FREIGHTERS

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EDITOR'S PICK

SHORT ARTICLES ON VARIOUS HAPPENINGS AROUND THE LAKES

SOO LOCK CONSTRUCTION PREPARES TO ENTER NEXT PHASE

JULY 23, 2022

Phase 3 of construction on the new Soo Lock to begin later this summer after the U.S. Army Corps of Engineers awarded the $1.068 billion contract for the final phase to Kokosing Alberici Traylor LLC. Construction of this phase is expected to take 7 years, and will consist of new lock chamber construction and rehab of the downstream approach walls. The new lock will be constructed on the site of the current Davis and Sabin Locks, which have been decommissioned for over a decade.

Project Supervisory Civil Engineer Rachael Miller described the process as such: "We'll build coffer cells to block off and dewater the construction site. Power needs to be rerouted through the facility, the Sabin Lock chamber demolished, a new 1,200-foot by 110-foot chamber constructed, the Davis Lock filled in, a new pump well installed, and the downstream approach walls rehabilitated."

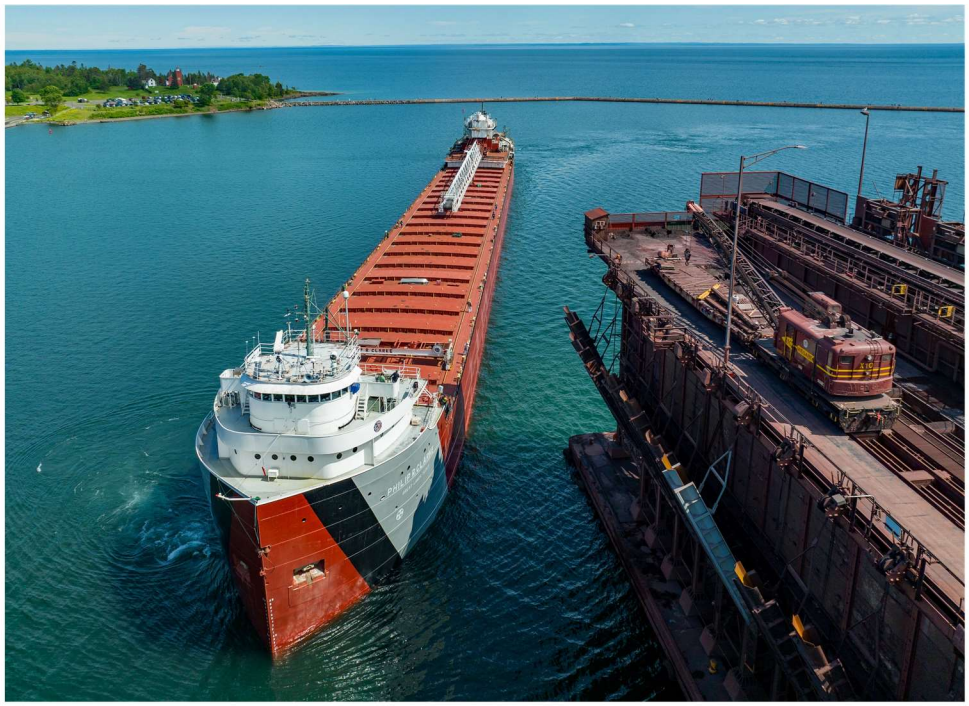
Phase 1, dredging of the upstream approach, is wrapping up this year. Phase 2 is scheduled to be completed in the summer of 2024, consisting of the rehabilitation of the upstream approach walls.

"The Corps of Engineers looks forward to beginning construction on the new lock chamber later this summer, and we continue to work hard to maintain the pace and continue to make progress toward New Lock at the Soo total project completion in summer 2030" said New Lock at the Soo Project Manager Mollie Mahoney.□

S.T. CRAPO TO BE SCRAPPED

JULY 26, 2022

It was announced in mid-July by Wayne Elliott, owner of Marine Recycling Corp., that the scrapyard had purchased the 1927-built cement carrier S.T. Crapo for recycling. The S.T. Crapo, named after Huron Portland Cement Co. co-founder Stanford Tappan Crapo, was built by Great Lakes Engineering Works in 1927➲as the second ever constructed self-unloading cement carrier. The *Crapo* spent her career transporting powdered cement from the Huron plant at Alpena, MI, to terminals across the Great Lakes, doing so until being retired from active service on September 4, 1996 when she was laid up at Green Bay, WI, for use as a cement storage barge. It is expected that she will be towed from her current location of Green Bay, WI, to the scrapyard in Port Colborne, ON, in September. □



Philip R. Clarke arrives at Two Harbors, MN, to load her first cargo since returning to service, August 1, 2022. Photo: David Schauer

PHILIP R. CLARKE RETURNS TO SERVICE

JULY 31, 2022

Great Lakes Fleet's veteran steamer *Philip R. Clarke* departed Toledo, OH, early on the morning of July 30, 2022, returning to service for the first time in two years. The *Clarke* was laid up on July 2, 2020 due to economic slowdowns as a result of the COVID-19 pandemic. She was built in 1952 as one of three AAA steamers constructed for U.S. Steel, and is an identical sister to the *Arthur M. Anderson* and *Cason J. Callaway*. □

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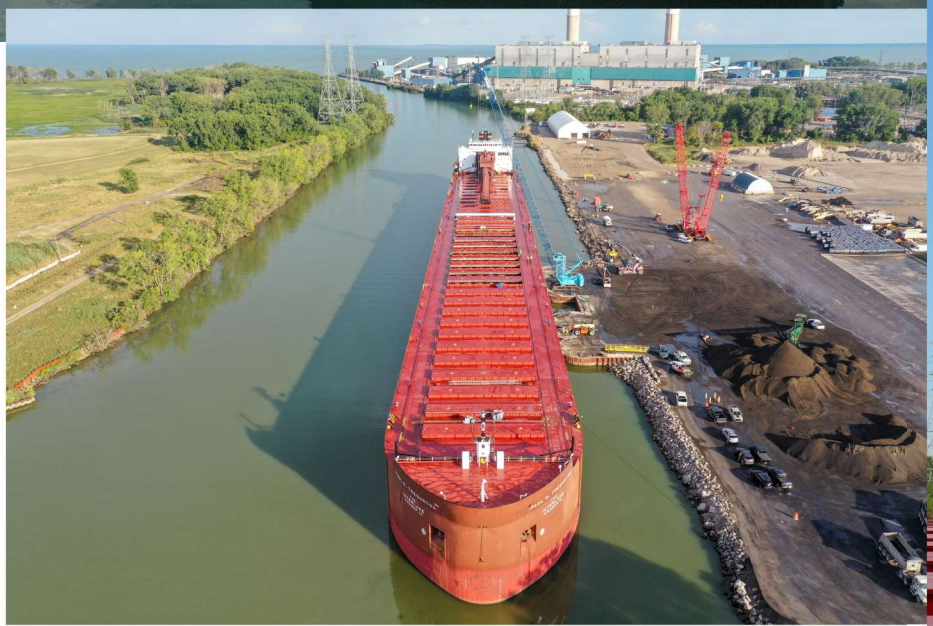
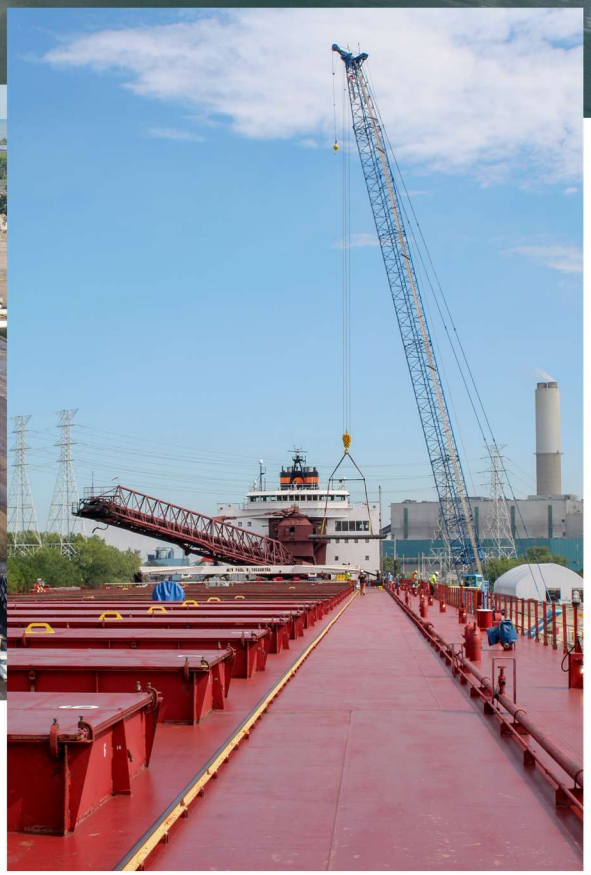
NEWS IN PHOTOS

SOME OF THE LATEST NEWS CAPTURED IN PHOTOS

Meredith Ashton departs the Port of Monroe with a cargo of wind turbines on barges. Photo: Sam Hankinson

PORT OF MONROE EXPANDING, DIVERSIFYING





(Above and right) *Paul R. Tregurtha* being loaded with special bar quality steel at the Port of Monroe. Photo: Sam Hankinson

Short Sea Shipping is business as usual at the Port of Monroe

Port of Monroe diversifies cargoes to expand business

August 29, 2022

Written by Sam Hankinson

Meredith Ashton departs with two barge loads of windmill parts. Photo: Sam Hankinson

Amidst all the hype to develop new marine highway routes, fueled by the desire to circumvent freight from congested coastal ports and crowded interstate highways, short sea shipping activity at the Port of Monroe is growing.

With partner McKeil Marine, we handle cargoes of steel coils from Nanticoke, Ontario. Moving the heavy coils by water across Lake Erie allows for a year-round service that avoids congested land-border crossings. The coils are offloaded at Monroe and consolidated for last-mile deliver to regional manufacturers.

This summer, we have been exporting wind tower components manufactured by Monroe-based Ventower Industries to the Port of Oswego, New York for installation in a regional wind energy project. These towers are moved by Ashton Marine across Lake Erie, through the Welland Canal and on to Lake Ontario. Moving an oversized wind tower by truck across multiple states has its challenges, but by using barges we can move 15 sections at a time.

Just last week, we loaded the largest ship on the Great Lakes, the *Paul R. Tregurtha*, with 400 tons of special bar quality (SBQ) steel, produced by industrial partner and neighbor Gerdau Special Steel. Gerdau was interested in moving product by water to their grinding ball facility in Duluth, Minnesota; having previously used a combination of rail and truck.

By moving the cargo by water, it removed about 20 trucks off some of the most congested highways of America, and provided a backhaul cargo for the *Tregurtha* to bring back up to the Twin Ports. The *Tregurtha* calls on Monroe almost every week, delivering coal to the DTE Monroe Power plant. Those trips start at the Superior Midwest Energy Resources Terminal in Superior, Wisconsin.

A few more firsts: this was the first time we used our new Manitowoc crawler crane, and the first time a traditional Great Lakes self-unloader has handled a break-bulk cargo. ➲

McKeil Marine's *Florence Spirit* arrives while the *Paul R. Tregurtha* unloads at Port of Monroe. Photos: Sam Hankinson

➲The crane was purchased with funds through the U.S. Maritime Administration's Marine Highway program. The Port has been a part of this program since 2016, which is focused on developing and expanding marine highway service options in the United States to expand the use of America's navigable waterways.

Our team at the Port of Monroe are grateful for our partners that share our vision in developing new marine highway routes on the Great Lakes. It takes commitment from port authorities, shippers, and government organizations to educate cargo owners on shipping cargo by water.

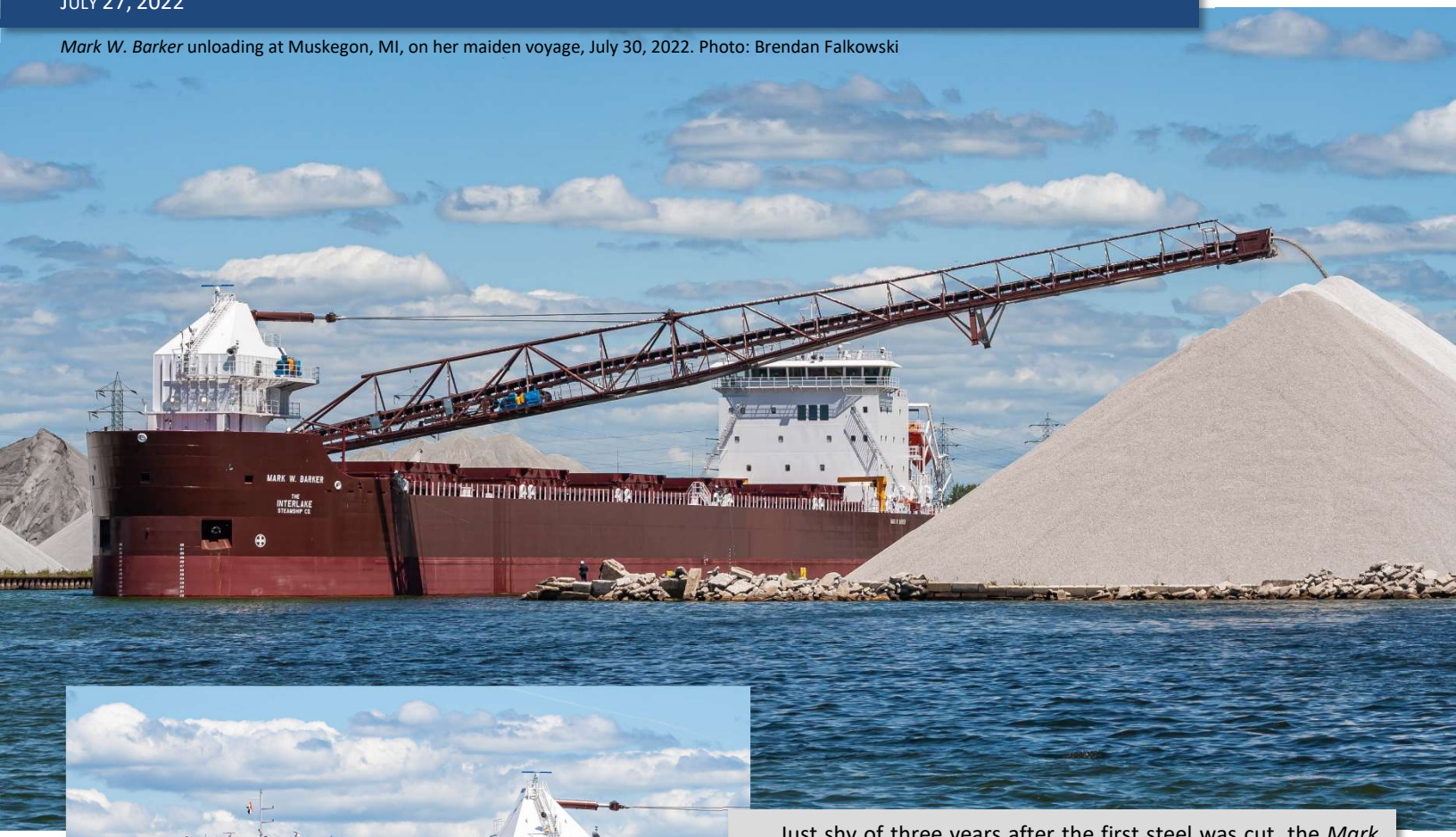
This is short-sea-shipping on the Great Lakes. It's outside-the-box ideas executed by groups of like-minded maritime executives that draw upon decades of knowledge to write new chapters in the Great Lakes shipping industry. The Great Lakes have always been a viable marine highway route, and all the lanes are open.◘

Special thanks to Sam Hankinson for preparing this article! Sam is the Port Development Coordinator at the Port of Monroe

Joining the fleet

Mark W. Barker sails on her maiden voyage
July 27, 2022

Mark W. Barker unloading at Muskegon, MI, on her maiden voyage, July 30, 2022. Photo: Brendan Falkowski



(Above and below) *Mark W. Barker* unloading at Muskegon, MI, on her maiden voyage, July 30, 2022. Photo: Brendan Falkowski

Just shy of three years after the first steel was cut, the *Mark W. Barker* departed Fincantieri Bay Shipbuilding in Sturgeon Bay, WI, on July 27, 2022, on her maiden voyage. Upon her departure from Sturgeon Bay, the *Barker* sailed for Port Inland, MI, to load limestone for delivery to Muskegon, MI.

"This is a monumental day for our company and the US flag fleet as our much-anticipated freighter departs on her first voyage in what will be a long life of service on the Great Lakes," says Mark W. Barker, President of The Interlake Steamship Company and namesake of the vessel – the company's first new build since 1981. "The construction of this vessel, which was made from steel manufactured in Indiana, from iron ore delivered by vessel from Minnesota, reinforces our long-term commitment to shipping and delivering essential cargoes for our customers throughout the region."

The *Mark W. Barker* is 639' long, 78' wide, and 45' deep and has a capacity of 28,000 tons. She will transport cargoes of iron ore, stone, sand, and salt to ports across the Great Lakes region.

The *Mark W. Barker* was christened at Cleveland, OH, on September 1, 2022. See next issue for more about the ceremony! □

"Maiden Voyage Underway for the First U.S.-flagged Great Lakes Bulk Carrier in Nearly 40 years", Interlake Steamship Co., 27 July 2022.

NAVAL ARCHITECTURE & MARINE ENGINEERING

IN THE DESIGN: CREW ACCOMMODATIONS

LOOKING AT THE DESIGN OF CREW ACCOMMODATIONS ONBOARD GREAT LAKES SHIPS

Crew quarters for the deck crew and officers are located in the bow on classic styled ships like the *Arthur M. Anderson*. Photo: Brendan Falkowski

INTRODUCTION

An important part to every ship is the crew that operates it and keeps it moving. Ships must have adequate accommodations and quarters for crew members to live while onboard. In more traditional Great Lakes ship design, that is where the pilothouse is located forward and the engine room aft, the quarters for the deck crew could be found at the bow of the ship while the galley and engine department crew quarters were located at the stern. Since the transition to aft accommodations beginning in the 1960's, all crew's quarters are located in the aft accommodations block of the vessel. Tugboats house all crew in one location as well, but in a much more confined format. In the case of Articulated Tug-Barge units on the Great Lakes, tugs serve as the engine and accommodations for the ATB pair, as most barges operated on the Lakes are unmanned vessels. There is one exception however, as the barge *Joseph H. Thompson* has accommodations for a few members of her deck crew in her forecastle, while the engine crew and officers reside in the tugboat *Laura L. VanEnkevort* in the notch.

WHAT'S INSIDE?

Crew quarters are fairly standard on most ships, though there is some variation from vessel to vessel. They will typically have a single size berth with drawers beneath for storage. Other furniture in rooms might consist of a bookcase or book rack, ➲clothing hanging locker, desk or a table, chair, wastebasket, coat hook, file cabinet, and possibly a television. Officer's rooms will typically have a larger berth, as well as a lounge chair and radio shelf. The largest of the crew's quarters usually go to the captain and chief engineer, both with an even larger berth, with additional furnishings such as a larger wardrobe or built-in closet and dresser, a lounge chair, bedside table, security cabinet, as well as a radio shelf. While these are not all found in crew's quarters in every ship, these are some items that are commonly furnished.

LAYOUT AND CREW COMFORT

In more traditional shipbuilding practices, crew were typically two to a room, but in the more modern age effort is made to give each crew an individual room where possible. Some rooms are afforded their own bathrooms, otherwise two adjacent rooms will share a "Jack and Jill" style bathroom between the cabins. Officer's staterooms will often be larger than crew rooms and often have private bathrooms. The same goes for captain and chief engineer's quarters, with larger single-person quarters with private bathrooms. They will also usually have an adjoining office and potentially even a small day room. Spare staterooms are usually set up for maintenance technicians who have to ride onboard. Owner's staterooms will also have private bathrooms and a lounge for guests to ride onboard. Other rooms for the crew include a fitness room, a hospital room, laundry and ➲

Classic design lake vessels such as the *Hon. James L. Oberstar* have accommodations for the engine and galley crew at the stern above the engine room. Modern ships, such as the *Paul R. Tregurtha*, have all accommodations at the stern.
Both photos: Brendan Falkowski

Mess hall onboard *Kaye E. Barker*. Photo: Roger LeLievre

➲ linen lockers, as well as the galley, mess hall, and crew lounge spaces. Drinking fountains could also be found around the vessel with potentially a snack bar in the mess hall or lounge with a coffee station.

In terms of other crew comforts, efforts are taken to minimize noise and vibration in crew quarters onboard. Foundations for the accommodations block are carefully designed for adequate stiffness, with occasional use of vibration isolators onboard. The deck layout of habitable spaces in relation to machinery spaces is strategically planned out to separate the two. Deck and bulkheads are insulated to reduce noise as well.

Several auxiliary systems are in place to support the crew in the quarters, such as the HVAC, electrical system for outlets and lighting for appropriate illuminance inside. Tanks for potable water, grey water, and black water, are all present as well for managing freshwater and wastewater systems.

Safety

Crew safety is a top priority, so several precautions and systems are in place to ensure safety. Fire control and safety plans are visibly posted around the interior of the vessel for crew reference. Safety lockers containing life jackets and survival suits are located throughout the accommodations for easy crew access, as well as a hospital space with first aid gear, a stretcher, and defibrillator. The PA and alarm systems are set up to be audible from all habitable crew spaces. Habitable spaces are required to have two ways of escape. Life rings are placed around the exterior of the vessel, and life rafts are located at multiple points onboard along with a safety boat.➲

Galley onboard the *Kaye E. Barker*.
Photo: Roger LeLievre

Example of a typical crew bunk. Photo: Roger LeLievre

➲Several other precautions are taken into account for the design for fire safety. A Class bulkheads are required to be constructed to isolate stairwells and emergency escape routes along with machinery spaces and uptake bulkheads, the galley perimeter, as well as around the dry stores room to separate it from the galley. Separated emergency generator spaces must also have A Class bulkheads and deck above the weather deck and must be separated from machinery space boundaries. A Class bulkheads are made of steel with a minimum of 3mm of thickness. A30 or A60 bulkheads consist of A class steel bulkheads in addition to fire insulation. For firefighting, smoke and heat detectors, as well as fire extinguishers are located around the ship. A fire main system is built into the ship's infrastructure with fire stations and hoses found inside the accommodations block as well as in machinery and mechanical spaces around the ship. Two fire pumps are onboard, one main and a secondary backup. Alarms, fire dampers for machinery, accommodations, and cargo spaces are also equipped onboard, with remote ventilation shutoffs as well as fire axes and firefighting gear for the crew to wear. ◘

Special thanks to the naval architects who provided their time and resources to help me write this article. Thank you to Travis Martin and Fred Koller from Bay Engineering. – Brendan Falkowski

ALGOMA BUFFALO

Algoma Buffalo departing Manistee, MI, October 2020. Photo: Daniel Lindner

Algoma Buffalo was built in 1978 by Bay Shipbuilding Corp. of Sturgeon Bay, WI, as the *Buffalo* for Connecticut Bank & Trust Co. of Hartford, CT, to be operated by American Steamship Co. of Buffalo, NY. She was laid down as Bay Shipbuilding's Hull #721 on May 12, 1977. The 634'10'' long by 68' wide ship was launched on March 16, 1978. She was designed with a single cargo hold unloading belt with an incline elevator system built within her aft accommodations block, and has a cargo capacity of 24,300 tons at her mid-suffer draft of 27'11''. *Buffalo* was built as an identical sister ship to the *Sam Laud* of 1975, and was the seventh of ten vessels constructed for American Steamship Co. service under Title XI of the Merchant Marine Act of 1970. This legislation allowed shipping operators to construct new vessels or modify existing ships with government guaranteed financing and tax deferred benefits.

Buffalo sailed on her sea trials from August 21 to August 24, 1978, entering service on September 23, 1978 when she loaded taconite pellets at Escanaba, MI, for delivery to Indiana Harbor, IN.

Buffalo, Toledo, October 1993. Photo: Jim Hoffman

Buffalo, St. Marys River, July 7, 2010. Photo: Roger LeLievre

Algoma Buffalo on the Detroit River, August 15, 2022. Photo: Sam Hankinson

Buffalo, St. Marys River, July 7, 2010. Photo: Roger LeLievre

On September 6, 1990, while transiting up the Saginaw River, *Buffalo* sailed past the moored tanker *Jupiter*. The tanker was unloading gasoline at the time. When the *Buffalo* passed, the motion created suction that pulled the *Jupiter* away from the dock, broke the mooring pilings, and broke the unloading lines. This event caused an explosion onboard the tanker that led to a massive fire that completely destroyed the *Jupiter*, killing one of her crew in the process. *Buffalo* was trapped upstream until October 19, 1990, when the U.S. Coast Guard finally opened the river to traffic again.

Seven years later on December 12, *Buffalo* struck the Detroit River Light in the early morning hours in clear visibility. The allission caused significant damage to the ship, crushing her bow in and opening up a 25' gash in the hull. *Buffalo* proceeded to Toledo, OH, for drydocking and repairs.

At the end of the 2017 shipping season, the *Buffalo* laid up at Sarnia, ON, on December 26, 2017. A few days later, it was announced that she, along with her American Steamship fleetmates *Adam E. Cornelius {4}*, *American Valor*, and *American Victory* had been sold to Algoma Central Corp. She was renamed *Algoma Buffalo* and renamed Canadian, entering service for Algoma in May 2017. *Algoma Buffalo* remains active in the river class markets, primarily serving the salt and stone trades. ☐

Algoma Buffalo, Cuyahoga River, May 9, 2019. Photo: Isaac Pennock

Algoma Buffalo on the Saginaw River, May 27, 2021. Photo: Logan Vasicek

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BRENDAN FALKOWSKI is a Great Lakes ship enthusiast who shares his passion for the freighters through his newsletter and research. Brendan is a graduate of Bath High School, and will be attending University of Michigan's College of Engineering this fall to begin studies in Naval Architecture and Marine Engineering. Brendan is an avid musician, and most recently served as the drum major for his high school band. He also is a competitive sailor, helping to found the Bath High School Sailing Team. He enjoys sailing and spending time with his friends and family.

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Cover Photo: *Mark W. Barker* unloading at Muskegon, MI, on her maiden voyage, July 30, 2022. Photo by Brendan Falkowski