

for the Eastern Gap. His father could not escape the wedding "festivities" and so ye Ed., not quite ten years old at the time, was allowed to beat a retreat and pedal his bike down to the Gap with his camera to record the event. It was a grey, gloomy day, and the tow made it in just ahead of CAYUGA, the latter returning from Queenston and Niagara-on-the-Lake. BRITAMETTE looked sad indeed that day, and at the time, not yet knowing the details of the sale that had occurred, we wondered what lay in store for the tanker that merited the cross-lake tow.

We soon found out, as BRITAMETTE was lifted in the Dixon drydock down at the far east end of Toronto's Keating Channel (and not far from the B-A Oil dock), where she was completely refurbished. During the course of this work, her old Widdop-built diesel engine was removed, and in its place was fitted new power consisting of two diesel engines built by the General Motors Corp. There were a total of six cylinders, 4½" - 5", and Braking Horsepower was 328. The ship retained her donkey boiler through this conversion.

She retained her stubby old foremast, but two new spars were fitted. One was a light pipe mast set forward of the pilothouse; it had a light gaff placed high up the mast, which was used to raise and swing the hose used to pump bunkers aboard other vessels. The other was a new and slightly heavier mast, placed at the far end of the aft deckhouse, which was fitted up to handle the lifeboats (rather than working them with davits as had been done during the B-A days).

HUSKY 120, as she was renamed, in reference to one of the company's products, was painted up in the brightest colours she ever wore. Her hull was black and her cabins were white. The lower part of her forecastle was blue and the upper part was white, while the short section of closed bulwark at the forward end of the forecastle head was orange. The closed rail around the fantail was white. As we recall it, the lower section of the tanker's diminutive funnel was orange, with a blue band, an orange band, a white band with a very tiny Husky logo, then another orange band, and a black smoke band at the top. The masts were all buff, with the exception of the mizzen, which had a black top.

The refurbishing and repowering of HUSKY 120 was completed fairly quickly and, with her new home port of Fort William showing on her stern, the little motortanker departed Toronto on November 14, 1956, bound for the Canadian Lakehead. Upon her arrival, she took up her bunkering duties, and these kept her busy for about a decade.

Your Editor has fond memories of being aboard HUSKY 120 on June 17, 1963. On that day, ASSINIBOIA was moored at her berth in the Kaministiquia River at Fort William, with the annual excursion of the Marine Historical Society of Detroit aboard. HUSKY 120 came alongside to bunker the passenger steamer and, hosted by Mr. W. P. Cheney, local manager of Husky Oil, and Capt. T. R. Linklater of HUSKY 120, the MHSD excursionists were invited aboard HUSKY 120. Not only were we crawling all over the tanker while she bunkered ASSINIBOIA, but we then were taken for a cruise around both Fort William and Port Arthur harbours on the tanker. Even Capt. Ernest H. Ridd of ASSINIBOIA made the "cruise". It was a most enjoyable day, but we cannot help but wonder what government inspectors would have thought of a loaded bunkers tanker playing excursion boat!

Eventually, however, HUSKY 120 no longer was needed at the Lakehead, and latterly she was inactive. In 1968, she was purchased by K.S.F. Marine Limited, of Sault Ste. Marie, Ontario, and she was brought under her own power to the Canadian Soo on May 8, 1968. The new owners had hoped to develop a bunkering trade for the ship at the Soo, but such never occurred and the tanker lay idle there until sold in 1972 to Harry G. Gamble, of Port Dover, Ontario.

Despite her dilapidated condition, HUSKY 120 was fitted out one more time and, on August 18, 1972, she cleared the Soo, downbound under her own power.