

of the listing ship into the waves. They drifted astern, where they managed to grab on to the SCOTIADOC's log line and four of them, including two women, were pulled aboard the port lifeboat. Several attempts were made to rescue McDermid, according to a report in "The Globe and Mail", Toronto, June 22nd, but he went out of sight before he could be pulled to safety.

The remaining 29 of SCOTIADOC's crew were taken aboard the BURLINGTON which, despite the fact that "it was so foggy I couldn't even see the stack of our ship", according to lookout Leonard Lefebvre, circled the scene and searched for the missing man. The search eventually was called off and BURLINGTON left the area, landing the survivors at Fort William at 10:15 that evening. The only two survivors who required hospitalization were the second cook and the stewardess, the two women who had been in the water clinging to the log line. They were suffering from "shock".

The "Globe and Mail" report indicated that "about an hour after the BURLINGTON left the scene, the SCOTIADOC was still afloat and could be picked up by radar, but a Canadian Navy fairmile searched the area all day today (June 21st) and reported no sign of the stricken vessel or of McDermid".

BURLINGTON had been under the command of Capt. George Ward, of St. Catharines, and the evidence indicated that, unlike SCOTIADOC, his ship's engine was put full astern before the collision, but that her momentum had been too great to avoid the impact which ripped open SCOTIADOC's side. BURLINGTON's lookout indicated that he had first seen the SCOTIADOC "about two minutes before the crash as she came across our bow".

SCOTIADOC's Capt. Morriss was grilled extensively during the subsequent enquiry. Press reports indicated that he stated that "he couldn't remember about fire drill and admitted boat drill had been held March 31 at (spring) ship inspection and not again until May 18 when the starboard boat was put over the side", despite the requirement of the Canada Shipping Act that fire and boat drills be held once a month. He also faced some severe questioning over the fact that SCOTIADOC's logbook had been lost in the incident. Capt. Morriss testified that he had tucked it into the top of his trousers on leaving the pilothouse of his ship, but that he had lost it after getting aboard the BURLINGTON. He denied allegations by counsel for Canada Steamship Lines that he had "purposely" lost the logbook.

And so, Lake Superior claimed its second ship in a month and a half, and its second Paterson steamer in a little over ten years. Interestingly, PRINDOC (I), (a) GILCHRIST (13), (b) LUPUS (26), which sank on June 1st, 1943, off Passage Island, near Isle Royale, also was lost as a result of a collision with a Canada Steamship Lines vessel, namely the canal-sized package freighter BATTLEFORD, (a) GLENROSS (41). Fortunately, no lives were lost when PRINDOC foundered.

However, whereas PRINDOC (I) was a smaller ship, only 356 feet in length, and likely would have been scrapped before or at least soon after the 1959 opening of the St. Lawrence Seaway, had she not been lost by collision, SCOTIADOC very likely would have survived until her steam-powered fleetmates of similar size and vintage were retired in the mid-to-late 1960s. SCOTIADOC's place in the Paterson fleet was taken by the new 560-foot steamer PATERSON (I), which was built at Port Arthur and was launched on November 21st, 1953.

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**Ed. Note:** The "Telegram" and "Globe and Mail" clippings concerning the loss of SCOTIADOC were saved by J. H. Bascom, and much of the other material we have used here came from his records and those of Jim Kidd. Other material has come via Ron Beaupre and Capt. Gerry Ouderkirk. The account of MARTIN MULLEN probably having been the last ship to sight the ill-fated IOSCO and OLIVE JEANETTE in 1905, and the reference to the 1916 collision with HERBERT K. OAKES, are taken from the book Lake Superior Shipwrecks, by Dr. Julius F.