

U. S. Freighters of the Great Lakes



Earl J. Reaume Jr.

J.A.W. Iglehart

Pan-Amoco was built in 1936 by Sun Shipbuilding and Drydock Co. of Chester, Pa. as their Hull 155. She is 501 feet 6 inches long, 68'3" in beam with a depth of 37 feet. She is powered by two DeLaval steam turbine engines with a total of 4,400 shaft horsepower. She was built as a tanker for the American Oil Co. and in 1955 her name was shortened to Amoco. She was sold in 1960, renamed H. R. Schemn and laid up in Sturgeon Bay. She was sold again in 1965 to Huron Portland Cement Division of National Gypsum Co. and converted to a self-unloading cement carrier at American Shipbuilding Co. of south Chicago. She was renamed J.A.W. Iglehart at the yard and was registered at 9,460 gross tons and was the flagship of the Huron fleet. The rebuilding added little to her overall size by an inch or less in all three dimensions.

She was named in honor of Joseph Alexander Wilson Iglehart, owner of Iglehart and Co. from 1921 to 1931 and on the board of National Gypsum Co. She was the first Huron ship to be fitted with a belt conveyor unloading system gear, in addition to an airslide boom and elevators, and the largest cement carrier ever to operate on the Great Lakes, with a 65,000 barrel capacity at that time. She was acquired in 1987 by LaFarge Cement and managed by Inland Lakes Management, a division of Inland Lakes Transportation, when they took over the fleet.

She entered Fraser Shipyards on Nov. 15, 1992 for her five-year inspection and a \$6 million overhaul and refurbishment. The other work consisted of internal steel renewal and reinforcement, replacement of several ballast tanks, and the renewal of the entire ballast system's piping. On May 11, 1994 she received a "rough fill" while locking through Lock 4 of the Welland-Canal. Apparently turbulence in the lock caused by a glitch in the computer system that opens the lock valves tossed her around slightly causing some minor damage. Inland Lakes Management, the company that operates the vessel, settled a damage claim with the St. Lawrence Seaway Authority the following August. While laid up in Detroit for the winter of 1995-96 she underwent retubing of both boilers.

She was on her way into Saginaw Bay on Dec. 27, 1996 with a load of cement for their Carlton facility when she grounded about seven miles from the mouth of the Saginaw River, between buoys 18 and 20. Not helping the situation was two to six inches of ice on the bay. After efforts to free herself were unsuccessful, three tugs were dispatched, Manitou, Tug Malcolm and Gregory Busch. As Busch headed outbound under the raised Liberty Bridge in Bay City, the raised west span of the bridge lost power and started to come down, clipping the tug's mast. As a result the stern bit on the Busch couldn't be used to help Iglehart, as the mast was in the way. The bridge was closed to vessel traffic for the winter. Meanwhile, the three tugs could not budge the grounded Iglehart and her ILM fleetmate Alpena was sent on

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Jan. 1 to lighten her. After some 2,000 tons of cement was offloaded, she was freed. After a Coast Guard inspection that found only minor damage, the Iglehart was allowed to return to her home port of Alpena, accompanied by the Alpena. Because the Liberty Street bridge was closed the Busch tied up at Essexville, since she was unable to return to her base in Zilwaukee. On Jan. 15, 1998 she grounded in Thunder Bay while on her way out of the LaFarge dock in Alpena. The initial cause was cited as poor visibility and ice-covered buoys. After she was lightened by another ship she was freed and allowed to proceed.

She was inbound on the Cuyahoga River in Cleveland with a load of cement for the LaFarge Cement plant June 2, 1998. She was backing in with the assistance of a Great Lakes towing tug at about 4:15 PM, when her starboard side struck Sunset Joe's, a gazebo-type structure behind Tiffany's in the Flats. The impact was enough to level the metal and wood structure. Luckily, the incident happened only minutes before the bar was to open and two employees who were preparing to open had walked back to the nearby Shooter's bar and restaurant for a key when Iglehart precluded any business for that day. Hull damage to the Iglehart was described by Coast Guard personnel as "cosmetic."

Statistics

Name	Type of Ship	Year Built	Type of Engine	Cargo Cap	Length	Beam	Depth
J. A. W. Iglehart	CC	1936	T	11,300	501'6"	68'3"	37'

Earl J. Reaume Jr.

Photo credits immediately follow the Table of Contents.



Oglebay Norton



Earl W. Oglebay

Saturn

Saturn was built in 1974 by S.B.A. Shipyards, Inc. of Jennings, La. as their Hull 218. She was launched on Dec. 5, 1973 for Cleveland Tankers, Inc. of Cleveland at 384 feet 1 inch long, 54 feet 6 inches in beam and a depth of 25 feet. She is registered at 3,903 gross tons and 3,526 net tons. She has a deadweight tonnage of 7,316 and a carrying capacity of 48,000 barrels. She is powered by two 1,750 break horsepower General Motors EMD diesels, model 12-645-E6, with a total of 3,500 horsepower, which are located in a fully automated engine room. When she entered service she made her first trip to Toledo on Sept. 19, 1974, and was the first of three tankers built for the fleet's modernization program. She is equipped with a bow thruster and has 10 heated cargo tanks. She can unload through an 8-inch piping system at up to 5,000 barrels per hour. A circulating hot oil system maintains cargo temperature, allowing her to carry liquid asphalt at up to 350° F and heavy fuel oil at 150° F. In addition, two separate pumping systems permit segregated loads.

Her name was derived from mythology. Saturn was the father of Jupiter. The two sister ships were Jupiter, a near sister built in 1976 that was later lost to a fire, and Gemini built in 1978.

She was involved in a collision with the Pointe Noire on June 6, 1977 near Fighting Island in the Detroit River. Pointe Noire proceeded to Sarnia, Ont. for repairs. In 1991 she and the Gemini were sold to Patriot Shipping, Inc. and were chartered on a long term basis to Enerchem U.S.A., a subsidiary of Enerchem Transport of Canada, out of Montreal, Quebec and operated by Cleveland Tankers Ship Management, Inc. On Jan. 8, 1999 Algoma acquired 25 percent interest in Cleveland Tankers, Inc. of Cleveland, when they purchased the Enerchem fleet.

Statistics

Name	Type of Ship	Year Built	Type of Engine	Cargo Cap	Length	Beam Depth
Saturn	TK	1974	D	48,000 BBLS	384'1"	54'6" 25'

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