

ITB Joseph H. Thompson Jr. / Joseph H. Thompson

By Patrick Lapinski

On a regular basis during the Great Lakes shipping season the *Joseph H. Thompson* glides effortlessly through the Superior entry, inbound for the Burlington-Northern Santa Fe ore docks in Allouez. The *Thompson* does not draw the crowds of onlookers when it comes into port like ships do at Duluth's Canal Park, and in fact, many vessel purists

tend to ignore the ship as an aberration of some kind. The *Thompson* is one of a growing number of former lakers converted to

integrated tug-barges (ITB) operating on the lakes today.

Today, the *Thompson* may not resemble its



Stropich brothers, left to right, Tom, Wayne, Richard and Jerry. The fifth brother, Steve, is not in the picture.

INTERLAKE STEAMSHIP

We Deliver
For You



From our dedicated office staff to our experienced vessel officers and skilled crews, Interlake Steamship is focused on providing the solution to your transportation needs. Our versatile fleet of self-unloading vessels, with capacities ranging from 21,000 to 68,000 tons, are equipped to get the job done, even under challenging conditions. We work closely with each of our customers to achieve safe, reliable, on-time delivery of raw materials.

former appearance, but the vessel does have a long and interesting history. Indeed, prior to becoming a bulk carrier for the M. A. Hanna Co. of Cleveland in 1952 the *Thompson* was active in the eastern Atlantic for the US Maritime Commission as a C4 troop and cargo carrier. Launched in 1944 as the *Marine Robin*, the vessel saw active service on June 4, 1944 at Normandy. After World War II the *Marine Robin* began its career on the Great Lakes, and in 1952 the vessel was cut in two, lengthened, and converted to a bulk carrier at a shipyard in Maryland. Following its conversion, the vessel returned to the lakes as the *Joseph H. Thompson*, with the distinction of being the longest vessel on the lakes at the time.

In 1990, the *Thompson* was sliced in half again. This time the hull forward of the engine room was converted into a self-unloading barge for Upper Lakes Towing of Escanaba, Mich. By 1990, Upper Lakes built a new tug around most of the *Thompson's* former engine room, the barge, in a sense, reunited with its after end. The tug, referred to as "Junior," (*Joseph H. Thompson Jr.*) is powered by three diesel locomotive engines, giving the ITB a total of 7,500 horsepower.

In an age of shipping where large corporations control a large percentage of the business on the lakes the *Thompson* is an exception to the rule. Upper Lakes is a family owned and operated business, and Captain Richard Stropich, one of five Stropich brothers that sail on the *Thompson*, likes it that way. Richard recalled making \$3/hour when he started out at the age of fifteen as a deckhand aboard the tug-barge combo *Olive L. Moore / Wiltranca*. While his responsibilities have grown over the years, his enjoyment of sailing has remained steadfast.

We deliver solutions.

**INTERLAKE
STEAMSHIP**

On the Great Lakes since 1913

ISO Certified

The Interlake Steamship Company

Interlake Corporate Center
4199 Kinross Lakes Parkway
Richfield, Ohio 44286
Telephone: (330) 659-1400
FAX: (330) 659-1445
e-mail: sales@interlake-steamship.com



Integrated Tug-Barge *Joseph H. Thompson*

The normal trade route for the *Thompson* is to carry taconite pellets from the Superior ore dock to Port Huron, Ohio, on Lake Erie, or to Indiana Harbor, Indiana, on Lake Michigan. The *Thompson* carries an average of 21,000 gross tons per trip. **ENR**

CVRD Sells Its Stake in CST to Arcelor

CVRD (Cia. Vale do Rio Doce), Rio de Janeiro, Brazil, the world's largest iron ore producer, has signed a contract with Arcelor, based in Luxembourg, the world's largest steelmaker, to sell CVRD's share in Cia. Siderurgica de Tubarao (CST).

CVRD agreed to sell Arcelor 869,045,672 common shares and 9,381,163,397 preferred shares, representing 4.42% of the voting capital and 29.96% of the non-voting capital of CST, for US\$451.1 million for the shares and rights to be transferred to Arcelor according to the contract.

Also, CVRD will sell 4,034,524,170 common shares of CST, linked to the current CST shareholders' agreement.

The sale to Arcelor means a total divestment of the 28.02% share of the CST capital currently owned by CVRD. **ENR**

BENEMAX[®]

MINING CHEMICALS

BENESPERSE — Dispersants for rheology control, selective flocculation and flotation

BENEFROTH — Frothing agents for anionic and cationic flotation

BENECON — Chemicals for controlling and conditioning

BENECOL — Collectors of values and gangues

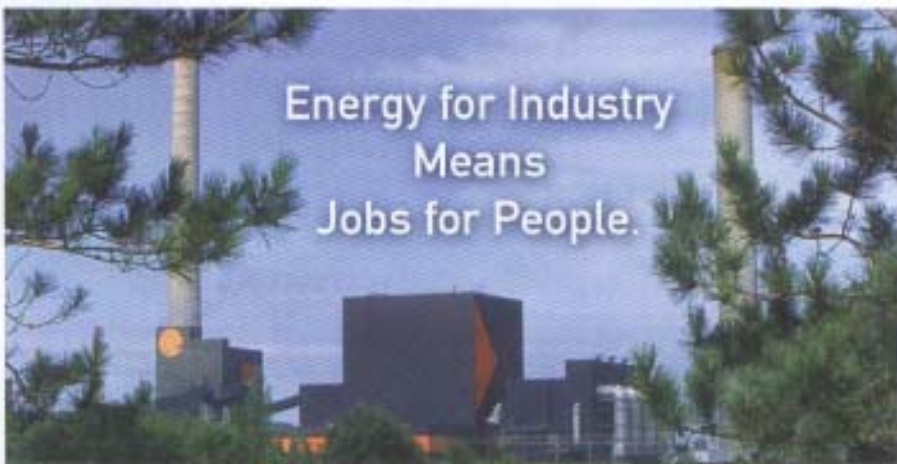
BENEWET — Wetting agents for dewatering

BENEFLOC — Flocculants for concentrates and tailings

GLENN CORPORATION

4886 Highway 61, #102
St. Paul, MN 55110-2874
Call: 1-888-BENEMAX
or Fax: 651-221-1296

BENEMAX[®]
MINING CHEMICALS



MINNESOTA POWER'S BOSWELL ENERGY CENTER

Since 1920, Minnesota Power has been your partner in the iron mining industry delivering low-cost, reliable electric power. Today our focus remains crystal clear—offering you a competitive supply of energy-related services.

We are positioned to be your partner into the future, keeping the work and workforce here in Northern Minnesota. Together we will remain partners in industry and support the communities where we work and live.



A Powerful Partner in Your Community