

T.M.H.S. member Rene Beauchamp advises that his newest work will be available on May 15th. This will be a listing of almost 8,000 salt-water vessels that transitted the Seaway from its opening in 1959 until the close of the 2002 navigation season. Canadian ships also will be included. The 8½ x 11 book, with 90 pages and spiral-bound, will contain 45 colour illustrations.

The price, including airmail postage, will be \$48.75 Canadian, \$42.75 U.S., or \$60.00 Canadian for overseas buyers. However, if orders are postmarked before April 30, the price will be only \$34.95 Canadian or \$29.00 U.S. Interested parties should address Rene Beauchamp, 9041 Bellerive, Montreal, Quebec H1L 3S5. If you should have any enquiries, you may phone (514) 355-3891, or e-mail [rbeauchampmarinephoto@sympatico.ca](mailto:rbeauchampmarinephoto@sympatico.ca)

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### CASCO REVISITED

Our Ship of the Month No. 274, presented in the February issue, was the Canada Starch Company's steam canaller CASCO (55), (b) THORDOC (ii)(63), (c) CHEMBARGE NO. 2. We thank all of those who sent us such kind comments concerning this feature; canallers always seem to be received well.

One item which we need to correct is our suggestion that Capt. W. J. Mills commanded the ship from September of 1927 through to the end of her career, and was responsible for the unusual paint touches that were added to the steamer's bow and pilothouse around 1959. That was not so. Captain Mills left the ship when she was sold out of the Casco fleet. The master who added the colourful touches to THORDOC in the late 1950s was Capt. W. H. "Bill" Robinson, of Goderich. His father had been master of LEMOYNE when she made her famous opening transit of the Welland Canal, and his brother, Charlie, was master of BRICOLDOC for many years. Bill Robinson later was transferred to PORTADOC (iii) and he was the one who painted the grey gunwale stripe on her. When he later was transferred to the PATERSON (i), he apparently was told by Paterson management that he was not to paint the stripe on her, although it would have looked excellent. For this correction, we thank member Earl Teskey, who was 2nd Engineer in PORTADOC when Capt. Robinson was master.

In the same feature, because of the ship's involvement with the Chembarge / Tank Truck Transport operation, we said a bit about the other Chembarges. Member Alvon Jackson, of Amherstburg, has given us a bit more detail concerning CHEMBARGE NO. 3. Before she went to Lake Michigan as a breakwater hull, she was acquired from Tank Truck Transport in November of 1963 by McQueen Marine and was towed from Sarnia to Ojibway (Windsor). Along with the hull of the tanker IMPERIAL HAMILTON, she was to be sunk at Morton Terminal to replace a large section of concrete breakwall which had tipped into the river. This project was not completed as planned, and both hulls went to Lake Michigan. The tow from Sarnia to Ojibway was done on November 18, 1963, by the tugs ATOMIC and ABURG.

In respect of CHEMBARGE NO. 4, thanks to Alvon, we have a correction to the date on which she was sunk in Lake Huron. It did not occur on June 3, 1964, as we had stated. In fact, ATOMIC, ABURG and BUOY TENDER towed CHEMBARGE NO. 4 from Point Edward out into Lake Huron on July 11, 1964, and at 3:45 a.m. on the 12th, she sank bow first in 42 fathoms of water, 16 miles, 237 degrees, from Goderich. The exact position was 43° 38' 30" N., 82° 10' 30" W.

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We remind all members of the Annual Dinner Meeting to be held on May 10th. Please see details on the Front Page and send your cheque to the Purser as soon as possible.

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