

purchase them for lake service.

Accordingly, the Paterson fleet was in desperate need of canal-sized tonnage after the war. It turned its eyes to St. Lawrence Steamships Ltd. and, in 1946, purchased that company's last ship, CHEYENNE. As well, and also in 1946, Paterson acquired ALGONQUINS and SIOUX from the war shipping authorities, and so three of the old St. Lawrence boats were reunited under a new houseflag. (The fourth, DELAWARE, which had been renamed [c] EMPIRE ROTHER during the war, was owned by the British Ministry of War Transport and was chartered out to a British operator, so she was not available. She did, however, return to the lakes in 1949 after being acquired by the Quebec and Ontario Transportation Company Ltd.)

CHEYENNE was put on drydock at Montreal in 1946, and she was rebuilt with a deepened hull, the step in her deck being removed in the same manner as ALGONQUINS and SIOUX had been reconstructed back in 1939. The rebuilding increased her depth to 21.8 feet, and her tonnage to 2214 Gross and 1526 Net. She emerged bearing the name (c) SORELDOC (II), the name not only honouring the city of Sorel, Quebec, but also an earlier Paterson canaller, SORELDOC (I). This ship was very similar to SORELDOC (II), having been built as Swan, Hunter & Wigham Richardson's Hull 1335 at Wallsend-on-Tyne in 1928. She was a war loss, having been sunk by U.1302 on February 28, 1945, with the loss of fifteen lives.

ALGONQUINS and SIOUX also were renamed when Paterson acquired them in 1946 and brought them back to the lakes, and it is interesting to note that they also were given names that honoured Paterson boats lost to U-boats in the war. ALGONQUINS became (b) TROISDOC (II), the name derived from the city of Trois-Rivieres, Quebec, while SIOUX was rechristened (b) PRESCODOC (II), that name referring to the town of Prescott, Ontario, where a large grain elevator was (and still is) located.

SORELDOC (II) was painted up in traditional Paterson fleet colours when she was placed in commission, with a black hull, white forecastle and cabins, and a black stack with a large, white letter 'P' on it. The much shortened pipe foremast was painted buff, the mainmast was black, and the kingposts were buff with black tops. The cargo booms were buff with black tips, although the aft boom on the second kingpost (the boom closest to the smokestack) had a longer black tip. It should be noted that in her Paterson days, SORELDOC's cargo booms usually were carried in a raised position when not in use. Back in her years of St. Lawrence Steamships ownership, the booms were secured parallel to the deck and supported on prominent braces, except for the first one which had to remain up as it was too close to the forward cabins to be secured in the down position.

SORELDOC went through several changes during her Paterson years, in addition to the fact that the name of the owning company was changed to N. M. Paterson & Sons Limited in the early 1950s. A large wooden box was built overhanging the forward end of the aft cabin to increase the steamer's coal bunker capacity. The texas cabin was enlarged, its front face moved out forwards, and this created a walkway in front of the pilothouse on the bridge deck above. Also, a large wooden sunshade was built out over the front of the pilothouse and this latter addition was, perhaps, SORELDOC's most distinctive feature in her latter years. For a short period after her acquisition, she carried the Paterson red, black and white diamond insignia on her bows, but for most of her Paterson years, she was one of the boats that did not carry any version of the diamond.

SORELDOC operated successfully for Paterson, without major accident, running mainly in the grain and pulpwood trades but also carrying any other cargoes that could be found for her. She, PRESCODOC and TROISDOC were joined in 1954 by two of SORELDOC's original sisterships, when Paterson purchased from Inland Lines Ltd. the DAMIA and SARACEN, which then were renamed (b) COTEAUDOC (II) and (b) TORONDOC (II), respectively.