

she was requisitioned in 1915 for wartime service on salt water. She did not fall victim to enemy action, but was wrecked in the Bay of Biscay in December of 1920. That vessel supposedly had been named for Renvyle, a town on the west coast of Ireland, and somebody in C.S.L. management must simply have liked the name and decided to reuse it for the former GLENLEDI.

In 1928, it was recorded that RENVOYLE made 51 trips and burned 4,285 tons of coal, which amounted to 18.2 tons per day, or 12.9 tons per 100 miles travelled. That's a lot of coal! Her service was confined to the upper lakes until the opening of the new Welland Ship Canal in 1932. After that, however, she sailed regularly from Toronto and Hamilton to the Canadian Lakehead with calls, as required, at Thorold, Leamington, Windsor, Point Edward and Sault Ste. Marie en route.

RENVOYLE was a fast ship and was well suited for the package freight run. A former sailor recalled that "in her heyday, nothing on the lakes could touch her for speed". We have to take that with a few grains of salt, but she was one of the fastest freighters. When it was warranted, she was known to complete a trip from the Lakehead to Lake Ontario ports and return in just one week. A master of RENVOYLE, on one occasion, received a very critical letter from the company's head office for outdistancing one of the C.S.L. passenger ships on the run to Point Edward. It did not happen again! One downside of RENVOYLE's speed was that, in certain depths of water, she would start to bounce, and the engine would have to be throttled back. That tendency reportedly was reduced latterly after the ship was reboilered, but why the boilers (apart, perhaps, from their weight) would have anything to do with it, we have no idea.

RENVOYLE generally operated without incident, but she did run aground in mud at Wallaceburg in October of 1939 whilst there to load 600 tons of refined sugar. She was a pretty large ship to make the run all the way up to Wallaceburg, and it is not surprising that she ran into difficulties. She was, however, released without any significant damage.

Three years earlier, RENVOYLE had rescued one of her fleetmates which had got herself into trouble. The "Kingston Whig-Standard" of Thursday, November 26, 1936, reported: "Fort William, Ont. - Nov. 26 - (CP) - One member of her crew missing and her rudder gone, the storm-battered Great Lakes freighter EMPEROR was towed into this lakehead port today after surviving a gale while crossing Lake Superior. The missing man was Ernest Leclair, a 21-year-old deckhand. Leclair was last seen Tuesday night when the vessel's rudder was carried away by a heavy sea. He was believed to have been swept overboard during the height of the storm. The EMPEROR, owned by Canada Steamship Lines, was taken in tow by another freighter of the same line, the RENVOYLE, after the disabled vessel had sent out distress calls. The tug [JAMES] WHALEN also went to the aid of the rudderless ship, drifting helplessly in the northeast gale about 100 miles east of here.

"Loaded with 9,000 tons of coal, the EMPEROR was between Passage Island and Lamb Island when she refused to answer her helm. The gale drove the vessel off her course and for hours she drifted until the RENVOYLE and the WHALEN threw lines aboard her late yesterday. The 504-foot freighter carried a crew of 33 and was captained by Master J. A. Brown. She cleared from Cleveland and was to have loaded grain here after discharging her cargo of coal. Later today, she will be towed to drydock in nearby Port Arthur for repairs. Leclair, of Fort William, had been on the deck watch Tuesday night. He was not missed until daylight yesterday."

It will be recalled that EMPEROR was to strand on Canoe Rocks, Isle Royale, on June 4, 1947, becoming a total loss. Twelve lives were lost that day.

RENVOYLE played a minor role in the rescue of yet another C.S.L. ship some years later. On Saturday, November 25, 1950, a severe storm with winds of about 75 m.p.h. swept Lake Ontario, causing much damage along the western