

Waterfront may not be built: Hazel

It came as a "shock" after so many years of preparation have been spent on the Mississauga Waterfront Plan to find that "we may not be able to build it" says Mrs. Hazel McCallion. The ward nine councillor who is chairman of the Credit Valley Conservation Authority's water management board told the Authority Thursday night that the proposed multi-

million dollar project was at a crucial point. "We can do nothing more until the final approval is given," she said. Reiterating her concerns Mrs. McCallion said she was shocked that the overall plan hadn't been cleared "ages ago" and suggested there could still be major problems with the scheme. "We shouldn't soft pedal this in any way," she suggested. Authority project director Basil Noels said the project had been approved by the Ministry of Natural Resources from a quality point of view. The final approval from the man responsible for co-ordinating the Ministry's perusal of the plans is now being awaited, he indicated. "There may be construction problems but they can be worked out," Noels said. He pointed out that water filtration plant intakes of the OWRC may have to be extended in the A.E. Crookes Park area.

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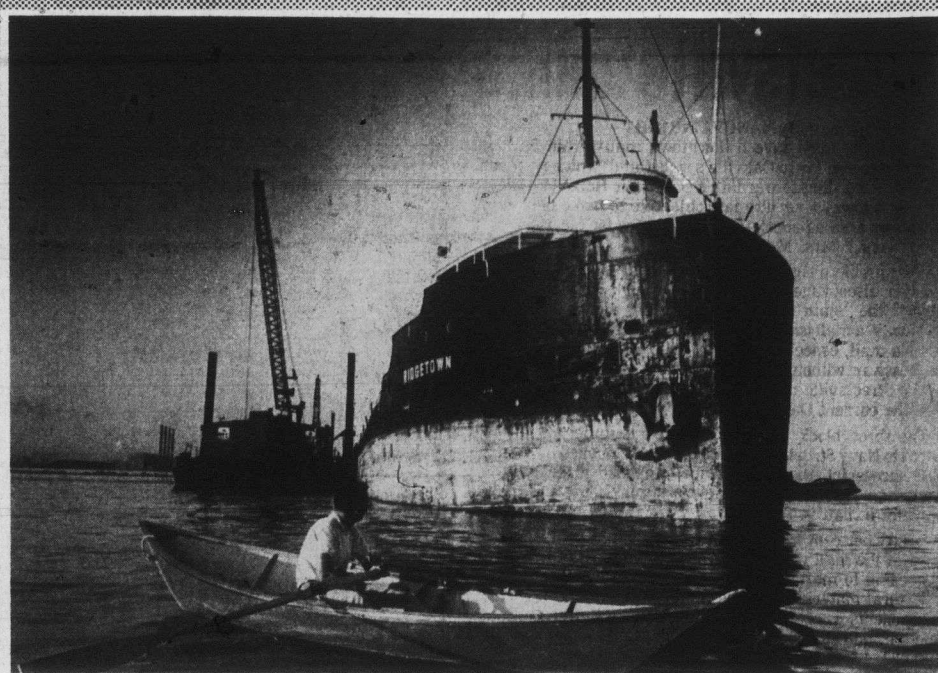
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Port Credit's Phil Shaw examines the slowly sinking Ridgetown from his little homemade Gloucester Gull Dorry at the entrance to the massive Port Credit Harbour complex.

Fog delayed sinking as cocktail parties bobbed by

By SID RODAWAY

It may have been the first time in history that a ship sinking was delayed by a fog, a reversal of the normal tale of old ships destined for the bottom.

But the bottom was only a few feet under the keel of the 567 foot long Ridgetown and rusting obscurity was not in her cards. Instead she will brood over the new Port Credit Harbour yacht basin, offering protected calm to a 30 acre harbour capable of handling 1,000 small pleasure craft.

There wasn't really much to see when the Ridgetown went down Thursday evening, 10 hours after the planned sinking. Someone likened the experience to watching grass grow, as her bilges were opened and she settled slowly over a two hour period to a specially prepared crushed stone bed.

Anchored barges and two large tugs kept the Ridgetown firmly in place as she was lowered into position, her midships protruding six feet above the highwater mark.

Several cocktail parties bobbed nearby toasting a new era for private boating in the Mississauga-Port Credit area. Dock starved yachtsmen from all around the region, already lined up for slip space at Port Credit Harbour, have waited impatiently for the Ridgetown's sinking. It signalled the start of installation of the radical floating concrete docks that would allow them to start the boating season in earnest.

Some of her upper decks equipment will be removed

but the unmistakable profile of an old Great Lakes bulk carrier will remain. Harbour developers Cole-Loepky Incorporated hope that local sea scouts and other groups will help paint and decorate the ship.

As a breakwater at the mouth of the 12-year-old stone rimmed federally owned harbour, the Ridgetown will be held in place by more than 30,000 tons of stone. She will continue in the wave stopping role for at least 30 years, the length of Cole-Loepky's lease on the harbour and former warehouse.

Largely funded by S.B. McLaughlin, the harbour will install about 395 of the concrete docks this year with buoy moorings available for an additional 100 boats.

Lauded as the finest most complete marina complex in Canada, Port Credit Harbour will offer storage, maintenance and indoor boat showroom and sales facilities in the 100,000 square foot building. The new Mississauga Yacht Club and at least two major restaurants will call P.C. Harbour home.

Even Sheridan College has leased one floor of the office building fronting the show mart complex to provide courses related to sailing, boat safety and marina management.

The Ridgetown is predicted by some to be the last freighter to be used as a breakwater on the Great Lakes. Worth upwards of \$500,000 for scrap, the old girls are highly prized by Italian and Japanese industrialists as fuel for their razor blade and auto industries.

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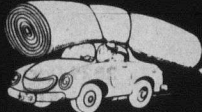
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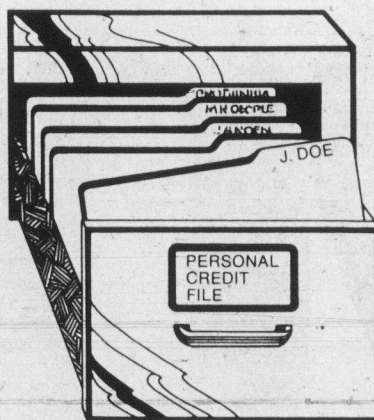
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