

sured mile on [Wednesday] May 21, and then left in ballast and arrived at Montreal [Monday] June 9."

The issue of "Canadian Railway and Marine World" for August 1930 noted: "The company's third single screw oil tankship, CYCLO-WARRIOR... entered the Great Lakes trade in early July. Both ships [CYCLO-WARRIOR and sistership CYCLO-CHIEF] left Toronto within an hour of each other [no date given -Ed.], for Chicago, for crude oil... The CYCLO-CHIEF was the first delivered, having arrived at Montreal June 9 [no date given for the WARRIOR's arrival in Canada -Ed.]."

Appointed to the CHIEF for her inaugural 1930 season were Capt. A. H. Foote and Chief Engineer C. G. Myatt, while Capt. H. F. Hallifax and Chief W. P. McMullen were assigned to the WARRIOR. It is interesting to note that Capt. Foote had been in command of B. B. McCOLL when she was burned at Buffalo in 1928, but escaped with his life. The same men were in charge of the CHIEF and WARRIOR a decade later, except that in 1940 C. Carr was Chief Engineer on the WARRIOR.

Both ships were registered at Toronto under the ownership of the McColl-Frontenac Oil Company Ltd., Montreal, the CHIEF's official number being C.160729, while the WARRIOR was C.160731. Each was put on the Canadian register as 250.0 x 43.3 x 24.2, 2500 Gross Tons and 1422 Net, 281 Nominal Horsepower. It was rare for even exact sisterships to have the same tonnage. By way of bills of sale dated August 7, 1931, the ownership of the CHIEF was transferred to S.S. Cyclo-Chief Ltd., Montreal, while that of the WARRIOR went to S.S. Cyclo-Warrior Ltd., Montreal. The home port of both ships remained Toronto.

These were truly handsome tankers, similar to a number built by Furness for the Imperial Oil and British American Oil lake fleets. Each had a straight stem, counter stern, graceful sheer, triple-deck bridge structure, and a very tall smokestack with a deep-toned single steam whistle mounted on its forward face. (The Imperial tankers had high-pitched chime whistles.) There was a fully topgallant forecastle and poop, and full deck length expansion trunk. A short pipe foremast rose immediately abaft the pilothouse, while the taller pipe mainmast was stepped just abaft the break of the poop. The handsome teak pilothouse had an unusual three-sided front with a large window in each angle. Flying bridgewings were equipped with canvas dodgers. One lifeboat was located on either side of the poop, each worked with luffing steel davits.

Each steamer had a black hull and forecastle, with the trunk painted red and the company's name spelled out in large white letters (although by the late 1930s the "billboard" along the trunk had been altered to read 'McCull-Frontenac Products'). The upper and lower texas cabins were white, with a narrow red stripe just above deck level, while the teak pilothouse was varnished. The smokestack was black with a broad white band on which was superimposed a red rectangle with the letters 'M-F' in white. In the late 1930s, the stacks became black with a broad red band between two narrow white bands, and the letters 'M-F' in white.

CYCLO-CHIEF and CYCLO-WARRIOR, together with JOHN IRWIN (which was renamed [b] CYCLO-BRAVE in 1940), ran all over the lakes and the St. Lawrence River system, but spent most of their time running crude from Chicago to the large McColl-Frontenac refinery which was developed on the north side of the Ship Channel at Toronto, just inside the south Cherry Street bridge, and running up to and well east along Commissioners' Street. In later years, Ye Ed., as a small boy, was always fascinated by a big "walking" sprinkler that the company used to water the large lawn in front of the refinery's administration building! Even more fascinating was seeing the fleet's three tankers laid up each winter, one behind the other, along the company's wharf close to the Cherry Street bridge.

Things remained much the same and the "Cyclo-Sisters" operated very successfully until