

brought to the surface not a submarine but rather identifiable portions of the lost CALGADOC and, in this unusual manner, the resting place of the sunken canaller became known.

Had CALGADOC not met her fate in this unfortunate manner, it seems likely that she would have lasted through at least until the Second World War, at which time her services undoubtedly would have been utilized on salt water. With a little luck, she might even have survived to operate through until the opening of the St. Lawrence Seaway in 1959, the event which finally put an end to the usefulness of the canalliers.

It is interesting to note that, almost two decades after the loss of CALGADOC, her name appeared again in the fleet, which by that time was known as N. M. Paterson & Sons Ltd. In 1956, Paterson took delivery of two canal-sized bulk carriers, both of which were powered by diesel engines. They were built by Collingwood Shipyards Ltd., and the second ship (Hull 156) was christened CALGADOC (II). The two ships were only designed as stop-gap measures to take care of cargo commitments until the opening of the Seaway, but they lasted longer than anticipated. CALGADOC (II) remained active in the Paterson fleet until she was sold to foreign operators and left the Great Lakes in 1975.

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A CASUALTY REPORT

The following rather fanciful report of a most unusual (and, fortunately imaginary) marine casualty comes to us through the courtesy of T.M.H.S. member Daniel C. McCormick, of Massena, New York. It appeared in the "Tees Packet", journal of the Teeside Branch of the World Ship Society, which in turn gleaned it from the December, 1989, issue of "East Kent Tideway", the publication of the East Kent Branch of the same Society. We have no idea where the item originated, but it is so delightful that we thought all of our own members would enjoy reading it.

Just be glad that you are not a vessel master placed in the unenviable position of having to prepare a report such as this for the owners...

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Dear Sirs:

It is with regret that I write this letter to you; with regret that such a small misunderstanding could lead to such circumstances, and with haste so that you may receive this report before you form your own conception of events from press reports, for I am sure that they will tend to overdramatize the affair.

We had picked up the pilot, and the apprentice had returned from hoisting the 'H' flag. This young man was on his first voyage and was having difficulty in rolling up the 'G' flag. I therefore assisted him, showing him the correct method, and on coming to the last part, told him to let go. The lad, although willing, is not too bright, which necessitated my having to repeat the order in a sharper tone.

At this moment, the Chief Officer came in from the bridgeway and, thinking that I was referring to the anchors, repeated the "Let Go" to the Third Officer on the forecastle. The port anchor, having been cleared away but not walked out, was promptly let go.

The effect of letting the anchor drop from the hawsepipe whilst the vessel was proceeding at full harbour speed proved too much for the windlass brake, and the entire length of cable was pulled out at some speed. I fear that the damage to the windlass and the chain locker may be extensive.