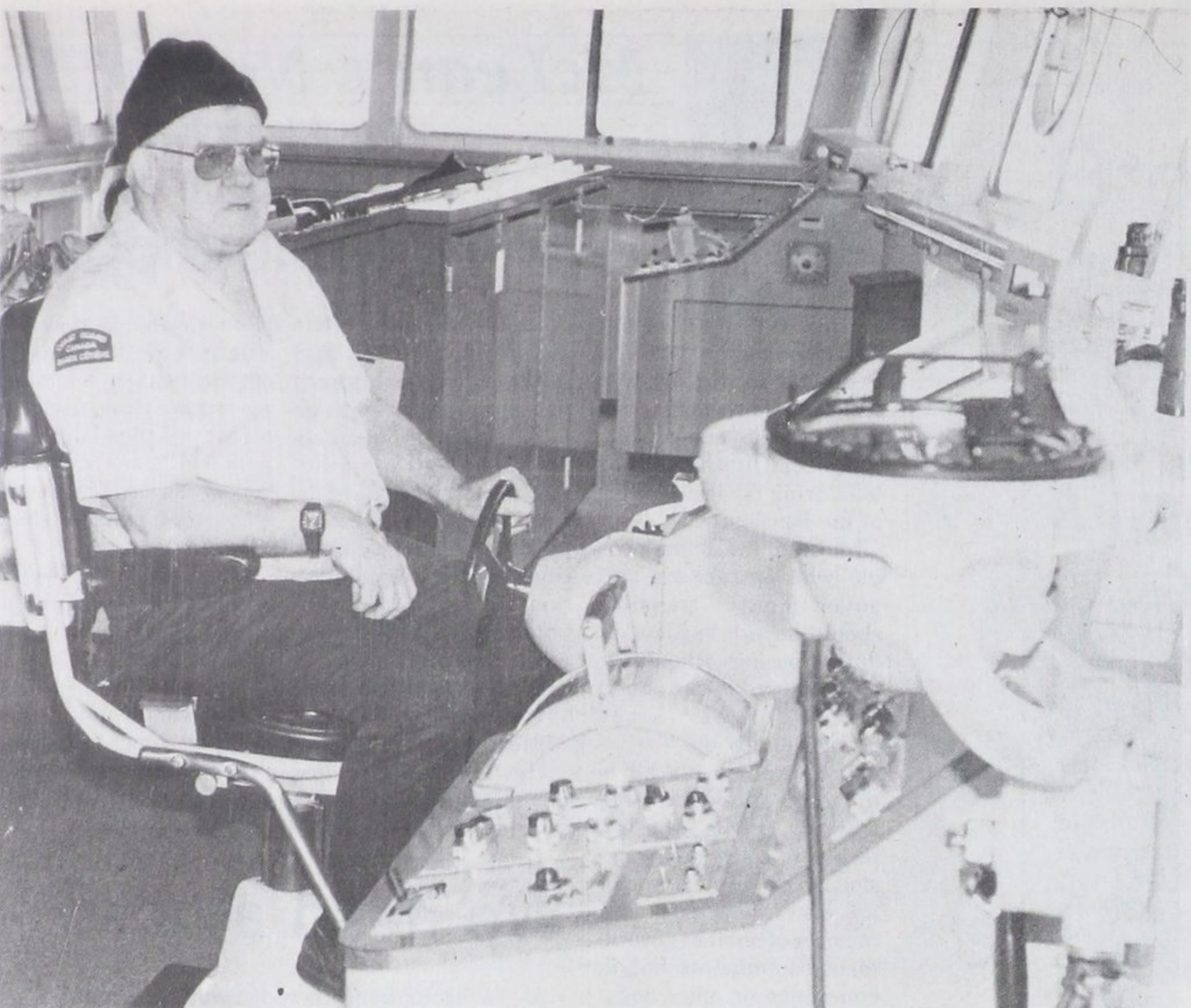


# On the Griffon



Canadian Coast Guard Ship Griffon arrived in Midland for the winter at the end of December weighing a couple of extra tons.

Normally the Class E icebreaker weighs 2,212 tons. On arrival in Midland harbor the ship weighed 2,214 tons. She had two tons of ice on her sides and deck.

The Griffon will stay in this end of Georgian Bay for the winter, breaking ice in Midland and Port McNicoll. The icebreaker will range as far as Giant's Tomb and Hope Island to break a track for grain ships.

When the Griffon arrived here on Dec. 29, Thunder Bay and this end of Georgian Bay were the only parts of the Great Lakes with ice.

The Coast Guard ship will move a grain ship around a harbor as well as break ice. Grain ship crews are laid off as soon as their ship arrives in its winter port. Enough crew are recalled to move a ship with the Coast Guard vessel working as a tug.

The Griffon was built in 1970. The 234-foot-long ship carries a crew of 38. The captain and crew guide their ship from a bridge 60 feet above the deck.

The Coast Guard breaks ice for grain carrying ships because the grain ships are underpowered for their size. A grain ship breaking its own path through ice would add to the cost of the trip.

The hull of the Griffon is painted with Inerta, a marine paint manufactured by International Paint. Inerta's effect is to make a ship's hull relatively friction-free when it is breaking ice.

Photos left from top: Quatermaster Emmett Mulcahy sits with his hand on the steering wheel on the bridge. Acting Chief Mate Michael Glew sits behind a table in the officer's mess. A crew member knocks some of the two tons of ice from the Griffon. Right from top, the Griffon's bell is encased in ice. A plaque records the year the ship was built and her builder's name. CCGS Griffon docked in Midland harbor.

