



M/V INDIANA HARBOR

The M/V INDIANA HARBOR arrived late yesterday January 21st, 2021 at the mouth of Sturgeon Bay, Wisconsin, where it anchored for the night. The next morning, the vessel backed the six miles up the bay to the Fincantieri Bay Shipbuilding storage dock.

This vessel was the third 1000 foot self-unloading bulk carrier built at Bay Shipbuilding. It was built in two sections, then assembled in the 1140 foot graving dock. The vessel was christened as the M/V INDIANA HARBOR July 11th, 1979. The M/V INDIANA HARBOR has suffered a number of collisions through its career but also has set a number on cargo carrying records as well. She continues to operate under the American Steamship Company flag.

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

Come see this 1000 footer, along with her 1000 foot friends, this winter at Fincantieri Bay Shipbuilding, Sturgeon Bay, Wisconsin. There are viewing spots along the bay as well as from the Door County Maritime Museum Lighthouse Tower. Look for one of the longest boats in the fleet with an aft pilot house and aft self-unloading boom, with a black hull and white top. Also check out the new fabrication buildings being built at the yard that will be used to build subassemblies for a new series of US Navy Frigates. The subassemblies will be barged across Green Bay to Fincantieri Marinette Marine in Marinette, Wisconsin for final assembly.



M/V MARK W. BARKER

The M/V MARK W. BARKER arrived at the Fincantieri Bay Shipbuilding dock early this morning Saturday January 21st, 2023. This will be the vessel's first winter storage season as a complete vessel.

The M/V MARK W. BARKER was launched October 28th, 2020 at Fincantieri Bay Shipbuilding in Sturgeon Bay, Wisconsin. The vessel's name came from the President of its owner the Interlake Steamship Co. She was the first new, self powered, Great Lakes freighter built since 1983. She carries a unique forward mounted, aft facing, self-unloading boom and a flap steered rudder.

Specifications:

Length 639 feet

Beam (width) 78 feet

Depth 45 feet

Capacity 28,000 tons

Power 2 3900 horsepower EMD V20 diesel engines turning one controllable
pitch propeller
and bow and stern thrusters

Self-Unloading rate 6,000 tons per hour

Look for a white aft pilot house and forward self-unloading tower with an iron ore red self-unloading boom and hull.

The winter fleet can be viewed at Fincantieri Bay Shipbuilding, Sturgeon Bay, Wisconsin with viewing spots on both sides of the bay. Be sure to enjoy the spectacular view from the Door County Maritime Museum Lighthouse Tower. Also check out the two new fabrication buildings under construction at the south end of the yard. They are being used to make large subassemblies for a new series of US Navy frigates that will be built across Green bay at Fincantieri Marinette Marine.



M/V JOSEPH L. BLOCK

The M/V JOSEPH L. BLOCK arrived at the mouth of Sturgeon Bay in the late evening on Wednesday January 18th, 2023, where she anchored for two nights. She weighed anchor and backed the six miles up the bay arriving for winter layup at Fincantieri Bay Shipbuilding mid-morning today, Friday January 20th, 2023.

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 through-out 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. 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.

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

Look for an aft pilot house, aft self-unloading boom with an iron ore red 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. Be sure to enjoy the spectacular view from the Door County Maritime Museum Lighthouse Tower. Also check out the two new fabrication buildings under construction at the south end of the yard. They are being used to make large subassemblies for a new series of US Navy frigates that will be built across Green bay at Fincantieri Marinette Marine.



M/V WALTER J. McCARTHY JR.

The M/V WALTER J. McCARTHY JR. arrived yesterday January 16th, 2021 at the mouth of Sturgeon Bay, Wisconsin, where it anchored for the night. The next morning, the vessel backed the six miles up the bay to the Fincantieri Bay Shipbuilding storage dock.

This vessel was the first 1000 foot self-unloading bulk carrier built at Bay Shipbuilding. It was built in two sections, then assembled in the new 1140 foot graving dock. The vessel was christened as the M/V BELLE RIVER July 12th, 1977. The vessel carried mostly coal but began carrying taconite, an enriched form of iron ore, in more recent years. On May 5th, 1990, the vessel was renamed to its current name in honor of the retired CEO of Detroit Edison Co., American Steamship's major customer.

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

Come see this 1000 footer, along with her 1000 foot friends, this winter at Fincantieri Bay Shipbuilding, Sturgeon Bay, Wisconsin. There are viewing spots along the bay as well as from the Door County Maritime Museum Lighthouse Tower. Look for one of the longest boats in the fleet with an aft pilot house and aft self-unloading boom, with a black hull and white top. Also check out the new fabrication buildings being built at the yard that will be used to build subassemblies for a new series of US Navy Frigates. The subassemblies will be barged across Green Bay to Fincantieri Marinette Marine in Marinette, Wisconsin for final assembly.



M/V JOHN G. MUNSON

The M/V JOHN G. MUNSON arrived this morning January 17th, 2023 at Fincantieri Bay Shipbuilding here in Sturgeon Bay. She came through Green Bay then through Sturgeon Bay to the yard. It then pivoted and backing into its slip

The M/V JOHN G. MUNSON was built just down the lake by Manitowoc Shipbuilding Inc. The vessel was commissioned August 20th, 1952. The vessel's name came from the Chairman of the Board of the owner, Bradley Transportation Line, Subsidiary of United States Steel. She has carried her name though-out her 68 years. She was originally painted gray but was repainted in 1990 as she looks today. More significantly, the John G. Munson was lengthening by 102 feet at the Fraser Yard in Superior, Wisconsin in 1975/76. She was also repowered from her original GE 7,700 horsepower compound steam turbine engine at Fincantieri Bay Shipbuilding in 2016.

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

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.



M/V EDWIN H. GOTT

The M/V EDWIN H. GOTT arrived this evening December 31st, 2023 at Fincantieri Bay Shipbuilding in Sturgeon Bay, Wisconsin.

The M/V EDWIN H. GOTT was the third 1000 foot self-unloading bulk carrier built by Bay Shipbuilding under Title XI of the Jones act of 1970. She was built for USS Lake Transportation Inc. to carry taconite, a pelletized form of iron ore. The keel for the bow section was laid October 8th, 1976 and launched April 28th, 1977. The keel for the stern section was laid August 5th, 1976 and was floated February 26th, 1977. The sections were joined on July 6th, 1978. The vessel was christened M/V EDWIN H. GOTT on October 31st, 1978. She left on her maiden voyage to Two Harbors, Minnesota February 16th, 1979 where the vessel suffered ice damage that took two months to repair.

The vessel was originally built with an aft transverse mounted shuttle boom, reaching 52 feet on either side. During the 1995/1996 winter layup, the GOTT was refitted with a traditional long tubular boom. This allowed more types of cargos to be carried from more ports. The re-power shown below was carried out at Bay Shipbuilding in 2011 to improve fuel efficiency and reduce exhaust emissions. She has carried her name throughout her life and has been owned and operated by USS Tpt Inc., USS Great Lakes Fleet Inc. 1986, and Great Lakes Fleet Inc. since 1992.

Specifications:

Registration # US-600648 IMO # 7606061

Length 1004 feet

Beam (width) 105 feet

Depth 56 feet

Capacity 74,100 tons

Power two 9,750 horsepower Enterprise DMRV-16-4 diesel engines

**Re-powered two 9,650 horsepower MAK M843C V-8 diesel engines driving through
two reduction gears turning two controllable pitch propellers
and bow and stern thrusters**

Self-Unloading rate 8,930 tons per hour



ITB CLYDE S. VAN ENKEVORT/ERIE TRADER

The integrated tug barge **CLYDE S. VAN ENKEVORT/ERIE TRADER** arrived for winter layup through the bay of Green Bay then up Sturgeon Bay to the Fincantieri Bay Shipbuilding yard, this morning January 15th, 2023.

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:

Length	840 feet
Beam (width)	78 feet
Depth	45 feet
Capacity	38,500 tons
Power	2 5400 horsepower MaK diesel engines

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

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



M/V MESABI MINER

After nearly four days at anchor off Seul Choix Point in northern Lake Michigan, the M/V MESABI MINER arrived at the Fincantieri Bay Shipbuilding dock around noon Saturday January 14th for winter layup. She came through the Sturgeon Bay Ship Canal, attracting numerous spectators along the bay.

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 three more of her 1000 foot friends. Be sure to check out the view of the winter fleet from the new Door County Maritime Museum Lighthouse Tower. Look for a long iron ore colored hull and unloading boom with a white aft pilot house.



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 evening January 16th, 2023. 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:

Length	840 feet
Beam (width)	78 feet
Depth	45 feet
Capacity	39,600 tons
Power	2 5100 horsepower Caterpillar diesel engines

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



S/S WILFRED SYKES

The Wilfred Sykes arrived at the Fincantieri Bay Shipbuilding dock in Sturgeon Bay, WI early Saturday morning January 14th, 2023 for winter storage.

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:

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

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