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hardships that
consumed Ethiopia
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an unforgettable
portrait of Ethiopia,
and of Africa, during
the defining and
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last century.

The F2H-3/4 Banshee
("Big Banjo") was a
direct outgrowth of the
F2H-1 and F2H-2
series of Korean war
fighter and recon jets
(see Naval Fighters

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#73 Early Banshees).
It became the US
Navy's first single seat
all-weather carrier
interceptor. To satisfy
its mission the
F2H-3/4 was required
to have a significant
increase in range. To
accomplish this the
internal fuel capacity
was more than
doubled by stretching
the fuselage by 8 feet

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1.6 inches. This gave the F2H-3/4 a combat range with tip tanks of 1,490 nautical miles.

In addition to the fuselage extension, the tail surfaces of the F2H-3/4 were also redesigned. The horizontal tail was moved down to the rear of the fuselage tail cone and given a 10 degree dihedral.

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To accommodate the enlarged radar unit the four nose-mounted cannons were moved aft along the lower fuselage sides. The difference in the F2H-3 and F2H-4 was in the radar. The F2H-3 used the Westinghouse APQ-41 with a 28" dish and the F2H-4

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was equipped with the Hughes APG-37 radar. The F2H-4 further differs from the -3 by having up-rated J34-WE-38 engines. The larger engines allowed for a service ceiling of 56,000 ft. The aircraft also had increased wing stations and was capable of carrying Sidewinder air-to-air

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missiles. The aircraft were active with the Navy and Marines from 1952 through 1959. It was operated by 31 active Navy and Marine squadrons which histories appear in the book along with squadron insignia. The book also includes a chapter on Royal Canadian F2H-3s.

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Island Tug & Barge,
once the largest
employer in Victoria,
BC, was a Pacific
Ocean marine
salvage company
world famous for deep-
sea rescues and long
distance towing feats
- and infamous for
superior crews and a
feisty little fleet,
including the

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renowned Sudbury
and Sudbury II. Most
famous, however,
was the unstoppable,
fiery owner, Harold
Elworthy - "H.B." for
"Hard-boiled" - a boy
who started with
nothing and became a
maritime giant.

Together these ships
and men proved
themselves as some
of the best marine

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salvors in the world. High Seas, High Risk recounts the Sudburys' most notable and dramatic tows and rescues, told mostly through the memories and anecdotes of former crew members. Island Tug & Barge made headlines around the seafaring world. The Sudburys made

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almost impossible
rescues with ease -
towing their charges
through typhoons,
pulling them off
pinnacles of rock,
fighting their fires and
keeping them afloat
with batteries of
pumps. Beset by
storms, lightning, and
impossible conditions,
the two tugs always
made it home safely.

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Year after year the drama was repeated, until, one day, the headlines stopped. The Sudbury and the Sudbury II disappeared, Island Tug & Barge was gone. Writing with the care and detail of a historian, and the passion of a maritime adventurer, Pat Wastell Norris has

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parlayed her childhood seafaring passion into every story and anecdote - an interest instilled by her father who carried her about his 60-foot tugboat before she could walk. This never-before told history of Island Tug & Barge is a must-read for mariners and yachtsmen of every

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