

When she passed Quebec City, her crew spied IMPERIAL SIMCOE and IMPERIAL WELLAND tied up there, waiting to head overseas. After unloading at Halifax and reloading for coastal delivery, the WINDSOR sailed for Curling and Port Saunders, Newfoundland, ports she had not visited since 1957.

During the rest of that season, IMPERIAL WINDSOR visited such interesting places as Port aux Basques, Seal Cove on Fogo Island, Twillingate, Indian Bay, St. John's, Harbour Buffet, Milltown, Harbour Breton, Bay L'Argent, Goose Bay, Lewisporte, Springdale, Campbellton, Saint John, Newcastle, Forestville and Gaspé before heading back into the lakes at the end of the year.

Before we leave the year 1965, we should note that, although the retired IMPERIAL SIMCOE and IMPERIAL WELLAND arrived at Santander, Spain, on October 13th, after an eventful tow across the Atlantic, they were still at Quebec on August 31st, and a report from the "Fleet News" correspondent aboard IMPERIAL LONDON gave some interesting detail. It seems that, in desperation to get the old tankers away (did they have trouble getting a tug? -Ed.), the scrappers even went so far as getting steam up on the WELLAND, and she was in steam on August 31. According to the pilot, the WELLAND set out downriver with the SIMCOE in tow, but not long after leaving the dock at Quebec, the WELLAND's engine gave out, the towline parted, and the deadship SIMCOE passed by her consort. The two apparently were corralled and returned to the dock to await the arrival of an ocean tug.

The Summer, 1966, issue of "Fleet News" carried an interesting item entitled "A Difficult Towage" which, albeit in fractured English, described the adventures of the SIMCOE and WELLAND once they finally were under tow: "Capt. Jacques Gendron, Operations Manager of McAllister Towing Ltd., Montreal, and a former Imperial Oil seaman, sent us a tearsheet from L. Smit Company's publication with photographs of their tugs LOIRE and SCHELDE towing IMPERIAL SIMCOE and IMPERIAL WELLAND to Spain. An accompanying story says: 'The crews of our tugs LOIRE and SCHELDE have turned the worst corner, a period of tension in which they strained every effort to save a dual tow.'

"The LOIRE, towing two lakers, IMPERIAL WELLAND and IMPERIAL SIMCOE, from Canada to Spain, encountered extremely bad weather some hundred miles n.n.e. of the Azores. A gale - force 12 - was roaring, the towing connection with the IMPERIAL SIMCOE parted and the vessel went adrift. Within two hours, the SIMCOE disappeared completely out of sight. On top of this, three days later, towing connection number 2 parted and also the IMPERIAL WELLAND preferred freedom.'

"Smit's tug SCHELDE, operating off Brest, was directed to the storm area. On Monday, October 4, LOIRE, as well as SCHELDE, each succeeded in reconnecting one laker. As the SCHELDE was urgently needed for other work, she gave over her tow to the LOIRE. Ultimately this tug finished the difficult towage by delivering both lakers to Santander.'"

The same Summer, 1966, "Fleet News" issue reported that IMPERIAL WINDSOR's much-worn Certificate of British Registry was sent to Imperial's Toronto head office in February of 1966, as all the space on it was filled and it was necessary to obtain a new certificate from Windsor, her port of registry. The original document had been issued at Windsor for the WINDSOLITE on May 27th, 1927.

The article went on to list all of the masters whose names appeared on the old certificate; interesting detail, surely, but we shall spare "Scanner" readers the tedium of the list. Some other informative notes were shown on the original certificate, however, such as the installation of new equipment. The ship received a direction finder on June 28, 1937; ship-to-shore telephone on October 25, 1945; three-watch shifts started May 8, 1946, with a crew of 30 aboard; radar was installed in March of 1950, and a gyro-compass was put aboard in March of 1951.

During 1966, in contrast with the 1965 season, IMPERIAL WINDSOR stayed in the lakes. Getting an early start on March 17th, she officially opened five