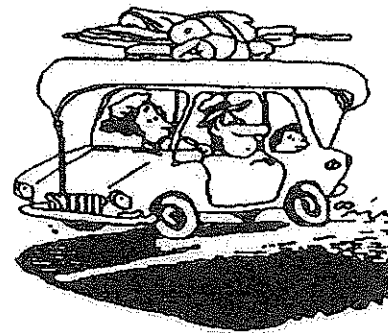


ON THE ROAD...



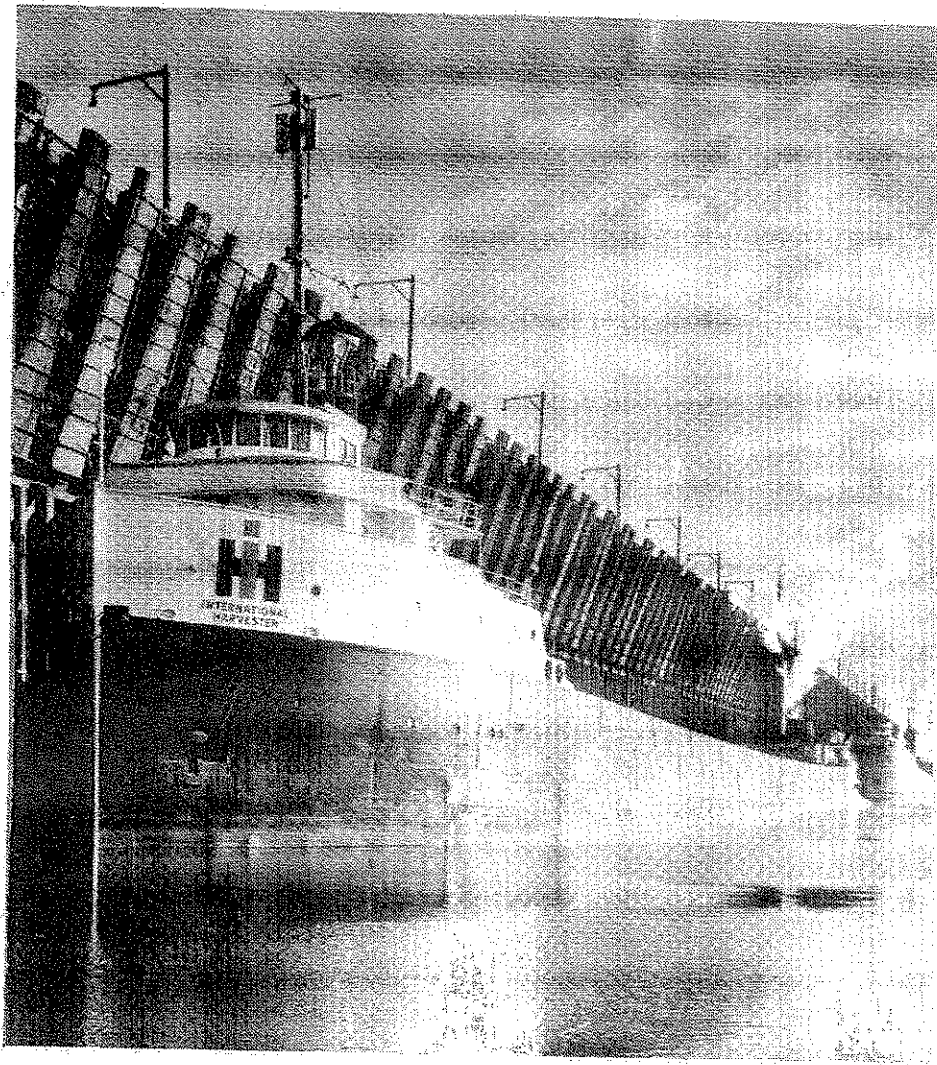
IH Iron Ore Ships Great Lakes

After you mine iron ore you need a way to move it. So in 1911 IH bought its first ore ship and named it the "Harvester". Later in 1934 they purchased their second ship the "International". With their 37 man crew they made their 845 mile journey in about 3 days. It took 14 hours to unload and it free flowed into the ship in about 6 hours. IH mostly used the Great Northern Railroad to haul their some 125 miles to their docks at Duluth on Lake Superior. They are still used today, but have conveyers that takes the ore out to the ships rather than the old way of running the engine and ore cars right out on the dock and dump into the holding hoppers. I don't know if it is the condition of the docks or the conveyor method is faster. I was up there a couple years ago and it is very interesting to watch. The International was a larger ship than the Harvester at about 600 feet long. The Harvester held 10,500 tons and the International held 13,000 tons of ore. Both ships ran from April to November making about 36 round trips a year. From 1916 to 1936 the International was the 1st ship to arrive in Duluth for iron ore. The International was bought used (old Wm H. Warner) and was made by the American Ship Company at Lorain, Ohio. The ships were also used for coal from Lake Erie and limestone from Lake Huron. Both ships were converted to oil from coal burning in 1950. Both ships were showed on the Wisconsin Steel inventory.

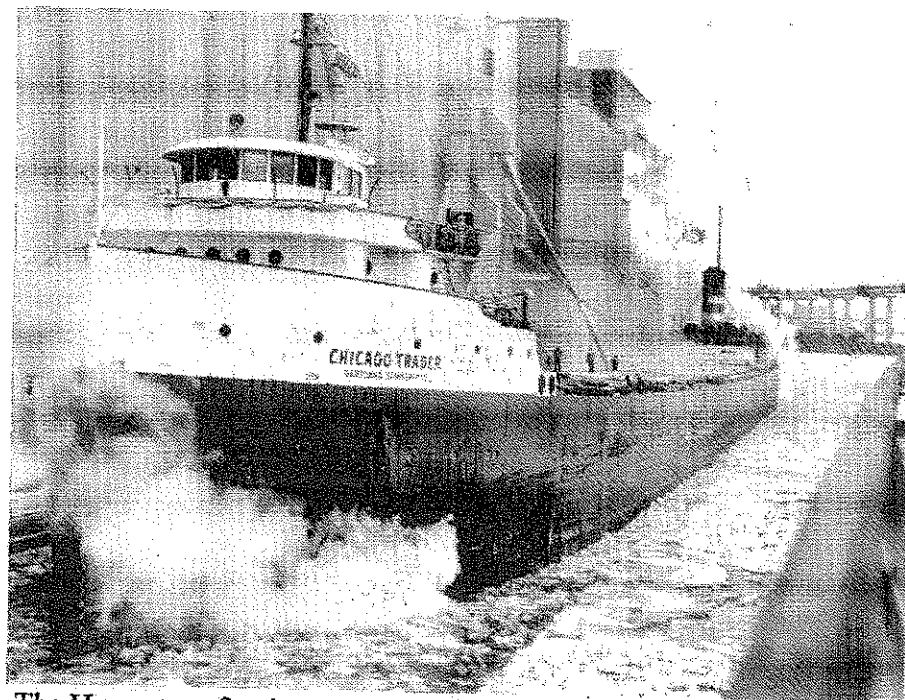
Harvester – 545 feet overall length – 31 feet depth – 1760 horse power triple GRP engine

International – 600 feet overall length – 32 feet depth – 2200 horse power triple GRP engine

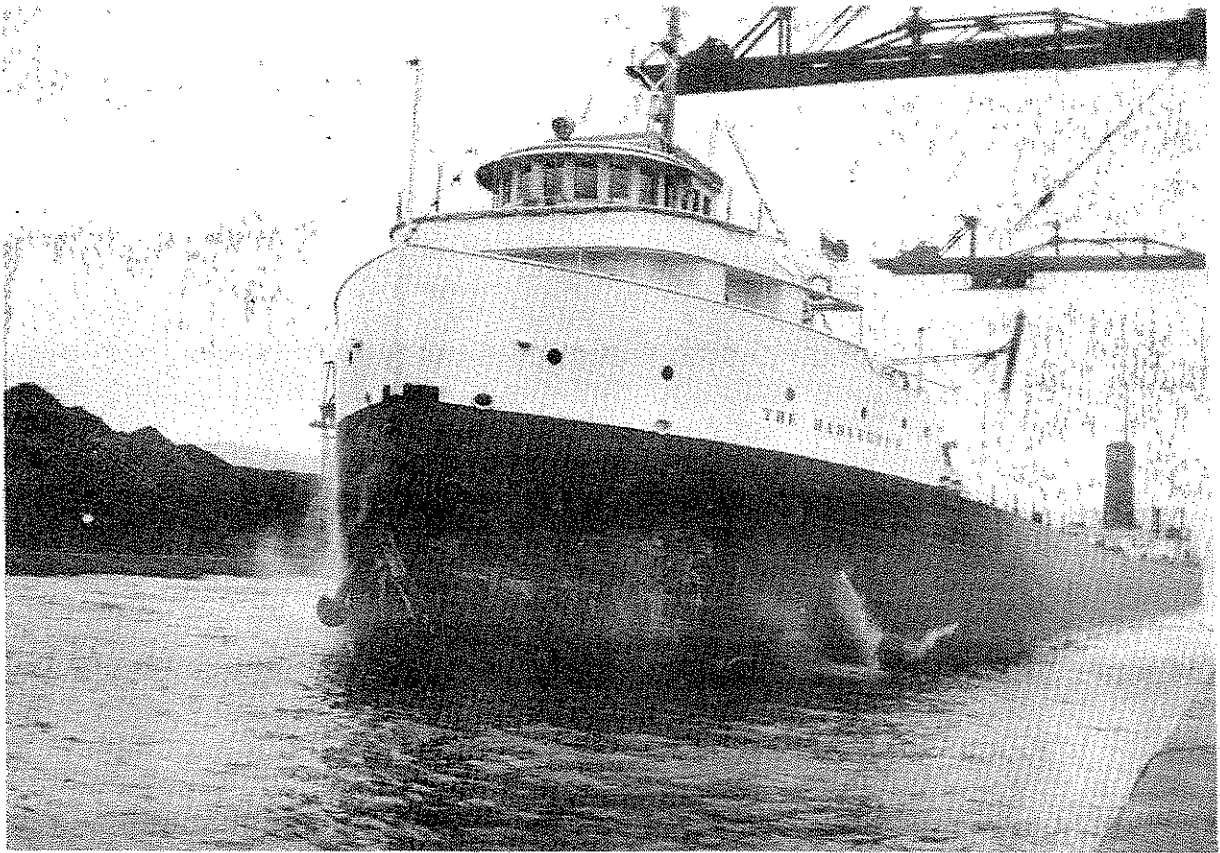
IH had a traffic department at the General Office on Michigan Avenue. They kept track of ships loading, unloading or in route. They couldn't afford for the ships to be idle. They were even fueled at the edge of Lake Michigan by a barge when leaving Wisconsin Steel. IH ships were the first on the lakes to have a complete water pollution control system.



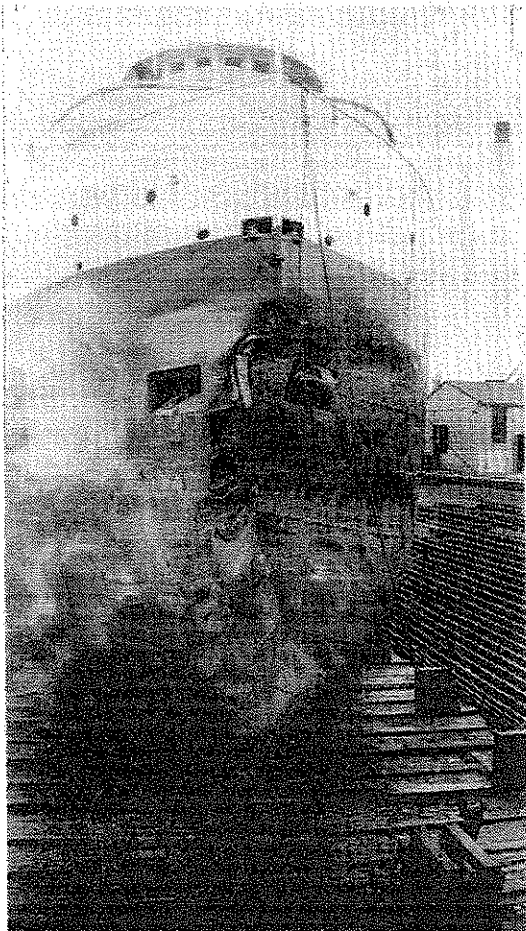
The Harvester loading iron ore in Michigan during the 1950's



The Harvester after it was sold and renamed the Chicago Trader



The Harvester after damage from a collision in 1941



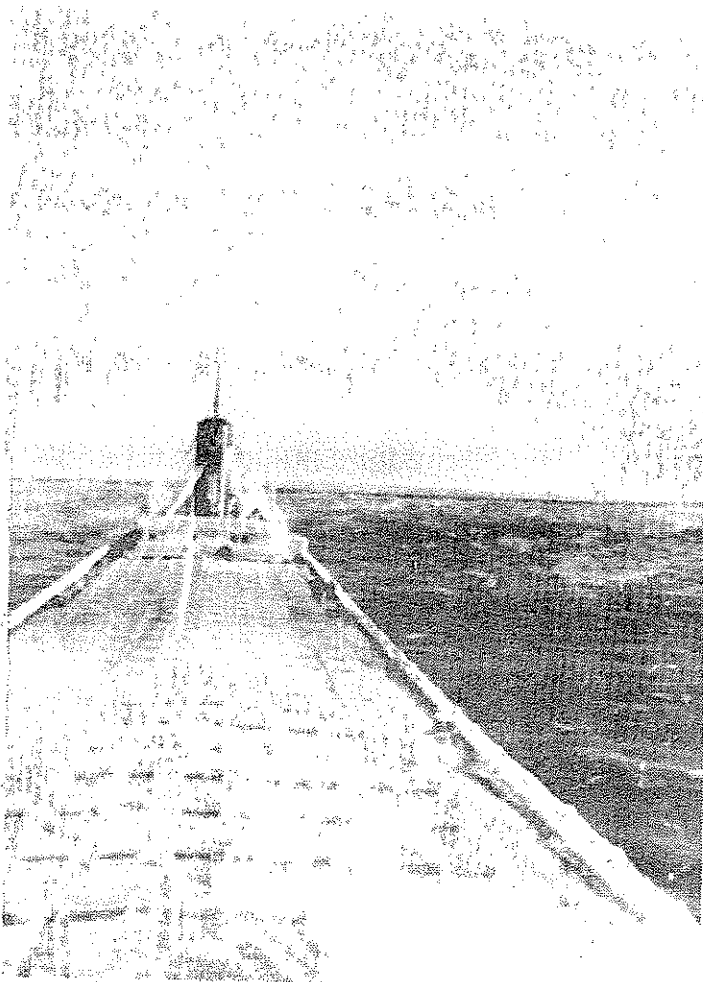
The Harvester on dry dock 1941 for the collision repairs

In 1964 the Harvester was sold and renamed the Chicago Trader. After being sold a couple more times it was scraped in 1977 at Ashtabola, Ohio. After going to ore pellets they could get by with one ship.

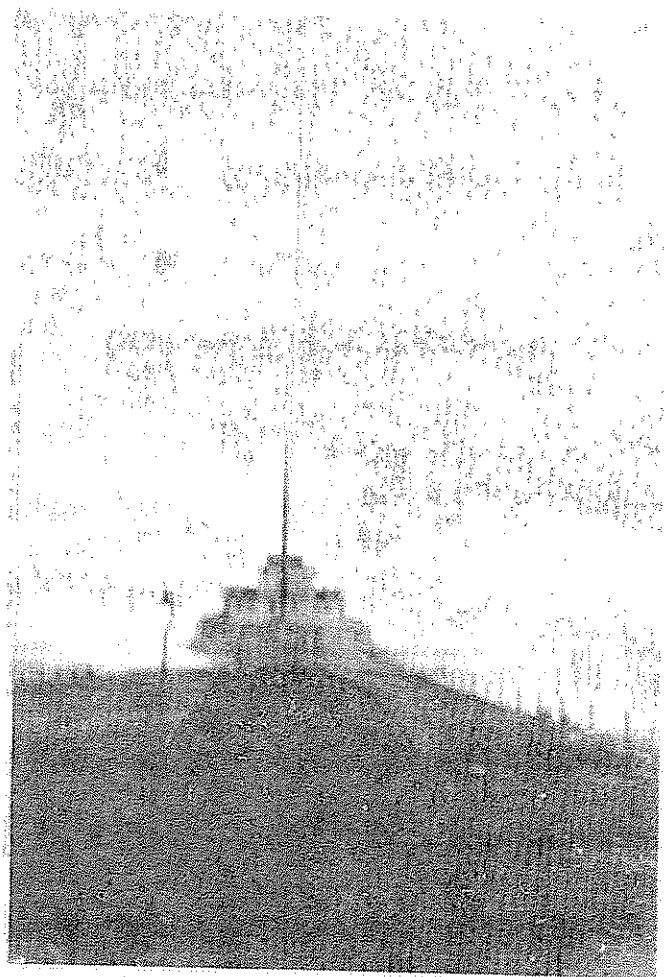
The International name was changed in 1977 to Maxine after IH sold (temporary) Wisconsin Steel. In 1981 it went to Canada and was later scraped in Turkey in 1989.

I got a lot of this information from the Lake Superior Maritime Visitors Center, U.S. Army Corps of Engineers Detroit District, Duluth, Minnesota. It helped in my research that I had worked for the Corps of Engineers for several years. I would like to also thank Curt Vaught from Cleves, Ohio for some great pictures and information. Also thank David Rott, Lima, Ohio for the color ad on the back of the magazine.

Darrell Darst/Editor



Looking from the front to the back of the ship



Looking from back to the front of the ship