

boilers. The last 2 of the 7 ships will be named NOVADOC and NEWBRUNDOC and will take the place of the 2 ships which N. M. Paterson loaded with grain and shipped to England about a year ago, and which he sold in Newcastle. These ships are now the ASHINGTON and HOMEWOOD, owned by colliery proprietors, and are carrying pit props from the Baltic to Newcastle, England. Their old names, NOVADOC and NEWBRUNDOC, representing Nova Scotia and New Brunswick, are being used for the 2 ships. We were advised Feb. 6 that 2 of the new ships had been chartered to carry coal from Swansea, Wales, to Toronto."

From the May 1928 issue: "Paterson Steamships Ltd., Fort William, Ont., as stated in Canadian Railway & Marine World for April, pg. 237, had four Great Lakes steamships launched during January and February at Wallsend-on-Tyne, England, by Swan, Hunter & Wigham Richardson, three more being launched during March to complete the order for seven. ... The first two ships, the CARTIERDOC and LAVALDOC, ran their trial trips on March 22, the third, the MONDOC, on March 23, the fourth, the SORELDOC, on March 30, and the fifth, the TROISDOC, on April 5."

From the C.R.&M.W. June 1928 issue: "Paterson Steamships Ltd. - The NOVADOC, the sixth of seven canal and lake steamships built for this company at Wallsend-on-Tyne, England, ran her trials off the Tyne on April 19, and NEWBRUNDOC, the last of the seven, ran hers on April 21. The CARTIERDOC... arrived in Toronto on May 4 with Scotch [sic] and Welsh coal."

The ships' names were in keeping with Paterson's custom. They honoured the municipalities of Laval, Montreal, Sorel and Trois-Rivieres, Quebec, the provinces of Nova Scotia and New Brunswick, and the famous French explorer Jacques Cartier. All of the ships were, we believe, originally registered at Newcastle, as they do not appear in the 1928 or 1929 "Dominion Lists", but do appear in the 1930 issue, which showed Fort William, Ontario, as port of registry for each. Once in Canada, the seven sisterships were engaged principally in the carriage of grain, coal, coke and pulpwood.

Although the dimensions of the seven ships were similar, there were minor differences and they should be noted. The seven were measured as follows:

CARTIERDOC (i), Hull No. 1329, (Br./C.149455) - 252.8 x 43.3 x 17.8, Gross 1919, Net 1142.
 LAVALDOC, Hull 1331, (Br./C.149456) - 252.8 x 43.4 x 17.8, 1918 G., 1142 N.
 MONDOC (i), Hull 1333, (Br./C.149459) - 253.0 x 43.3 x 17.8, 1926 G., 1147N.
 SORELDOC (i), Hull 1335, (Br./C.149460) - 253.0 x 43.3. x 17.8, 1926 G., 1147 N.
 TROISDOC (i), Hull 1337, (Br./C.149462) - 253.0 x 43.3 x 17.8, 1925 G., 1146 Net.
 NOVADOC (ii), Hull 1345, (Br./C.149465) - 252.8 x 43.3 x 17.8, 1934 G., 1152 Net.
 NEWBRUNDOC (ii), Hull 1347, (Br./C.149466) - 252.8 x 43.3 x 17.8, 1934 G., 1152 N.

Each ship was given an identical set of engines and boilers, all of this machinery built at the yards of Swan, Hunter and Wigham Richardson. The engines were of the triple expansion type with cylinder diameters of 15, 25 and 40 inches and a stroke of 33 inches. They were powered by steam at 180 p.s.i. provided by two single-ended, coal-fired Scotch marine boilers. The boilers were each 10'3" in diameter and 11'0" in length, and there was a total of 2,136 square feet of heating surface and 64 square feet of grate surface. This machinery produced 81 n.h.p. (some sources said 92 n.h.p.) or 750 i.h.p.

NOVADOC had three watertight bulkheads and two cargo holds with access from above through six hatches. Five of these hatches were 12' x 29' and the remaining hatch, located on the raised quarterdeck aft, was 22' x 29'. The forward hold had a capacity of 1,300 tons, while the aft hold had 1,500 tons capacity.