

new deck with several new and larger hatches.

At the time of the conversion, SOUTHCLIFFE HALL received a new pilothouse, which was more spacious and could contain the additional equipment then necessary. The new house was a squarish structure with five windows across its front. The two end windows were rather narrower than the three centre ones. In each side of the pilothouse were set two windows, then a door, and then another window. The short pipe foremast remained unaltered, but the main was removed entirely. The old mizzen was uprooted, its booms removed, and the spar itself resteped just forward of the after cabin, where it became the new main mast.

SOUTHCLIFFE HALL was placed in service during 1959, and she proved to be a valued addition to the fleet in her altered state during that first year of the Seaway. She did suffer from one major problem, however, and that was a lack of power. Her old steam engine had been adequate for her needs when she was a simple bulk canaller, but it was not powerful enough to give her any speed once she had been lengthened. In addition, the added auxiliary equipment now carried by the steamer required additional electrical power and her old generator simply was no longer adequate. The Hall Corporation, for some reason, shied away from the idea of building a new engine for SOUTHCLIFFE HALL, and instead searched for a good second-hand diesel engine.

The necessary engine was found in the hull of a former L.S.M., which latterly sailed for the Anticosti Shipping Company Ltd., Montreal, as DONALD SAWYER. She had been built in 1944 by the Brown Shipbuilding Company at Houston, Texas, for the United States Maritime Commission, and was 197.1 x 34.1 x 10.8, 659 Gross and 319 Net. After the war, Anticosti Shipping acquired her and brought her under the Canadian flag as C.190460, registered at Montreal. In 1959, DONALD SAWYER was taken out of her coastal service and was sold to the Hall Corporation, which had no intention of operating her but simply wanted her engines and engineroom control equipment. Both of the ship's diesels were removed, one to go into SOUTHCLIFFE HALL and one to be held in reserve, and in 1960 the hull of the SAWYER was sold to a Canadian shipbreaker. She was resold to U.S. scrappers in 1962, but we have no details concerning the actual date or location of her dismantling.

Over the winter of 1959-60, SOUTHCLIFFE HALL's old steam machinery was removed, and the SAWYER's diesel was installed in her. The engine was a ten-cylinder diesel, 8 1/8" x 20", which had been built in 1944 by Fairbanks Morse & Company, Chicago. The engine was to last the ship for the rest of her days, but it was not exactly the most reliable piece of equipment, and on several occasions the vessel encountered mechanical difficulties.

In the spring of 1961, the decision was made by Hall management to rename SOUTHCLIFFE HALL. By that time, the company had developed three major series of names for its ships. The "Cliffe Hall" names were now reserved for bulk carriers, while names ending in the separate-word suffix "Transport" were used for tankers. The self-unloaders, of which there now were three in the fleet, took the suffix "fax", which had been adopted from the name of the company's first self-unloader, COALFAX, and which had been carried on with the former U.S. upper laker SINALOA, which had been purchased in 1960 and renamed (d) STONEFAX.

SOUTHCLIFFE HALL spent the winter of 1960-61 laid up in the turning basin at Toronto, and in April she began to fit out. On April 14th, she was officially renamed (b) OREFAX, and on that day the new name was painted on her. In the beginning, the name appeared on her bows in two words, so that it read "ORE FAX", but before long the name was repainted so that it properly appeared as only one word. This name would be carried by the ship for more than a decade.

OREFAX operated relatively successfully, with only minor difficulties, until the spring of 1963. On Wednesday, May 1st, of that year, OREFAX was upbound on Lake Michigan with a cargo of clay. She was beset by heavy weather and sustained considerable damage, particularly in the area of her forward cabins. The motorship put in at Ludington, Michigan, where she received the