

Great Lakes Shipping Chronicle

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American Valor Sold to Lower Lakes Towing



The American Valor laid up at Toledo, Ohio. Photo by Isaac Pennock

Oct. 22-The classic steamer *American Valor* has been saved from the scrapyard. It was announced recently that the 1953-built steamer was acquired by Lower Lakes Towing. The company says they plan on repowering the vessel with a new diesel engine and returning her to service in 2021.

The *American Valor* was built in 1953 as the *Armco* as part of the AAA class for the Columbia Transportation Company. The *Armco* was sold with a group of her fleetmates to American Steamship Company in 2006, when she was renamed *American Valor*. She laid up in Toledo in late 2008 and hasn't run since. The vessel was acquired by Algoma Central in late 2017 and her future looked bleak. The sale means a new future for the veteran ship.

Sarah Spencer Towed for Scrap

Oct. 18-The long-inactive barge *Sarah Spencer* was towed out of Toledo bound for the scrapyard at Port Colborne. On the morning of October 18, the tug *Molly M I* towed the barge out of Toledo Harbor. The tow arrived in Port Colborne on the 20th.



Sarah Spencer in long term layup. Photo by Isaac Pennock

The *Sarah Spencer* was built in 1959 as the *Adam E. Cornelius*. She was converted to a barge in 1989 and has been inactive since 2008. Her tugboat, *Jane Ann IV*, was scrapped last fall.

Floragracht Visits Manistee

Sep. 24-For the first time in over 45 years, a foreign dry-bulk ship arrived in Manistee harbor. The last time a foreign dry-bulk ship called on Manistee was in 1972. The Dutch vessel *Floragracht*, named after the Flora Canal in the Netherlands, visited Manistee with boiler parts for the Packaging Corporation of America facility. The parts were loaded in Germany and transported to Manistee.

Edna G. Faces Uncertain Future



The Edna G. in Two Harbors Photo by Isaac Pennock

Sept. 30-The familiar icon of the city of Two Harbors, Minnesota, the historic tugboat *Edna G.*, faces an uncertain future after inspections reveal much needed maintenance. The *Edna G.* was built in 1896 in Cleveland to assist ships at the iron ore loading docks in Two Harbors. She was retired in 1981 as the last coal-fired steam-powered tugboat on the Great Lakes.

It was recently discovered that there were multiple rusted-out rivets in her hull, letting water trickle inside. Several options to help save the hull, including sinking her, or pulling her out of the water and placing her on land to continue her career as a museum.

The *Edna G.* was placed on the National Register of Historic Places in 1975.

Rt. Hon. Paul J. Martin Runs Aground in Seaway

Oct. 6-The Rt. Hon. Paul J. Martin ran aground in the Seaway just above the



The Rt. Hon. Paul J. Martin. Photo by Isaac Pennock

Iroquois Lock. At the time she was downbound with iron ore bound for Quebec City. Some reports indicate engine problems were a factor. The main cause of the incident is currently unknown. She was reported freed on Friday, October 11.

Museum Ship William A. Irvin Heads Home



The William A. Irvin tied up at Fraser Shipyards, winter 2019. Photo by Daniel Lindner

Oct. 16-The museum ship *William A. Irvin* is back at her home in the Minnesota slip in Duluth. In September 2018, the *Irvin* was carefully pulled out of the slip and moved across Duluth harbor to Fraser Shipyards in neighboring town Superior. At the shipyard, she received some much needed hull repairs and a new coat of paint. Back at her home across town, crews worked to clean contaminants from the sediment in the Minnesota slip as well as repair the seawall. The museum ship will be open for tours again next spring.

Water Levels Threaten Waugoshance Lighthouse

Oct. 24-The oldest off-shore lighthouse on the Great Lakes has recently been challenged by Lake Michigan. It was recently observed by Brent Tompkins, who runs tours of the nearby White Shoal Lighthouse, that foundation blocks have been falling into the water. This leads to potential for the entire tower to come toppling down within the next few years. Mackinaw City Municipal Marina Harbormaster and Waugoshance Lighthouse Preservation Society president Chris West has proposed multiple options to save the historic tower, which was built in 1851. Options include placing rip-rap to help strengthen the structure, or even building a surrounding breakwall to create a harbor of refuge for pleasure boaters.



Waugoshance Lighthouse viewed by boat. Photo by Brendan Falkowski

The Lighthouse was built in 1851 and decommissioned in 1912. It was used for bombing and shooting practice for training Navy pilots during World War II.

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Special Thanks to Daniel Lindner and Isaac Pennock for sharing their photos. Check out their work at www.freighterfreak.wordpress.com, <https://glstugs.wordpress.com/>, <https://glships.wordpress.com/>

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