

in 1946, but although there was a dire shortage of canallers available for lake and river service after the war, C.S.L. chose not to return the SHERBROOKE to Canadian waters, quite possibly because of deteriorated condition. Instead, she was sold in 1946 to Cia. Ponca de Vapores, Panama, and she was transferred to Panamanian registry as (c) AROSA, with official number 1809. At this point in her career, Lloyds Register showed her overall length as 263.0 feet, and her tonnage as 1979 Gross and 1096 Net.

AROSA remained in Panamanian registry until 1951, when she was sold to C.O.C. Finanziaria Agricola, of Italy, and placed on the Italian register as (d) IDA O. We must assume that her new owner operated her in the Mediterranean Sea, but this stage of her career was to be short indeed, for it lasted only one year.

By the early 1950s, many of the Canadian lake lines were still short of canal-sized ships, and with business booming, almost every available bottom was placed in service. Several of the shipping companies did have new, diesel-powered canallers built, but most were unwilling to invest too heavily in new construction because it could be foreseen that the canallers would all be rendered obsolete as soon as the new St. Lawrence Seaway was opened to traffic later in that decade. Somehow, the existence of IDA O., albeit far from the lakes, came to the attention of the management of N. M. Paterson and Sons Ltd., Fort William, and in 1952 that company bought her and brought her back to the Great Lakes.

IDA O. was given back her original Canadian registry number, and was enrolled at Fort William under the name (e) WELLANDOC (II). She was, however, much different in appearance than when she last had been seen on the lakes as SHERBROOKE. She now had a closed steel rail completely enclosing both the spar deck and the raised quarterdeck, and the boat deck now overhung the after cabin all the way down both sides. It is difficult to tell whether her stack was the same as before, but it did look a bit shorter and there had reappeared a prominent cowl at its top, much like the one she had carried when built but which had disappeared during the C.S.L. years.

The main difference, however, lay in the fact that, during her absence from the lakes, and probably in the years after the war, her bridge structure had been moved back off the forecastle and her deck had been rebuilt with four 20' by 28' hatches, three of these being on the spar deck and one up on the poop. The bridge was relocated between the second and third hatches, and was made into a triple-deck structure. It appears that the original texas now formed the lowest level of the bridge house, and there was a new second deck added. The square pilothouse which sat on the top deck bore a certain resemblance to the original pilothouse, but it seems unlikely that it was actually the same cabin. It had five windows in both its front and back, but there was no sunvisor. The curved bridgewings were enclosed with wooden rails which were varnished when WELLANDOC first came back into the lakes, but after a few years they were painted white.

On the forecastle, there was a short pole, which was not really a full mast, and which seemed to serve no particular purpose. The steamer's two heavy pole masts were situated between the first and second hatches, and between the third and fourth, and each mast carried four cargo booms, two slung forward and two aft on each spar. Even though these derricks were of no particular use to WELLANDOC on the lakes, where she served mainly in the grain trade, they were left aboard her for the remainder of her days. When she entered service in Canadian waters, WELLANDOC's tonnage was calculated as 2047 Gross and 1186 Net.

It would also appear that certain engine work had been done to WELLANDOC, although we are not certain if it was done after her return to the lakes. It will be recalled that her engine had cylinders of 19, 32 and 56 inches diameter, with a stroke of 36 inches. According to Lloyds Register, the bore of the high pressure and intermediate cylinders was reduced to 17 and