

a town on the shore of the Baie de Chaleurs on the southeast coast of the Gaspé Peninsula, Quebec.

Both vessels were brought into Canadian registry by C.S.L., with Montreal as home port. CAMROSE (C.145464) was shown as 245.8 x 41.0 x 15.3, 1564 Gross and 1005 Net. CHANDLER (C.145463) went on the Canadian books as 246.0 x 41.0 x 15.2, 1563 Gross and 1005 Net.

Along with their sisters and various other canal-sized fleetmates, CAMROSE and CHANDLER usually carried grain downbound and pulpwood upbound. Before long, however, it was the autumn of 1929, not a good year for shipping anyway, and The Great Depression began. CAMROSE, CHANDLER and their sisters spent most of their time in lay-up at Kingston, and certainly did not operate after 1931 if, indeed, they saw any service at all after 1929. They were amongst a large number of obsolete C.S.L. vessels that were sold for scrap in 1937, and both CAMROSE and CHANDLER (and their four remaining sisters in the fleet) were sold to Les Chantiers Manseau Ltee., which became Marine Industries Ltd. in 1938 and maintained a shipyard at Sorel. But the former Wolvin vessels were not scrapped.

One of them, COURTRIGHT (originally JOHN CRERAR) was rebuilt in 1939 as a tanker for the Marine Industries subsidiary Branch Lines Ltd. CHAPLEAU (GEORGE C. HOWE) was stripped down to a barge, never renamed, saw some wartime use, and was scrapped in 1955. Four eventually were refurbished with more modern forward cabins and a small doghouse on either side of the boat deck aft, to run as bulk canallers for the Leaf Barges Division of Branch Lines Ltd. CHATSWORTH (H. G. DALTON) and CANMORE (J. S. KEEFE) became BAYLEAF and ASHLEAF, and eventually wound up as MANCOX and MANZZUTTI, respectively.

CAMROSE joined the Leaf Barges Division in service as a steamer in 1942 as (e) PALMLEAF, new tonnage 1522 Gross and 892 Net, while CHANDLER did the same as (e) ASPENLEAF, 1521 Gross and 881 Net. They had black hulls, sometimes with a white rail forward, but virtually every photo we have of any of the Leaf boats shows a different set of stack colours, none of which we can describe adequately from black-and-white images. They operated in whatever bulk trades could be found for them, mostly working in the grain and pulpwood trades. By 1949, however, Branch Lines Ltd. had decided to concentrate on the tanker business and then what apparently were the two best "Leaf" bulk steamers were sold. The other two were not sold until 1951.



PALMLEAF, James M. Kidd photo, 1945.

Sold in 1949 were ASPENLEAF and PALMLEAF, which were acquired by Capt. George Hindman for his lake vessel operations. They first were registered to Mrs. Helen M. Evans (daughter of Capt. Hindman), although in 1951 the Diamond Steamship Company Ltd., Owen Sound, became the registered owner. ASPENLEAF became (f) HELEN HINDMAN (i) in 1952, while PALMLEAF was renamed (f) BLANCHE HINDMAN (i) for Capt. Hindman's wife. The ships had black hulls, white forecastle bulwarks, white forward cabins, and black stacks with a red band on which was a white diamond and a black letter 'H'. Hindman had the two ships re-registered at Owen Sound, and again they spent most of their time in the grain and pulpwood trades.

They were not to run long in Hindman colours, however, for late in 1951 they were sold to the Reoch Steamship Company Limited, Montreal, which was opera-