DINNER MEETING
Saturday Eve, Oct. 13
5:30 Meet the Author
Social hour.
6:30 DINNER

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THE LIGHTSHIP

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Collingwood Shipyard Is The Only Bright Spot On Great Lakes Shipping Scene — — Toronto Banker-Author To Open L.H.L. Season Oct. 13

ROBERT WOODCOCK, TORONTO BANKER AND AUTHOR WILL BE THE SPEAKER AT LAKE HURON LORE MEETING.... HE IS A COLLINGWOOD NATIVE.... SPENT HIS BOYHOOD FACING THE SHIPYARDS.... FEELS THE THRILL OF A LAUNCH!!!

When the broad-axes slash the trigger ropes... at that moment begins a 7 second journey down the launchway. It is not only a journey.. it is a birth. Just moments before this climax the thousands of tonsof cold dead steel, inanimate equipment consisting of thousands of items furnished by suppliers from around the world were all collected at Collingwood. These were all identified with her hull number.

A few moments before Fred McArthur, the launchmaster, gave the signal for the axes to be brought down she was given a name by her sponsor, repeating this sentence: "I CHRISTEN THIS SHIP_____, MAY GOD GUIDE HER AND GUARD AND KEEP ALL WHO SAIL IN HER." She hit the launch slip... she moved thousands of gallons of water out of her way. She shivers and rolls and becomes a living thing. She will spend her life the sweet waters of the Great Lakes. She has the capability and classification to go to sea.

Now that the ship is launched, about our speaker for the evening, Bob Woodcock, banker-author. He spent his boyhood in the winters skating in and around the ships in harbor. (Most Canadian boys I have heard were born with skates on, and some girls too !!!)

Bob has written a delightful book, profus-illustrated, easy to read, not in the tone of the profound articles in the technical journals.

We have planned an informal dinner for 6:30 p.m. on Saturday, October 13th. Museum Trustee Bob Bender willserve his own famous bar-b-que chicken and ribs. Reservations must be made in advance and a limited number of tickets will be available. See enclosed sheet for details.

The program will start with a social hour and meet the author at 5:30 p.m. either in the marine gallery... or on the main floor for those who do not want to make the stairs... no elevator yet!

Only New Lake Built Ship In 1984 M/V PRAIRIE HARVEST

The M/V PRAIRIE HARVEST is the largest vessel ever delivered to CSL by Collingwood Shipyards. The 2 m. increase in size, over the class hitherto known as the maximum Seaway Size vessel, is due to the truly innovative design of the bow which permits the underwater section of the extended ram portion to be inserted beneath

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MARINE ACTIVITY AROUND THE LAKES

Around the shores of the Great Lakes there seems to be a great crop of Marine Museum interest and the establishment of new museums. Down on Lake Ontario there has been an expansion of several existing ones and some new ones. Kingston is very busy expanding in all directions. Hamilton is looking for a home for two early men-of-war that are in the bottom of the lake. Along Lake Erie practically every lighthouse is being converted to a museum. An attempt is in the offing for the Great Lakes Historical Society to establish one in Cleveland. The Canadians are looking for several in the vicinity of Long Point where a lot of old sailing vessels were stranded. At Amherstburg there is a movement afoot to build a replica of the ship DETROIT, British ship engaged in the War of 1812. Dossin on Belle Isle will be closed most of the winter to make extensive renovations in displays and has plans for plant expansion. Coleman seems to have taken an interest...a sure fire way to instant success. Coming on up river, Algonac is contemplating some sort of water related attraction. Marine City has already started to develop its "Nautical Mile" with a lighthouse for the anchor attraction. Port Huron is developing what might turn out to be the classic and restored center of the United States. Sarnia waterfront development and the St. Clair Parkway from Sarnia along the shore of St. Clair River and Lake. The shore towns of Lake Huron with new small boat harbors built along the US shore and the natural harbors along the Canadian shore. Around the top of Michigan, Cheboygan, the Mackinac Park commission are making big plans to get people to think Great Lakes. Sleeping Bear Dunes are spending millions on acquisition and improvements. Frankfort purchased the CITY OF MILWAUKEE from the state owned railroad and then talked the state out of $50,000 to start fixing it up. This had to be done after the state sold their two ferry boats to a Wisconsin Speculator. They must have been a bargain for the VIKING and ARTHUR K. ATKINSON are back on the market for sale. I am running out of space but there are several more museums in the planning stage down the lake. This all seems to have started soon after the renovation of Round Island Light and the great Coast Guard rush to give away lighthouses. We wonder if Marcia Haynes will someday be called the savior of the Great Lakes. If there are enough people around the shores will get to thinking that they are nice....they will be able to stop the westerners and the southerners from pulling out the plug and draining OUR GREAT LAKES!!!!!

JOHN CLARKE, PACKS UP AND HEADS FOR NEW HOME IN THE SUNNY SOUTHLAND

John and Adeline Clarke of St. Clair, he was our long time naval architect and marine engineer in residence, has pulled his anchor and is drifting toward a new home in the south. John has left his working tools with us in the display case in the Lee M. Cooper Gallery. His drawings, pictures, etc. form the Mecca of the Great Lakes Society for the Preservation of Side Ship Launching's World Headquarters. We feel that the society has reached its goal, almost, Port Weller is the only exception. We have driven, unintentionally, all other forms of launching---banished if you will from the lower lakes where no operating shipyard remains! Peterson of Sturgeon Bay, who builds ships of destruction for the US and foreign navies, holds with side ship launching.

We miss John and his work. A week after he takes off, after having decided that his health would be better if he lived in a warmer country...I find that I have to go to the shipyard for the data sheet for the launch on 1 November. It is enclosed as a supplement sheet with the dinner announcement for 13 October.

John has sold his home on the ancestral farm on the river. The members of Lake Huron Lore wish him good health in his new home...we really think that we will him around the river come spring!

THE D & C BLAZER BUTTONS WILL BE AVAILABLE AT MEETING. $7.50 FOR SET OF NINE. INQUIRE AT DESK.

"LAKE LOG CHIPS"
TAKES ON NEW LIFE
WITH DAVE GLICK AS EDITOR

Lake Huron Lore member David T. Glick has taken over the "helm" of "lake Log Chips. Dave retired recently from his position as vice-president Education at the Ford establishment at Greenfield Village, Dearborn.

The four page news letter form, in the month or so that Dave has been the editor, hasbecome the best source of current Marine news available on the lakes. It is published every two weeks.

If you like interesting and condensed news of the happenings around the lakes try a subscription. The continuing saga of the "UP Soap Opera Shipyard" of the Michigan Department of Transportation goes on and on regardless of the political picture. This is worth the price of the paper alone! The organization that publishes has a name similar in length to our launching society. but you can get it..... Dave Glick, Jerome Library, B. G. S. U., Bowling Green, Ohio, 43403. Don't forget to send $7.00.

FRED MC ARTHUR WILL OFFICIATE
AS LAUNCHMASTER ON NOVEMBER 1st.

Happy word has been received from Collingwood that the good friend of the membership of T. G. L. S. F. T. P. O. S. S. L. will again be the launchmaster for the coming event on November 1.

Fred and Hazel, who have been the guests of our organization for the past several meetings missed the last one because Fred was confined to hospital with injuries suffered in a housebuilding accident. We are strongly urging Fred, in the future to stay with shipbuilding and leave housebuilding to others!

We are glad to hear you are back, Fred!

the lowered boom at the exits from the various locks within the Seaway System. By extending the overall length, additional cargo may be carried, ensuring the economic viability and competitiveness of the vessel.

The PRAIRIE HARVEST as her name suggests, is designed primarily for the carriage of wheat to the various outlets within .

THE MEMBERS OF THE
GREAT LAKES SOCIETY FOR
THE PRESERVATION OF
SIDE SHIP LAUNCHING
ARE INVITED
TO MEET WITH
LAKE HURON LORE MARINE
ON SATURDAY EVENING, OCT. 13
AT THE MUSEUM OF ARTS
AND HISTORY, 1115 Sixth Street,
Port Huron, Michigan.
DINNER RESERVATIONS MUST BE
MADE IN ADVANCE AND WILL BE
SOLD ON A FIRST COME BASIS.
In the event you are unable to purchase a ticket the program will start at approximately eight o'clock.

the Great Lakes, St. Lawrence River and Gulf, and Coastal Nova Scotia. However, two additional features have been incorporated into the construction of the vessel. The PRAIRIE HARVEST design is a bulk freighter, she can be readily converted to a self unloader should the passage of time modify current market conditions, and, by a thorough examination of wave amplitude and frequency, her future voyages may extend to the U. S. Eastern Seaboard and as far south as Jamaica.

The development of this new "Caribbean Class" vessel is the first in shipbuilding history and is the product of numerous technical discussions between Lloyd's Register of Shipping, Canadian Coast Guard, and the management and design staff of Canadian Shipbuilding and Engineering, Ltd.

Although similar in external appearance to other modern bulk freighters, she was fabricated using the latest techniques in ship design and computerized methodology, and incorporates many features enabling her to deal with early winter season weather operations in the Great Lakes trade.

The extended ram bow in addition to lengthening the vessel is ideally suited to provide ice-breaking capabilities. The bow is V-shaped to the 9.5m. waterline, but between the 6.37 m and the 9.25 m waterli-

nes there is an after sloping section that surges under the ice and breaks it in upward direction as the vessel moves forward. Above the 9.25 m waterline the bow is round with the forecastle deck incorporating a slight flare to obviate the effects of ice forming spray.

The 181.2 m long cargo hold is divided into 5 holds by the insertion of 4 transverse screen bulkheads, enabling the carrying of mixed grades or varieties of cargo. Water ballast can be carried in the side tanks and double bottom tanks in way of the cargo holds, and in the forward and after peak tanks. The bottom and side tanks are common, however a watertight centerline division in the double bottom forms port and starboard tanks. Ballast tank bulkheads in line with the cargo bulkheads complete the division into 5 port and 5 starboard tanks.

The spar deck is occupied with a short forecastle forward, 17 cargo hatches, a hatch crane, and a six tiered superstructure aft.

MAIN PROPULSION AND ASSOCIATED EQUIPMENT

The engine room not only contains the main propulsion package but also houses auxiliary equipment for generating electrical power, ballasting and control systems, and many other essential services.

The main propulsi on system consists of one non -reversing Sulzer slow speed Diesel engine, Model 6RLB66 with a continuous econmy (ERPZ) rating 11,100 BHP at 124 RPM directly connected by means of a hollow bored propellor shaft to a Lips four bladed propellor operating in a steer ing nozzle. The normal service rating of the engine provides a service speed of 14 knots. The engine is arranged to burn a heavy fule oil having a viscosity of 3500 Seconds Redwood No. 1 at 100 deg. F. Control of the propulsion system can be carried out from the bridge or from the engine control room. The engine is normally started and stopped by push button on the engine control room console. However the control system provides single handle control of the propellor speed and pitch, ahead and astern.

The control room sonsole, manufactured by Collingwood Shipyards also contains an Autronica alarm panel for monitoring the conditions of the main engine and other machinery in the engine room.

AUXILIARY EQUIPMENT

The auxiliary equipment outside the main machinery compartment consists of anchor windlesses forward and aft supplied by Clark-Chapman and six Collomatic self tensioning mooring winches each capable of a maximum pull of 27,500 lbs. Theforwsrd windless is remotely controled from the wheel house and the mooring winches are controlled from either side of the vessel. The four cylinder hydraulic steering gear is supplied by Sperry and is capable of moving the steering nozzle through a 70 degree arc in 14 seconds.

ELECTRICAL

Electrical power is generated by three Allen type S12D Diesel engines driving Siemens 600 KW alternators, providing power or control to virtually every function on board the vessel. The main switchboard, located in the soundproof engine control room, houses the control equipment for the generators and the distribution circuits. In addition to the usual ship's services the generators supply power to a 1,000 h.p. electrically driven bow steering propellor.

Navigation aids, lighting and cooking are supplied through transformers. The lighting throughout the vessel is either incandescent, fluorescent or mercury vapour.

The navigation aids are located in the wheelhouse and are supplied by Sperry Marine, Canadian Marconi, McGill Marine, and Navitron and consist of the following:

2 radars
2 gyro compasses
1 dual auto pilot
3 VHF radio telephones
2 SSB radio telephones
1 Aldis lamp
1 Echo sounder
1 direction finder
1 anemometer
1 LORAN
1 course recorder

Intercommunication systems on the vessel comprises a private auto marine tele-

concluded in next issue