

MOND JACK (exc.), DIAMOND QUEEN (exc.), CAROLYN HOEY (tug), PATRICIA HOEY (tug), SUSAN HOEY (tug), WILLIAM HOEY (tug), LINNHURST (tug), MAINE (tug), PRINCESS (tug), SHANNON (tug), VERMONT (tug), WYOMING (tug).

**Sarnia:** Add CANADIAN PROGRESS, GEMINI, MARY DALE (fishtug), McASPHALT 401 (barge), PHYL-MARLENE (fishtug), PURDY FISHER (fishtug), RANDY J. (fishtug), RELIANCE (tug), JOHN SPENCE (tug), TIM BOB (fishtug), TWYNE (fishtug), WILLIAM J. (fishtug).

We thank the following who added additional information, or who were missed in the credits last month: Jim Bartke, Rene Beauchamp, Ken Hillyer, Alvon Jackson, George Lee, Mike Nicholls, Gerry Ouderkirk, Jimmy Sprunt and Ron Walsh.

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GREAT LAKE MEMORIES



It is a stormy early spring day, March 25, 1913, and the Cuyahoga River at Cleveland is doing what rivers do best in spring - staging a good flood. The high water has swept the Jenkins Steamship Company's 1903-built WILLIAM HENRY MACK from her lay-up moorings and up against the West 3rd Street swing bridge, which, powerless, she is in the course of demolishing. Note the key inserted in the slot of the bridge deck, which would indicate that the tenders had been trying in vain to open the bridge before the MACK hit it.

Although the bridge did not, the MACK survived the adventure. She was sold Canadian in 1914 and renamed (b) VALCARTIER. She went through several changes in ownership, wound up in the C.S.L. fleet in 1921 and, a victim of the Great Depression, she was scrapped at Midland in 1937. She didn't just pick fights with bridges; she sank the JOHN MITCHELL in 1911 and seriously damaged A. W. OSBORNE in 1915.

This particular version of the graphic 1913 image comes to us from the collection of T.M.H.S. member Bill Forsythe, of Rochester, New York.