

shoreline. Caught out on the lake, bound from Toronto to Montreal, was the 1927-built, canal-sized package freighter WEYBURN. At about 5:30 p.m., while she was off Port Hope, WEYBURN's cargo of steel plates, builders' supplies and soap suddenly shifted, causing a 40-degree list which put her portside spar deck rail almost level with the water and created flooding in the stokehold. RENVOYLE and WINNIPEG were both in Toronto at the time and prepared to sail should WEYBURN require assistance but, as it turned out, they were not needed. At 3:00 a.m. on Sunday, November 26, WEYBURN, under the command of Capt. J. A. Lepine, limped into Toronto, still listing dangerously, and tied up on the west side of the Bay Street slip.

An odd incident involving RENVOYLE had occurred during the spring of 1949. The "Kingston Whig-Standard" of Thursday, June 2, 1949, reported: "Sault Ste. Marie, Ont. - (CP) - Mrs. Cora Dawes, 31, of Brantford, chief cook on the freighter RENVOYLE, was reported missing when the vessel reached here Wednesday after a trip down Lake Superior. The cook's disappearance was reported by her husband, who also works on the ship. At the time, the RENVOYLE was near Caribou Island in Lake Superior. Capt. A. Francis ordered a thorough search of the vessel and then made a check of the surrounding water.

"When no trace of the woman was found, Capt. Francis sent a radio message to police here and resumed his trip. Authorities here said all members of the crew of the Canada Steamship Lines vessel will be questioned." Did someone, perhaps, not appreciate the food being served on RENVOYLE that season? We have no details on the result of the police enquiries.

Over the winter of 1955-1956, RENVOYLE was reboilered at the shipyard at Port Arthur. Installed were two Foster-Wheeler watertube boilers which originally had been built for one of the two passenger ships which C.S.L. had intended to build but which died on the drafting table after the NORONIC fire of 1949. These new boilers, equipped with forced draft, created steam at 225 p.s.i., somewhat higher than her original working pressure. In direct contradiction with these confirmed details, C.S.L. records showed that the ship had been reboilered as early as 1953 with two secondhand Yarrow watertube boilers. It just goes to show that companies are not always accurate record-keepers!

During the 1958 season, RENVOYLE made 43 trips, 21 westbound and 22 eastbound. She had departed lay-up at Walkerville on April 10 and laid up at Toronto with a storage cargo of barley on December 16. Freight loading and discharging ports were much the same throughout the season, with stops at Port Arthur, Fort William, Sault Ste. Marie, Point Edward, Windsor, Leamington, Thorold, Hamilton and Toronto. She carried a variety of mixed cargoes including flour, feed, steel, 400 tons of pitch in drums on one occasion, automobiles, and likely machinery. On at least five occasions, RENVOYLE loaded newsprint at the Lakehead for delivery to Cleveland. She also brought grain, particularly flax and barley, downbound for Toronto, with three trips also to Kingston to unload. Only one trip upbound was noted to be "in ballast"; otherwise, she had full or part loads in both directions all year long.

On numerous occasions in her latter years, RENVOYLE served in the grain trade, and after the St. Lawrence Seaway opened in 1959, she made very occasional trips as far east as Montreal. Her hatches and holds made her better suited to the grain trade than the newer C.S.L. package freighters. She usually wintered at Toronto with storage for the Canada Malting Company. She was the only ship we can recall that had a flat plate secured across the top of the funnel each winter as a precaution against the elements. It made her look a little like a graduating student wearing a mortarboard cap!

By the mid-1960s, RENVOYLE was being relegated to reserve duty. The features that once had led to her success now were out of date. Her speed was surpassed by that of the "Fort" class vessels, and even the older package