

The press report of the incident appears to be fairly accurate, despite the usual lapses into hyperbole. In any event, as a result of the SASKADOC's adventure and also the earlier loss of the canaller JOHN J. BOLAND JR. off Barcelona, New York, on October 5, 1932, under very similar circumstances, steps were taken to terminate the practice of running coal boats with their hatches open to increase the payload, and also to enforce strict adherence to the use of Plimsoll marks on lake freighters. Incidentally, SASKADOC's coal cargo was consigned to the Hamilton By-Products Coke Company.

SASKADOC became a frequent visitor to the port of Toronto as the years wore on, often appearing here with coal or grain cargoes. On the Canadian register, she was shown to be 422.6 x 50.2 x 24.1, 4611 Gross and 2876 Net. Over the years in Paterson colours, some minor alterations were performed, but she never was altered in any substantial nature. Her tank top was replaced in 1944 and new side tanks were fitted in 1948. A closed rail was placed around the top of the boilerhouse. Over the winter of 1951-52, a new upper pilothouse with larger windows was constructed, and a walkway was placed around the front of this house. There was a closed rail to protect the walkway, and closed steel rails were also placed around the bridgewings on the texas roof. It should be noted that SASKADOC was one of the few Paterson vessels of the period that never carried the company's usual diamond insignia on her bows.

By the mid-1960s, SASKADOC and her near-sisters in the Paterson fleet were rapidly nearing the end of their usefulness. More modern tonnage was then available, and the veteran steamers (most of them being relics of the old Mitchell fleet) were becoming impossibly expensive to operate, particularly as the cost of bunker coal rose dramatically. SASKADOC was taken out of service at the close of the 1966 season, and she was laid up at Toronto with a storage cargo for Victory Soya Mills Ltd. It is thought that the age and condition of her boilers (remember that they were the originals) were significant factors in the timing of SASKADOC's retirement, although most of the old steamers were being withdrawn as they came due for drydocking.

SASKADOC had been laid up in the Jarvis Street slip, but after unloading, she was placed on the north wall of the Leslie Street slip, off the turning basin, facing east. She was sold to Marine Salvage Ltd. for dismantling and, in due course, was stripped of salvageable equipment. Before she was towed away, however, she was used briefly in the filming of an episode of the Canadian Broadcasting Company's television series "Wojeck". The name "ENSIGN TRADER" was painted on her, along with the imaginary registry port of "Barlow", and a fictitious flag was flown from the staff at her stern. The port (camera) side of her stack was painted orange, using primer, and the big, raised letter 'P' was repainted a nasty shade of purple.

When the filming was over, SASKADOC's name was replaced, although the eye-offending stack colours remained. And on August 17, 1967, she was towed from Toronto by the McAllister steam tug GRAEME STEWART. The tow passed down the Iroquois Lock in the Seaway on the 19th. Resold to Spanish breakers, she arrived at the scrapyards at Santander, Spain, in tandem tow with the AUGUSTUS B. WOLVIN, on September 24, 1967.

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ADDITIONAL MARINE NEWS

-- On October 30, SCOTT MISENER was towed from Hamilton, where she was lying idle, to Toronto, where she was moored at Victory Mills to load a storage cargo of soya beans. The MISENER will winter at Toronto.

-- Rumours persist that the American Steamship Company's self-unloading steamer ADAM E. CORNELIUS will be converted to a barge for use on Lake Ontario, almost certainly on the Colborne to Clarkson stone run which previously was served by JAMES NORRIS.

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