

The N.M. Paterson & Sons Ltd. motorship CANADOC (II) wintered at Prescott and, early this spring, sailed for Sorel, where again she laid up. The worst fears of observers for this stalwart, 29-year member of the Paterson fleet were realized when it became known that CANADOC had been sold for scrapping and had been stripped of some of her equipment. The identity of the buyers has not yet been revealed. CANADOC was built in 1961 as Hull 627 of Davie Shipbuilding Ltd., Lauzon, 590.2 x 62.0 x 33.9, 10061 Gross and 8196 Net. She was powered by four, four-cylinder, Fairbanks Morse diesel engines. Never considered to be a particularly handsome ship, she was distinctive with her high, triple-deck, forward pilothouse. It is said that the Paterson fleet may be seeking buyers for certain other vessels which may now be surplus to the company's requirements.

The P & H Shipping steamer BEECHGLEN was on the drydock at Port Weller during April and, to the surprise of many, she managed to pass her survey and inspection. Accordingly, she will remain with the fleet and the hull-damaged ELMGLEN (II), (a) JOHN O. McKELLAR (II)(84), which is due for docking this summer, will be sold out of the fleet, probably for scrapping. The vessel, which was built for the Misener fleet at Port Weller in 1952, is an unpleasant ship to sail in that she was of "transitional" design (not a complete success), and had boiler and enginerooms that were not separated. During the second week of May, ELMGLEN was unloading at Victory Mills, Toronto. She had left to her two trips, another with beans for Toronto from Toledo, and then a final voyage with grain from Thunder Bay for Quebec, after which she was to be laid up and sold for scrapping.

We all remarked favourably this spring when SCOTT MISENER (III) fitted out this spring at Toronto and returned to service after a year of idleness. On May 6, however, she was downbound in the Welland Canal with a cargo of grain for Quebec City, and after delivering it, she was scheduled to proceed to Sorel and lay up, in anticipation of a sale for scrapping overseas. Until more details are known, we are loath to comment further on the probable demise of this handsome, 36-year-old steamer.

This spring, there have been widely circulated rumours to the effect that the Bethlehem Steel Corporation would sell its steamer SPARROWS POINT and the 1,000-footer LEWIS WILSON FOY. Bids on the two ships were asked on April 18, and several fleets showed interest in the vessels. At the time of this writing, it appeared that the pair had been purchased by the Columbia Transportation Division, Oglebay Norton Company. It also was said that the FOY would be renamed (b) ROBERT C. NORTON (III), while SPARROWS POINT would be given the name (b) SYLVANIA (II), both of these names being pleasant recollections of the fleet's past. We will have more details in a later issue.

Two other 1,000-foot lakers have been renamed this spring. We had earlier reported that the Interlake Steamship Company's WILLIAM J. DeLANCEY would be sailing in 1990 as (b) PAUL R. TREGURTHA, and this change has now taken place. We recently received confirmed reports that the American Steamship Company's BELLE RIVER has been renamed (b) WALTER J. McCARTHY JR., apparently in honour of an official of the Detroit Edison Company, for which American Steamship carries a large quantity of coal.

In the April issue, we commented that the Canada Steamship Lines straight-decker RIMOUSKI would sail during the 1990 season under the name (b) HON. PAUL MARTIN. It would appear that, at the time of this writing, the change had not occurred and that the motorship was still operating under her original name.

Each summer, a number of warships of various countries visit the Great Lakes, whether to aid in naval recruitment or just to show the flag and provide training for their crews. This year's U.S. Navy representative, will be U.S.S. FAHRION, a vessel similar to the frigates STARK, GLOVER, ANTRIM and OLIVER H. PERRY which have been in the lakes in recent years. Also due in 1990 are H.M.S. GLASGOW, H.M.S. CUMBERLAND and H.M.C.S. SAGUENAY.