

FROM THE BOOKSHELF

The Ships of Collingwood was produced by Skip Gillham in 1992. It featured a brief history of the shipyard at Collingwood, together with an illustrated thumbnail history of each ship the yard built. Now a "Revised 2001" printing of the book has been produced. It is a 228-page softcover with 329 photos and all-new cover designs. It contains additional data and photos not contained in the original version.

The cost is \$30.00. To order, address Skip Gillham, P.O. Box 443, Vineland, Ontario LOR 2C0.

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SEVENTY-FIVE YEARS AGO

What was happening on the lakes 75 years ago? In its issue of January 1927, "Canadian Railway and Marine World" reported the following:

"Canada Atlantic Transit Co.'s Fleet Additions

"As stated in Canadian Railway and Marine World for Dec. 1926, pg. 670B, the Canada Atlantic Transit Co., which is a subsidiary of the Canadian National Ry., and operates steamships on the upper lakes, between Depot Harbour, on Georgian Bay, Ont., and Milwaukee, Wis., and Chicago, Ill., on Lake Michigan, has bought the s.s. CANADIAN GUNNER from Canadian Government Merchant Marine Ltd. She was built by Collingwood Shipbuilding Co. at Collingwood, Ont., in 1919, her dimensions, etc., being: -length, 251 ft.; breadth, 43½ ft.; depth 23½ ft.; screw driven by engines of 124 h.p.; tonnage: -gross, 2415 tons; register (net), 1455 tons. She is of the 2-deck poop bridge and forecastle type, and her original cost was \$815,541.25. She has recently been in the West Indies trade, mainly in carrying raw sugar and molasses to Halifax, N.S., but was found to be too small for that. On her way from Halifax she carried about 3,000 tons of refined sugar to Toronto, and after discharging it went on to Collingwood to undergo a number of alterations to fit her for her new trade.

"We are advised officially that the alterations will consist of increasing the number of hatches from 4 to 6, making 3 forward and 3 aft; the upper deck hatches will be 8 x 20 ft., and the lower ('tween) deck hatches will be 8 x 16 ft. Four cargo ports will be cut in each side, with an opening 6 ft. 2 in. high by 6½ ft. wide, and the necessary reinforcement will be made to provide for requisite strength to the ship. A double cylindered powerful cargo hoisting engine will be installed, with a line shaft to serve each of the hatches forward and aft. The present 4 samson posts for handling cargo over all and the signal spar shipped amidships will be removed and replaced by one spar with topmast stepped forward and aft, which will be fitted with derricks for handling heavy lifts, or cargo over all. The accommodation for the crew will be changed and modernized to bring it into conformity with lake practises. It is proposed to change the name of the ship to that of CANATCO, which is based on that of the Canada Atlantic Transit Co.

"The company's fleet heretofore consisted of the steamships KEARSARGE and ARTHUR ORR, but as the traffic materially increased the CANADIAN HARVESTER was bought from the C.G.M.M. in the spring of 1926, and renamed DALWARNIC, and the increase continuing, the CANADIAN GUNNER has now been added. The line was founded by the late J. R. Booth, of Ottawa, soon after the completion of the Canada Atlantic Ry."

Ed. Note: CANATCO and DALWARNIC, both Canadian World War One "Lakers", ran for Canada Atlantic Transit until 1940, when they were requisitioned by the Canadian government for salt water service. DALWARNIC survived the war and was sold foreign in 1946, but CANATCO was a wartime loss. She stranded at Hamilton Inlet, Labrador, after an explosion (believed caused by enemy action) on October 2, 1942. She sank the following day in the vicinity of Gan-net Rock.

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