ly recalled by their very tall and heavily raked smokestacks, which were topped with a very prominent cowl.

The design of the "Supers" had a very important influence on the development of Great Lakes ship design for many years. The immediate influence was seen in the design of the two "Maritime" classes of steamers built in G.L.E.W. and AmShip yards for the U.S. Maritime Commission in 1942 and 1943, and in such postwar vessels as the CLARKE class for U.S. Steel and other similar ships built for other fleets, and even in the big ARTHUR B. HOMER and EDMUND FITZGERALD built almost two decades after the "Supers"

On the Canadian side of the lakes, their influence was readily apparent in the appearance of the tall-stacked HOCHELAGA and COVERDALE, and their short-stacked near-sisters SIR JAMES DUNN, THUNDER BAY (II), GORDON C. LEITCH and JAMES NORRIS. In fact, almost all of the Canadian lake bulk carriers built during the 1950s and even into the early 1960s owed at least some features of their design to the famous "AA" tinstackers.

Back in the 1950s and 1960s, it seemed impossible to imagine a day when the big, handsome "Supers" no longer would be with us. Like their predecessors, however, they fell victim to rapid advances in marine technology. Nevertheless, they served their owners well and provided, through their very existence and success, a gateway to the future of modern lake shipping.

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Ed. Note: Brian Bernard, of Hamilton, is one of our younger members, but has been with T.M.H.S. for a number of years. He worked very hard to develop the material which formed the basis for this future. He submitted the article in the autumn of 1988, but we held it until the disposition of the various ships was more clearly known. As a result, considerable material has been added to that which Brian submitted, and we hope that he, as well as all of our readers, approves of the result.

Brian would like to thank James D. Sharrow, Manager - Vessel Services of USS Great Lakes Fleet Inc., for the assistance which he provided in the preparation of this feature. He also acknowledges the assistance of long-time T.M.H.S. member (and faithful news correspondent) John Vournakis, of Sault Ste. Marie, Michigan, who served aboard ENDERS M. VOORHEES for a number of years.

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DRAGON ROUGE AND ERL KING

In the December and January issues, we made mention of the old Russell steam dredge DRAGON ROUGE, and also of the tug ERL KING, (b) R.C.CO. TUG NO. 4, (c) R.C.L. TUG NO. 4, which frequently tended her. The basis for our feature was an article by Capt. John Leonard concerning an incident in which DRAGON ROUGE was nearly done in by the wash of the passing steamer CAYUGA while the dredge was working in the Toronto Eastern Gap.

We gave a bit of history of ERL KING to accompany the article, but not much ever has been written about this little steam tug. As a result, it was with great pleasure that we discovered the following piece, entitled "A New Toronto Tug", in the July, 1909, issue of "Railway and Marine World".

"The steam tug ERL KING, which the Polson Iron Works has built at Toronto for the Frank Simpson Contracting Co., is constructed on a combination of ideas decided on after visits paid to a number of shipbuilding yards on the American continent. The hull is of composite frame 2" by 2" by ¼", spaced 18" centres; sheer plate 3/8" by 18"; keel plate ½" by 14"; margin plate 3/8" by 14"; planking, white oak dressed to 3"; deck plank, 3" B.C. fir; and it is divided into 4 water-tight compartments by steel bulkheads, one between engine and boiler-room, one between boiler-room and crew's quarters, and one between crew's quarters and the forepeak. The vessel has a mean draught of 6'4" when the forepeak is filled with water.