

Robert B. Wright 1928-2004

Robert Wright, age 76 of Cleveland, died suddenly in his home on Saturday Nov. 6, 2004 at the age of 76. Mr. Wright, in retirement, was a popular member of the presently existent Great Lakes Marine Fraternity, and will be deeply missed by both the old and the young community that are involved with the operation of ships on the Inland Seas.

Following a term of service early on with the US marines, Mr. Wright's memorable career began as a sailor, which served as a good apprenticeship for his later positions in management with the Hanna and Bethlehem fleets. He was also widely recognized for his knowledge about railroads and model trains.

Mr. Wright was the husband of the late Ellen and Fran; father of Jane Gallagher; brother of the late Richard.

Funeral services were held on Friday, Nov. 12 at the Baker Osinski Kersinger funeral Home in Berea, Ohio and interment was in the Woodvale Cemetery. **ESMR**

The Pulse of Great Lakes Shipping: The Str. *Herbert C. Jackson*

BY PATRICK LAPINSKI

The steamer *Herbert C. Jackson*, named after Herbert C. Jackson, then president of Pickands Mather Co. was built in 1959, and became the last vessel constructed at the Great Lakes Engineering Works shipyard on the Rouge River in Detroit. In 2004, the vessel celebrates its 45th year of operation and, as Great Lakes vessel history suggests, the *Jackson* is just reaching the prime of its life as a merchant ship. The *Jackson* is an illustrative example of the ability of Great Lakes shippers to rejuvenate and adapt vessels to changes in the industry. At 690 feet in length,



Captain Robert Thibaudeau



Str. *Herbert C. Jackson*

BNSF Loadings From Dec. 13 through 19, 2004

Week ending Dec. 19

In the week ending Dec. 19, 2004, Burlington Northern Santa Fe loaded 116,225 gross tons of iron ore pellets into four Great Lakes vessels at its Alcoa terminal in Superior, Wis.

VESSEL	DATE	TONNAGE	DESTINATION
<i>Edwin H. Gott</i>	12/17	57,241	Hamilton
<i>American Spirit</i>	12/18	53,988	Gary
<i>Burns Harbor</i>	12/19	55,419	Burns Harbor
<i>Michipicoten</i>	12/19	20,377	Hamilton

BNSF Loadings From Dec. 6 through 12, 2004

Week ending Dec. 12

During the week ending Dec. 12, 2004, Burlington Northern Santa Fe loaded 216,680 gross tons of iron ore pellets into eight Great Lakes vessels at its Superior, Wis., Alcoa terminal.

VESSEL	DATE	TONNAGE	DESTINATION
<i>Cason J. Callaway</i>	12/07	23,150	Detroit
<i>CSL Tadoussac</i>	12/07	27,009	Hamilton
<i>Malba</i>	12/08	22,938	Hamilton
<i>Burns Harbor</i>	12/09	57,073	Burns Harbor
<i>Presque Isle</i>	12/10	51,014	Ashtabula
<i>Stewart J. Cott</i>	12/11	54,016	Burns Harbor
<i>Frontenac</i>	12/12	23,503	Hamilton
<i>Edgar B. Spear</i>	12/12	57,754	Gary

BNSF Loadings From Nov. 29 through Dec. 5, 2004

Week ending Dec. 5

In the week ending Dec. 5, 2004, Burlington Northern Santa Fe loaded 298,510 gross tons of iron ore pellets into six Great Lakes vessels at its Alcoa terminal in Superior, Wis.

VESSEL	DATE	TONNAGE	DESTINATION
<i>Edwin H. Gott</i>	12/01	57,516	Detroit
<i>Michipicoten</i>	12/02	20,752	Hamilton
<i>Burns Harbor</i>	12/03	57,058	Burns Harbor
<i>Presque Isle</i>	12/04	51,098	Gary
<i>Stewart J. Cott</i>	12/04	54,231	Burns Harbor
<i>Edgar B. Spear</i>	12/05	57,815	Gary

BNSF Loadings From Nov. 22 through 28, 2004

Week ending Nov. 28

During the week ending Nov. 28, 2004, Burlington Northern Santa Fe loaded 213,880 gross tons of iron ore pellets at dock No. 5 at its Alcoa terminal in Superior, Wis.

VESSEL	DATE	TONNAGE	DESTINATION
<i>Arthur M. Anderson</i>	11/22	23,202	Detroit
<i>Burns Harbor</i>	11/24	57,889	Burns Harbor
<i>CSL Tadoussac</i>	11/25	27,009	Hamilton
<i>Presque Isle</i>	11/26	51,169	Ashtabula
<i>Stewart J. Cott</i>	11/27	54,637	Burns Harbor

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the *Jackson* is by no means the longest ship on the Lakes, and although it carries less overall tonnage per trip than many ships on the Great Lakes, the *Jackson* is every bit as industrious as any of them.

Since its construction, the *Herbert C. Jackson* has undergone periodic changes to its appearance and functionality, beginning in 1966 with the installation of a bow thruster to increase its maneuverability in restricted waters and at docks. In 1974, the *Jackson* received engine room modifications, when its steam turbine engine was converted from coal-powered to oil-fired and its boilers' controls were automated. In 1975, to maximize the delivery of cargo for its customers, the *Jackson* was converted to a self-unloading vessel with the addition of a 250-foot unloading boom. The latest hull modification came in 1996 when a stern thruster was installed on the *Jackson*, again to further increase its ability to navigate in the narrow, twisting confines of rivers like the Calumet in South Chicago. As is the case with nearly all major vessels operating on the Great Lakes today, the *Jackson's* navigation team employs state-of-the-art electronic charting and navigation technology to assist them in vessel handling.

Robert Thibaudeau is Captain in command of the *Herbert C. Jackson*. A native of Grand Rapids, Mich., Bob enrolled in the Great Lakes Maritime Academy at Traverse City in 1976. Nearly three years later, at 3:30 in the morning on July 7, 1979, Bob climbed aboard the *Samuel Mather* at the Reiss Coal dock in Milwaukee, as the ship's new 2nd mate, to begin his career on the Great Lakes. In 1991 Bob earned his master's license and over the course of the next several years worked on a majority of the Interlake fleet vessels as a relief captain. In 2003 Bob was appointed as permanent skipper of the *Herbert C. Jackson*.

Its compact size, increased maneuverability, and self-unloading capability make the *Jackson* a workhorse for its owner, the Interlake Steamship Co. of Cleveland. The *Jackson's* primary trade is to load high BTU eastern coal in Sandusky, Ohio, destined for customers like the Algoma steel mill at the Canadian Soo; low-sulfur coal from Superior to power stations in ports such as Marquette, Mich.; and taconite pellets from Marquette to the Ford Motor Co. mill on the Rouge River

PULSE CONTINUED FROM PAGE 17

in Detroit. In addition to coal and taconite, the *Jackson* also carries occasional cargoes of grain from Superior to Buffalo.

Throughout the shipping season the *Jackson* is truly a ship on the run, never staying in port more than a few hours to load or unload before continuing on to its next assignment. The busy pace of the *Jackson* reflects the healthy pulse of the Great Lakes shipping industry, as it moves forward in the dawn of the new century. **SMR**

19, 2004

Week ending Dec. 19

For the year 2004 through Dec. 19, the MERC has loaded 38 net tons of coal, compared with 1,781,077 net tons responding period in 2003. The stockpile of coal at the MERC on Dec. 19 totaled 1,740,978 net tons.

E	TONNAGE	DESTINATION
5	29,346	Monroe
5	36,352	St. Clair
5	67,357	Silver Bay
7	64,547	St. Clair
8	62,150	St. Clair

12, 2004

Week ending Dec. 12

For the year 2004 through Dec. 12, the MERC has loaded 35 net tons of coal, compared with 17,380,885 net tons in the corresponding period in 2003. The stockpile of coal remaining at the MERC on Dec. 12 totaled 1,594,232 net tons.

12,750 net tons went out by truck.

net tons.

VESSEL	DATE	TONNAGE	DESTINATION
Paul R. Tregurtha	12/06	62,055	St. Clair
Herbert Jackson	12/07	15,114	Shiras
Walter J. McCarthy	12/08	64,376	Ashland
James R. Barker	12/08	57,361	Presque Isle
Wesley Miner	12/09	57,413	Taconite Harbor
Oglebay Norton	12/09	64,794	St. Clair
Canadian Olympic	12/11	35,090	Nanticoke
Paul R. Tregurtha	12/12	52,902	St. Clair
Columbia Star	12/12	64,295	Nanticoke

MERC Loadings from Dec. 1 through 5, 2004

Week ending Dec. 5

In the week ending Dec. 5, 2004, the Midwest Energy Resources Co. (MERC) received 24 trains delivering 346,050 net tons of Powder River Basin coal at its Superior, Wis. terminal. A total of four Great Lakes vessels loaded 224,888 net tons of coal during the week and 120 net tons went out by truck.

For the year 2004 through Dec. 5, the MERC has loaded 17,289,272 net tons of coal, compared with 16,829,596 net tons loaded in the corresponding period in 2003. The stockpile of coal remaining at the MERC on Dec. 5 totaled 1,742,271 net tons.

VESSEL	DATE	TONNAGE	DESTINATION
Algolake	12/01	30,088	Nanticoke
Walter J. McCarthy	12/01	29,874	Monroe
Walter J. McCarthy	12/02	35,551	St. Clair
Columbia Star	12/04	65,035	Nanticoke
Oglebay Norton	12/04	64,307	St. Clair

Nov. 29 and 30, 2004 MERC Loading

On Nov. 29 and 30, the Midwest Energy Resources Co. (MERC) received 3 trains delivering 43,410 net tons of Powder River Basin coal at its Superior, Wis. facility. On Nov. 30, the mv. Paul R. Tregurtha was loaded with 64,386 net tons of coal and in that two-day period, a total of 12,203

net tons went out of the terminal by truck. For the year 2004 through Nov. 30, the MERC has loaded 17,044,236 net tons of coal, compared with 16,422,001 net tons in the corresponding period in 2003. The stockpile at the MERC on Nov. 30 totaled 1,621,196 net tons.

MERC Loadings from Nov. 22 through 28, 2004

Week ending Nov. 28

During the week ending Nov. 28, 2004, the Midwest Energy Resources Co. (MERC) received 32 trains delivering 482,954 net tons of Powder River Basin coal at its Superior, Wis. terminal. A total of ten Great Lakes vessels loaded 488,957 net tons of coal during the week and 1,242 net tons went out by truck.

For the year 2004 through Nov. 28, the MERC has loaded 16,366,365 net tons of coal compared with 16,296,277 net tons in the corresponding period in 2003. The stockpile of coal remaining at the MERC on Nov. 28 totaled 1,608,522 net tons.

VESSEL	DATE	TONNAGE	DESTINATION
John J. Boland	11/23	14,264	Ashland
Oglebay Norton	11/23	64,125	St. Clair
Paul R. Tregurtha	11/23	64,135	St. Clair
Canadian Enterprise	11/24	30,603	Nanticoke
Canadian Transport	11/24	30,161	Nanticoke
Indiana Harbor	11/25	64,630	St. Clair
Columbia Star	11/26	65,572	Nanticoke
Walter J. McCarthy	11/26	65,516	St. Clair
Canadian Olympic	11/27	28,677	Nanticoke
Oglebay Norton	11/28	65,124	St. Clair