

had an arrangement whereby it could repurchase at a fixed price. Fednav exercised its right to purchase and then flipped ownership to C.S.L., which meant that C.S.L. was able to acquire the ship at a better price than on the open market. As we write this, SPRUCEGLEN is on the Atlantic bound for Belledune, N.S., after which she will bring a load of sugar to the Redpath plant at Toronto and be reflagged Canadian on arrival. She already has some Canadian crew aboard. We understand that C.S.L. also has an option to acquire MACKENZIE in a similar manner, but it is not certain when or if that option will be exercised.

A tow of an idle laker that did not end at a scrapyard occurred on November 7th when CANADIAN RANGER, which had been idle at Montreal since late 2000, was towed from Montreal by the McKeil tugs JERRY NEWBERRY and BONNIE B. III, assisted by OCEAN JUPITER. Her destination was Trois-Rivieres, where she is being used for grain storage along with CANADIAN TRADER and BARGE LAVIOLETTE, the later being the barge made from the bow and midbody of the RANGER's former sistership, CANADIAN EXPLORER. Reports still indicate that the TRADER may eventually be towed overseas for dismantling.

Another interesting recent tow saw SALVAGE MONARCH move CATHY McALLISTER from Montreal to Goderich. Both tugs had been owned by McAllister Towing & Salvage Inc., Montreal, latterly a subsidiary of Le Groupe Ocean Inc., but both were acquired recently by Heritage Harbour Marine Ltd., of London, Ontario, with which Capt. Bryan Bateman, a retired C.S.L. skipper, apparently is connected. CATHY McALLISTER made the tow with her name painted out, and it appears that her name was changed officially to (c) SEVEN SISTERS before the voyage began. The tow entered the Seaway on October 31st but the going proved to be slow and the tugs did not arrive at Goderich until November 14th. Not only was adverse weather encountered, but on the night of November 2nd, the McALLISTER went adrift on Lake Ontario and had to be towed in by C.C.G.S. GRIFFON. On Lake Erie, the MONARCH again suffered problems, apparently due to water in her fuel, and both tugs were towed into Port Maitland by Nadro Marine's MISEFORD. We know not what use is planned for SALVAGE MONARCH, but it said that SEVEN SISTERS may be sunk as a dive site.

Speaking of dive sites, two other lake ships will soon be sunk for that purpose. The hull of the venerable ferry THE STRAITS OF MACKINAC is currently at Chicago being prepared to be sunk in Lake Michigan off that city. Meanwhile, the 92-foot, 1946-built former Chicago fire tug JOSEPH MEDILL (iii) recently was at Sturgeon Bay before going to Algoma, Wisconsin, where Neptune's Nimrods, a Green Bay dive club, was to prepare her for sinking. John Selvick, owner of Calumet River Towing, Chicago, donated the MEDILL to the Nimrods.

At long last, the ill-starred cruise vessel ARCADIA, arrested last year after the failure of her lake cruise service, has departed Canadian waters. Renamed CARIBIC STAR and apparently owned by Anaconda Maritime, of Montreal, she cleared that port on November 10th, under her own power, bound for Santiago de Cuba where she will be refurbished. It is said that after that work is accomplished, she will begin cruising out of the Bahamas. The ship currently is flying the flag of Panama.

Leaving Toronto in mid-December will be the 1943-built Tribal-class destroyer H.M.C.S. HAIDA which federal Heritage Ministry has "stolen" from a city that didn't care enough to object, and will restore as a museum at Hamilton (in the Heritage Minister's home riding). HAIDA's hull is in such deteriorated condition after some 30 years of display at Toronto (most of those years in a land-locked puddle at Ontario Place) that she urgently requires drydocking. Port Weller Dry Docks got the contract for the \$3.5 million restoration, and HAIDA will be towed to Port Weller before she heads to Hamilton. Meanwhile, local contractors presently are cutting away at the causeway blocking HAIDA's way, and it is hoped that the famous warship can be towed out by mid-month. The tow to Port Weller will be taken very gingerly so as to ensure that HAIDA makes the trip in safety.