

# Great Lakes Shipping Chronicle

SINCE 2014

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Issue #47 – December 2019

## Days Numbered for Classic Steamer *Mississagi*



Classic freighter *Mississagi* riding light. Photo by Isaac Pennock

**Nov. 8~** although not officially announced by Lower Lakes Towing, the *Mississagi* is in her last season working on the lakes. After the 2019 season, the *Mississagi* will be retired and eventually scrapped.

*Mississagi* is one of four remaining members of the Maritime Class, and one of three of the remaining B1 subclass members. She was one of 16 new ships ordered in 1942 by the U.S. Maritime Administration to carry cargo on the Great Lakes for the war effort. She was originally named *George A. Sloan* by her owners Pittsburgh Steamship, and was converted to a self-unloader in 1966 and repowered in 1985. She was sold to Lower Lakes Towing in 2001 and given her current name.

The *Mississagi* is up for her five-year inspection at the end of this season, and she is far beyond economic repair to continue service. The vessel has carried many salt loads in recent years, and she is showing her age. It has been reported that Lower Lakes Towing acquired the currently laid up *American Valor* from Algoma Central Corporation to replace the *Mississagi*. The *American Valor* will be repowered and returned to service within the next two seasons.

## Gales of November Uncover Shipwreck on Beach

**Nov. 30~** intense storms battered the west Michigan coast on Wednesday November 27, 2019, revealing a hidden shipwreck on a beach near Muskegon, Michigan. The remains are currently being investigated by officials from the West Michigan Underwater Preserve, who have determined that the vessel was a flat-bottomed scow. The identity of the shipwreck is still unknown.

## Star Line Ferry Breaks Loose

**Nov. 27~** during last Wednesday's storms, a Star Line Mackinac Island ferry broke loose from her moorings and was blown onto the beach in St. Ignace. Winds in the Straits exceeded 50 mph on Wednesday.

The ferry, named *Algoma*, did not have an engine and had not been operated in several years. No damage was reported, but it was noted that the vessel was secured with only two mooring lines at the dock, far too few for a vessel of that size in this kind of weather.

## Enbridge Completes Line 5 Tunnel Rock Samples

**Nov. 21~** Enbridge recently completed drilling rock core samples in the Straits of Mackinac for its Line 5 tunnel. Since July, the large ocean supply vessel *Highland Eagle* has been taking core samples in the Straits of Mackinac for the tunnel.

The results of the samples will be used in the final design for the tunnel for Line 5. Enbridge also noted that the information will also determine the tunnel boring machine to be used, and that they will have a custom machine built to drill beneath the Straits. Once completed, the tunnel will begin operation and the original Line 5 pipelines will be shut down.

## Great Lakes Maritime Academy Celebrates 50 Years

**Nov. 26~** The Great Lakes Maritime Academy is celebrating its 50<sup>th</sup> Anniversary. To celebrate, they are holding an event to honor Maritime Cadets and industry partners.

## Marquette and NMU Plan to Redevelop Abandoned Ore Dock



*The Marquette Ore Dock. Photo by Brendan Falkowski*

**Nov. 4~** in Marquette, Michigan, several organizations are working to repurpose the long abandoned ore dock in Marquette's lower harbor. Recently, Northern Michigan University's art & design students completed a scale model of the planned project. It is hoped to turn the old dock into a public space and gardens, with enclosed spaces and open decks.

## Capt. Charlene Munden-Algoma's First Female Captain



*M/V Tim S. Dool, under the command of Capt. Charlene Munden. Photo by Isaac Pennock*

**Nov. 17~** Charlene Munden, Algoma Central Corporation's first female captain earned her license just over a year ago. Now, she is full-time captain of the *Tim S. Dool*, a 730' long Canadian ore carrier owned and operated by Algoma Central Corporation. Capt. Munden is one of three women aboard the ship. She is one of very few female officers on the Great Lakes and in the worldwide shipping industry.

When she is not sailing the inland seas, she resides in her hometown in Newfoundland with her husband, son, and parents. She gave birth to her firstborn son, James, in October, and plans to bring him aboard when possible.

## C.T.C. No. 1 to be Scrapped

**Nov. 27~** a ship long in hibernation will soon be woken, only to be dismantled. The *C.T.C. No. 1* has been sitting in South Chicago since early 1982, serving as a cement storage hull until early 2009, when she was moved to her current location for continued layup.

The Chicago Port Authority lobbied to have the ship removed, and her owners, Grand River Navigation, have agreed to have the ship towed out. Clayton Harris III, director of the Illinois International Port District, is hopeful the ship will be towed out in the next few weeks and at the latest before the end of the season when the lakes freeze up.

The *C.T.C. No. 1* is one of four remaining members of the Maritime Class, and one of the three remaining B1 subclass members. She, along with her sister, *Mississagi*, will be scrapped after this season. The last member of the B1 class is the *Manistee*, in layup in Toledo, Ohio. She will be scrapped in one of the next few years as well, leaving the final member of the Maritime class and only remaining A1, the *Cuyahoga*, in active service.

## Shipwatcher News

### Store

The Ship's Store has its own page at [www.glshipnews.wordpress.com/store/](http://www.glshipnews.wordpress.com/store/)

Special Thanks to Daniel Lindner and Isaac Pennock for sharing their photos. Check out their work at

[www.freighterfreak.wordpress.com](http://www.freighterfreak.wordpress.com),

<https://glstugs.wordpress.com/>,

<https://glships.wordpress.com/>

### ISSUE CITATIONS:

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