

"Capt. R. W. Forbes, marine agent for the Department of Transport, said the SECORD was expected to anchor in the shelter of the peninsula about 75 miles south of here. The Coast Guard ordered the WOODRUSH to stand by until the Canadian ship MOHAWK DEER arrives to tow the SECORD to the Lakehead.

"Capt. Forbes said the 542-foot SECORD and the Coast Guard cutter are in no danger. However, because of reports of continued bad weather, he thought it would be a couple of days before the SECORD reached here."

The SHAUGHNESSY operated steadily every year, and sometimes she could be seen towing the ALFRED KRUPP. But as the 1960s wore onward, the older steamers in the Canadian lake fleets began to be replaced by newer and more efficient tonnage. GOLDEN HIND, (a) IMPERIAL WOODBEND (54), was acquired in 1953 and went into service for Mohawk in 1954 after conversion from a tanker to a dry bulker, while the maximum-sized SILVER ISLE and SENNEVILLE were built for Mohawk in 1962-1963 and 1967, respectively. ALFRED KRUPP and MOHAWK DEER were sold out of the fleet during 1967, and CAPTAIN C. D. SECORD was sold for scrap early in 1968. The fact that the SHAUGHNESSY remained in operation the longest of all of these gives testimony to her condition and to the reliability of her machinery.

But even the best must fall, and the axe fell for the SHAUGHNESSY during the 1969 season. Still looking in excellent condition despite her age, she was fitted out that spring, but soon was sold to Steel Factors Ltd., Montreal, and then was resold to Spanish breakers. She passed down the Welland Canal, with a cargo of grain and under her own power, on May 15, 1969. She must have unloaded this cargo at Prescott, because she was not downbound in the Seaway until May 22nd.

The SHAUGHNESSY then steamed down to Quebec City, from whence she cleared in tandem tow with the former C.S.L. steamer ASHCROFT, behind the Polish tug JANTAR, on July 17, 1969. By our count, she was the 80th laker to be towed overseas for scrapping since the opening of the Seaway in 1959. SIR THOMAS SHAUGHNESSY arrived safely at Castellon, Spain, on August 9, 1969, and soon was broken up.

\* \* \* \* \*

**Ed. Note:** We would like to acknowledge the research and writings of the late James M. Kidd in respect of the operations and demise of the Jenkins Steamship Company. We also credit the work of John O. Greenwood in this respect, as contained in Volume One of The Fleet Histories Series. If any readers have additional information of interest concerning SIR THOMAS SHAUGHNESSY, we would be pleased to hear from them.

\* \* \* \* \*

#### LARRY PARTRIDGE

It is with regret that we note the sudden passing, at Toronto on Sunday, November 3rd, of Lawrence Partridge, in his 48th year.

Larry had been a member of the Toronto Marine Historical Society for many years, and he seldom missed attending a meeting. He was an avid observer of the local shipping scene, and also was an enthusiastic traction fan. He was author of a very good book about Toronto's once-extensive fleet of Peter Witt streetcars.

We shall miss seeing Larry at T.M.H.S. meetings and we extend our deepest sympathy to the family and his many friends.

\* \* \* \* \*