

ted by Capt. Norman J. Reoch, who for many years was associated with the running of the C.S.L. fleet. The ships were given the green hull that Reoch normally used for his canallers, and had a white forecastle rail. The stacks were black with a broad red band and a large white letter 'R'. Before the start of the 1952 season, BLANCHE HINDMAN was renamed (g) PARKDALE (i), while HELEN HINDMAN became (g) GROVEDALE (i). The new names of both vessels recalled names of neighbourhoods in Capt. Reoch's native city of Hamilton.



GROVEDALE, Port Dalhousie, February 21, 1953

coming 1903 Gross and 1315 Net, while PARKDALE's became 1912 Gross and 1311 Net.

Again, however, they would only serve the Reoch fleet for just a few years. In 1956, the Upper Lakes & St. Lawrence Transportation Company Limited, Toronto, made Capt. Reoch an offer he could not refuse and acquired GROVEDALE and her sister to help that company take care of its grain commitments in the busy years preceding the opening of the new St. Lawrence Seaway. Their hulls were painted black once again, while their stacks became crimson with a broad

black smokeband, the same stack colours they had carried many years before when in the Playfair fleet (from which U.L.&St.L. had "inherited" the stack design). No new names were given to the ships, not only because Upper Lakes & St. Lawrence had not been in the habit of renaming ships it acquired, but also because the company did not plan on operating them for very long.

They were busy in 1956 and 1957, but in 1958 GROVEDALE and PARKDALE saw little active service. 1959 was the year in which Upper Lakes & St. Lawrence Transportation was reorganized as Upper Lakes Shipping Ltd., Toronto, but GROVEDALE and PARKDALE never operated for the new firm nor did they ever receive its diamonds on their stacks. They remained at the wall at Toronto that year. During the summer of 1959, both steamers were sold to A. Newman & Company, St. Catharines, for scrapping. GROVEDALE departed Toronto in tow of the company's whaleback steamer JOHN ERICSSON on August 6, 1959, bound for

The ships operated without change during the 1952 season, but then it was decided that they would be more useful with a greater cargo capacity. Accordingly, during the winter of 1952-1953, both steamers were laid up at Port Dalhousie, where the local shipyard deepened them by 5.4 feet to 20.7 feet by raising the forward end of each ship, thus taking the step out of their decks. The work on GROVEDALE was done first, in February 1953, and PARKDALE got the treatment when her sister was finished. The reconstruction caused an increase in the tonnage of each ship, GROVEDALE's tonnage be-



PARKDALE, April 11, 1953 - both by J.H. Bascom