

days of new and much larger lake freighters, the barges were no longer either economical or convenient to operate. Paterson had scrapped KENORDOC (ii) in 1956, and in 1962 ALTADOC and the last three Paterson barges, namely COLLINGDOC (ii), OWENDOC and KENORDOC (iii), were sold to the Goderich Elevator and Transit Company Ltd. They were to be used as storage barges to increase the amount of grain the company's Goderich elevator facilities could handle. The sale was announced on July 1, 1962. ALTADOC was renamed (e) D. B. WELDON by her new owner, while COLLINGDOC became (e) K. A. POWELL, OWENDOC became (f) C. S. BAND, and KENORDOC was given the name (f) F. H. DUNSFORD. Another Paterson steamer, MANTADOC (i) of 1903, was sold to Goderich Elevator and Transit in 1963 and she became (d) R. G. SANDERSON. These were the first of many vessels that the elevator company would acquire for storage purposes.

It had been intended that all of the ships would be stripped of their deck-houses and other above-deck gear, but the WELDON was the only one that was fully stripped. She retained her black hull and white forecastle which, as far as we know, were never repainted by the elevator company even though the new name was painted on each vessel. The WELDON was used for grain storage for about ten years, but then these older vessels were beginning to need work to keep them seaworthy, and "newer" hulls were obtained. The WELDON was sold in 1974 to Western Metals, of Thunder Bay, and she was upbound at the Soo on August 20, 1974, in tow of THUNDER CAPE, assisted by JOHN McLEAN. She arrived at Thunder Bay in due course and there she gradually was reduced to scrap. Some sources seem to have confused the dates of removal from documentation and scrapping of this vessel with those of the same firm's D. B. WELDON (ii), the former Q & O steamer SHELTER BAY (ii), whose pilothouse and texas still exist as a museum facility at Goderich.

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KNOW YOUR SHIPS

The 2007 edition of this annual shipping directory is now available, published by longtime T.M.H.S. member Roger LeLievre. This 152-page issue is the 48th edition of the field guide to lake and seaway shipping. In the usual format, this issue includes many great colour photos, including a spectacular cover view of EDWARD L. RYERSON.

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POSTWAR SHIPS OF CANADA STEAMSHIP LINES

This latest book by T.M.H.S. member E. B. "Skip" Gillham details the vessels operated by C.S.L. on fresh and salt water in the years following World War Two. The 236-page softcover features many black-and-white photos, with colour photos inside and outside on the covers. Many of the photos have not been seen elsewhere.

To order, send \$30.00 to E. B. Gillham, 3750 King Street, Vineland, Ontario L0R 2C0. Please do not use Skip's previous P.O. box number due to a change of postal facilities in his local area.

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UPCOMING ISSUES

We would remind the members that this is the last issue of "Scanner" that will appear until the Mid-Summer issue, which should be coming your way in August. Please remember this when you don't receive a June or July issue and save yourself the postage involved in sending us a letter saying you didn't get it. We don't mean to sound silly about this, but please believe that it does actually happen - even after all these years! Be patient, please, and it will come!

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