

tened, respectively, ALGONQUINS and SIOUX, named for North American native tribes, and they were of generally the same design as other canallers then being built for the Paterson and Sarnia Steamships (Misener) fleets.

The May, 1929, issue of "Canadian Railway and Marine World" reported, on the same page that mentioned the March 26 and April 6 launches of ALGONQUINS and SIOUX, that the "Inland Steamship Co Ltd., of Winnipeg, Manitoba, has had two steamships, IMARI and PHENICIA, built by Swan, Hunter & Wigham Richardson at Wallsend-on-Tyne, England". Despite the reputation for accuracy maintained by this august journal, this particular report was somewhat less than correct in several respects.

In fact, the venerable and famous Swan, Hunter firm tried to cash in on the demand for canal-sized steamers for the Canadian lake trade, and in 1929 built four such ships "on speculation", hoping to peddle them after completion. They were named for ancient civilizations, being christened PHENICIA, IMARI, DAMIA and SARACEN. These were the shipbuilder's Sunderland, England, Hulls numbered 1367, 1383, 1395 and 1397, respectively, launched in March of 1929.

The four "spec" steamers were not picked up by any of the big Canadian canal-ler operators, but instead appear to have been purchased by Kenneth A. Scott, of Cleveland, Ohio. As near as we can guess (in the absence of documentation), Scott must have run into difficulties, for the first two ships, PHENICIA and IMARI, appear to have been repossessed by Swan, Hunter & Wigham Richardson Ltd. A new company, Inland Lines Ltd. (and not Inland Steamship Co. Ltd., as earlier mentioned), with offices at Winnipeg, was reported in July of 1929 as having been formed to take over from Kenneth A. Scott, Cleveland, his interest in the steamers DAMIA and SARACEN.

Readers might be interested to note, however, that the president of Inland Lines Ltd., which took over DAMIA and SARACEN from Kenneth A. Scott, was A. E. Spendlove, Winnipeg, while the vice-president of the company was none other than the same Kenneth Scott. The report of this was carried in the June, 1929, issue of "Canadian Railway and Marine World". It also indicated that SARACEN had been launched on March 26, 1929, and DAMIA on April 17th. Interestingly, we never have seen dates reported for the launch of PHENICIA or IMARI, nor were the dates of their arrival in Canada reported, to the best of our knowledge.

(Perhaps it is a bit too early in this narrative to mention this fact, but of PHENICIA, IMARI, DAMIA, SARACEN, ALGONQUINS and SIOUX, all but one would finish out their days under the ownership of the Paterson fleet, so five of the near-sisterships would eventually be reunited.)

In any event, PHENICIA and IMARI were acquired by St. Lawrence Steamships Ltd. (thus joining ALGONQUINS and SIOUX), and they made their way safely across the North Atlantic to Canada. All four of these steamers were in service in the grain trade by the late spring of 1929.

PHENICIA was 252.8 feet in length between perpendiculars, 43.4 feet in the beam, and 17.8 feet in depth, and her tonnage was 1938 Gross and 1157 Net. She was powered by a triple expansion engine with cylinders of 15, 25 and 40 inches diameter and a stroke of 33 inches, which produced 92 Nominal Horsepower. Steam at 180 p.s.i. was produced by two coal-fired, single-ended Scotch boilers which measured 10'1" by 10'9", and which had a grate surface of 64 square feet and a heating surface of 2,136 square feet. The engine and boilers were built for the ship by MacColl & Pollock Ltd., of Sunderland.

PHENICIA was a typical canaller of Swan, Hunter build, one of the most prolific of the canal boat designs. She had a straight stem and counter stern, a step in her deck, and almost no sheer to her hull. Her anchors were carried in pockets with low, rounded tops, set near the stem just below deck level. There was a half-raised forecastle, entered by descending several