Great Lakes Shipping
Maritime Matrix
Hearts

• ________________ With its bright red hull, this ship carries grain for Fednav of Montreal. It was built in Japan in 2001.

• ________________ Once called Pan-Amoco she is considered the ‘prettiest ship on the lakes’. She has a pointed bow, and carries cement.

• ________________ Built in 1942 to carry iron ore, she was reduced 120 feet and refitted to carry cement and renamed after a Michigan town.

• ________________ This ship has been named four times! But her second name is also her fourth! She sometimes carries materials to oil platforms off the coast of Newfoundland.

• ________________ This ship is 433 feet long, and carries the flag of the Netherlands. She carries a variety of cargo, such as windmill parts.

• ________________ A bulk cargo haler, this ship is 639 feet long, and is Canadian flagged. She was built in 1953, and has been renamed several times.

• ________________ A straight-decked bulk carrier, this ship has 5 cargo holds, and 20 hatches. She is still powered by a steam turbine engine.

• ________________ This ship is 730 feet long, and is a straight decked laker. She is pictured passing under the Aerial Lift Bridge in Duluth, Minnesota.

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• ________________ Used for ice-breaking by the Canadian Coast Guard, this cutter was built in 1985.

• ________________ Carrying low-sulfur coal, usually to Detroit, this 1000 foot laker makes about 40 round trips from Superior each season.

• ________________ This salty hails from Monte Carlo, usually loading grain from the U.S. Midwest to deliver all over the world.

• ________________ Since 1944, this ship was a faithful icebreaker for the US Coastguard. She was decommissioned in 2006 and replaced by a brand new ship of the same name.
Great Lakes Shipping
Maritime Matrix

Clubs

• ____________________ Built in Japan, this ship is flagged in Poland! This ship, like most
  salties, requires a tug to maneuver it into port.

• ____________________ Belonging to the Canada Steamship Lines, this laker had a new hull
  added in the year 2001 and was give her present name.

• ____________________ Only 366 feet long, this Dutch ship is often loaded with barley, which
  is transported to England to brew Budweiser beer.

• ____________________ The second ship with this name, she was built in the late ‘70s to carry
  coal. She has a sister ship with a similar name.

• ____________________ The seventh of 13 one thousand foot lakers. The middle of this ship
  was built in Toledo, and the rest in Lorain, Ohio.

• ____________________ Built in 1979 in Japan, this ship travels all over the world, carrying all
  kinds of goods, from steel coils to bulk clay.

• ____________________ Almost a thousand footer, this ship is the 14th largest on the Great
  Lakes. She has a 54-foot boom that can travel out over either side of her deck.

• ____________________ Constructed in River Rouge, Michigan, this ship has a 250-foot boom
  that helps her unload a variety of bulk cargos very quickly. She is 609 feet in length.

• ____________________ Navy, yellow and white, this ship is a Jumbo! These rather small
  ships hailing from the Netherlands often carry equipment to major construction sites all over the
  world.

• ____________________ Built in two pieces, in two different places, this ship usually carries
  taconite from Two Harbors, Minnesota to Gary, Indiana.

• ____________________ This ship is named for a schooner captain from the mid-1800’s. She
  carries iron ore and sometimes grain.

• ____________________ Named after an insectivorous plant, this decommissioned Coast
  Guard cutter is now a museum in Duluth, Minnesota, where she served her last 24 years.

• ____________________ With the same name as a county in Michigan, this ship is two ships in
  one. Half barge and half tug, this type of construction is very practical.
Great Lakes Shipping
Maritime Matrix
Diamonds

• _________________ Built and used in World War II, this ship was hit by a Japanese bomber. She survived to carry many different cargos to many Great Lakes ports today.

• _________________ A US-flagged thousand foot freighter, this ship usually carries coal or taconite throughout the Great Lakes region.

• _________________ This Coast Guard cutter is a buoy tender, the last of the Juniper line built in Marinette, Wisconsin. 225 feet long she is used for ice breaking and search and rescue as well as caring for the lights of Lake Superior out of Duluth, Minnesota.

• _________________ This ship has had the ‘extreme make-over.’ Her steam engine upgraded, a 264-foot self-unloading boom added, and her navigational system automated, keeping her at work on the Great Lakes since her construction in 1952.

• _________________ This ship, named for a waterbird, was built in China. She is a salty, working for the Canadian Forest Navigation Company.

• _________________ Usually loaded with grain in the Great Lakes, this Greek ship is one of five sister-ships all named using the word Olympic. (Except for her!)

• _________________ This ship has a swimming pool on its top deck!

• _________________ Pictured entering the shipping canal in Duluth, Minnesota, this 767 foot bulk cargo freighter was built in 1952.

• _________________ The largest of the freighters working the Great Lakes. This ship has a 260 foot self-unloading boom, and usually carries coal from Superior to Duluth.

• _________________ 646 feet long, this Canadian ship is named after a geographic feature 100 miles north of Sault Saint Marie.

• _________________ Her original French name meant the ‘Will of the Wisp’. This ship usually takes grain to ports on the Saint Lawrence River, then back-hauls iron ore.

• _________________ A one thousand-foot laker, this ship was built in 1978. She carries mainly coal and iron ore to ports only on the Great Lakes.

• _________________ Built originally as a salty in England, this ship has been made longer two times since then.
First named the Temple Bar, this ocean-going bulk carrier now is 729 feet long.

Named after a former ship which was much smaller, only 346 feet, the current ship is 730 feet long and built in 1974. She is Canadian-flagged.

This green-hulled salty was built in England, but is operated by an Irish company.

Carrying the common loads of coal, taconite and limestone on the Great Lakes waters, this ship was the last to see the Edmund Fitzgerald before it sunk near Whitefish Bay in 1975.

With double stacks black, red and white striped, this ship is easy to recognize. Her owner is the American Steamship Company.

One thousand four feet long, this laker was named for an engineer, who then became president, then chairman of the board of the United States Steel company.

Named in honor of Minnesota’s miners, this ship carries taconite and coal.

This ship has been sailing under various names since 1943. Each time it is overhauled, it has been renamed. Its present name is a city in Michigan, and was given to the ship in 2004.

Shown during her launch on 4/2/05, this ship replaced her predecessor of the same name, this Coast Guard cutter will serve in many capacities, including environmental protection.

Built in 1977, this Canadian-flagged ship is 730 feet long with a self-unloading boom that helps her unload bulk cargo of coal or iron ore quickly and efficiently.

A red and green cutie, this G-tug is one of 50 operating on the Great Lakes. Most are named for states, and all are painted the same color.

This salty is a container ship. This type of ship rarely enters the Great Lakes, but may also haul heavy equipment or grain which is its usual mission on the Sweetwater Sea.

This salty has three holds with three hatch covers. She was built in China in 2003.