

The November 1996 issue of the World Ship Society's "Marine News" indicates that NORTHERN STAR, (a) CHESLEY A. CROSBIE (82), (b) TERRA NORDICA (92), has been sold by Naviera Northern Star S. de R.L., Honduras, has been sold to other unspecified Honduran owners and renamed (d) TICA. Lake-area observers will find this item to be of interest, because the 1,961-ton vessel was built in 1964 as Hull 38 of Port Weller Dry Docks. CHESLEY A. CROSBIE was operated on the east coast of Canada by Chimo Shipping Ltd., of St. John's, Newfoundland.

At least for the time being, the battle over the ownership of the remains of the sidewheel passenger steamer ATLANTIC, which sank on Lake Erie on August 12, 1852, after a collision, has been put to rest. Ownership of the wreck and its contents was claimed by Michael Fletcher of Port Dover, the diver who found the wreck in 1984; by Mar Dive Corp. of California, one of whose principals was diving at the site in 1989 and 1990, and by the Government of Ontario, as the ship lies within the province's boundaries. On the eve of the trial, Mr. Fletcher and the province reached a settlement of their interests, and the trial then proceeded as between Mar Dive and the province. On December 20th, Mr. Justice Douglas Lissaman of the Ontario Court's General Division delivered his judgment, in which he dismissed the claims of Mar Dive, declared the Province of Ontario to be the owner of the wreck and its contents, and stated that he would issue a mandatory order requiring Mar Dive and the affiliated Atlantic Western Ltd. to return all property it has removed from the wreck site. The province has not indicated what it proposes to do with the wreck, but Mr. Fletcher was quoted in the press as saying that he hopes the decision will lead to a new maritime museum being constructed in the Port Dover area. Artifacts recovered by Fletcher in his dives have been held since 1992 by the federal Receiver of Wrecks. It is not known whether Mar Dive will appeal the decision. Still outstanding are criminal charges against two Mar Dive employees who are alleged to have removed artifacts from the ATLANTIC.

Our report in the December issue regarding the Inland Lakes Transportation cement carriers came out somewhat garbled and did not read the way we had intended it to. First of all, Lafarge had awarded the contract for the operation of the tug JACKLYN M. and barge INTEGRITY to Andrie Inc., before the new barge entered service. Inland Lakes, operators of the rest of the "Lafarge fleet", had hoped to secure the contract to operate INTEGRITY but did not do so. On September 1st, Andrie Inc. secured control of Inland Lakes, and on September 4th, 60 Inland Lakes employees, including captains, mates, engineers, stewards and conveyor men walked off the job and organized picket lines, expressing concern over job security. This idled PAUL H. TOWNSEND, J. A. W. IGLEHART and ALPENA, and eventually also led to the lay-up of S. T. CRAPO, although we understand that the latter made several trips for Medusa Cement, filling in for MEDUSA CHALLENGER, which was undergoing repairs to her machinery. It was in consequence of the strike that Inland Lakes began advertising widely for crews, and eventually J. A. W. IGLEHART, PAUL H. TOWNSEND and ALPENA returned to service with non-union crews.

Ever since it was constructed back in 1958 in anticipation of the opening of the St. Lawrence Seaway, the Redpath Sugar plant, located at the foot of Jarvis Street, has been a centre of activity on the Toronto waterfront. While other marine-related industries have gone out of business or moved away from the port of Toronto, the Redpath plant still operates vigorously and, especially in the autumn, many salt-water ships arrive with sugar cargoes, and some of the sugar has even been piled under tarpaulins on the opposite side of the slip. This year, for the very first time, ships are wintering at Toronto with storage cargoes for Redpath, WINDOC and CARTIERDOC having arrived with such cargoes by the time of this writing.