

had broken off whilst the ship was unloading at Erie, Pennsylvania. Meanwhile, it was reported that experiments were done on GLENELG to try out the newly-invented "hugger belt" system which eventually would replace bucket-belt elevator gear on many self-unloaders.

Regardless of this work, C.S.L. made the decision to remove the self-unloading gear from GLENELG and converted her to a gearless bulk carrier. The "Whig-Standard" of February 3, 1955, reported that the conversion was under way, and the same paper on June 30th reported on the steamer's "new look". She emerged from the rebuild with three cargo holds and three watertight bulkheads, and without the two old doghouses as she would be operating with a smaller crew. Her tonnage was increased to 2309 Gross and 1373 as a result of the rebuild. When GLENELG left the shipyard, her hull was painted the usual C.S.L. red carried by straight-deck members of the fleet, while she had a white forecastle and the usual white "billboards" along the sides. The name, still slanted forward, was painted in black letters on the white forecastle.

GLENELG looked quite pretty in her straight-decker days and she engaged in whatever service C.S.L. needed her. As can be seen from a photo accompanying this article, she even took on deckloads of automobiles. But she only ran as a general bulk carrier for three years. The St. Lawrence Seaway was well along in construction, and C.S.L. knew that the day of the canaller was almost finished. Only the best of them would have any hope of seeing service after the new canals opened, and many of C.S.L.'s canallers were well past their prime, having been run long and hard for many years.

GLENELG, however, was destined to be one of the survivors, at least for a few years. At the close of the 1957 season, she was laid up at the Kingston shipyard where work began on fitting her out for service as a carrier of powdered cement in bulk, the intention being that C.S.L. would operate her for what then was known as the Lake Ontario Portland Cement Company. She would carry cement from Picton to Toronto and Rochester (Charlotte), as well as elsewhere on the lakes as might be required.

By January of 1958, the work was well underway. The "Whig-Standard" of March 26th reported that a minor setback had occurred in the form of a fire sparked by a welder's torch. Damage, however, was not serious and the work resumed. In addition to the internal work of fitting the ship with an airslide system for unloading the cement, there needed to be a derrick to lift and swing the heavy unloading hose, and GLENELG's old pipe foremast was not heavy enough to carry the necessary boom. Accordingly, GLENELG was equipped with the heavy old pole foremast which had been removed from C.S.L.'s 1929-built bulk canaller TEAKBAY; the mast had been removed from TEAKBAY when the latter was given a new and much shorter foremast. On the "new" GLENELG foremast was fitted a heavy boom and it did good service handling the unloading hose. Almost all of the unloading equipment was placed below decks, and so there was very little change in the appearance of GLENELG's spar deck.

GLENELG made her maiden appearance as a cement carrier at Toronto on May 23, 1958, unloading at the Lake Ontario plant on the south side of the mouth of the Keating Channel, outside the north Cherry Street bridge. It is interesting to note that, at that time, the ship still was sporting a red hull. It must soon have become evident that cement dust would make this hull colour nearly impossible to keep clean and, quite shortly after GLENELG entered the cement trade, her hull was painted a light grey. The C.S.L. billboards on her hull became black, but after only a short time they were repainted white, which was a much more satisfactory arrangement.

During the summer of 1958, GLENELG strayed several times from her cement trade to haul steel pipes to Toronto. Many of the C.S.L. bulk canallers made similar trips, unloading the pipe sections on the east side of the Jarvis Street slip. The pipe was destined for use in a gas pipeline.