

GLENEAGLES REVISITED

As a follow-up to our feature on GLENEAGLES, Ship of the Month No. 214 in the October issue, members Ron Beaupre and Gerry Ouderkirk went back through available records (including old back issues of "Scanner" which Gerry has been indexing) and found several instances in which GLENEAGLES made the news reports around the Great Lakes.

As a consequence of the severe storms which swept the lakes in early December of 1927 (our features on KAMLOOPS and ALTADOC [I], both lost in those storms, are recalled), many ships were hard ashore. Canada Steamship Lines' MARTIAN (I) was firmly aground on Hare Island near Thunder Cape, some fifteen miles from Port Arthur, Ontario. On Saturday, December 10th, GLENEAGLES attempted to pull her off, but the steel cable on which she was pulling snapped. MARTIAN proved difficult to retrieve and it was not until December 14th that she was able to steam into Port Arthur under her own power.

During the summer of 1932, the new Welland Ship Canal (the fourth canal) was in the final stages of completion after many years of construction, and although a number of smaller upper lakers already had transitted the new waterway, it finally was time to allow the very largest of the Canadian fleet to come down into Lake Ontario.

A newspaper report which appeared in late June stated: "Permission has been granted the Canada Steamship Lines by the Welland Canal authorities to bring their largest upper lakers through the canal after July 1st. This will mean that the GLENEAGLES, 582 feet long and 60 feet wide, the ASHCROFT, 546 feet long, 60 feet wide, the STADACONA, same dimensions (as GLENEAGLES, not same as ASHCROFT -Ed.), and the LEMOYNE, with a length of 621 feet, will be able to come through."

LEMOYNE (remember that she was built for Playfair as GLENMHOR, and was launched as GLENMOHR, but was taken over by C.S.L. before entering service) was given the honour of "officially" opening the Welland Ship Canal on Saturday, August 6th, 1932, but GLENEAGLES had preceded her by making two trips through the waterway during the month of July.

A news report commented: "Huge Steamer Makes Record - The S.S. GLENEAGLES Carried Immense Cargoes - Steel Co. Dock Equipped to Accommodate Ship. Another Great Lakes record was shattered when the Canada Steamship Lines' bulk freighter GLENEAGLES, which last week (July 8th), set a new mark for the Welland Ship Canal when she carried approximately 380,000 bushels of wheat from Fort William to the Kingston elevator; after unloading at Kingston, proceeded to Ashtabula for a cargo of coal for the Steel Company of Canada at Hamilton. The GLENEAGLES on the latter trip carried 12,912 tons, by far the largest cargo ever moved into Hamilton." Her master on this occasion was Captain F. J. Davis.

On Friday, November 10th, 1933, a newspaper reported another incident: "The steamer GLENEAGLES, mighty 582-foot grain carrier of the Canada Steamship Lines, limped into harbour here (Buffalo? -Ed.) shortly after noon yesterday, suffering the indignity of being towed by two tugs. The GLENEAGLES was reported to have been shoved aground at Kingston by a tug, causing a mishap to the (rudder) shoe of the vessel. The steamer was brought from Kingston to Port Weller by the (C.S.L. steamer) EMPEROR and picked up there by tugs, chartered to take the vessel to Buffalo for repairs."

In the early hours of Tuesday, June 24th, 1947, GLENEAGLES was downbound in the Detroit River when another accident occurred. A newspaper carried the following story: "Steering Gear Breaks - Steamer Sinks at Bar Point. When her steering gear parted early Tuesday morning while she was down-bound in the Livingstone Channel, the Canada Steamship (Lines') GLENEAGLES sheered and hit the west bank of the channel abreast of pier number seven, the first pier below the dike. The GLENEAGLES passed the Livingstone Channel light at 1:30 a.m.