

The "Whig-Standard" of Monday, April 13, 1959, reported that GLENELG arrived at Kingston at 9:30 a.m. that day at Toronto. "Capt. Harvey Ambeau, skipper of the GLENELG, will take his ship into Kingston Shipyards' drydock early tomorrow for overhauling and then head up the lake to the Portland Cement Company [at Picton] for the season's first load."

Once she became a cement carrier, GLENELG usually wintered at Toronto, but she spent one winter at Charlotte in the early 1960s. (She often took on bunkers at Charlotte.) She generally was the first ship into the cement plant at Picton each spring and opened that port in 1961, 1962 and 1964, and perhaps in other years as well. The ship again saw the results of union activity when the Seafarers' International Union went on strike in October of 1963. S.I.U. crews walked off both GLENELG and HAGARTY at Kingston, as reported by the "Whig-Standard" on October 19th. On the 26th, the same paper reported that there had been a settlement, and that COALFAX, GLENELG, HAGARTY and PRINDOC all had cleared Kingston.

We have a report that at some point during this period, GLENELG suffered a fire in her crew quarters and that a wheelsman died in the incident, but we have no confirmation nor date for the incident.

GLENELG's days were numbered, however, for a larger and more modern ship was required for the cement trade. At the close of the 1965 season, she was laid up at Kingston and there, over the following winter, her unloading equipment was removed for fitting into C.S.L.'s lengthened, 1956-built, diesel-powered bulk carrier METIS (which survives to this day as a barge owned by Essroc Canada Ltd., the successor to Lake Ontario Cement). GLENELG then was sold to International Metals for scrapping and, on June 16, 1966, the Sin-Mac steam tug GRAEME STEWART picked her up at Kingston and delivered her to the plant of the Steel Company of Canada Ltd. at Hamilton, where she was quickly dismantled.

There are many of us who fondly remember GLENELG in her various shapes over the years, and it is difficult to believe that she has been gone now for almost forty years. She was a true workhorse that put in good service no matter what trade she was assigned to by her owners.

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Ed. Note: We thank T.M.H.S. member Tom Brewer, of Rochester (Charlotte), for suggesting GLENELG as a Ship of the Month many years ago. We finally got around to doing it! In addition, we are indebted to Ron Beaupre, Bill Moran and Capt. Gerry Ouderkirk for their assistance. Material from the late John H. Bascom, Ivan Brookes, James M. Kidd and Donald Page also was of much help to us in preparing this feature. If any members have additional information that might be helpful, we invite them to contact the Editor.

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