

shoring.

"Some of the men below first learned something was wrong when they felt the bump. One crew member said he rushed on deck, and that the vertical lift bridge was still closed although the tanker was less than 100 yards from it. He said he saw a car cross the highway bridge.

"Shortly after the tanker reached the dock, bound from Sarnia to Toronto, the Thorold Township fire department sent a pumper to the dockside. It was able to prevent further sinking, but was unable to raise her. Bert Drake, diver for the Welland Canal, reported he had found two rips in the starboard bow, about four inches wide and a foot long. 'The holes are big enough to put your fist through,' he reported.

"Plans were being discussed for padding the torn section with a tarpaulin held in place with a rope around the bow. It was expected the WINDSOR would attempt to limp to Toronto to discharge her cargo, and then would return to Port Dalhousie to go into drydock."

IMPERIAL WINDSOR was duly repaired at the Port Dalhousie shipyard, in Muir's Pond above Lock One of the old Welland Canal, and then went back into service. We should mention that it was normal for most of the Imperial Oil tankers to winter at Sarnia, although one of them frequently would stay at Toronto. However, if any of the boats required shipyard work, they usually would winter at Port Dalhousie, where the former Muir Bros. yard would do the necessary. The canallers of many fleets availed themselves of this shipyard's facilities, and some winters would see a dozen or more canallers crowding the pond above the lock, in the area of the drydock.

A clipping from the "London Free Press" described yet another season-opening arrival. The year was 1963, but unfortunately, the "clipper" did not record the exact date. "The tanker IMPERIAL CORNWALL arrived in Sarnia Saturday afternoon, but without the usual fanfare which accompanies the first vessel into port each shipping season.

"Due to other commitments, officials who had been invited to take part in presentation of the traditional top hat and gloves to the captain of the first ship were unavailable. The CORNWALL embarked on a second trip to Windsor, (and) is scheduled back here sometime after noon today for the delayed ceremonies.

"The CORNWALL took a cargo of 21,000 barrels of gasoline on its initial trip to Windsor. It departed from Windsor at 5:30 a.m. Saturday and arrived at the Sun Oil Sarnia docks at about 12 noon. 'Unless you knew different, you would have thought it was a summer cruise,' Capt. A. G. Knight said. He saw very little ice either way - 'in fact, it appeared to be only slush.'

"Captain Knight will receive the hat and gloves at ceremonies scheduled for 3:00 p.m. aboard the tanker. Officials of the Chamber of Commerce, Imperial Oil and the city council will send representatives. The IMPERIAL LONDON, IMPERIAL SIMCOE and IMPERIAL COLLINGWOOD remain at the company's winter dock near the foot of George Street. Their departure dates have not been announced.

"Captain F. C. Smith, Imperial's marine superintendent, was scheduled today to take part in a survey flight out of Toronto covering Lake Ontario, the Welland Canal, part of Lake Erie, Lake St. Clair and Lake Huron. Special attention will be given to the harbours of Goderich and Saginaw, Michigan. Results of the flight will help determine sailing dates for the three other Imperial tankers. The tanker WHITE ROSE was scheduled to leave for the company's docks at Froomfield today, pending a trip to Windsor."

More about the early start of the 1963 navigation season can be gleaned from the Summer, 1963, issue of "Imperial Oil Fleet News", the impressive house organ which was published quarterly for Imperial's marine personnel under the editorship of longtime T.M.H.S. member Gordon R. McKean. Each issue featured reports from all of the fleet's tankers, and this particular issue had