

upper lake ports, with Capt. James Irwin on the bridge. She took the topper (or local equivalent) at Windsor, Sarnia, Owen Sound, Goderich and Collingwood. Over the winter of 1966-1967, while the entire rest of the Imperial lake fleet (including the CORNWALL) wintered at Sarnia, the WINDSOR spent the winter at the shipyard at Port Dalhousie.

IMPERIAL WINDSOR spent most of the 1967 season running on Lake Huron with the CORNWALL, but she put in the whole 1968 season operating on the east coast, usually running into the various ports of Newfoundland. She did, however, return to the lakes for good at the end of that year. And in 1970, not only was she the first boat out of Imperial's lay-up quarters at Sarnia in the spring, but she opened navigation at Toronto on April 4th, with Capt. J. H. (Jim) Irwin again on her bridge. It was reported that the old girl was so elated by her feat that she popped a rivet in No. 4 tank! She set a real record at Toronto that year, for she became the first ship ever to both open and close navigation in the same season at the port, slipping back into winter quarters at 6:00 p.m. on January 8th, 1971.

In the process, she logged the latest ever arrival for an Imperial Oil lake tanker going into winter quarters. The previous record, which the WINDSOR beat by 13 hours and 10 minutes, had been set on January 8, 1944, by ROYALITE (later [b] IMPERIAL WELLAND). But when, a few months later, she fitted out for 1971, it would be the beginning of her last year of Imperial Oil service for the WINDSOR.

IMPERIAL CORNWALL, of course, finished out her years of Imperial service by taking over the Halifax bunkering trade from the venerable barge I.O.LTD. No. 6. The CORNWALL served this trade from December, 1969, until her official retirement on February 11, 1971, when she was replaced by the newly built IMPERIAL DARTMOUTH. One observer recalls that the CORNWALL was not terribly well suited for her Halifax bunkers duties. The tankers of her class may have performed well in most things they did, but like most single-screw ships, they did not back up well. "It took forever to back her in alongside ships tied up in the finger piers."

The CORNWALL only traded briefly as (c) GOLDEN SABLE. It was in the summer of 1971, and she was operated for the Golden Eagle Refining Company. A clipping taken from the July 9, 1971, edition of the Halifax "Mail Star" indicates that the ship soon found herself in trouble.

"Nine embittered sailors are living aboard their darkened tanker in Montreal harbour because a dispute with the ship's owners has left them without enough money to go elsewhere. The ship, the 1,900-ton tanker GOLDEN SABLE, is sitting in harbour under a writ of seizure placed Monday by the crew's legal counsel.

"The crew is seeking back wages for the last month totalling \$15,162.14. The ship's captain, Richard Edwards, spent Wednesday (July 7) with lawyers trying to work out a settlement. But because the legal proceedings with the ship's owners - Penn Shipping Ltd., of Guelph, Ont. - could take some time to solve, 13 of the ship's crew returned to Halifax last Friday.

"'They have families to feed. Most of them have probably shipped out with other lines by now,' one of the remaining seamen, William McMeechan, said. The nine remained behind because of their faith in Capt. Edwards and because no pay for a month left no other choice but hanging on.

"The ship lies anchored (sic) with its engine-room silent. Without any power aboard, the nine holdouts are forced to live in the dark without a water supply. 'It's miserable. We are down to a box of crackers between (sic) us,' said Mr. McMeechan, a 53-year-old oiler. The shipping firm could not be reached for comment late Wednesday."

The mention of Penn Shipping would indicate that this was just before the ship was acquired by Mottershead and MacLean, representing Neal Petroleum, a Golden Eagle subsidiary. She made only one voyage for Neal, a round trip between Quebec City and Buffalo in August of 1971.