

Meanwhile, we should like to extend our most sincere thanks to the following members and friends of the Toronto Marine Historical Society who have assisted with the collection of data for this report: Jim Bartke, Neil Bauman, Terry Beahen, Rene Beauchamp, Rod Burdick, Ken Davis, Marc Dease, Joey Doyon, Donald Dube, Harold Fricke, Ken Hillyer, Gerald Hutton, Buck Longhurst, Bob MacDonald, Mac Mackay, Albert Short, Jim Sprunt, Jim Thoreson, Marshall Webster, Duncan White and George Williams.

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GLENGARNOCK FOUND

In our Ship of the Month No. 209 in the January issue, we featured the "Wolvinn" canaller JOHN CRERAR (16), (b) FOURAS (21), (c) GLENGARNOCK (27), (d) COURTRIGHT (40), (e) CEDARBRANCH (I)(44), (f) EMPIRE NEWT. The GLENGARNOCK name was given to the steamer when she was acquired in 1921 by James Playfair for what was to become his Glen Steamships Ltd. in 1922, and it reflected Playfair's Scottish heritage. We noted, however, that we had been unable to trace any place by that name in any atlas available to us.

Thanks to T.M.H.S. committee member and Programme Chairman, Gordon Turner, the problem has been resolved. It apparently is no wonder that we could not find GLENGARNOCK in any atlas, because it is a very small village indeed. It is located inland from the Firth of Clyde, approximately eight miles south-east of Largs, in the Ayrshire or Strathclyde area of Scotland, southwest of Glasgow.

We have no idea what connection there may have been between James Playfair and this tiny community, but we are indebted to Gordon Turner for at least locating it on the map for us.

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ADDITIONAL MARINE NEWS

It is reported that ULS International purchased two ocean-going ships of approximately 38,000 Gross tons each during the autumn of 1993. Acquired from the South India Shipping Corp. were the 1987-built CHENNAI PERUMAI and CHENNAI OOKKAM, which have been renamed THORNHILL (III) and RICHMOND HILL (II), respectively.

Long a denizen of the lakes was the 1964-built C.C.G.S. KENOKI, latterly based at Amherstburg but retired late in 1991 and renamed (b) 902 in 1992. Sent to Prescott for lay-up, she arrived at Montreal on July 21, 1993, after being purchased by Exportations Roxani Inc. She subsequently was resold to Cia. Mar. de Cabota S.A., Panama, and she sailed from Montreal, bound for Panamanian waters, on November 10th.

The Desgagnes tanker THALASSA DESGAGNES, which was the subject of reports in various earlier issues, finally ran her trial trips off Rimouski on December 18, 1993. Nevertheless, she did not enter service until January 26th, when she shifted to St. Romuald, where she loaded a cargo for Montreal.

In the November issue, we noted that the Desgagnes group had purchased HULL-28 (spelled correctly with the hyphen), the former east coast ferry CONFEDERATION. We learn that Desgagnes has yet to do any work on her to prepare her for service, and it is possible that she may not be used as ferry but rather converted for cruise service on the Gulf and east coast. In our earlier report, we incorrectly identified CONFEDERATION's former operator as Marine Atlantic. In Fact, she was managed for Transport Canada by Northumberland Ferries Ltd.

The St. Lawrence Seaway Authority has put its 1954-built tug WELLAND up for sale as she now lies at Port Weller. In future, the handling of buoys in the Welland Canal will be done by the Canadian Coast Guard.

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