

MACKINAW CITY (tug), MISSOURI (tug), NICOLET (derrick barge), NOKOMIS (excursion), OJIBWAY (supply boat), OKLAHOMA (tug), SHELTER BAY (tug), SOO RIVER BELLE (pilot boat), STRAITS EXPRESS (Mackinac ferry), W. N. TWOLAN (tug), VALLEY CAMP (museum), WHITEFISH BAY (tug). Also: OWEN M. FREDERICK (tug).

Thunder Bay: ALGOLAKE, ALGOMARINE, ASHLEY MARIE (fishtug), CANADIAN ENTERPRISE, CANADIAN PROSPECTOR, GEORGE N. CARLETON (tug), COASTAL CRUISER (tug), DONALD MAC (tug), FRONTENAC, GLENADA (tug), HALIFAX, F. A. JOHNSON (tug, no engine), GENERAL LEVIS (ex dredge), MARION G. (fishtug), PENINSULA (tug), QUEDOC, POINTE VALOUR (tug), ROBERT JOHN (tug), ROBERT W. (tug), ROSALEE D. (tug), ROSALINE (fishtug), SAGUENAY (M. A. C. GAGNE), VANDOC, JAMES WHALEN (museum tug), WINDOC, WOLF RIVER.

Taconite Harbor: No Lay-ups.

Silver Bay: No lay-ups.

Two Harbors: EDNA G. (museum tug).

Ashland: No lay-ups.

Duluth: D. L. BILLMAIER (Corps. tug), ROGER BLOUGH, WILLIAM A. IRVIN (museum), KENTUCKY (tug), LAKE SUPERIOR (museum tug), MARINE TRADER (bumboat), MINNESOTA (tug), NORTH CAROLINA (tug), NORTH DAKOTA (tug), PRESQUE ISLE, ST. CLAIR, H. J. SCHWARTZ (Corps. derrick barge), EDGAR B. SPEER, GEORGE A. STINSON, U.S.C.G. SUNDEW, VISTA KING (excursion), VISTA STAR (excursion), H. LEE WHITE.

Superior: ARTHUR M. ANDERSON, KAYE E. BARKER, CHARLES M. BEEGHLY, JOHN J. BOLAND, METEOR (museum), MIDDLETOWN, JOHN G. MUNSON, JOHN SHERWIN, LEE A. TREGURTHA, PAUL R. TREGURTHA.

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We extend our most sincere thanks to the following members who have contributed material for inclusion in these listings: Jim Bartke, Neil Bauman, Terry Beahen, Rene Beauchamp, Ken Davis, Glen Gardiner, Ken Hillyer, Brad Jolliffe, Mac Mackay, Gerry Ouderkirk, Carmen Paris, Greg Rudnick, Terry Sechen and Vern Sweeting.

If there is no lay-up list for your local port(s), and if your name is not included in our list of contributors, then you know what to do about it! The situation can be remedied by writing to the Editor at the address shown on the front page, or by sending us a fax in care of Gordon Turner at (416) 762-1355. Or you may phone the Editor most evenings as (416) 921-8436.

We are particularly disappointed that we have not been given reports for Hamilton, the Welland Canal, Buffalo, Toledo, the Windsor/Detroit area, Sarnia, Muskegon, Milwaukee, Sturgeon Bay, Escanaba, and the Canadian Soo. Won't you please help us out so we may complete the record in the March issue?

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NOMINAL AND INDICATED HORSEPOWER

Why is it that different sources show entirely different figures for the horsepower of the engines of most ships? For instance, why does the Canadian register show GLENMOUNT (II) as being of 132 H.P., while other sources show 700 H.P.? The difference is that the lower figure is called Nominal Horsepower, while the greater is Indicated Horsepower. This subject is always confusing to historians who are not engineers, and although we explained the situation once before, many years ago, we offer now some helpful comment which was contained in the August 1924 issue of "Canadian Railway and Marine World". It provides the best explanation we have yet seen.