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Lakehead To The Gulf of St. Lawrence

CURRENT GREAT LAKES SHIPPING SCENE
FOR JANUARY 17TH PROGRAM OF LAKE HURON LORE

Our Grand Launchmaster "Bill" Luke, will be the speaker at the January meeting.

Bill very ably presided over the first formal meeting of The Great Lakes Society for the Preservation of Side Ship Launching last October In Collingwood and is no stranger to most of the members of Lake Huron Lore. He is practically a native of the area, having spent 38 summers at the family home at Gratiot Beach. He spent some twenty-five years at a career in banking, but don't let that bother you! He is past president of the Marine Historical Society of Detroit and is it's present treasurer. Some of his good points are, that he is an astute student of commercial marine history on the Great Lakes, and he takes good pictures. He made a trip this past summer into Georgian Bay with Capt. John Leonard and it is hoped that many of the scenes from that area will be on the program.



"Bill" Luke, w/ spear, Little Mermaid Grace Bauman, Record Keeper Frank Crevier.

Tug Model Hit At Party On Display in Marine Gallery

MORE REPORTS WILL FOLLOW THE CONSTRUCTION OF MODEL
OF WORLD WAR ONE TUG AT THE McLOUTH YARDS IN MARINE CITY

Two outstanding attractions at the G. L. S. F. T. P. S. S. L. party at the Museum in November were the radio controlled tug built by Lake Huron Lore member Robert Lester of Marine City and the engine and boiler of a radio controlled steam tug being constructed by Edward Burch of Algonac. Ed, working from original plans, is building a scale model (Concluded on page three)

TREASURER WILL ACCEPT DUES BEFORE MEETING ON
JANUARY 17th

LAKE HURON LORE SEEKS LAUNCH BROCHURES FOR THE ARCHIVES

"On January 29, 1953, the proud new hull of the RICHARD M. MARSHALL, The Great Lakes Steamship Company's newest lake carrier slid down the launching ways in a traditional side launching, and splashed into the waters of the Saginaw River at Bay City, Michigan," says the brochure announcing the launching ceremonies for another Great Lakes freighter. This interesting launch brochure was presented to Lake Huron Lore member, Walter. M. Smith, Marine City, to be placed in the archives of the marine collection. If any of the members of Lake Huron Lore have or know of any one who would like to find a home for them among the archives they will be very gratefully received, AND ALONG THAT SAME LINE REMEMBER TO SAVE ANYTHING IN PAPER WITH A MARINE COLLECTION. THEY MAKE A VALUABLE ADDITION TO THE ARCHIVES.

T. G. L. S. F. T. P. O. S. S. L. MEMBERSHIP CERTIFICATES AT OFFICE

There are several membership certificates in the Museum office. They can be picked up during office hours if you do no have one.

MAID D'ORLEANS MAKES LAST SUMMER CRUISE ON THE RIVER DECEMBER 31st

The cruise ship MAID D'ORLEANS can be awarded the prize for the last St. Clair River trip of the year when she pulled into the dock at the St. Clair Inn on December 31st about three in the afternoon.

Applications for membership in Lake Huron Lore will be sent you on request from the Business Office, 97 Gratiot, Marysville. Phone EM4-6362 or Algonac 794-3466. All the Coast Guard fleet and two commercial tugs worked on the CRAPO the last days of December.

See the enclosed brochure on the History of Marine City, available at meeting Jan. 17th.

We still have a need for volunteers to work on the marine archives. This will consist of typing information on cards from the records in the marine department. It does not require any complicated typing or tabulation. If you have the time and the interest call the Museum office 982-0891 for information.

MATERIALS FOR BUILDING MODEL OF THE J. C. FORD HAVE BEEN GIVEN TO MODELER HARVEY NISSLEY

Many residents of the Port Huron area along the Black River remember the whistle of the J. C. FORD when she blew for the railroad bridge, Military Street, Seventh Street, Tenth Street and the Grand Trunk bridges while plying the river with yet another load of pulpwood for the Port Huron Paper Company mill on Black River.

Mr. Taylor Summers, Lake Shore Road, recalls that the last year of the J. C. FORD was in 1923, after which she was sold to Canadian interests and only lasted another year, when she burned and sank in the St. Mary's River near Detour. Mr. Summers, for many years allied with the paper industry, tells us a little about her operation. She was equipped with a loading and unloading device athwartship, no doubt studied by the designers of the ROGER BLOUGH, except that the device on the Ford was movable along the deck and suspended out over the sides to pick up pulp logs out of the water and also to put them back in the water upon arrival in Port Huron.

The construction of the new model is being done by Mr. Harvey Nissley, Grosse Isle, Mich., from a hull half model owned by the editor, photographs loaned by Mr. Ralph Roberts of Saginaw, Mr. Pat Labadie, curator of the Corps of Engineers Marine Museum at Duluth and sketches and photographs loaned by Mr. Taylor Summers. It is interesting to note that all of the people furnishing materials for her construction are members the Lake Huron Lore Marine Society.

We are looking forward to a launch party and presentation of the model to the museum when the J. C. FORD is constructed.

OMAR D. CONGER ON EXTENDED CRUISE

The Steamer OMAR D. CONGER is on an extended cruise to the many branches of the Michigan National Bank, Port Huron. She started on this cruise during Race Week last summer and expects to return to her home port in the Museum of Arts and History, in the near future.

The model was built and presented to the Museum last winter by Mr. Harvey Nissley at the "Evening With Omar D. Conger" held last winter.

TUGBOAT JACKIE MARIE ON DISPLAY (concluded from page one)

of the PROTECTOR, scheduled to be launched where her predecessor was during World War I at the McLouth Shipyard, Marine City, Member Walter M. Smith has accepted the chairmanship of this summer event of which more will be heard later.

On display for the winter months in the Marine Gallery is the tugboat JACKIE MARIE. Come and see her in all her lighted up glory during regular museum hours

Robert Lester is a descendent of that famous family of wooden shipbuilders that flourished in Marine City for many years. His enthusiasm, which is read in his story seems like a natural! For JACKIE MARIE story, we will let Bob tell it!!!

FACTS OF THE TUGBOAT

JACKIE MARIE

By Robert Lester, Builder

The tugboat JACKIE MARIE is a sister ship of the Douglas Greg, made from the same mold, fashioned completely of fiberglass. It was intended by its creator to be made into an R/C model to be played with by us weekend ship captains. Each hull must be ordered before it is built, much like its big brothers, each hull also has its own serial number. These kits, and I say the word "kit" softly, because they are built strictly for adults, seasoned in the hobby of boat building. Lets go back to the day the keel is layed, so to speak. When a kit is ordered, what you receive is a fiberglass hull, a fiberglass deck cabin, a fiberglass pilot house, a fiberglass stack and a set of blueprints showing where everything goes, plus what has to be made out of your scrapbox. The tug was originally designed to be seen on the outside only. However, if you look at the JACKIE MARIE closely, the main deck cabin lights up to expose the engine room. Its power is two 12-volt electric motors driving a single 3" propellor. Inside the main deck cabin is the crew's cabin complete with bunks and each bunk has the names of one of my two sons on the cabinets in the staterooms. All the bulkheads, bunks and cabinets are made from mahogany. Proceeding up to the pilot house, the complete inside is hand crafted mahogany. It has a 3" ship's wheel with a solid brass engine order telegraph and a working compass with man at the helm, Directly behind the pilot house is the captain's quarters complete with bunk, and nightstand with coffee cup on it. A navigation table com-

plete with charts and a light. Oh, I forgot to mention that also on the main deck cabin forward is the crew's mess complete with pots and pans hanging on the bulkhead stove, ice box, calander, and toaster, fruit on the table, etc.

Other working parts of the tug are, it has a 12-volt set of air horns, all deck lights work, radar works, smoke comes out of the stack, it pumps water over the side. It has a complete set of interior lights. It has a complete crew which was hand painted by the lady for which it was named. Some of the electrical equipment is 6-volt, but most all of it has train equipment because this is the most popular hobby. If you think that you would like to build one like it, I will be glad to supply the man's name who builds the kits. The cost, well, you can figure approximately \$500 to \$700 depending on the type of equipment you use. This figure does not include the man hours which was approximately one year because I could not work on it full time, nor does it include the gas you will burn running around from hobby shop to hobby shop looking for a part to make your boat do what you want it to do. Some parts I made on my lathe because you cannot buy them. Due to the fact that there is not enough demand to make them on a production basis.

And one more thing that I can think of that you get that money cannot buy is many hours of enjoyment and the satisfaction of watching the tug you build working its way down the river obeying your every command via a little 6" x 6" box with an antenna, kicking up a backwash that makes your heart beat a little faster. If you have not guessed by now, the tug was named after my wife, for being so understanding for the many hours she took a back seat for the second lady in my life.

M/V ALGOWOOD

(continued from November)

the vessel to carry maximum deadweight on restricted drafts, higher tensile steel has been incorporated into the topside structure. Transverse framing has been retained in the side tanks to withstand contact with lock walls.

The hull form of M/V ALGOWOOD, which was extensively model tested to ensure the optimum relationship between cargo deadweight, speed, and power and ice breaking capability, will enable her to carry a deadweight of 26,400 long tons, at a Seaway draft of 26 feet and a deadweight of 29,500 long tons at her summer draft of 28'-3".

The five hundred and sixty-one foot cargo hold is divided internally into five holds, by four screen bulkheads. The space between the forepeak bulkhead, and the screen bulkhead at the forward end of number one hold contains the hold conveyor hydraulic tensioning equipment, whereas the space between the engineroom bulkhead and the bulkhead at the aft end of number five cargo hold contains the transverse conveyors and the lower part of the belt loop. The cargo holds are serviced by twenty-two hatches, fitted with one piece steel covers which are removed by a hatch crane travelling the length of the Spar Deck.

Water ballast is provided in the double bottom and side tanks in a way of cargo holds, and in the fore and aft peak tanks. The bottom and side tanks are common, but a watertight centerline division in the double bottom forms Port and Starboard tanks. Ballast tank bulkheads, in line with the cargo hold bulkheads complete the division into five Port and Starboard tanks.

The five hundred and twenty long tons of oil fuel are contained in a cross tank located under the boom swinging trunnion.

A short forecastle and six tiers of accommodation superstructure constitute the erections on the Spar Deck.

Since the cargo unloading system is of prime importance to the operational efficiency of the ship, great care has been taken to ensure its design and installation is of the highest quality. The type of self-unloading system reflects the type of cargo the vessel will carry. ALGOWOOD has been designed to carry primarily ore and stone cargoes, although she will carry such cargoes as coal and salt. Iron ore pellets are essentially free flowing and discharge at the maximum belt capacity with a small gate opening. As coal and stone cargoes are very prone to "hang-up", the cargo hold's sloped hoppers are lined with ultra-high molecular weight polyethylene sheets which ensure cargo flow with their low coefficient of friction. Complete hold clean-up is assisted by 100 hydraulically operated vibrators, evenly spaced along the two tunnels.

The ninety gates, each 9'-0" long x 4'-10" wide, feed cargo to the three hold conveyor belts. These belts are rated for a total unloading rate of 4,800 tons per hour of coal of 6,000 tons per hour of ore and operate at 640 feet per minute.

At the aft end of the cargo hold the two hold belts feed onto a single loop belt by means of transverse conveyors. This loop belt consists of one hundred and eight inch wide inner belt. The loop belt in turn, feeds a hundred and sixty one foot long conveyor which can be elevated up to eighteen degrees from the horizontal and swung ninety degrees from the ship's centerline. The boom is fitted with a hydraulic boom luffing cylinder, which simplifies the boom hoisting equipment. The boom is slewed by a hydraulic actuator which has a self contained power pack.

(Concluded next issue.)