

Upper Lakes & St. Lawrence Transportation Company Limited that ROBERT P. DURHAM apparently became surplus to their requirements. Accordingly she was sold on December 2, 1939, to the Quebec and Ontario Transportation Company Limited, which was the shipping affiliate of the Ontario Paper Company Limited, Thorold. The ship was renamed (c) HERON BAY (i) on December 16th, and on January 2, 1940, her registry was transferred from Toronto to Montreal. The new name honoured the port of Heron Bay, located on the northeast shore of Lake Superior, from which Q & O ships often loaded cargoes of pulpwood bound for the paper mill at Thorold.

Q & O soon gave HERON BAY a brand new look. A heavier smokestack, with a liner, was put in place, and a closed steel bulwark was constructed around the bunker hatch at the forward end of the boat deck. A large "doghouse" containing additional crew accommodations was positioned aft on the boat deck. Up forward, the windows in the forward face of the texas cabin were plated over and replaced with portholes. The old wheelhouse and pilothouse were removed and a new steel pilothouse was constructed. It had nine windows in its curved face, with a door and another window in each side. A prominent sunvisor shaded all the windows. The new pilothouse was raised a half dozen steps above the level of the bridge deck and canvas dodgers usually were carried on the rails of the little wings outside each pilothouse door.

HERON BAY Looked extremely good in her new colours, with a black hull and forecastle and white cabins. The foremast was buff, while the main was black. The stack was the traditional buff with broad red band and black smokeband at the top. On the red band was the company's intertwined Q&O logo in white.

HERON BAY served the company well, usually hauling pulpwood from Heron Bay to Thorold, although after the opening of the new St. Lawrence Seaway in 1959, she would take the occasional pulp cargo from the lower St. Lawrence River up to Thorold. Her capacity when carrying pulpwood was 2,000 cords. Her return cargoes up the lakes usually were newsprint bound for Chicago, normally loaded at Thorold. She carried grain on occasion, and spent several winters at Toronto with storage grain or soya beans.

In 1962, the Q & O acquired from the Midland Steamship Line Inc., of Cleveland, two fairly large but venerable steamers which entered the fleet as OUTARDE (ii) and THOROLD (iii), and although they would not serve the fleet for very long, their advent meant that Q & O no longer needed the even older HERON BAY. The latter was sold in November of 1962 to the Federal Commerce & Navigation Company Ltd., of Montreal, which had a contract for the storage of salt at Port Cartier, Quebec. On November 29, 1962, HERON BAY passed down through Lock One at Port Weller with a cargo of grain. It was her last trip in Q & O colours, and she was bound for the St. Lawrence with a cargo of grain, after which she was to be delivered to her new owner. Strangely enough, she transitted Lock One in a tandem lockage with the veteran steam canaller NEW YORK NEWS (ii), which also was on her last voyage in Q & O colours, and would be sold to Buckport Shipping Ltd., Montreal.

HERON BAY was renamed (d) FEDERAL HUSKY in March of 1963, after her delivery to Federal Commerce and Navigation. She was loaded with salt and towed to Port Cartier, where she remained (also sometimes at Baie Comeau) as a storage hull for two and a half years. Her new name was painted on her hull, but apart from that and the removal of some of her navigation gear, there was no change in her appearance. She even continued to sport her old Q & O stack markings.

However, she did not serve Federal Commerce for long. Either the salt contract ended, or else her hull was no longer watertight, for in the spring of 1965 she was sold to Commonwealth Metals Inc., which resold her to a Spanish shipbreaking firm, Cia. Espanola de Demolicion Naval. In June of 1965, she was towed up to Lauzon, Quebec, to be made ready for the transatlantic tow, and then she was loaded with scrap metal at Quebec City. She subse-