and 52 Net. As DIPLOMATIC, she operated for the U.S. Corps of Engineers. By 1927, she had been acquired by Fred B. Dalzell, of New York, and, by 1930, by G. Howland Dalzell, and she operated on the New York State barge canal system. During the 1940s, she was acquired by the American Steamship Company, Buffalo, to assist the self-unloading steamer FONTANA when she ran in the Charlotte - Sodus and Oswego coal shuttle service. About 1950, she was laid up to rot in the pond at the south end of the Port Weller shipyard, to the north of the old Bridge 2 abutment, and even after she had sunk in that location, the Boland and Cornelius colours could still be seen on her stack. The wreck was removed from the canal c.1955-56.

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NORMAC REBUILT

At long last, the derelict hull of the NORMAC, which once served at the foot of Yonge Street as "Captain John's Harbour Boat Restaurant", has been receiving attention as it lies alongside the south side of the Leslie Street slip, off the Toronto turning basin. The hull has been cleaned up, and upper deck "cabins", in the form of odd-looking fore and after-castles have been added. As well, the coffee-pot-style stack, which NORMAC never had when operating, but which was added whilst she was a restaurant, and which latterly has been lying alongside JADRAN at Yonge Street, has been placed midships on the upper deck. Where will NORMAC now be used?

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