SCOTIADOC

In our Ship of the Month feature on the steamer PARKER EVANS, which ran in the April and May issues, we mentioned that one of the ships with which that boat collided during her long lifetime was the HENRY STEINBRENNER (I), which HARRY A. BERWIND rammed and sank in Lake Munuscong on December 5th, 1909. The STEINBRENNER was raised the following spring, and sailed on for the Kinsman fleet until she foundered in heavy weather on Lake Superior on May 11, 1953, with the loss of 17 lives.

The total loss by foundering of a vessel on the Great Lakes in the years following World War Two has been a relatively rare event, but the 1953 season claimed two steamers on Lake Superior, and the mention of HENRY STEIN-BRENNER put us in mind of the other freighter that sank on Lake Superior that year. When the Paterson steamer SCOTIADOC foundered the month after the sinking of the STEINBRENNER, her demise was accompanied by much less loss of life, but it was proof to the Paterson fleet that the naming of ships in honour of the Canadian province of Nova Scotia did not seem to be a wise choice. This definitely was a case of three strikes putting the batter out!

The story of the SCOTIADOC began early in 1904, when her construction was begun to the order of the Lakewood Steamship Company, Cleveland, of which Hutchinson & Company, Cleveland, was manager. The contract for the ship was given to the American Ship Building Company, which built the vessel as Hull 422 of its Cleveland yard, and launched her on Saturday, May 14th, 1904. She was christened MARTIN MULLEN, and she was enrolled at Cleveland under U.S. official number 201025. Like many freighters officially registered at Cleveland during that period, some sources, including the Great Lakes Register (Bureau Veritas), for many years showed the MULLEN's home port as Fairport, Ohio, rather than Cleveland. We never have seen a stern view of the MULLEN in those early years, so we do not know what home port actually was painted on her fantail.

According to both United States Merchant Vessels and Great Lakes Register listings, MARTIN MULLEN was 416.0 feet in length between perpendiculars (she was 436.0 feet overall), 50.0 feet in the beam, and 28.0 feet in depth, with tonnage of 4635 Gross and 3471 Net. Her hull was built on the channel system and she had a steel tanktop and sidetanks, with three of her bulkheads being watertight. She had 24 hatches on 12-foot centres, each hatch measuring 8 feet by 32 feet.

The ship was powered by a triple expansion steam engine, built in 1904 by the American Ship Building Company. It developed 1,460 Indicated Horsepower at 85 revolutions per minute, having cylinders of 22, 35 and 58 inches bore and a stroke of 40 inches. Steam at 170 pounds per square inch was developed by two single-ended, coal-fired, Scotch boilers fitted with induced draft. Manufactured by the shipbuilder, each boiler measured 13'9" in diameter and 11'6" in length. Together, the four furnaces (two per boiler)had a grate area of 92 square feet and a heating surface of 4,640 square feet.

MARTIN MULLEN was a good-looking steamer, typical of many of the medium-sized freighters of her era. She had a straight stem, a finely-cut counter stern, and a graceful sheer to her deck which lifted beautifully toward the bow. She had a half-topgallant forecastle, with a closed rail for about two-thirds of the 46-foot length of its head, and two stockless anchors were suspended from hawseholes near the stem, just above the loaded waterline. In later years, small pockets were added into which the tip of each anchor fluke fitted to hold the anchors in place when stowed.

There was a small, rounded pilothouse on the forecastle head, with five windows in its front, and behind it, set athwartship, sat the small texas cabin, which contained the master's accommodation and office. An open bridge was provided on the monkey's island atop the pilothouse, and it was from this location that the MULLEN normally was navigated, helm orders being relayed via a "cussing box" to the wheelsman in the pilothouse below. The tall