

one of the ships that sailed in the Invasion Armada to Normandy Coast. We know that ANTICOSTI was on the roster of the Armada from at least June 6, 1944, and for the following 28 days. Other lake vessels that accompanied ANTICOSTI during the Normandy Invasion were the Upper Lakes & St. Lawrence steamer ALBERT C. FIELD, the Hall Corporation's EAGLESCLIFFE HALL (I), the tankers JUSTINE C. ALLEN and TRANSOIL, and the Canada Steamship Lines sistership bulkers GRANBY, KNOWLTON and SHERBROOKE, as well as HASTINGS and WINONA. ANTICOSTI survived the Normandy Invasion and apparently continued operating under charter from the British Ministry of War Transport to William Cory & Son until she was sold Panamanian in 1948.

In 1953, after her stint in Panamanian service, RISACUA was acquired by Capt. George Hindman and he returned her to the Great Lakes, canal-sized boats being much in demand after the war years because so many of them were lost during the conflict. It turns out, however, that there was a bit more to the story of her return than we related in our original feature, and we are grateful to have copies of some newspaper clippings from the collection of our late member, Ivan S. Brookes, to tell the story.

Barney McKinley's "Waterfront" column in the "Toronto Telegram" of April 7, 1953, stated: "Manned by an Italian and Greek crew, and commanded by a Canadian master giving orders with the help of an international marine dictionary, the 250-foot, Midland-built freighter RISACUA is on her way back to a lakes home port after long service under a foreign flag.

"Purchased in Genoa for the Hindman Transportation Co. of Owen Sound, the RISACUA, under the new name of GEORGE HINDMAN, will go into service immediately, sailing out of Owen Sound. She was built in 1921. Now on the Atlantic, the RISACUA is being brought home by Captain Manuel Watson, of Owen Sound, one-time commander of the R.C.N. corvette OWEN SOUND."

Our records show that George Hindman purchased RISACUA on April 8, 1953, and she sailed from Genoa, arriving at Montreal after an uneventful voyage on May 20th. A Brookes clipping, unfortunately not sourced but datelined Montreal, May 21, 1953, was headlined: "Foreign Seamen Granted Warrant Against Freighter".

It read: "The former lake freighter ANTICOSTI, bearing a new name, lay at her berth today with an arrest warrant nailed against her bridge. Five foreign seamen yesterday took out the warrant through the marine division of the Exchequer Court.

"Capt. J. M. Watson is master of the freighter, renamed GEORGE HINDMAN, and is representing the owner, Howard (sic) Hindman of Owen Sound. He described the seamen's action as 'an obvious attempt to breach the agreement signed before the ship sailed from Genoa'. Marcel Gaboury, lawyer for the seamen, said the dispute involves wages.

"Capt. Watson said the ship, although under Canadian ownership, is still operating under provisional British registry and is not subject to Canadian regulations. 'We could have brought our own crew to man the ship,' he said. 'But we were persuaded to take the men who sailed with her, 17 Greek and seven Italian seamen. They were signed on at the prevailing rates, but they were paid off above the scale. Arrangements were made to send the men home. Some have left and are sailing from Halifax on Saturday. Some of the others stayed around, claiming they had not been paid sufficiently.' Capt. Watson said he went to Genoa to take over the ship for her new owners, who are planning to return the vessel to inland trade."

An earlier clipping, dated May 20, indicated that Hindman had first had RISACUA surveyed at Calcutta, India. It also indicated that the sale of the ship had been carried out by an English firm of shipbrokers, and that Howard Hindman, vice-president of the Hindman Transportation Company Ltd., had taken delivery of RISACUA at Genoa. It also noted that Capt. J. Manuel Watson