

"Duguid, of his own volition, admits having tampered with the safety valve of the ONTADOC, thereby increasing the pressure of 130 lbs. regulated by the boiler inspectors, to 160 lbs. at various times during the summer of 1926, and maintaining the latter pressure through the whole seasons of 1927 and 1928. He has rendered himself amenable to the laws and penalties of the Canada Shipping Act. His malicious accusation has been aggravated by the fact that he also, during those three seasons of navigation, 1926, 1927 and 1928, falsified the statements with respect to pressure in all his trip sheets, thereby giving misleading information to his employers.

"The court absolves from any suspicion of blame the President, N. M. Paterson; the General Manager, W. W. Hall; Captains W. B. Hunt and R. J. Wilson, and F. A. Collier, engineer. As no accusation of wrong doing or of imperfect fulfilment of duties was uttered against the boiler inspectors, they were not called upon to testify. Moreover, it was emphatically stated by Duguid that they were conducting their work in a conscientious manner.

"To prevent a possible recurrence of any aspersion, accusation, or ill-founded inferences which could be brought against any shipping company, it is suggested that, if feasible, boiler inspectors be detailed at any time, without warning or prior announcement, to go on board any ship during the navigation season to ascertain if the suggestions, instructions and order changes given at the first spring inspection have been executed, performed and maintained. As R. Duguid holds a first class Board of Trade certificate, no. 47,195, it is recommended that a copy of this judgment be forwarded to the Board of Trade for such action as it deems advisable."

This whole episode, while today it may seem just peculiar and a bit humorous, must have been a source of great concern for the management of the Paterson fleet during the years in which it was just establishing itself as a major Canadian operator of upper lake and canal-sized freighters. The company survived the incident and, in consequence, no doubt, of its excellent management in those formative years, remains in operation today as one of only a very few surviving Canadian lake fleets. ONTADOC, likewise, survived without any adverse effects from the tinkering with her boiler safety valve and was to be the last steamboat of traditional design to serve the Paterson fleet.

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MARINE NEWS - CONTINUED

At long last, the Eastern Upper Peninsula Transportation Authority's new passenger and auto ferry for the Sugar Island route has arrived at her new home. Built by Basic Marine Inc. at Escanaba, Michigan, the new SUGAR ISLANDER was substantially delayed in her completion and even a 75-day contract extension expired on August 16th, resulting in the imposition of a per diem penalty charge. The new boat, however, finally arrived at Sault Ste. Marie, Michigan, on October 20th, and was moored close to the Mission Point (mainland) ferry dock that she will use after dock modifications to fit her. Once the new boat is in service, the old SUGAR ISLANDER will move downriver and replace the smaller NEEBISH ISLANDER on the Neebish Island ferry crossing at the head of the Neebish Rock Cut.

We understand that the planned rebuilding of the USS Great Lakes Fleet Inc. self-unloader EDWIN H. GOTT will proceed this winter at Bay Shipbuilding Corp., Sturgeon Bay, Wisconsin, although the arrival of the ship at the yard has been put back to January 1, 1996, as a result of cargo commitments for the 1,000-foot vessel. The GOTT is to receive a traditional lake-style unloading boom in place of her transverse shuttle-boom, and the new boom already is built and is waiting at the shipyard. The GOTT was chosen for the conversion rather than her sistership, EDGAR B. SPEER, originally mentioned as a conversion candidate, because of different ownership of the vessels.