

# Duluth Shipping News

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Friday, May 27, 2011

Friday May 27	These times may vary widely	Length	Flag	Yr Built
Kurt Paul	At Port Terminal to discharge wind turbine parts	469	Antigua	2009
American Century	At Midwest Energy to load coal	1,000	USA	1981
Mississippiborg	At Hallett # 5 to load bentonite	441	Dutch	2000
Quebecois	At St. Lawrence Cement to discharge cement	730	Canada	1963
Alaskaborg	At Inside Anchorage waiting	469	Dutch	2009
Cedarglen	At DM&IR to load iron ore pellets	730	Canada	1959
Keizersborg	At Peavey to load grain	428	Dutch	1996
Isa	At Cargill B1 to load grain	655	Cyprus	1999
Alaskaborg	Expected to depart Duluth	469	Dutch	2009
Cedarglen	Expected to depart Duluth early this afternoon	730	Canada	1959
Great Lakes Trader/ Joyce L. Van Enkevort	Expected to arrive Duluth this afternoon for DM&IR to load iron ore pellets	740	USA	2000
American Century	Expected to depart Duluth this evening	1,000	USA	1981
Mississippiborg	Expected to depart Duluth this evening	441	Dutch	2000
Saturday May 28	These times may vary widely	Length	Flag	Yr Built
SCL Leman	Expected to arrive Duluth early morning	459	Switzerland	2005
Stewart J. Cort	Expected to arrive Superior sometime for Burlington Northern to load iron ore pellets	1,000	USA	1972
Indiana Harbor	Expected to arrive Duluth sometime for Midwest Energy to load coal	1,000	USA	1979
Philip R. Clarke	Expected to arrive Duluth sometime for DM&IR to discharge limestone	767	USA	1952
Paul R. Tregurtha	Expected to arrive Duluth sometime for Midwest Energy to load coal	1,013	USA	1981
Indiana Harbor	Expected to depart Duluth sometime	1,000	USA	1979

She was built in Chiba, Japan in 1999. The Polish owned ship is largely operated by computers, with alarm systems that check parameters from over 800 points on the ship. She has a bow thruster that allows her to move sideways in tight situations often found in ports around the world. Bow thrusters often replace tugboats, and accordingly, the *Isa* usually comes in with only one tug that handles the stern of the ship while the bow thrusters take care of the bow.

The **Great Lakes Trader** is a barge due here early this afternoon. As usual, the barge is controlled by the **Joyce L. Van Enkevort**, built in 1998. She sometimes brings limestone in and usually loads iron ore pellets for departure.

The **Cedarglen** came in Thursday. She was built in West Germany in 1959

The **American Century** came into port this morning around 10 am on her 4th trip here this season. She is here to load 64,000 tons of coal for the Detroit Edison power plant in St. Clair, Michigan. She was built in 1981 as the *Columbia Star* and was originally named for the brig *Columbia*, a ship that in 1855 carried the first shipment of iron ore through the locks now known as the Soo. In 2006, American Steamship in Buffalo purchased her and 5 other boats from Oglebay Norton in Cleveland, hence the new name. She should complete loading her cargo later today and should be departing sometime this evening.

The **Kurt Paul** arrived in the Twin Ports on May 23, 2011 to discharge wind turbine parts. On her deck were 155 containers and in her cargo holds below deck she had 30 nacelles, 30 hubs and 75 power units loaded in Denmark by Siemens. This is the first trip here for the *Kurt Paul*. Longshoremen at Lake Superior Warehousing have completed the cargo

discharge; she is currently waiting at the Port Terminal before moving over to load grain at CHS in Superior.

The **Quebecois** is here discharging cement at the Holcim facility, formerly St. Lawrence Cement. Earlier this year, she, along with the entire Upper Lakes Group fleet, was sold to Algoma Central. Her name has been changed to the *Algoma Quebec* although she is still sailing under her previous name. The *Quebecois* was built in 1966 by Canadian Vickers at Montreal. She is 730 feet long and has 20 hatches that open into 5 cargo holds below deck with a maximum carrying capacity of 27,800 tons.

Her 2 steam turbines produce a total of 9,000 hp. She has a bow thruster that enables her to have greater maneuverability in rivers and especially around docks.

The **Isa** arrived just after midnight to load grain at the Cargill Elevator in Duluth, just across the Duluth harbor from the Lift Bridge.

as an ocean going ore carrier named *Ems Ore* and often carried ore between Venezuela and Europe. In 1976, she was purchased by a Canadian firm to carry iron ore between Labrador and Hamilton. She loads both taconite and grain when she is in the Twin Ports. While under the ownership of several Canadian companies, she was called the *Montcliffe Hall* and the *Cartierdoc* before receiving her current name in 2002 when she was sold to the Canada Steamship Lines in Montreal.

The Wagenborg Shipping Company in Holland sends many of their ships to the Twin Ports. Three are currently in port and one, the **Michiganborg** is due in early June. The **Mississippiborg** and the **Alaskaborg** are here for the first time; the **Kaiserborg**, currently load grain at Peavey in Superior, has been here 6 other times since she was built in 1996. The **Alaskaborg** came into the inner harbor early this morning and went back under the Lift Bridge to wait for a dock at the anchorage just off the Duluth piers.

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The video camera is on 24 hours a day; I am often around to follow the ships as they come under the Lift Bridge and zoom in as they move up the harbor. I even narrate the show when I remember to turn on the sound.

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