

30 inches, respectively, while the American Bureau of Shipping reported the bore of these two cylinders as 17 3/8 and 30 inches. Neither source indicated any change in the low pressure cylinder or the stroke of the engine. It would appear that bushes had been fitted into the high pressure and intermediate cylinders, possibly to protect deteriorated cylinder walls, but also to achieve better performance from the hard-used engine.

In her years under Paterson ownership, WELLANDOC had the usual black hull, but instead of the normal white forecastle, only the forecastle rail was white. The cabins were all white, and the masts were buff, the main having a black top. As might be expected, the stack was black with the usual large, white letter 'P'.

WELLANDOC served the Paterson fleet well during the years before the opening of the St. Lawrence Seaway in the spring of 1959, but as soon as the new canals were in operation, she and her many canal-sized fleetmates were rendered obsolete. They were small, and they were expensive to operate, because they carried crews as large as upper lakers, and they had a large appetite for bunkers. (At least WELLANDOC burned oil rather than coal, having been converted to oil fuel during her years on salt water.) The Paterson fleet continued to operate steam-powered canallers longer than most other companies, but WELLANDOC was not one of those which saw protracted use. She remained in lay-up from 1959 until 1961, when she was sold to A. Newman & Company, of St. Catharines, a dealer in scrap metal.

WELLANDOC was towed to Port Dalhousie in September of 1961, and at first she lay in the lower harbour below Lock One. She then was moved up into Muir's Pond and was tied alongside the pier above the lock where she lay in company with many other retired canallers. During the summer of 1963, she was moved over to a berth just outside the drydock, and there she was stripped. She was dismantled in the drydock during the autumn of 1963. With her scrapping, there disappeared the last of the four sistership canallers, and one of the last vestiges of the operations of Fraser, Brace Ltd. She had served her various owners well, and it was fitting that she had returned to the lakes to finish out her career.

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Ed. Note: We are particularly indebted to member Ronald F. Beaupre, of Port Elgin, Ontario, for allowing us to reproduce herewith the only known photo of EDWARD L. STRONG. It was taken from a view of Montreal harbour contained in a book of illustrations which Ron recently acquired for his collection. It is unfortunate that it does not show the whole ship, but at this point in time, we'll take anything we can get!

WELLANDOC has always held a bit of a special place in your Editor's memory, for she was the very first ship of which he took a photograph. That event took place on a cold and blustery Saturday, November 29, 1952, as the steamer (then in her first season back on the lakes), locked down at Port Weller. The Kodak box camera on which the photo was taken, had been a birthday gift four days earlier!

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#### LAY-UP LISTINGS - WINTER 1988-1989

We were very pleased to be able to present such a complete listing of winter lay-ups in our February issue. As might be expected, however, there are some additions and corrections which we should place on the record.

Sydney, Nova Scotia: From previous list, delete SAUNIERE.

Halifax, Nova Scotia: COASTAL CANADA, ADAM E. CORNELIUS, SAUNIERE, HENRI TELLIER. (List not previously available.)

Lauzon: OOCL CHALLENGE (repairs), JOSEPH AND CLARA SMALLWOOD (newbuilding).