

In the first instalment of our feature, we stated that GOLDEN SABLE lay idle at Louiseville, Quebec, for some years, and probably was broken up in the mid-1970s, although her Canadian registry was not closed until October of 1981. Member Rene Beauchamp, however, recalls seeing GOLDEN SABLE at Louiseville as late as February of 1978, and he feels that she was not actually broken up until 1980.

We have one other correction to make from the December feature, and that concerns our mention of a near-sister of the Imperial tankers, Furness Shipbuilding's Hull 178, which was CYCLO-WARRIOR (47), (b) TEXACO WARRIOR (I)(69), (c) LAKE TRANSPORT (II). We commented that she lasted on the lakes a bit longer than CARDINAL (the former IMPERIAL WINDSOR), but was sold to foreign operators who took her off to salt water in 1974.

The source of this information obviously was an erroneous report, for Rene Beauchamp has confirmed to us (and we have verified it) that LAKE TRANSPORT was sold by the Hall fleet in 1974 to Union Pipe & Machinery Ltd., of Lachine, Quebec. This firm broke her up at Sorel, Quebec, during 1978.

Thus ends our look into the day-to-day comings and goings of three of the Great Lakes' busiest tankers. Most of us, however, took IMPERIAL WINDSOR, IMPERIAL SIMCOE and IMPERIAL CORNWALL for granted during their many years of stalwart service. In hindsight, there is no doubt that we should have paid more attention to these workhorses when they were still with us.

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Ed. Note: We apologize for the unusually disorganized and rambling nature of this second part of our tanker feature, but we felt that our readers would appreciate the rather special nature of these additional items and we could find no better way of ordering them than the way they appear here. We would have liked to present this follow-up a little closer in time to the original December feature, but we simply did not have the space available until now, and we did not favour splitting the material up into little bits and pieces.

For their assistance in providing additional material concerning WINDSOLITE, SIMCOLITE and ACADIALITE, we extend sincere thanks to Ron Beaupre, "Mac" Mackay and Rene Beauchamp. We also acknowledge gratefully (albeit, unfortunately, posthumously) the work of our old friend, Gord McKean, who made "Imperial Oil Fleet News" such an interesting publication during his 25 years (1951 through 1976) as its Editor.

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LAY-UP LISTINGS - 1991-1992

One of the major lay-up ports for lake ships traditionally has been Toledo, Ohio. It was, therefore, with considerable distress that Ye Ed. found himself unable to include Toledo in the lay-up listings in our February and March issues. Our sincere thanks, however, now go to Jim Jackson and to Cy Hudson, who answered our plaintive wail for a report for Toledo harbour.

Toledo: J. BURTON AYERS, BESSIE B. (tug), WILLIS B. BOYER (museum), BUCKEYE (Columbia), COURTNEY BURTON, CHAMPION (tug), COLUMBIA STAR, COLUMBUS (dredge), ADAM E. CORNELIUS, FAUST II (barge), JOSEPH H. FRANTZ, GEMINI, GENERAL (tug), JOE VAN (tug), SAM LAUD, LINNHURST (tug), SAMUEL MATHER, MIGHTY WAVE (tug), MONTANA (tug), MUSKEGON (tug), NEW HAMPSHIRE (tug), NICOLET, ROBERT C. NORTON, CRISPIN OGLEBAY, OREGON (tug), WILLIAM A. REISS, W. C. RICHARDSON (remains), SANDPIPER (excursion), SATURN, HENRY STEINBRENNER, PAUL THAYER, H. LEE WHITE, FRED R. WHITE JR., CHARLES E. WILSON, WOLVERINE.

It is now April, and thus endeth the lay-ups for another winter. Let the Summer begin!

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Seaway Opening: The St. Lawrence canals opened on Monday, March 30th, the first commercial movement being the upbound passage of SENNEVILLE.

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