

Most pleasing has been our members' response to Ship of the Month No. 192, "Whalebacks in the Rapids", and particularly concerning the saltwater activities of CHARLES W. WETMORE, Whaleback 112. As a result, this feature, that began in our November issue, has continued to the present, with the production of much interesting and rare written and photographic material.

On Page 9 of the January issue, we mentioned that, en route to the West Coast, the WETMORE reportedly sailed from Philadelphia on September 19, 1891 and we wondered whether she actually loaded or just stopped there, because New York and Wilmington also had been mentioned at loading ports for her.

T.M.H.S. member Wm. A. Schell, of Holbrook, Massachusetts, recently checked microfilm of the weekly "New York Maritime Register" at the Peabody Museum Library, and located reports of the WETMORE's movements. The listings indicate that the ship sailed from New York on 19th August, and arrived the following day at Wilmington, Delaware. On September 6th, she moved from Wilmington up the Delaware River to Philadelphia, and she sailed from the latter port on September 19th, 1891.

Our correspondent, whose efforts we gratefully acknowledge, also found a casualty report indicating that the WETMORE "grounded several times before she reached the wharf and was compelled to signal for assistance" at Wilmington. No further detail was given, but likewise no suggestion that any significant damage was suffered by the whaleback steamer.

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#### LAY-UP LISTINGS

Our lay-up listings in the February issue must have been pretty accurate, because we have not received many additions or amendments. We still have not, however, been favoured with any report at all for Toledo, Ohio, and can only say that if nobody wants to send us a listing for that major port, then they likewise should not criticise us for presenting an incomplete report. We should note the following items:

**Ashtabula:** No major commercial vessels, but wintering are tugs WILLIAM HOEY and GRETCHEN LEUDTKE and fuel barge MR. MICKEY.

**Cleveland:** To previous listing, add ALPENA, passenger vessels GOODTIME III HOLIDAY and NAUTICA QUEEN, and tugs (in no particular order) EMPIRE STATE, WILLIAM A. LYDON, DOUGLAS B. MACKIE, BEAVER STATE, WISCONSIN, DELAWARE, KANSAS, MISSISSIPPI, TEXAS, UTAH, FAVORITE, IDAHO, INDIANA, COLORADO, CONNECTICUT, GEORGIA, NEVADA, PADDY MILES, HAMP THOMAS and WASHINGTON; dredge RHODE ISLAND, bumboat FOREST CITY, and assorted scows and barges.

And to set the record straight, the names of the barges ST. MARYS CEMENT and ST. MARYS CEMENT II are properly spelled without any apostrophe.

Our thanks to Duff Brace, Christopher Wright and Andy Sykora for this information.

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#### ADDITIONAL MARINE NEWS

-- Recent press reports from Rochester indicate that the 257-foot, 138-passenger, Clipper Cruise vessel YORKTOWN CLIPPER will make six cruises, beginning in June, from Rochester to Montreal and the Saguaney River. No other details are yet available.

-- On February 29th, demolition crews, using explosive charges, blew the seven-storey workhouse off the top of the Midland Simcoe grain elevator at Midland, Ontario. This was the first step in the dismantling of the disused elevator complex to make way for recreational redevelopment of the site.

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Watch the April issue for follow-up details on the tankers featured in our Ship of the Month No. 193 in the December issue. Space permitting, that