

GLENCLOVA

In our issue of April 1998, we featured the canal-sized steamer GLENCLOVA (27), (b) ANTICOSTI (48), (c) RISACUA (53), (d) GEORGE HINDMAN (II)(62), (e) ELIZABETH HINDMAN. She was built in 1920 as Hull 9 of the Midland Shipbuilding Company Ltd., and was delivered to the Great Lakes Transportation Company Ltd. on December 21st of that year. She was enrolled as C.150232 at Midland on January 20, 1921, and entered service that spring. She was 246.0 (253.7 overall) x 42.5 x 18.5, 1925 Gross and 1092 Net. She was powered by an 1889-built triple-expansion engine that came from the wooden-hulled Playfair steamer MAJOR, and which was refurbished by the Great Lakes Foundry & Machinery Company, Midland, for the new canaller. Steam was supplied by two Scotch boilers built by the John Inglis Company Ltd., Toronto, especially for the new Playfair steamer.

GLENCLOVA was transferred to the Glen Transportation Company Ltd., a joint enterprise of James Playfair and A. E. Mathews, in 1921 and then back to the Great Lakes Transportation Company Ltd. in 1922. She passed to the George Hall Coal and Shipping Company Ltd. early in 1926, and to Canada Steamship Lines Ltd. late that same year, renamed ANTICOSTI. In May of 1940, she was requisitioned for wartime service, and the British Ministry of War Transport chartered her to William Cory & Son Ltd., London. She was acquired by a Panamanian firm, Cia. Maritima Risacua S.A., in 1948, and renamed RISACUA.

RISACUA was acquired by Capt. George Hindman for his Hindman Transportation Company Ltd. on April 8, 1953, and she was re-registered at Owen Sound as C.150232 at Owen Sound. She was sailed under her own power from Genoa, Italy, to Montreal, where she arrived on May 20, 1953. The Hindman fleet ran the ship, with a repowering in 1955 and a name change in 1962, and she finally was scrapped at Duluth in 1970-1971, more than a decade after the opening of the new St. Lawrence Seaway made the old canallers obsolete.

Since we wrote that feature, we have managed to locate a substantial additional amount of information concerning this steamer, and we are pleased to be able to present it here to help our readers in comprehending the complicated history of this handsome little canaller.

Two early incidents involving GLENCLOVA are recorded by John O. Greenwood in The Fleet Histories Series - Volume Four. Under the listing for GLENMAVIS (27), (b) ACADIAN (II), there is the following item: "The vessel collided with its fleetmate GLENCLOVA at the King Edward Pier in Montreal, Quebec (at 2040 hours on November 10, 1922). The GLENMAVIS' port side amidships was dented and buckled by the impact. Plating was indented three inches and frames were distorted. Repairs at Montreal amounted to \$9,877.60." There is no report of damage having been sustained by GLENCLOVA in the incident, which is not surprising if it was the strong and solid bow of GLENCLOVA that did the damage to GLENMAVIS. It must be remembered that GLENMAVIS was a "semi-turret", with her sides given a 90-degree tumblehome above the loaded waterline, inward toward a point below the outboard edge of the spar deck. GLENMAVIS would have been vulnerable to damage at the curve in her side.

Another incident recorded by the Greenwood volume states: "On May 3, 1924, at 1715 hours, the carrier (GLENCLOVA) was upbound in ballast from Montreal, Quebec, to Fort William, Ontario, and proceeding through the Morrisburg Canal. As she was passing the downbound (Canada Steamship Lines Ltd.) steamer GLENELLAH ([26], [b] CALGARIAN [II]), the latter took more than her share of the channel and crowded the GLENCLOVA into the starboard bank. Following this grounding, the GLENCLOVA was drawing 1'0" forward and 13'6" aft. There was extensive bottomshell plate damage to both port and starboard sides. Repairs were made at Buffalo, New York, to the extent of \$17,984.85."

We don't have much to add to the history of this handsome canaller until she went to salt water during the years of World War Two. ANTICOSTI did achieve some moments of glory during the hostilities, and as we mentioned, she was