

The second OMEGA item is truly enigmatic. From the same Buffalo paper's edition of July 11, 1916, comes the following report: "Capt. 'Bill' Clarke received a telegram yesterday from Capt. M. W. Humphrey, who recently sold the stm. OMEGA, requesting him to be at Toledo tomorrow morning to adjust the compass on the STARLIGHT. The latter is one of the new tank ships that are being built at Toledo for the Standard Oil Co. Capt. Humphrey will take her to Montreal on her way to the coast for ocean service. When he sold the OMEGA last winter, he (Capt. Humphrey) said he was going to retire, but he evidently is finding it hard to leave the great waterways."

So what does all this mean for the OMEGA? He last U.S. owner of which we were aware was the Dakota Steamship Company, and we thought they sold her to the Montreal Transportation Company Ltd. in 1917. Can anybody enlighten us as to the relationship between Dakota and Capt. Humphrey? And is it possible that she actually went to M.T.Co. during 1916, a year before any official record of the change? Any and all assistance would be much appreciated.

Skip Gillham has provided a resume of GLENMOUNT's logbook entries for the 1918 season. She was commanded that year by Capt. James Reoch. She cleared lay-up at Collingwood on April 23rd, and her season ended when she returned to Collingwood on November 11th for drydocking. Repairs completed, she was berthed for the winter on November 20th. During the season, she carried 17 cargoes of grain (oats, wheat and barley), six loads of coal, and two of stone. She loaded 11 grain cargoes out of the Lakehead and six out of Chicago. The two stone loads were taken from Calcite. Three cargoes of coal were loaded at Ashtabula, and one each from Lorain, Conneaut and Buffalo. Discharge ports were: Goderich (four loads of grain), Port McNicoll (four, grain), Tiffin (two, grain), Port Colborne (two, grain), Buffalo (two, grain), Collingwood (two, grain), Depot Harbor (one, grain), Welland (two, stone for Union Carbide), Sault Ste. Marie, Ont. (three, coal), and Green Bay, Ashland and Key Harbor (one load each, coal).

GLENMOUNT was not a regular barge tower, but she took the barge MARY E. McLACHLAN out of Sarnia July 14-15, and left her at Calcite for tugs. She picked her up again on July 19th, after loading, and delivered the barge to Port Colborne.

Some interesting notes from GLENMOUNT's 1918 log:

- April 23-25 - back and forth on Georgian Bay due to storm.
- Delayed unloading at Port McNicoll May 1-3 due to strike of elevator workers; lying alongside EMPEROR.
- On one trip, carried 122,683 bushels of grain.
- May 29, ship jarred on Lake Superior, and it was suspected that she had hit a log. Water entering around the stern tube.
- June 4, arrived Buffalo Dry Dock. Crew photos taken for immigration authorities. Work in drydock began June 8 while crew engaged in painting during the wait. (Remember our June 10, 1918 photo on the Buffalo Dry Dock?) Ship refloated June 18.
- June 29, Struck by steamer W. E. FITZGERALD while moored at Buffalo.
- July 23, unloading at Welland when shore crane boom struck after mast, breaking it ten feet up. Deck broken through in two places and glass broken in dining room skylight. Jackstaff moved out of line.
- Two sailors deserted in separate incidents at Buffalo.

And so, with special thanks to all who have contributed, and especially to Jack Messmer, Bill Moran and Skip Gillham, thus endeth our story of the GLENMOUNT (II). We hope that our members have enjoyed this two-instalment feature concerning a vessel about which very little has been written over the years.