

GIANTS at the Soo Locks

Did you see a giant today?

In 1972, the Great Lakes started seeing new steel giants - 1,000-foot vessels hauling the raw material needed to keep our economy moving. By 1982, US shipping companies built thirteen vessels at shipyards around the country. These vessels carry almost three times the cargo as traditional vessels, requiring smaller crews and less fuel.

American Century

1000 feet long, 105 feet wide

Bay Shipbuilding Co. Sturgeon Bay, WI

Previous Name: *Columbia Star*



The *American Century's* original name, the *Columbia Star*, honored the brig *Columbia*, the first vessel to carry iron ore through the Soo Locks in 1855.

American Integrity

1000 feet long, 105 feet wide

Bay Shipbuilding Co. Sturgeon Bay, WI

Previous Names: *Lewis Wilson Foy*; *Oglebay Norton*

In July 2019 the *American Integrity* set an all time cargo record carrying 76,424 tons in a single load.



American Spirit

1004 feet long, 105 feet wide

American Shipbuilding Co. Lorain, OH

Previous Name: *George A. Stinson*

The *American Spirit's* hull took shape in two shipyards. The midsection was built in Toledo, Ohio and after launching was towed to Lorain, Ohio to be joined with the bow and stern sections built *There*.



Burns Harbor

1000 feet long, 105 feet wide

Bay Shipbuilding Co. Sturgeon Bay, WI

The *Burns Harbor's* name honors Bethlehem Steel's newest steelmaking complex at Burns Harbor, Indiana.



Edgar B. Speer

1004 feet long, 105 feet wide

American Shipbuilding Co. Lorain, OH

One of the most powerful boats on the Great Lakes, she is powered by two Pielstick V-18 cylinder 9630 horsepower diesel engines and can travel just over 16 miles per hour.



Edwin H. Gott

1004 feet long, 105 feet wide

Bay Shipbuilding Co. Sturgeon Bay, WI

During the 2017 season, the *Gott* was one of three vessels breaking all-time cargo records through the Soo Locks, she set a record in September 2017 with the load of 73,940 tons which she held for several weeks before that record was broken by the *American Integrity*.



Indiana Harbor

1000 feet long, 105 feet wide

Bay Shipbuilding Co. Sturgeon Bay, WI

Previous Name: *George A. Stinson*

The *Indiana Harbor* has a 250-foot long unloading boom that can swing out up to 92 degrees to the left or right and can unload up to 10,000 tons per hour.



James R. Barker

1004 feet long, 105 feet wide

American Shipbuilding Co. Lorain, OH

The *Barker* was the first 1000 footer built entirely at a Great Lakes shipyard. She was also the first to place all crew accommodations and the pilot house at the stern.



Mesabi Miner

1004 feet long, 105 feet wide

American Shipbuilding Co. Lorain, OH

The *Mesabi Miner* was named for the miners working on the Mesabi Range.



Paul R. Tregurtha—Queen of the Lakes

1014 feet long, 105 feet wide

American Shipbuilding Co. Lorain, OH

The *Tregurtha* was the last of the 1000-foot long vessels constructed and the longest boat on the Great Lakes. She has luxurious guest quarters and her crew enjoy air conditioned quarters.

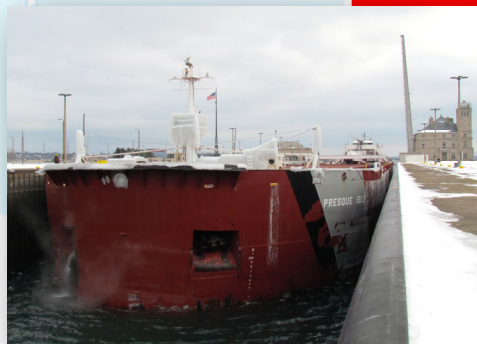


Presque Isle

1000 feet long, 105 feet wide

Tug/Barge Integrated Vessel

This \$35 million dollar integrated tug/barge took shape in three states, the tug in Louisiana, the barge's bow in Michigan and the barge's stern in Pennsylvania.

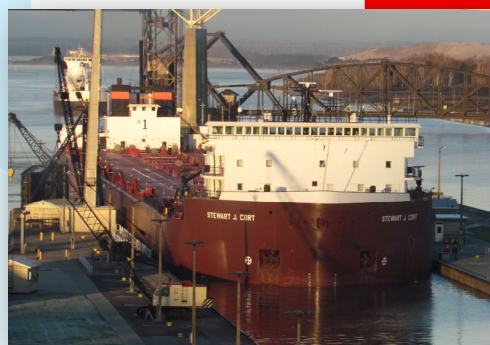


Stewart J. Cort

1000 feet long, 105 feet wide

Erie Marine Inc. Erie, PA

Though not the biggest boat on the Great Lakes, the *Cort* has the honor of being the first 1000 foot vessel on the Lakes, and the only one with a forward pilot house. If you look at the cabins on her stern you can see the #1 proudly declaring her place as the first of the 'footers'.



Walter J. McCarthy Jr.

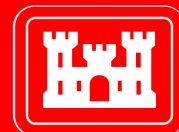
1000 feet long, 105 feet wide

Bay Shipbuilding Co., Sturgeon Bay, WI

The *Walter J. McCarthy, Jr.* was built in two sections by Bay Shipbuilding in Sturgeon Bay, Wisconsin. Her design was later used for her 'sister ships' the *Burns Harbor*, *Indiana Harbor*, *American Integrity* and *American Century*.



You can learn more about the Soo Locks and the U.S. Army Corps of Engineers at www.lre.usace.army.mil or follow us on Facebook and Twitter.



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