

MORELAND was transferred and, during May of 1916, Reid's tugs JAMES REID and S. M. FISCHER set out from Port Huron with the stern section. They were bound for the Superior, Wisconsin, yard of the Superior Shipbuilding Company, which was a subsidiary of the American Ship Building Company. The tow was very difficult, the stern being extremely awkward to tow no matter whether it was taken bulkhead-first or stern-first. The MORELAND finally arrived safely at the shipyard on May 29, 1916.

Meanwhile, the shipyard had been building a new bow and midships section for the vessel, one that would almost duplicate the original forward end of the MORELAND. This 322-foot section, built at a cost of \$1,000 per foot, was designated the yard's Hull 524, and it was launched without ceremony on Saturday, September 9th, 1916. Placed in the drydock, it then was attached to the old MORELAND stern and, on Wednesday, October 18th, 1916, gala christening ceremonies were held for the "new" ship. She was sponsored by Mrs. J. W. Norcross, wife of C.S.L.'s managing director, with many dignitaries on hand. Although it originally had been intended to name the ship for Roy M. Wolvin, the name eventually chosen was SIR TREVOR DAWSON, to honour the Londoner (England) who, along with Col. W. Grant Morden, both connected with Furness, Withy & Company, had been one of the most active participants in the formation of Canada Steamship Lines Ltd. in 1913.

After the ceremonies, the christening party left Superior for Sarnia aboard the C.S.L. passenger steamer HAMONIC, and it is said that they received quite a shaking going across Lake Superior, when the steamer encountered the same storm which, on Lake Erie, came to be known as the "Black Friday" storm of October 20th. That gale sank a number of ships on Lake Erie.

SIR TREVOR DAWSON was enrolled at Duluth on November 18, 1916, under new U.S. official number 214499. The "new" ship had the same principal dimensions as the MORELAND, being 580.0 (b.p.) x 58.0 x 32.0, and her tonnage was similar to, but a little less than the older ship, being 7215 Gross and 5505 Net. Neither engine nor boilers had to be replaced, all of the machinery being quite satisfactorily refurbished even after so many dunkings in lake water. In fact, the equipment was to power the ship for almost 60 years more.

The DAWSON cleared Superior for South Chicago on her maiden voyage on Tuesday, November 21st, 1916, with a cargo of iron ore. She looked very little different than she had as the MORELAND, except that she had five portholes instead of windows across the front of the observation room in the texas, she had a hinged spearpole instead of an upright one, and she had a higher pilothouse roof which gave her an accentuated "beetle-browed" look. She was painted in typical C.S.L. colours of the time, despite her ownership by the U.S. affiliate. Her hull and forecastle were red, and her cabins were grey with white trim. A white-outlined diamond appeared on her bows, with the white letters 'C.S.L.' inside the diamond. The smokestack was crimson with a black top. The foremast was buff, with a large letter 'C' outlined in lights which was operated by the blowing of the whistle. The mainmast was painted black.

SIR TREVOR DAWSON and STADACONA operated for American Interlake Line through 1920, but U.S. coasting regulations by then had been changed to prevent the operation in U.S. coastal trades of ships principally owned by foreign firms. Some sources have reported these two ships as being laid up after 1918, but there are dated photos of the DAWSON proving that she operated in 1919 and 1920. The customs duty to bring the ships into Canadian registry was considered prohibitive, and so the DAWSON and STADACONA were offered for sale. The two steamers were purchased late in 1920 (December 23rd for the DAWSON) by the Pioneer Steamship Company, which was managed by Hutchinson & Company, of Cleveland.

Hutchinson painted the two ships up in its normal colours, with reddish-brown hull and forecastle, white cabins, and black smokestack with a large,