

PARKING AT THE MARINE MUSEUM

We would draw to the attention of all members some very important information which has been given to us by the staff of the Marine Museum of Upper Canada in respect of parking in the vicinity of the Museum for T.M.H.S. meetings.

The Canadian National Exhibition has now installed an automated parking lot entrance system at all of its lots, and it will be in operation whenever the booths are staffed. This will occur whenever there is a show or other event in the area. Under such circumstances, free admission to the parking lot adjacent to the Museum will no longer be available simply by identifying yourself as going to the Marine Museum, as in the past.

It now will be necessary for the standard \$7.00 parking fee to be paid, but T.M.H.S. members and friends will be able to obtain immediate reimbursement by presenting their C.N.E. parking stubs at the front desk in the Museum upon arrival.

The Museum regrets this inconvenience and asks that T.M.H.S. advise if any problems are encountered with the control of the parking lot so that the appropriate official contact can be made with the C.N.E. parking authority. We will rely upon our members to let us know about any difficulties they may encounter.

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MORE ABOUT THE GLENGARNOCK

Readers will recall that as our Ship of the Month No. 209 in the January issue, we featured the "Wolvin" canaller JOHN CRERAR (16), (b) FOURAS (21), (c) GLENGARNOCK (27), (d) COURTRIGHT (40), (e) CEDARBRANCH (I)(44), (f) EMPRE NEWT, and that in the February issue, we followed up with some information from Gordon Turner concerning the location of the hamlet of Glengarnock, in whose honour James Playfair rechristened the vessel when he acquired her in 1921 for the company that was to become Glen Steamships Ltd. in 1922.

Apart from the origin of her name, we raised another question concerning GLENGARNOCK in our original feature, and that was the apparent mystery of her registry. We mentioned that GLENGARNOCK and her Playfair sisters did not appear in the Dominion List of Shipping for 1922 or 1924, and that we could not find her in the List until 1927. We also noted that our 1924-1925 Lloyd's Register showed them simply as being of "British" registry, but without any home port being indicated.

Once again, our loyal members have rallied 'round us in our time of need, and two of them have come up with the answer we required. Bill Schell, of Holbrook, Massachusetts, and George Ayoub, of Ottawa, have come forward with the information that the sisters were enrolled at Newcastle-on-Tyne, England, and Bill even goes so far as to suggest that, from his study of registry numbers assigned out of that port, the enrollment of GLENGARNOCK most probably took place during the month of October, 1921.

George advises us that in 1921, the registered owner of GLENGARNOCK and her sisterships was Swan, Hunter & Wigham Richardson Ltd. (Jas. Playfair, manager), and from 1922 until 1925, the registered owner was Glen Steamships Ltd., Midland (Jas. Playfair, manager).

This information raises yet another interesting question, namely how the famous British shipbuilding firm became involved with these vessels after their wartime service on salt water. The only logical conclusion is that Playfair went to the Swan, Hunter firm for financial backing in the setting up of his new fleet, and that Swan, Hunter held the mortgage, probably right through until the registry of the ships was transferred to Montreal on April 16, 1925, at the time of the Hall takeover of the vessels. We would still like to see a photo of one of the sisters with "Newcastle" on her stern.

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