

We extend our most sincere thanks to the following who have assisted us in the preparation of this feature: first and foremost to Capt. Gerry Ouderkirk who suggested SCOTTISH HERO for our feature and instigated much of the research; then to (in alphabetical order) Ron Beaupre, Port Elgin; David Bull, St. Catharines; Richard Simpson Ewans, St. Paul, Minnesota; Rob Farrow, Thunder Bay; Roy Fenton, London, England; Bob Graham, B.G.S.U.; Alvon Jackson, Amherstburg; Randy Johnson, Sault Ste. Marie, Ontario; Buck Longhurst, Sault Ste. Marie, Ontario; Jack Messmer, Buffalo; Don Nichol, Owen Sound; The Owen Sound Rail & Marine Museum; Ralph Roberts, Saginaw, Michigan; Bill Schell, Holbrook, Massachusetts; Gordon Turner, Toronto, and Vern Sweeting, Midland.

Also of help were The Doxford Turret Ships by Leonard Gray and John Lingwood, a booklet published in 1975 by The World Ship Society, and Lost by Enemy Action in the Twentieth Century, an unpublished manuscript by Rev. Peter J. Van der Linden. The writings of the late John H. Bascom on Canadian Lake and Ocean, Merchants Mutual Line, etc., were of much value and, of course, we would be lost without "The Railway and Marine World" and its successor, "Canadian Railway and Marine World".

If any members can provide us with any further detail or photographs of SCOTTISH HERO, we would be most grateful to hear from them. Of particular interest would be any views of SCOTTISH HERO cut in two for her canal tows.

In respect of the SCOTTISH HERO's boilers, we must say that there is some mystery. Since we wrote the body of this feature, we have learned that the boilers we have described may not have been original, but may have been put in the steamer in 1900, when she was being readied for Canadian service. We hope to have more information available for a follow-up next issue.

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PIC RIVER REVISITED

We thank all those who had kind words for us in respect of our November issue feature on the PIC RIVER and BLACK RIVER. We thank Ron Beaupre for reminding us of one additional accident involving PIC RIVER when she was carrying her first name, JAMES NASMYTH. The item, reprinted in the July 2002 issue of "The Detroit Marine Historian", came from the "Duluth News Tribune" of August 11, 1902. "Sault Ste. Marie, Michigan - While lying at the government pier, the barge NASMYTH was struck by the steamer CITY OF GENOA. Twenty-five feet of the fender strake and rail was broken and the deck plates dented. The damage is all above the water line and the barge will continue to Lake Erie before receiving repairs. The GENOA was not injured."

That all the damage was to the steel-hulled NASMYTH is most interesting, because CITY OF GENOA, owned by the Gilchrist Transportation Company, was a wooden-hulled, 321-foot ship built in 1892 by James Davidson at West Bay City. That she was undamaged is quite remarkable. CITY OF GENOA was sunk after another collision, this with W. H. GILBERT in 1911 and, although salvaged, never ran again. Her remains were burned at Sarnia on October 9, 1915.

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GOTHAM TOWING PULPWOOD BARGES

In our BLACK RIVER / PIC RIVER feature, we quoted a 1942 clipping which, amongst other things, noted that the tug GOTHAM had sailed from the Lakehead for Georgian Bay towing the barge ALFRED J., and we noted that this was the first mention we had seen of GOTHAM towing pulp barges under that name (knowing, of course, that she did so after E. E. Johnson renamed her W. E. HUNT, also in 1942. We thank Capt. John Tackaberry for confirming that she did, indeed, tow the Johnson barges as GOTHAM. Now, has anyone got a photo showing her doing it?

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