

suspended from a tall and heavily-built A-frame of a type which had been common to lake self-unloaders for many years. Other than the addition of enclosed wings to either side of the pilothouse to improve visibility, and the painting of her hull black, there were no other changes to GLENEAGLES at the time of the conversion. The work caused only a small alteration to her tonnage, her Gross becoming 8582, and her Net 4739.

GLENEAGLES continued to retain her old name despite her new lease on life, and she operated mainly in the coal and stone trades. In 1964, C.S.L. transferred her, for tax benefit purposes, to a subsidiary, Ocean Lines Ltd., of Hamilton, Bermuda, and this latter port became her place of registry. As well, a large silver letter 'O' was added to her smokestack, placed over the white band in such a way that it overlapped onto the red and black portions of the funnel.

In 1973, the ownership of GLENEAGLES again was changed, this time to yet another C.S.L. subsidiary, Pipeline Tankers Ltd., of Toronto. The 'O' was taken off her smokestack, and she came back under the Canadian flag, registered at Toronto.

GLENEAGLES was, however, becoming "fringe" tonnage by this point in time, newer self-unloaders as well as more recent conversions being added to the C.S.L. fleet. GLENEAGLES spent quite a bit of time running in the stone trade out of Port Colborne, but after fifteen years of self-unloader operation for C.S.L., the steamer was placed in line for disposal.

Negotiations for the sale of GLENEAGLES began during 1977, and it was reported that, early in 1978, the ship was sold to the Ontario Stone Company Ltd., although almost immediately she was acquired by Dale Transports Ltd., of Mississauga, Ontario. Westdale Shipping Ltd. was the operator of the steamer under her new ownership. In her new owner's livery, her hull was black, her cabins white, and her stack black with a broad red band and a large white letter 'D' on the red. At first, her forecastle remained white, and it stayed that way for several years, but eventually it was painted black, in the fleet's usual style, with only the forecastle rail remaining white. This latter change most certainly did not improve the ship's appearance, and it may have been for this reason that the change was not made for a number of years after the ship had joined the fleet.

Dale Transports renamed the vessel (b) SILVERDALE in 1978. The new owner was the successor to the Reoch Steamship Company Ltd., and its various affiliates, which had been organized back in 1952 by Captain Norman J. Reoch, when he acquired four venerable canallers from the Hindman interests, and renamed them FORESTDALE, BROOKDALE (I), PARKDALE and GROVEDALE (I). The 'Dale' suffix was common to all of the vessels Reoch and his successors owned from that point onward, and not only was a part of the place names that were chosen for most of the ships, but also was a form of honouring William H. Coverdale, one of Captain Reoch's early supporters. The 'Silver' part of SILVERDALE's name was chosen because the deal to acquire her was worked out during 1977, the 25th anniversary of the founding of the Reoch fleet.

SILVERDALE operated mainly in the coal, stone and cement clinker trades for the new owner. She remained a coal-burner throughout, and was noted by observers for the large clouds of coal smoke that she emitted from her stack wherever she went. This was much appreciated by ship fans and photographers, but not by harbour commissioners, environmentalists, or residents of areas near which she operated or docked.

The Dale fleet was nearing the end of its days by the time SILVERDALE joined its operations, and by 1983 the fleet was operating only two ships, SILVERDALE and ERINDALE, (a) W. F. WHITE (76). By this time, the fleet was struggling for its survival, economic conditions having turned against the