



## **ITB VICTORY/MAUMEE**

**The integrated tug barge VICTORY/MAUMEE arrived for winter layup at Fincantieri Bay Shipbuilding through the bay of Green Bay and Sturgeon Bay this morning January 14<sup>th</sup>, 2021.**

**The articulated pusher tug VICTORY was built by McDermott Shipyard Morgan City, LA in 1981 for Texas Marine Services. The vessel was sold to KK Integrated Shipping in 2006. In 2007, the tug was given a new Hydracon connector and a taller pilot house to mate with the new barge JAMES L. KUBER.**

**The barge MAUMEE was built as the bulk carrier RESERVE by Great Lakes Engineering Works in 1953 for the Columbia Transportation Co. The vessel was converted to the self-unloading articulating barge by KK Integrated Logistics in 2008 and named JAMES L. KUBER.**

**The integrated tug barge (ITB) VICTORY/JAMES L. KUBER was acquired by Grand River Navigation in 2011 and renamed VICTORY/MAUMEE in 2019.**

### **Specifications:**

|                     |   |
|---------------------|---|
| <b>Length</b>       | <b>804 feet</b>                                   |
| <b>Beam (width)</b> | <b>70 feet</b>                                    |
| <b>Depth</b>        | <b>36 feet</b>                                    |
| <b>Capacity</b>     | <b>25,500 tons</b>                                |
| <b>Power</b>        | <b>2 3940 horsepower MaK 6MU55 diesel engines</b> |

**Look for an aft pilot house, aft self-unloading boom with a grey hull and white and gray upper paint.**

**The winter fleet can be viewed at Fincantieri Bay Shipbuilding, Sturgeon Bay, Wisconsin with viewing spots on both sides of the bay. Also check out the two new fabrication buildings at the south end of the yard. They will be used to make large subassemblies for a new series of US Navy frigates that will be built across Green bay at Fincantieri Marinette Marine.**



## **ITB CLYDE S. VAN ENKEVORT/ERIE TRADER**

**The integrated tug barge CLYDE S. VAN ENKEVORT/ERIE TRADER arrived for winter layup at Fincantieri Bay Shipbuilding through the Sturgeon Bay ship canal this afternoon January 14<sup>th</sup>, 2021.**

**The articulated pusher tug KEN R. BOOTHE Sr. was built by Donjon Shipbuilding and Repair in Erie, Pa in 2011 for SEACOR.**

**The self-unloading barge LAKES CONTENDOR was built by Donjon Shipbuilding and Repair in Erie, PA in 2012 for SEACOR.**

**The integrated tug barge (ITB) KEN R. BOOTHE Sr./LAKES CONTENDOR was acquired by Van Enkevort Tug & Barge in 2017 and renamed CLYDE S. VAN ENKEVORT/ERIE TRADER.**

### **Specifications:**

|                     |   |
|---------------------|---|
| <b>Length</b>       | <b>840 feet</b>                             |
| <b>Beam (width)</b> | <b>78 feet</b>                              |
| <b>Depth</b>        | <b>45 feet</b>                              |
| <b>Capacity</b>     | <b>38,500 tons</b>                          |
| <b>Power</b>        | <b>2 5400 horsepower MaK diesel engines</b> |

**Look for an aft pilothouse, aft self-unloading boom with black hulls and white and beige upper paint.**



## **M/V MESABI MINER**

The M/V MESABI MINER arrived this morning Saturday 1/15/22 at Fincantieri Bay Shipbuilding for winter layup. The vessel came through the Sturgeon Bay ship canal, through all three bridges and docked, unaided, in a classic lake effect snow storm no less.

The M/V MESABI MINER was built in three sections. The mid body was built at the American Shipbuilding yard in Toledo, Ohio, then towed to the American Shipbuilding Lorain, Ohio yard for assembly to the bow and stern sections. The M/V MESSABI MINER was launched on February 14, 1977 for the Interlake Steamship Co. for whom she sails today. Her name was given to honor all of the dedicated iron miners in the Mesabi Iron Range in northeastern Minnesota.

The MESABI MINER set a number of cargo records for both iron ore as well as coal.

### **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

Come see this 1004 footer this winter at Fincantieri Bay Shipbuilding, Sturgeon Bay, Wisconsin, along with her new fleet mate the Mark W. Barker. Look for a long iron ore colored hull and unloading boom with a white aft pilothouse.



## **ITB JOYCE L. VAN ENKEVORT/GREAT LAKES TRADER**

The integrated tug barge JOYCE L. VAN ENKEVORT/GREAT LAKES TRADER arrived for winter layup at Fincantieri Bay Shipbuilding through the Sturgeon Bay ship canal this afternoon January 15<sup>th</sup>, 2022. She docked next to her sister ship CLYDE VAN ENKEVORT/ERIE TRADER.

The articulated pusher tug JOYCE L. VAN ENKEVORT was built by Bay Shipbuilding Sturgeon Bay, WI, in 1998 for Van Enkevort Tug & Barge Escanaba, MI.

The self-unloading barge GREAT LAKES TRADER was built by Halter Marine, for Van Enkevort Tug & Barge Escanaba, MI in 2000. The barge was built in two pieces in Pearlinton, MS and completed in New Orleans, LA. Her tug, the JOYCE L. VAN ENKEVORT sailed from Escanaba, MI to New Orleans, LA to pick up the barge GREAT LAKES TRADER. Round trip was over 4000 miles.

### **Specifications:**

|                     |   |
|---------------------|---|
| <b>Length</b>       | <b>840 feet</b>                                     |
| <b>Beam (width)</b> | <b>78 feet</b>                                      |
| <b>Depth</b>        | <b>45 feet</b>                                      |
| <b>Capacity</b>     | <b>39,600 tons</b>                                  |
| <b>Power</b>        | <b>2 5100 horsepower Caterpillar diesel engines</b> |

Look for an aft pilothouse, aft self-unloading boom with iron ore colored hulls and white upper paint.



## **M/V JOHN J. BOLAND IV**

The M/V JOHN J. BOLAND IV arrived for winter layup this morning, Sunday January 16<sup>th</sup>, 2022 at Fincantieri Bay Shipbuilding. The vessel came from Lake Michigan, in the Sturgeon Bay ship canal, through all three bridges to the yard.

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<sup>th</sup>, 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:**

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

The winter fleet can be viewed at Fincantieri Bay Shipbuilding, Sturgeon Bay, Wisconsin with viewing spots on both sides of the bay. Look for an aft pilothouse, aft self-unloading boom with a black hull and white upper paint.



## **S/S WILFRED SYKES**

The Wilfred Sykes arrived at the Fincantieri Bay Shipbuilding dock in Sturgeon Bay, WI Sunday evening January 16<sup>th</sup>, 2022 for winter storage. It was a spectacular sight with all of the vessel lights, particularly the powerful search light, the city lights around the bay and for the first time, the new Door County Maritime Museum Lighthouse Tower all lit up.

The S/S Wilfred Sykes was built as a straight decker, completed in 1949 by American Shipbuilding Co. in Lorain, OH. The vessel's name came from the President 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, Indiana respectively since July 1999. The Sykes has the honor of being Queen of the Lakes (the largest vessel on the Great Lakes) from 1949 through 1952. In a major upgrade, the vessel was converted to a self-unloader at the Fraser Yard in Superior, Wisconsin in 1974/'75. In her earlier years, the Sykes set a number of cargo carrying and unloading records.

### **Specifications:**

|                            |  |
|----------------------------|--|
| <b>Length</b>              | <b>678 feet</b>  |
| <b>Beam (width)</b>        | <b>70 feet</b>   |
| <b>Depth</b>               | <b>37 feet</b>   |
| <b>Capacity</b>            | <b>21,500 tons</b>   |
| <b>Power</b>               | <b>1 7700 horsepower Westinghouse compound steam turbine engine<br/>turning one propeller bow thruster</b> |
| <b>Self-Unloading rate</b> | <b>6,000 tons per hour</b>   |

Look for a forward pilothouse, an aft self-unloading boom with an iron ore red hull and white and gray upper paint.



## **M/V AMERICAN SPIRIT**

The M/V AMERICAN SPIRIT anchored six miles off Manitowoc, WI for three days. Then motored up to Sturgeon Bay the morning of Tuesday January 18<sup>th</sup>, 2022, arriving that afternoon. The vessel came through the Sturgeon Bay ship canal, through Sturgeon Bay's three bridges and strangely enough went passed the shipyard and sat in the channel for two more days. This morning Thursday January 20<sup>th</sup>, 2022, with the assistance of several Sarter Marine Towing tugboats, the M/V AMERICAN SPIRIT finally docked at the Fincantieri Bay Shipbuilding dock for winter lay-up.

The M/V GEORGE A. STINSON was built in three sections. The mid body was built at the American Shipbuilding yard in Toledo, Ohio, then towed to the American Shipbuilding Lorain, Ohio yard for assembly to the bow and stern sections. The M/V GEORGE A. STINSON was launched on July 15, 1978<sup>th</sup> for National Steel. After a number of ownership and management changes, her name was changed to the M/V AMERICAN SPIRIT in January, 2004.

During her career, the vessel suffered a number of minor groundings and collisions. However the M/V AMERICAN SPIRIT continues to run regularly for her operators, American Steamship Co.

### **Specifications:**

|                            |   |
|----------------------------|---|
| <b>Length</b>              | <b>1004 feet</b>  |
| <b>Beam (width)</b>        | <b>105 feet</b>   |
| <b>Depth</b>               | <b>50 feet</b>  |
| <b>Capacity</b>            | <b>62,400 tons</b>  |
| <b>Power</b>               | <b>2 Pielstick V16 8000 horsepower diesel engines turning two propellers<br/>and a bow thruster</b> |
| <b>Self-Unloading rate</b> | <b>10,000 tons per hour</b>   |

Come see this 1004 footer this winter at Fincantieri Bay Shipbuilding, Sturgeon Bay, Wisconsin. Look for a black hull with a white aft pilot house and unloading boom. Also, check out the new gigantic assembly buildings at the south end of the yard. They will be used to construct subassemblies for new US Navy frigates to be built across the bay at Fincantieri Marinette Marine.