

blazoned on it. She still had the white forecastle at the time of her 1910 collision, but later photos show her with more traditional Hutchinson colours, with the entire hull, including the forecastle, painted ore red.

In 1920, MARTIN MULLEN was given an internal hull rebuild. This most likely included a complete reconstruction of her arches, tanktop and sidetanks, because her tonnage, as reported by all registers in the following years, was reduced in the rebuild to 4093 Gross and 2926 Net, a very substantial decrease indeed.

The MULLEN continued to operate for Hutchinson & Company for many years, and she was typical of the vessels in the "Hutch" fleet. While other major U.S. lake shipowners (and particularly the "captives") had upgraded their fleets with new tonnage, the Hutchinson companies (then mainly the Pioneer Steamship Company and the Buckeye Steamship Company) operated a rather mismatched assortment of older steamers and barges, many of them purchased from other operators. Hutchinson was an "independent" operator, not controlled by any major steel or coal company, and got its cargoes wherever it could find them.

An unsourced clipping from the Fred Landon Scrapbook Collection (Box 4199, Vol. 1, p. 39) dated Thursday, May 4th, 1944, reported as follows: "At Sault Ste. Marie on Thursday the barge DELCOTE (sic) in tow of the tug SULPHITE collided with the str. MARTIN MULLEN, of Cleveland. The MULLEN's bow was badly damaged, while the DELCOTE proceeded on her way." The "DELCOTE", of course, was the consort barge DELKOTE, (a) CARRINGTON (27), (b) CORDOVA (II)(39), which at the time, like the tug SULPHITE, (a) BALLEW (26), was owned by the Driftwood Lands & Timber Company Limited, a Canadian subsidiary of the Detroit Sulphite Paper Company. Both DELKOTE and SULPHITE later operated for the Hindman Transportation Company Ltd., Owen Sound, and survived the MARTIN MULLEN by a number of years.

MARTIN MULLEN was an upper laker, but she and many other Hutchinson steamers were seen on Lake Ontario during the 1930s, 1940s and 1950s. One interesting news clipping recalls a visit of MARTIN MULLEN to the lower lake. The "Oswego Palladium-Times" of April 5, 1945, reported: "50 Years Ago - The first cargo of anthracite from this port for 1945 was taken this morning by the steamer COALFAX bound for Toronto. The steamer MARTIN MULLEN is expected here with grain from Duluth Thursday or Friday (April 5 or 6, 1945)." On occasions when "Hutch" steamers ventured down to Lake Ontario, they usually took grain to Oswego, or infrequently to Toronto, and returned back up the Welland Canal in ballast.

During the 1947 season, Paterson Steamships Limited, of Fort William, Ontario, enlarged its fleet of freighters, these acquisitions being prompted in part by the fact that Paterson had suffered a large number of losses during World War Two. Amongst the various 1947 acquisitions were two steamers purchased from the Pioneer Steamship Company; one was MARTIN MULLEN, while the other was W. D. CALVERLEY JR., (a) HAROLD B. NYE (25), which dated from 1902. The sale of the MULLEN to Paterson was reported as having occurred on October 29, 1947, with delivery of the ship being taken on November 2nd.

An important item for the two new acquisitions was for Paterson to give them new names which would follow the company's tradition of naming its vessels for places in Canada, each name ending in the letters 'DOC', signifying "Dominion of Canada". (Norman McLeod Paterson, the fleet's founder, was for many years a Canadian senator.) The CALVERLEY was renamed (c) PRINDOC (II) to honour the province of Prince Edward Island and to recall a previous ship of the same name which had been lost by collision in 1943. The MULLEN became (b) SCOTIADOC, that name honouring another of the Maritime provinces, Nova Scotia.

The selection of the name SCOTIADOC was very interesting, for this was the fourth Paterson steamer to be named for Nova Scotia. The first was NOVADOC (I), (a) CANADIAN PATHFINDER (I)(25), (b) NORMAN M. PATERSON (26), a three-