

cargo. Rough estimates of the damage to ship and cargo place the cost at \$100,000.

"After stranding, the ship was severely damaged as she rose and fell on a moderate swell sweeping in from Lake Huron. Fishermen report her as having swung broadside onto the shoal after first striking. Another ship of the Imperial Oil fleet is standing by to undertake salvage operations. None of the crew was injured or endangered by the stranding, and all are reported standing by their craft to give what aid they can. The ADACIALITE is commanded by Captain J. E. Jenkins.

"Cove Island Passage is one of the trickiest on the Great Lakes. The Island is to the north of the Bruce Peninsula, and marks the entrance of Georgian Bay into Lake Huron. A powerful light is maintained there, and an equally powerful fog-signal. The signal was operating at full force Saturday morning, lighthouse officials report. The ACADIALITE was not equipped with wireless but carried a directional wireless finder (sic), and signals for directional finders were being sent out as scheduled, the lighthouse men add.

"The ACADIALITE was within half a mile of the channel when she struck, say fishermen who know the waters well. They told 'The Telegram' the water for some distance around was 'red with gasoline' which had poured from the vessel, and that its odor was noticeable at the Cove Island lighthouse. So much was lost that, in coves and small inlets in the surrounding islands, the gasoline was still noticeable yesterday.

"Because of the free gasoline, every precaution is being taken against explosion. 'One of the crew told me he would give \$1,000 for a smoke,' The Telegram was told by an official who had been to the wreck..."

A press item dated Monday, March 23rd, 1942, entitled "Sets Goderich Record" reported another early-season arrival. "Capt. Earl Jenkins, skipper of the Imperial Oil tanker ACADIALITE, piloted his ship into Goderich on Saturday afternoon (March 21) to open the 1942 navigation season. It was the earliest opening on record here. The eight-and-a-half-hour trip from Sarnia was made in a soupy fog and, in its latter stages, a driving snowstorm.

"At the time-honoured ceremony in the town hall in the evening, Capt. Jenkins, one-time Goderich boy, was presented with a historic silk hat. It is customary also to give the first skipper in a new fedora, but this year Capt. Jenkins directed that the equivalent in money be donated to the Red Cross. This is the third time that this lake captain has won the coveted honour.

"The top hat, one that Lord Dufferin wore on his visit to Goderich many years ago, was presented by Harbour Master Norman Mackay. Councillor J. E. Huckins, chairman of the harbour committee, presented the captain with a panoramic photograph of Goderich Harbour."

In "The Toronto Star" of Wednesday, April 16, 1952, there appeared, under the heading "Tanker Nearly Sinks in Welland Canal after Scraping Bank", a photo of IMPERIAL WINDSOR at Thorold, down so far by the head that her name and anchor pockets were almost submerged. A heavy stream of water could be seen being pumped over the side from the port bow. An accompanying article gave details of the tanker's misadventure.

"Thorold, April 16 - The tanker IMPERIAL WINDSOR almost sank in 25 feet of water in the Welland Canal Tuesday afternoon (April 15) after she ripped two large holes in her starboard bow. She limped two miles to the Thorold dock and tied up with her lower decks awash and her bow several feet lower than her stern, weighted down by water pouring into her forward bulkhead (sic).

"Crew members said they believed that as the tanker, with a full cargo of high-octane gasoline, approached Bridge 11, where No. 3 Highway crosses the canal at Allanburg, the captain, James Burns of Point Edward, became worried when the bridge did not rise fast enough. He gave the order twice for 'full steam astern', and with the reversal of the screw, the ship was thrown off-course, veering toward the east bank of the canal and glancing off the stone