

The remaining years of the ANGUS' active life were relatively uneventful, although over the winter of 1979-1980 the ANGUS had her boilers automated at Toronto, where she spent the vast majority of her winters. Perhaps her owners would not have done that work if they had known what the economy held in store for Great Lakes shipping. The ANGUS arrived at Toronto at the end of her last trip under her own power on Christmas Day, 1981, with a storage cargo of grain, and she never turned her wheel again. As far as we know, she was the last vessel to be unloaded at the Maple Leaf Mills grain elevator at Toronto (in the early spring of 1982) and, by the autumn of that year, the elevator was being demolished.

Economic conditions were greatly depressed in 1982 and the Upper Lakes Shipping fleet was hard hit. Not fitting out at Toronto that spring were POINTE NOIRE, GORDON C. LEITCH, R. BRUCE ANGUS, FRANK A. SHERMAN, SEAWAY QUEEN and WHEAT KING, which were idle the whole year. In addition, RED WING and JAMES NORRIS spent a good portion of the season idle at Toronto, while NORTHERN VENTURE and HILDA MARJANNE were laid up during the summer at Hamilton.

Over the next few years, the ANGUS occasionally held storage cargoes of soybeans for Victory Mills, Toronto, but in 1985 Upper Lakes Shipping gave up on conditions ever warranting her further operation, and she was sold for scrapping, the first of the former Imperial Oil triplets to meet that fate, although Desgagnes' GOLDEN HIND (formerly the WOODBEND) and C.S.L.'s NIPIGON BAY (the old LEDUC) would soon follow, as would GEORGIAN BAY, the fourth Imperial sister that was completed as a bulkier. Only B. A. PEERLESS, which remained a tanker through several ownership and name changes and also a hull shortening, would survive into the 1990s.

Both the ANGUS and GORDON C. LEITCH (i) were sold to Portuguese breakers, and both were towed away from Toronto on July 15, 1985, the ANGUS under tow of the tug GLENADA, while PRESCOTONT had the LEITCH tow. The two tugs took turns taking the scrap tows down the Seaway and so GLENADA and PRESCOTONT had the ANGUS downbound past Massena, New York, on July 17. Both old U.L.S. lakers were taken to Quebec City, from whence they departed on July 29 in tandem tow of the deep-sea tug IRVING CEDAR (now Purvis Marine's RELIANCE). They arrived safely at Setubal, Portugal, on August 20, 1985, and thereafter were reduced to piles of scrap metal.

All three of the Imperial Oil tanker sisters began life with an urgent but very limited usefulness in store, and all three had similar later careers as bulkers, although for different owners. All three of them went for scrap within a four-year period. They were far more alike than most observers realized at the time of their construction!

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Ed. Note: We extend our most sincere thanks to Capt. Gerry Ouderkirk, who instigated this feature, to Ron Beaupre, to Skip Gillham and to Dan McCormick for assistance and, posthumously to John H. Bascom, Ivan S. Brookes, James M. Kidd and Fred Landon for their material used in the story. Ahoy & Farewell II, from the Marine Historical Society of Detroit Inc., 1996, was also of much help, as were various issues of "Imperial Oil Fleet News", the tanker fleet's house magazine edited for many years by our late friend, Gord McKean.

Also to be thanked for their offers of assistance are Clive Dudley, Rob Farrow, Robert Graham (of B.G.S.U.), Alvon Jackson, Capt. Kevin Kelly (of U.L.S.), Gene Onchulenko, Ralph Roberts, Gordon Turner and Adam Zhelka.

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We mentioned briefly on Page 3 the trouble facing Canadian Shipbuilding and Engineering Ltd. that has idled the Port Weller shipyard. The problems arise from Port Weller contracting to partially build two "short sea" salties for Hoekman Cargoships BV, The Netherlands, and to fully build five more for Carisbrooke Shipping Ltd., Isle of Wight, England. The only hull completed to date is FRISIAN SPRING, towed away during the summer for completion in Holland. Port Weller severely under estimated the cost of building the ships, and went into bankruptcy protection so it could reorganize. The court has extended that protection until November 17 and, late in October, Local 680 of the International Brotherhood of Boilermakers ratified a new contract with the yard. It is not as yet clear what will happen in respect of the construction of the six other salties that were to be constructed.