

So now that we have gone through the magazine reports and noted some conflicts in dates, let us say that although "Canadian Railway and Marine World" normally was a dependable reporter of the Canadian lake shipping scene, its reports were only as good as the information it was given. The still-extant photographs taken of the trio of vessels by shipyard staff during their construction were all dated and those dates we consider far more likely to be correct. So, to set the record straight, the shipyard records say that the BUCK (Hull 74) was launched on Saturday, May 9 (not the 10th) and ran her trials on May 20; that the REYNOLDS (Hull 75) was launched on Saturday, June 6 and ran trials June 18, and that the KERNAN indeed was launched on Monday, July 6, and went out on her trials on July 16.



ROBERT P. KERNAN has just been launched.

The launch dates shown on the shipyard photos are confirmed by reports that appeared in the Collingwood town newspaper. Those news items mentioned the names of the principal dignitaries in attendance, and those participating in the ceremonies, which inevitably included Mr. and Mrs. Frank A. Augsbury and Mr. and Mrs. James Playfair. Mr. and Mrs. Buck, present at the launch of his namesake, came to Collingwood from Watertown, N.Y. The paper noted that the REYNOLDS was christened by Mrs. W. B. Reynolds. Interestingly, Mrs. J. S. Leitch, who christened the KERNAN, was called upon unexpectedly to perform that duty because someone had to fill in for Mrs. Kernan who, along with some of the other guests, was delayed in reaching the shipyard and did not make it in time despite the fact that the launch was delayed for an hour.



The BUCK (left) and REYNOLDS (right) steam out of Collingwood harbour on their trial trips.

Despite the fact that they were built so quickly, these three steamers were very handsome and were of rather more "substantial" appearance than many other canallers. They had very high bows with just a hint of flare (unusual for canal boats) and they looked so high because not only did they have fully topgallant forecastles, but also because a closed steel bulwark ran down the full length of the forecastle head - a somewhat unusual touch. The anchors were carried in very large pockets set close to the stem and centred on the line of the spar deck. Most canallers carried their anchors lower, down near the loaded waterline.

Atop the forecastle head was positioned a rectangular texas, with slightly rounded forward corners, which contained the master's quarters and office. There were only two large windows in the face of this deckhouse. The navigation deck above extended out to the sides of the ship to form bridgewings, and support was given on each side by two heavy steel stanchions. On this deck was located the fairly large (for a canaller) pilothouse which had five large windows in its face, two windows and a door in each side, and three windows looking out aft. A sunvisor was set over the front windows of the house. There was a binnacle on the monkey's island with an open rail around it, and awning stretchers ran out