

When the mail started to roll in after we featured the steamer LEMOYNE (I) as Ship of the Month No. 253 in the January issue, your Editor got a true sense of how many people still hold this ship near and dear to their hearts, despite the fact that she has been gone from our waters for more than thirty years. There seems, even today, to be a level of admiration for this ship that is unrivalled in the history of the Great Lakes freighter. She represents to many of us the epitome of the naval architect's art as it relates to freight vessels and, at the same time, a high-water mark in the history of shipbuilding on the lakes. Most of those who wrote recalled at least one occasion on which sight of the LEMOYNE inspired a special feeling of awe.

Typical of the comments about her were the words of Bob Graham, of Massena, New York. "Growing up in Morristown, New York (opposite Brockville) in the pre-Seaway early fifties, I was always stirred by the fairly-rare appearance of an upper laker making her way to or from the elevator at Johnstown (Prescott). The ferry crew usually knew what ships were expected, whether it was the MOHAWK DEER (what a name!) or the new SCOTT MISENER. But there was always a tinge of awe when word spread that the LEMOYNE was due down. There were larger ships, but none more imposing. I suppose some of her aura stemmed from her long reign as Queen, but that triple-deck forward cabin and big stack conferred a powerful presence. Talk about your classic laker!" We could not have said it any better...

Bob noted that the late T.M.H.S. member Don Page, long associated with the shipbuilding industry, mentioned LEMOYNE's lack of speed and heavy fuel consumption, attributing those deficiencies to her unusually great beam relative to her length and moulded depth. In Bob's words, interestingly put, "her block co-efficient, one might presume, was right up there with a brick! But even had I been aware of them at the time, such 'warts' as these would not have diminished my feelings for the vessel; while understandable within the context of economic realities, her retirement was inevitably a sad event." One of the saddest, indeed, for those of us who knew her...

From the time when he was old enough to withstand a whole day's excursion in his father's Buick without "decorating" its insides as a consequence of car-sickness, your Editor spent Saturdays at the Welland Canal with his father, and it was there that he took his very first ship photograph, in the midst of a snow-squall on November 29, 1952. (No, it wasn't of LEMOYNE; it was of WELLANDOC [II]!) But LEMOYNE was something of a rarity in the Canal even in those years (at least on Saturdays), and my father and I lived in hope of seeing her there. And when we did, it was a day to be remembered! Dad's hat even blew off one time when he was taking a photograph of LEMOYNE, and the hat, skimming over the water, can actually be seen in the picture!

Ron Beaupre, of Port Elgin, sent us a print of a Bald photo of GLENMHOR on the ways shortly before her 1926 launch as GLENMOHR. And if you should think that the name change didn't take place on very short notice, you should note the bunting already in place around the christening platform at the ship's bow! How close can you get?

Ron found some new clippings relating to LEMOYNE. One, from the "Toronto Telegram" column "Waterfront with Roy", dated May 31, 1947, was headed "Half Hour Delay" and commented: "The NORONIC and the C.S.L. freighter LEMOYNE, largest Canadian bulk carrier on the Great Lakes, hit Port Colborne harbour together, and had to wait (for) another vessel locking through at Lock Eight. The result was a half hour traffic delay at Bridge 21 (Clarence Street), as the two big vessels approached Lock Eight at slow speed. The LEMOYNE, with grain for Kingston, carried a deck load of about 35 motor trucks and automobiles, an unusual procedure for the 631 foot freighter."

Ron also found an unsourced, August 10, 1950, clipping in the scrapbooks of the late Ivan Brookes: "The KEYWEST, owned by Keystone Transports of Montreal, and the LEMOYNE, of the Canada Steamship Lines, narrowly averted a collision in the Welland Canal late Monday (August 7th). The LEMOYNE had