



GRAIN SHIPS FOR STORAGE

Goderich Harbour

August 1972

JAMES A. MARLATT

The original of this painting was purchased by John Smallwood in 1974 and currently hangs in his home. With John's permission along with the Marlatt children Lynn and Steven, Elizabeth's Art Gallery in Goderich has reproduced the original to an easily framed, 11 x 14 print.

Prints are available at the Lake Huron Learning Collaborative Goderich office, located in the former Victoria Public School, Elizabeth's Art Gallery located on The Square in Goderich or any Lake Huron Learning Collaborative Board member.

Contact Anna at info@lakehuronlearning.ca or call (519) 524-4154 for additional information.

Lake Huron Learning Collaborative wishes to thank all of these people for their guidance and support in our fundraising effort. All proceeds will be used to support community education.

ABOUT THE ARTIST

James A. Marlatt (1925-1992)

Following service with the RCAF during the war Jim studied art in Toronto, cutting short his studies to raise a family. Art remained a hobby after moving to Goderich in 1970. Several years later it became a full time interest.

He was a member of the Goderich Art Club and gave private art lessons through his gallery, the Green Gallery, located on 98 St. Patrick Street, Goderich. His preferred medium was watercolour although in later years he worked in acrylics as well. He produced many commissioned watercolour renderings of private homes in and around Goderich and Huron County.

ABOUT THE PRINT

A Brief History with thanks from Bob McNay



With this watercolour painted in 1972, James Marlatt has lovingly rendered a very fine portrait of a once proud freighter popularly known as the *Altadoc 2*. His delicate, misty composition invokes the dying days of a grand freighter. Constructed in 1896 and originally christened the *Maricopa*, she underwent several reincarnations becoming the *Altadoc* in 1945. The 4266 gross ton *Altadoc* had a capacity of 5500 tons deadweight. Coming to rest in Goderich Harbour as the *D.B.*

Weldon she was stripped of her cabins and the triple expansion engine in 1965 and stored grain for the Goderich Elevator Co. until sold for scrap in 1974.

Freighters were often decommissioned because they did not pass inspection to sail. Prior to the completion of the St. Lawrence Seaway in 1959, foreign going freighters may have travelled through salt waters, along the Atlantic and Pacific coasts. The salt water ballasting quickly deteriorated the hulls and engines of the ships deeming them unserviceable.

Many ships of this apparent size also ran along the early canal systems. Wind, weather and the small engine size made control of the steering difficult and manoeuvring through the locks was often rough on the freighters, shortening their life span. The average age for these freighters was 25 years.

These "canallers" could carry up to 2,500 tons of materials and were less than 1,000 feet in length generally between 250 – 261 ft with a beam of 45.3 feet and a depth of 19 feet in canals.

Locally, these decommissioned ships were used for grain storage.