

Duluth: CASON J. CALLAWAY, EDWIN H. GOTT, INDIANA HARBOR, WALTER J. McCARTHY JR., PRESQUE ISLE (both tug and barge), GEORGE A. STINSON, H. LEE WHITE.

Superior: ARTHUR M. ANDERSON, ARMCO, ROGER BLOUGH, PHILIP R. CLARKE, J. B. FORD, ELTON HOYT 2nd, JOHN G. MUNSON, JOHN SHERWIN, PAUL R. TREGURTHA.

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Well, whew! There it is! If there are any errors or omissions, it is because we did not receive a current report from that area. Additions and corrections will appear in the March issue (if anybody gives us the information).

Meanwhile, our most sincere thanks for their help are extended to: Jim Bartke, Terry Beahen, Rene Beauchamp, Tom Brewer, Jeff Cameron, Glen Gardiner, Skip Gillham, Gerald Hutton, Alvon Jackson, Peter Jobe, Ken Hillyer, Andy LaBorde, Jason LaDue, George Lee, Buck Longhurst, Mac Mackay, Gerry Ouderkirk (who sought far and wide for tugs, fishtugs and workboats), Carmen Paris, Greg Rudnick, Jimmy Sprunt, David Swain and Jeff Thoreson.

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LADY HAMILTON REVISITED

Our Ship of the Month 265 in the December issue was LADY HAMILTON, the excursion steamer which started life as the Detroit and Windsor Ferry Company's ferry CADILLAC. Our history of this ship left us with a number of questions, which we have been attempting to resolve in the interim. One of those related to the colours of the white-bordered shield which CADILLAC bore on her otherwise black smokestack.

We have no one who can tell us for sure, but working with Dr. Gordon Shaw, we can at least take an educated guess that of the four quadrants in the shield, the upper left and lower right were dark blue with orange letter 'D' (upper left) or 'Co' (lower right), while the other two had an orange background with dark blue letter 'W' (upper right) or 'F' (lower left). These colours may have changed over the years, but as near as we can tell, that is what they likely were at the end. Should anyone be able to help us further on this, we would appreciate the assistance.

There are a few other small points about our comments on the Detroit River ferries about which we could now speak, but we are caught short on space yet again. Of more importance is that we now have a chance to see what CADILLAC looked like when she was serving the U.S. Coast Guard as the icebreaker ARROWWOOD. Please see the photopage. We knew what the former Walkerville ferry HALCYON had looked like in similar service, so this photo confirms our suspicions as to what CADILLAC became. It also confirms that the Dowling Collection photo showing the ship with more superstructure than this was indeed taken when she was being rebuilt for William R. Wingate's Lake Erie service. Yet another photo supplied through the courtesy of Ralph Roberts definitely confirms this.

And did CADILLAC run on Lake Erie only in 1947? We now think not, and that she saw some service in the summer of 1948 also. And yes, we did know that Wingate also bought CADILLAC's near-sister LA SALLE after her Coast Guard service was finished, but we didn't get into that and we won't here either, because she never did go back into passenger service, and little is known about her changes in ownership, etc.

Concerning LADY HAMILTON, we think we said about all that could be said. But if we can run down anything further on CADILLAC (before or after the Coast Guard years), you'll see yet another follow-up.

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Were you hoping for a follow-up on the tug J. C. STEWART? So were we, but we have no space! We also have a major mystery to solve, and as soon as we do, you'll read all about it here!

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