Winter Fleet 2021 Ship Bios by Tom Wenstadt

The M/V JOSEPH L. BLOCK was christened June 29th, 1976 at Bay Shipbuilding. The vessel's name came from the Chairman of the Board of the owner, Inland Steel Co. She has carried her name throughout her life, and has been owned and operated by Indiana Harbor Steamship Co. and Central Marine Logistics Inc. of Highland, IN respectively since July, 1999. Unfortunately, the Joseph L. block has had a rough career, suffering a number of engine problems as well as hull damage from groundings and ice. However, after 43 years of battling the Great Lakes, the M\V JOSEPH L. BLOCK continues to serve its owner. Look for an aft pilot house, aft self-unloading boom with an iron ore red hull and white and gray upper paint.

Specifications:

- **Length** **728 feet**
- **Beam (width)** **78 feet**
- **Depth** **45 feet**
- **Capacity** **37,200 tons**
- **Power** **2 3600 horsepower EMD V20 diesel engines turning one propeller and bow and stern thrusters**
- **Self-Unloading rate** **6,000 tons per hour**

The M/V JOHN G. MUNSON was built just down the lake by Manitowoc Shipbuilding Inc. The vessel was commissioned August 20, 1952. The vessel's name came from the Chairman of the Board of the owner, Bradley Transportation Line, a subsidiary of United States Steel. She has carried her name throughout her 67 years. She was originally painted gray, but was repainted as she looks today in 1990. More significantly, the John G. Munson was lengthening by 102 feet at the Fraser Yard in Superior, WI in 1975-76. She was also repowered from her original GE 7,700 horsepower compound steam turbine engine at Fincantieri Bay Shipbuilding in 2016.

Look for a forward pilothouse, forward self-unloading boom with an iron ore red hull and white upper paint. Also, look for the large gray and black slash on either side of the bow identifying it as part of Great Lakes Fleet, Inc.

Specifications:

- **Length** **768 feet**
- **Beam (width)** **72 feet**
- **Depth** **36 feet**
- **Capacity** **15,179 tons**
- **Power** **MAK 6 cylinder 7000 horsepower diesel engines turning a controllable pitch propeller – bow and stern thrusters**
- **Self-Unloading rate** **5,600 tons per hour**

The M/V James R. Barker was christened August 7, 1976 at American Shipbuilding in Lorain, OH for the InterLake Steamship Co., for whom she sails today. She was the first 1,000-footer to be built with its pilothouse aft. Look for a long iron ore colored hull and an ore colored unloading boom with a white pilothouse.

The James R. Barker suffered an engine room fire October 1986 in Lake Huron. The fire was put out by on board equipment. The Barker was towed side by side by its sister ship the William J. De Lancey for repairs at Bay Shipbuilding.

Specifications:

- **Length** **1004 feet**
- **Beam (width)** **105 feet**
- **Depth** **56 feet**
- **Capacity** **63,300 tons**
- **Power** **2 Pielstick V16 8000 horsepower diesel engines turning two propellers and a bow thruster**
- **Self-Unloading rate** **10,000 tons per hour**

The M/V CASON J. CALLAWAY was built at the Great Lakes Engineering Works in River Rouge, Michigan for the Pittsburg Steamship Co. The vessel left on her maiden voyage September 16th, 1952. She was involved in a collision in the St Marys River on August 21st, 1955 requiring major repairs. More significantly, the M/V CASON J. CALLAWAY was lengthening by 120 feet at the Fraser Yard in Superior, Wisconsin in 1974/75 and was converted to a self-unloading vessel at the same yard in 1981/82. The M/V Cason J. Callaway has carried her name throughout her 67 years.

Look for a forward pilot house, forward self-unloading boom with an iron ore red hull and white upper paint. Also look for the large gray and black slash on either side of the bow identifying it as part of Great Lakes Fleet, Inc.

Specifications:

- **Length** **767 feet**
- **Beam (width)** **70 feet**
- **Depth** **36 feet**
- **Capacity** **25,300 tons**
- **Power** **Westinghouse 7,700 horsepower compound steam turbine turning a Single propeller - bow and stern thrusters**
- **Self-Unloading rate** **5,600 tons per hour**

The M/V AMERICAN CENTURY arrived late Saturday afternoon January 16th, 2021 at the mouth of Sturgeon Bay and anchored there into the night. Overnight, the vessel backed the six miles up the bay into the Fincantieri Bay Shipbuilding graving dock.

The vessel was christened as the M/V COLUMBIA STAR May 8th, 1981. It was built by Bay Shipbuilding for Columbia Transportation Division, Oglebay Norton Co. The vessel established a new record at the Soo Locks by carrying 70,903 tons of western coal in 1997. In June of 2006 the vessel changed hands with ownership going to the American Steamship Co. of Buffalo, NY along with her new name. Look for one of the longest boats in the fleet with an aft pilot house and self-unloading boom, with a black hull and white top.

Specifications:

- **Length** **1000 feet**
- **Beam (width)** **105 feet**
- **Depth** **56 feet**
- **Capacity** **80,900 tons**
- **Power** **4 3600 horsepower EMD V-20 diesel engines turning two propellers and a bow thruster**
- **Self-Unloading rate** **8,930 tons per hour**

The M/V KAYE E. BARKER was built by American Shipbuilding in Toledo, OH for Cleveland Cliffs Steamship Co. The vessel was christened as the EDWARD B. GREENE January 10, 1952. The vessel was lengthened by 120 feet at the Fraser Yard in Superior, WI in 1976, and converted to a self-unloader in 1980-81 at the American Shipbuilding Yard in Toledo, OH. In 1985, the vessel was sold to Rouge Steel Corp. and re-named BENSON FORD III and again sold to Interlake Steamship Co. and re-named KAYE E. BARKER on August 2, 1990. She was repowered from her original 7,700 horsepower compound steam turbine engine at Bay Shipbuilding in 2012. Look for a forward pilot house, aft deck house and aft self-unloading boom with an iron ore red hull and self-unloading boom with white upper paint.

Specifications:

- **Length** **767 feet**
- **Beam (width)** **70 feet**
- **Depth** **36 feet**
- **Capacity** **25,900 tons**
- **Power** **2 Rolls-Royce Bergen 6 cylinder 4,080 horsepower diesel engines turning a controllable pitch propeller - bow and stern thrusters**
- **Self-Unloading rate** **5,600 tons per hour**

The M/V AMERICAN MARINER arrived at Fincantieri Bay Shipbuilding in Sturgeon Bay, WI on Thursday, January 21, 2020. The M/V AMERICAN MARINER is docked in the north yard. Look for an aft pilothouse, aft self-unloading boom with a black hull and white upper paint.

The M/V AMERICAN MARINER was built by Bay Shipbuilding for the American Steamship Co. of Buffalo, NY. The vessel was launched August 2, 1979, and left on its maiden voyage April 18, 1980. The vessel has had few accidents. Early on April 28, 2000, the vessel's steering failed, causing a significant collision with a channel marker light tower just north of Port Huron and doing considerable damage to its bow. It took a day and a half to clear the channel for numerous other vessels to pass. After repairs at Toledo Ship Repair, the M/V AMERICAN MARINER continues to serve its owner.

Specifications:

- **Length** **730 feet**
- **Beam (width)** **78 feet**
- **Depth** **45 feet**
- **Capacity** **37,300 tons**
- **Power** **2 -3600 horsepower EMD V20 diesel engines turning one propeller and bow and stern thrusters**
- **Self-Unloading rate** **6,000 tons per hour**

The M/V JOHN J. BOLAND IV arrived for winter layup on Saturday January 23, 2021 at Fincantieri Bay Shipbuilding. Look for an aft pilothouse, aft self-unloading boom with a black hull and white upper paint.

The M/V CHARLES E. WILSON was the first vessel built by Bay Shipbuilding for the American Steamship Co., starting construction in 1972. It was launched March 10, 1973. In winter 1997-98, a first-on-the-lakes digital gyrocompass was installed. In January 2000, the vessel was re-named M/V JOHN J. BOLAND IV after one of the two founders of American Steamship Co.

The vessel has had only a few minor accidents, and is still operating for its original owner.

Specifications:

- **Length** **680 feet**
- **Beam (width)** **78 feet**
- **Depth** **45 feet**
- **Capacity** **35,200 tons**
- **Power** **2 -3600 horsepower EMD V20 diesel engines turning one propeller and bow and stern thrusters**
- **Self-Unloading rate** **6,000 tons per hour**