

ATLANTIC SUPERIOR

IMO No: 7927805 BULKER 1982 / 23955 GT

OWNER & HOMPEPORT:

V Ships

YARD INFORMATION:

Collingwood Shipyards 222
(Canada)

SCRAPPING INFORMATION:



Delaware River 1/7/2003 © J. Curdy



Delaware River 6/9/2000 © J. Curdy

GENERAL INFORMATION:

Name: M. H. Baker III IMO No: 7927805
 Ex: Atlantic Superior Built: 6/1982
 Type: Bulk Carrier Status: In Service
 SubType: Flag: Bahamas
 DWT: 38,510 Draft: 10.40 Builder: Collingwood Shipyards
 GT: 23,955 LOA: 222.54 Owner: Canada Steamship Lines
 NT: Beam: 23.22 Speed/Cons: 15.00/38.50
 Class: LR Depth: 15.24 Engine Type: Sulzer

OWNER & FLAG HISTORY:

ATLANTIC SUPERIOR 06-05-2003 LRF
 M. H. BAKER III 12-05-2000 LRF
 Flag Date of record Source
 Canada 06-05-2003 LRF
 Bahamas 12-05-2000 LRF
 Registered owner Date of record Source
 CANADA STEAMSHIP LINES 07-08-1994 LRF
 Ship manager Date of record Source
 V. SHIPS CANADA 06-05-2003 LRF
 V. SHIPS UK 31-03-1998 LRF

SALES, TRANSFERS & RENAMINGS:

ATLANTIC SUPERIOR	1982-86	Federal Commerce & Navigation Ltd., Canada
ATLANTIC SUPERIOR	1986-97	Federal Commerce & Navigation Ltd., Bahamas
M.H. BAKER III	1997-03	CSL International, Bahamas
ATLANTIC SUPERIOR	2003-	Canada Steamship Lines Inc., Canada

GENERAL VESSEL INFORMATION:

The first self unloader built for Canada Steamship Lines specifically for ocean trading was the product of two Canadian shipyards. The 600-foot stern portion was built as hull #222 by Collingwood Shipyards, Collingwood, ON and was launched November 9, 1981 after a 3 day storm delay. After completion, the stern was towed by the tugs Wilfred M. Cohen and Miseford on May 8, 1982 to Port Arthur Ship Building Co. (Portship), Thunder Bay, ON to be attached to the completed 130 foot bulbous bow constructed at that yard. The new self unloader was float launched on June 11, 1982 with sea trials being completed June 25th. After proceeding in ballast to Superior, WI; the vessel sailed on her maiden voyage with a load of taconite to Sault Ste. Marie, ON where, before unloading, the vessel was formally christened Atlantic Superior on June 28, 1982 on behalf of registered owners Federal Commerce & Navigation Ltd., Montreal, QC operating under the management of Canada Steamship Lines, Inc., Montreal, QC. The new self unloader's name reflects on the vessel's dual ocean/Great Lakes capabilities and service; "Atlantic" for the Atlantic Ocean and "Superior" for Lake Superior.

During her first year of operating, the Atlantic Superior was noted to have grounded September 29, 1982 in the American Narrows of the St. Lawrence River near Wellesley Island. After lightering 2,000 of her 23,000 tonnes of wheat, the Atlantic Superior was freed, proceeding to Quebec City to unload, and then back to Thunder Bay for repair. While at anchor at Port Hawkesbury, NS on June 24, 1984; a flash methane explosion and fire in the forecabin seriously burned one sailor. After doing coastal work during the 1984/1985 winter, the Atlantic Superior departed from the Bahamas for Longview, WA with salt returning to Baltimore, MD and Norfolk, VA with potash from Vancouver, BC. On August 7, 1985; the vessel loaded a trial load of 30,000 tons of coal at Immingham, UK bound for Sines, Portugal. She returned to Canada where an extensive refit was completed at Davie Shipyard, Lauzon, QC on March 11, 1986.

On April 23, 1986; the Atlantic Superior's registration was transferred to Nassau, Bahamas with the vessel returning to Europe where much of the next five years was spent carrying coal from the United Kingdom and the Netherlands to Sines, Portugal; iron from Spain to the United Kingdom, and delivering 175,000 tons of olivine sand to a gravity weighted drilling platform off of Stavanger, Norway. On October 5, 1987; the self unloader grounded at Sines with the resulting repairs requiring dry-docking at Setubal. Other assignments included delivering stone to the English Channel tunnel project connecting England and France in 1988.

In 1994, the Atlantic Superior was reassigned to the Pacific coast carrying gypsum from Mexican ports to the Pacific Northwest returning south with cargoes of coal, stone, or fertilizer.

On March 22, 1997; the Atlantic Superior arrived in Halifax, NS and was renamed M.H. Baker III entering service along the Atlantic seaboard carrying gypsum for National Gypsum Co. from Dartmouth and Little Narrows, NS to ports from Newington, NH south to Tampa, FL. The National Gypsum Co. and Canada Steamship Lines had entered into a long term contract for this service resulting in the renaming of the self unloader. The M.H. Baker III was named after the late Mr. Melvin Houston Baker; former President and

Chairman of the Board of National Gypsum Co. The M.H. Baker III remained registered out of Nassau, Bahamas during this time with her ownership now being CSL International, Beverly, MA (division of Canada Steamship Lines, Inc., Montreal, QC).

On April 16, 2003; the M.H. Baker III was officially reflagged Canadian and renamed Atlantic Superior with her home port now being Montreal, QC with ownership being transferred directly to Canada Steamship Lines, Inc., Montreal, QC. On April 24, 2003; the Atlantic Superior returned to the St. Lawrence Seaway and the Great Lakes for the first time in a number of years; proceeding to Duluth, MN to load taconite for Nanticoke, ON. With the return of the Atlantic Superior to the Great Lakes, the last of the self unloaders built for CSL for dual ocean/lakes trading has come back to the Great Lakes from almost exclusive ocean trading www.boatnerd.com/pictures/fleet/atlanticsuper.htm

Last update: 25/3/2005