

Although the new navigation season has begun and lay-up listings are hardly timely, we are pleased to complete the record by presenting herewith additional data provided by various members and friends in response to our plea in the March issue.

Port Hawkesbury, N.S.: Tugs JERRY NEWBERRY, PACIFIC STANDARD, VORTICE. Across the Strait of Canso: FRENCH RIVER (tug - ex R. G. CASSIDY), TRI-NUK I (barge).

Halifax: Vessels remaining in lay-up all winter were: ATLANTIC ERIE, NANTI-COKE, SAUNIERE. (ALGOSAR returned to service during the winter.)

Buffalo: To previous list, add LANSLOWNE (former restaurant, carferry).

Toledo: AMERICAN MARINER, AMERICAN REPUBLIC, ARMC0, WILLIS B. BOYER (museum), BUCKEYE, COURTNEY BURTON, COLUMBIA STAR, JOSEPH H. FRANTZ, SAM LAUD, OGLEBAY NORTON, RESERVE, WOLVERINE plus assorted tugs and other small craft.

Windsor area: ALGOISLE, METIS (barge).

Ludington: To previous list, add PERE MARQUETTE 41 (barge), UNDAUNTED (tug).

Muskegon: A-410 (barge), MARY BETH ANDRIE (tug), HIGHWAY 16, U.S.C.G. McLANE (museum), MILWAUKEE CLIPPER, PORT CITY PRINCESS (excursion), JOHN PURVES (tug), REBECCA LYNN (tug), SEA CASTLE (barge), SENECA QUEEN (tug), U.S.S. SILVERSIDES (museum).

Menominee: To previous list, add PATHFINDER (barge).

Escanaba: To previous list, add DOROTHY ANN (tug).

Sault Ste. Marie, Ontario: ADANAC (tug), ALGOSTEEL, ALTON (barge), ANGLIAN LADY (tug), AVENGER IV (tug), SEWELL AVERY (used as dock), CHIEF SHINGWAUK (excursion), CHIEF WAWATAM (barge), WILFRED M. COHEN (tug), G.L.B. NO. 1 (hulk), G.L.B. NO. 2 (barge), GOKI (tug), CHARLES W. JOHNSON (barge), MARTIN E. JOHNSON (tug), MALDEN (barge), McKELLAR (barge), ROD McLEAN (tug hulk), NORGOMA (museum), NOTTINGHAM CASTLE (steam "yacht"), OSPREY (tug), P.M.L. 2501 (barge), P.M.L. SALVAGER (barge), W. I. SCOTT PURVIS (tug), W. J. IVAN PURVIS (tug), ROCKET (tug), SHEILA P. (tug), TOLSMA BAY (tug), WAUBNAV (tug), WISP ("tug"), YANKCANUCK.

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We wish to extend our most sincere thanks to Skip Gillham, Randy Johnson, Mac Mackay, Carmen Paris, Jimmy Sprunt (W.C.S.S.) and David Swain for the additional information.

Thus endeth the lay-up listings for 1998-1999.

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MOHAWK DEER ONE MORE TIME

We had space on this month's photopage, so we could not resist running a photo which very clearly illustrates the unusual hull shape of MOHAWK DEER. Furnished through the courtesy of Ken Hillyer, it shows the DEER at the Owen Sound elevator and it can be seen that her hull did not lie flush along the wharf, but rather touched it only amidships.

Skip Gillham has brought to our attention the fact that MOHAWK DEER was the first upper laker to transit the new St. Lawrence Seaway when it opened on April 25, 1959, and she was the sixth downbound ship at Iroquois that day. She was preceded downbound by the canallers HUMBERDOC, WEYBURN, WILLIAM C. WARREN, F. V. MASSEY and REDWOOD.

And to end, a mystery. A June 11, 1896 report said that Dr. George W. Roby stood both to win and lose on the L. C. WALDO - CHOCTAW collision, as he was interested in both ships. How was Roby connected with the Lake Superior Iron Company, owner of CHOCTAW?

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