



Duluth Seaway Port Authority

Fall 2012

NORTH STAR PORT



Factor niche ports into national freight policy

In recent years, we have seen a surge of energy and analysis by the federal government to develop the outline and principles of a national freight policy. No longer can money be spent on every intermodal freight project request or congressional earmark. Our financial crisis has focused the nation on responsible public spending and cost-effective allocations of scarce capital resources.

The American Society of Civil Engineers recently included marine transportation in analyzing this country's failing infrastructure and reported that investment in our nation's ports and inland waterways must increase two-fold to \$30 billion by 2020. The ASCE report concluded that unless America's infrastructure investment gaps are

filled, transporting goods will become costlier, prices will rise and the U.S. will become less competitive in the global marketplace.

The Harbor Line
Adolph Ojard
Port Director



Since “spending” has become such a dirty word in Washington, it will be very difficult to generate this level of investment. We need to raise the profile of ports higher than ever before — in particular, this nation's smaller “niche” ports — calling attention to the role they play in sustaining healthy local and regional economies as well as the vital role that America's entire waterborne transportation system plays in global trade and engagement.

Niche, by definition, refers to a “specialized market,” an apt description of a smaller port that is well-positioned to suit the persons and companies that anchor its waterfront. A niche port is efficient, with close ties and connections to the industries and communities it serves. It provides, in some cases, special customer service to support their business base. A niche port also, due to its location and cargo handling expertise, minimizes the effects of landside transportation congestion.

Absent a well-developed policy or long-range plan, the federal government is left to allocate resources. The maritime community watched firsthand as the Corps of Engineers developed national budgets and a dredging policy that slowly choked off small ports that handle less than a million tons of maritime cargo. Under this policy the only criterion used was tonnage, and yet we know that *all tons are not created equal*.

There was no value proposition. Cargoes destined to feed production, manufacturing or processing are much

different than shiploads of finished products arriving from overseas ready for purchase once moved to store shelves. Yet this distinction is rarely considered by policymakers.

While this budget-cutting action appeared logical to some in allocating resources among multiple ports on the Great Lakes St. Lawrence Seaway, in reality it meant that smaller underfunded ports would see channels silt in, draft restrictions put in place, cargo diverted — and ultimately ports would close. We ports trade with one another along this waterway, so when one port closes, all others in the Great Lakes-Seaway system lose a trading partner, overall tonnage is reduced and the system as a whole becomes less efficient. Thus begins the death spiral ...

Without any forethought or market analysis, plans are made in D.C. When winners are identified solely by tonnage totals, so are losers. Strategic ports with regional value and long-term market potential are closed. And once commercial port operations cease, waterfront property is sold — diverted from maritime use — never to return; transportation options/trade opportunities are lost forever.

What's really missing is a well-articulated strategy for inland and short-sea transport within which smaller ports can find their niche and capture market share in targeting non-container operations, breakbulk and project cargo handling, raw materials delivery, cold supply chains and dedicated single-use terminals.

Meanwhile, the “draft race” continues in earnest. Millions of dollars are being invested in large coastal ports in channel deepening and intermodal landside improvements. But the vast majority of our nation's ports will never have 50-foot channels or the infrastructure in place to service mega container ships.

Policymakers must recognize the needs and value of smaller niche ports and the vital maritime roles they serve.

I hope this reflection helps illustrate the need for a thoughtful, comprehensive, well-constructed national freight policy that recognizes the value of niche ports and includes environmental impacts as part of the cost/benefit analysis. I would also argue that the policy must contain a component to facilitate the leveraging of local public and private dollars to assist in port operation and infrastructure maintenance.

Editor's note:

A good column bears repeating. Readers of *AAPA Seaports Magazine* will see an abbreviated version of this column in their winter issue. Ojard chairs the U.S. delegation of the American Association of Port Authorities.

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Correction

A story in our summer 2012 issue about Tim Dayton, captain of the *Paul R. Tregurtha*, listed the vessel's primary destinations as "the Detroit Edison power plants at St. Clair and Monroe on Lake Michigan."

Not so. The St. Clair plant is on the St. Clair River, while the Monroe plant is on Lake Erie.

We regret the error.

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NORTH STAR PORT

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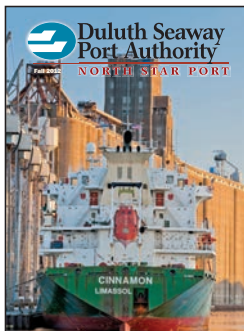


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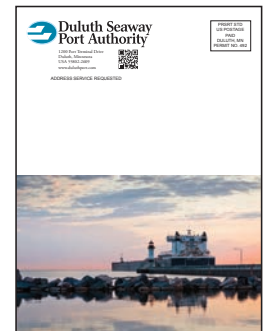
Robert Welton

On the front:

The Cyprus-flag *Cinnamon* loads 18,699 metric tons of spring and durum wheat at CHS, departing for Venezuela on Oct. 2.

On the back:

The *Walter J. McCarthy Jr.* departs Duluth-Superior on Sept. 28 with 64,098 tons of coal loaded overnight at Midwest Energy Resources Co.



Robert Welton

Ballast water research draws global experts to Twin Ports

Breakthroughs in ballast water management brought scientists, major funders and maritime leaders from around the world to the Twin Ports this fall, eager to learn what new findings mean for the environment and the maritime industry. The group toured the Great Ships Initiative (GSI) dockside laboratory in Superior on Sept. 20, shared research findings and discussed related advances in ballast water treatment, type-testing and shipboard monitoring.

Two studies funded by the Great Lakes Protection Fund were major topics of discussion.

The first is exploring whether an “early warning system” for the Great Lakes is a possibility — to detect microbes in ballast water and treat those threats ahead of time, before marine life is affected. “Our research demonstrates that microbe monitoring *is* feasible, cost-effective and important to the environmental and economic health of the region,” said Allegra Cangelosi, president of Northeast-Midwest Institute and GSI director.

The second study, the Risk Release Project being conducted by University of Wisconsin-Superior scientists, will standardize protocols and help settle disputes among states and stakeholders as to “how low” requirements should be for live organism discharges from vessels. This is critical both to halt the spread of invasive species and to keep ships and cargoes moving safely and efficiently.

“Our overarching goal is to halt the introduction and spread of aquatic invasive species while allowing maritime commerce to flow,” Cangelosi said. “We are helping assure that ef-



Minnesota Lt. Gov.
Yvonne Pretzner Solon



ASC assistant vice
president Tom Anderson

fective, efficient ballast water management systems that are applicable to freshwater environments like the Great Lakes get type-approved by the U.S. Coast Guard and installed on ships as soon as possible.”

Minnesota’s lieutenant governor, Yvonne Pretzner Solon, recognized GSI for its leadership and cooperation. “Such a diverse group of collaborators may not always agree on a concept or a technology,” she said, “but what they can agree upon is state-of-the-art science that independently moves us all toward the common goal of stopping the introduction and spread of invasive species ... to protect the Great Lakes for future generations.

“Nothing is more important,” she

said, “than to keep the Lakes open to world commerce.”

GSI built its Superior lab in 2006 with siting support from the city and funding from state, federal and private sources, plus “angel capital” from Great Lakes ports and the Seaway. GSI was designed to test *fresh water* ballast treatment systems for ships operating primarily within the Lakes. While freighters did not introduce aquatic invasive species into the Great Lakes-Seaway, the ships can be a vector for spreading invaders in ballast tanks.

One challenge specific to onboard ballast treatment systems for Great Lakes vessels is the ability to keep up with high-volume ballast pumps to maintain stability as cargo is loaded and unloaded — again and again in a matter of hours or days rather than weeks between ballasting on oceangoing vessels. “We’re talking minutes to do what a saltwater ship may have hours or days to do,” said Tom Anderson, assistant vice president for American Steamship Company (ASC), which owns and operates 14 Great Lakes vessels, including the 1,000-foot *Indiana Harbor*. That ship is serving as a floating laboratory for GSI shipboard ballast water research.



Allegra Cangelosi, Northeast-Midwest Institute president and GSI director, said, “Our overarching goal is to halt the introduction and spread of invasive species while allowing maritime commerce to flow.”

Photos by Robert Welton

Waxing. Waning. Holding steady.

Steady as she goes was the title of a Seaway news release recently. Like most ports along the Great Lakes St. Lawrence Seaway, the Port of Duluth-Superior has seen cargo movement remain relatively steady, reflecting historical trade patterns for the months of August, September and October.

But the fall mix has definitely changed, with higher iron ore and general cargo shipments compensating for waning grain flows. “We’ve had more shipments of wind turbine components but, with the drought and changing international trade patterns, grain exports are lagging significantly,” noted Adolph Ojard, Port Authority executive director.

He was quick to point out that the drought has left Great Lakes water levels near record lows, exacerbating the dredging crisis and forcing freighters to light-load on many routes.

The good news has been that iron ore tonnages remain strong. “Despite worries about a sluggish North American steel industry, the iron ore trade — and coal shipments, for that matter — have been bolstered by exports transshipped through Quebec,” said Ojard.

“We should see brisk U.S. and Canadian laker traffic through the remainder of the 2012 shipping season as companies stockpile for winter,” he said. “I anticipate the Port’s total cargo tonnage to approach 38 million short tons by winter layup.”



DSPA



DSPA



Lynn Wegner

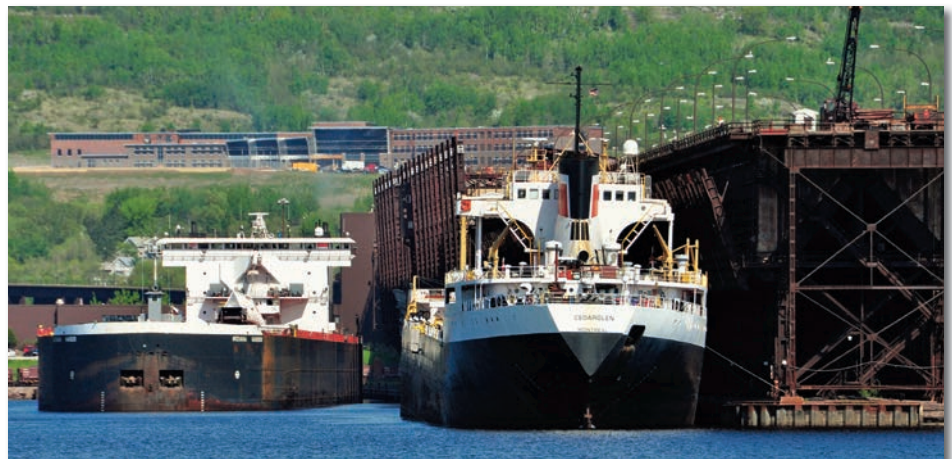


Joseph Kubala

Though grain exports are still in the doldrums, there was a flurry of activity in early September as four Fednav vessels arrived to load at CHS. They subsequently departed in sequence — *Federal Katsura*, *Federal Power*, *Federal Mackinac* and *Federal Schelde* — for Italy, Germany, Belgium and Mexico, respectively.



Lynn Wegner



Diane Hilden

Longtime mainstay cargoes like iron ore, limestone and coal have helped make up for lagging grain shipments this year. Above, the *Philip R. Clarke* discharges stone at Hallett Dock. Below, the *Indiana Harbor* and *Cedarglen* do a stately do si do as they maneuver for loading space at the CN/DMIR ore dock.

While salties wait

By Carol Carrasca

Many people wonder why the number of saltwater vessels calling at our Port can be so erratic from year to year. Boatwatchers also wonder why, once a saltie has arrived, it often spends hours, or days, at anchor off the piers. This article will address those questions.

Grain competition is fierce

The main cargo loaded out here on oceangoing vessels is grain, especially wheat, and the volume is all about supply and demand, dollars and cents.

Many countries in the rest of the world have learned to grow the same crops we do and can be fierce competitors. During years when the number of salties calling here is low, there is a very good chance that the worldwide supply of wheat was strong, with growers in many of our competing countries experiencing bumper wheat crops of the same quality that is grown in the United States; in that case, our competitors could sell their wheat for less than what it would cost to purchase it in the U.S.

The freight rate also has an effect on our Port's traffic. This is the cost of moving cargo from one place to another. It's just like hiring a moving company to transport possessions from one house to another; to get the best rate, one shops around. It is the same with ships. If the freight rate is too high to "rent" a ship that must transit the Great Lakes-Seaway to load cargo here, then potential grain buyers will look to load elsewhere along the U.S. shores (such as the Gulf states) where they can get a better rate, even though it may mean paying a bit more for grain due to land transportation.

Recently the financial situation within the European Union has also entered the picture. With unstable economies in a number of countries, banks might not be willing to make loans to foreign buyers interested in purchasing U.S. grain.

Also, buyers who formerly were active participants in grain markets may tend to hold back, waiting to see what will happen with the economy of their country.

The waiting game

Once ships arrive at the Twin Ports, many people wonder why the vessels sit at anchor and what they are doing out there. Placing a ship at anchor is the result of a collaborative decision by those who have a vested interest in the ship and/or its cargo. Expenses are at the heart of the decision. Simply put, it can be less costly to anchor a ship outside the harbor than to bring it in to a dock.

Consider: Tugs will most likely be employed to guide the vessel to the dock. Once the ship is at the dock, linehandlers must be employed to tie up the ship. At that point, a dockage fee is imposed against the ship, even though it might not be conducting any business at that moment.

Once a ship ties up, the dock is responsible for having a guard on duty 24 hours a day until the ship moves away. The cost of security is passed on to the ship. There are insurance considerations as well in case of possible damage to ship or dock.

When it is time to move the ship from the layby berth, linehandlers

The casual boatwatcher might see a ship at anchor — for example Nordana's *Aggersborg* — and wonder why it isn't in the harbor unloading or loading. Truth is, many behind-the-scenes tasks must be completed before a ship can enter the harbor and go to its berth.



will be employed once again, the pilot will be employed to move the ship again and probably a tug or two will be needed to guide the vessel from the layby berth to the loading dock. All told, this can total thousands of dollars that neither the owner of the ship nor the charterer (renter) will be willing to pay.

And there is the crew. There may be crew members who do not have a visa that would enable them to leave the ship. For that matter, those with a visa might also want to leave the ship for a few hours to sightsee and shop. (You might have heard that Duluth-Superior is a great tourist location.) That could leave the ship without the necessary seafarers on board when orders are given to move the vessel from the layby berth, thus delaying its arrival at the loading dock.

On occasion a ship that has discharged cargo, or has arrived light from another port on the Great Lakes, will be put to anchor to await an outbound cargo. Considering that grain cargoes can easily be worth more than \$10 million, contracts putting the sales together will take time, so the ship may have to sit at anchor for a couple of days before this is accomplished.

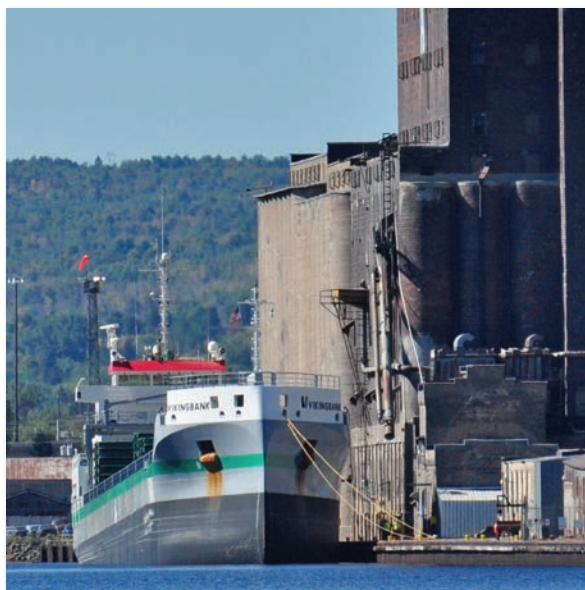
Sometimes ships arrive ahead of contract terms and must anchor until loading can begin. Ships destined for a dock that is already occupied will be told to anchor. Contractually they cannot load elsewhere.

Another possible cause of delay: Some ships have moveable partitions (bulkheads) in the cargo holds. These partitions must be moved into position to accommodate the cargo and still keep the vessel seaworthy.

This vital but tedious process can take a day or more to complete and may best be accomplished at anchor.

Tending to detail

While a ship sits at anchor waiting for the order to move and take on cargo, some tasks can be accomplished onboard to save time once the ship reaches the dock.



Diane Hilden

Once the wait is over comes payoff. Here the Vikingbank loads beet pulp pellets at General Mills A for delivery to Ireland.

Certain individuals will be ferried by launch out to the ship to carry out the business before the vessel can load grain. The stevedore will discuss the final plan of loading with the captain. The National Cargo Bureau surveyor will check to see that the loading plan ensures that the ship will remain seaworthy during and after loading. This surveyor, along with the USDA sanitation inspector, will physically look at the condition of the holds to make sure that they are tight, clean and dry.

The ship's agent is present during this time and discusses with the captain any concerns with regard to the vessel, the crew and the time the ship will spend in Port.

The ship might need to take on supplies or fuel once docked and before departing. The ship may need some minor repairs. Seafarers might need medical or dental care or will be ending their term of employment here and need to be repatriated. New crew members may be joining the ship here. These things are arranged through the ship's agent.

The U.S. Coast Guard may choose to board the vessel while it is at anchor to do its inspections. Or the Coast Guard might choose to board the vessel while at the dock. As you can see, there is a lot going on while a ship is "just sitting out there."

For example, tending to daily chores makes this ship a home away from home for officers and crew members. There are meals to prepare, housekeeping to be done. Whether the ship is sailing, loading or at rest, the crew will be fed and paid. The seafarers

are all under contract, as is the ship.

There are provisions in the charter party (the contract between the ship owner and the party "renting" the ship) that cover delays, with monetary provisions.

It is the business of those working within our Port to ensure as quick a turnaround of every vessel as humanly possible. This means that many people working during the shipping season will be available 24/7 to do what is necessary to accomplish this task. Because time is money.

Carol Carrasca will retire this year after 40-plus years as a freight forwarder with Guthrie-Hubner (dba Lakeshead Forwarding). She was profiled in *North Star Port*, Summer 2012.

A tale of two Sertiches

Mark Sertich is an irrepressible 91-year-old who went to work for Peavey before World War II, retired as an office manager in 1983, still lives (very) independently in his four-bedroom house — and still puts in meaningful ice time at the hockey rink.

Mick Sertich went on to follow more or less in his father's footsteps. Today, Mick is the manager of the Superior facility of Gavilon Grain, LLC.

It's undeniably true: Mark and/or Mick Sertich have been fixtures in this international grain-trading seaport for more than 70 years.

Mark started with Peavey in August 1940. His career was interrupted when he entered the Army in November 1942. He went on to spend much of the war in Europe with George S. Patton's 3rd Army, 11th Armored Division. After the war, it was right back to Duluth, right back to Peavey and right back to his wife, Virginia, with whom he had seven children. Four of them were boys, and it was they — not the other way around — who got Dad interested in hockey.

Mark took up coaching kids at the nearby Wheeler outdoor rink when his own children were old enough to stay upright while pushing a chair across the ice. His interest in the game went beyond coaching youngsters; he also started playing. Today, long after his boys gave up the sport for other interests, Mark still pulls on his pads and skates and takes to the ice. You can find him at the rink three or four days a week at the Duluth Heritage Sports Center, a two-sheet gem that also houses an indoor soccer field in summer and the Boys and Girls Club year-round.

Mark's passion for the game led him to California years ago for Snoopy's Senior World Hockey Tournament in Santa Rosa. The tourna-

ment was founded by famed cartoonist Charles Schulz, a native of St. Paul, Minn., and a lifelong hockey enthusiast. (Surely you remember the whimsical images of Snoopy and Woodstock skating on the ice of a frozen bird bath and dodging a pint-sized Zamboni.)

Mark and Schulz played on the same team in several tournaments, and according to son Mick, "became best of friends." Mark was irritated to no end in a recent tourna-

ment when his team lost to a younger team with several ringers — guys in their 70s. Mark, says his son, "is very competitive."

Staying fit isn't something that Mark discovered just in his senior years. Mick remembers that his dad walked home from work every day. This was back when Duluth had a lively grain market and the action centered on the pit on the upper floors of the Board of Trade Building.

Then, as now, Mark lived in Duluth's western Denfeld neigh-

borhood, about four miles from his downtown office. He would dress in coat and tie and take the bus to work. At the end of the business day, he would loosen his tie and walk home. He was a one-man fitness movement long before the word "workout" entered America's lexicon.

One of Mick's sisters, Carole Fosness, said this about her dad for a story in the *Duluth News Tribune* in July 2011: "He's very independent, he takes very good care of himself, he can solve most of his own problems and he's very determined."

Mick evidently inherited some of those same traits. But it was a long time before he rose to the top of the elevator business. In the early 1970s, Mick left Duluth for Grand Forks, N.D., and was holding down a job for \$2.25 an hour. In 1973, he heard that the Globe elevator in Superior was hiring



Mick (left) and Mark Sertich.

Robert Weilton



Polsteam's *Lubie* called on Mick Sertich and Gavilon in early October.

Lynn Wegner



Courtesy Essentia Health

Left: In his early days at Peavey, the Board of Trade Building in downtown Duluth was the center of Mark Sertich's work day. Today the former trading floor is home to the Minnesota Ballet. **Right:** Today, even at 91, Mark is still looking good on the ice. In April 2011, as the most senior guy on the roster, he played in a 'Docs vs. Jocks' fundraising event in Duluth. The game was a benefit for Essentia Health's Heart and Vascular Center. The MVP? Mark Sertich.

and seized the opportunity to come back home and get into the work that had sustained his family during his years growing up. He started at the bottom, literally, with a job that found him operating an electric Bobcat. "We were busy," he recalls, "basically doing cleanup and unloading box cars all day long."

Mick knew the elevators of the old Globe operation, and his fellow cleanup guys did also. "I've been in many of the bins," he says.

Those were his startup days. While still working, Mick took college classes in business. His dad helped coordinate a superintendent interview, and Mick eventually found himself advancing on a career path. Along the way, his company went through a succession of owners, becoming what is now the Gavilon operation. Mick took the position of assistant superintendent in 1978 at Globe and was named to his current role in 2000.



Courtesy Sertich family

'Snoopy' creator Charles Schulz was a teammate and good pal of Duluth's Mark Sertich. This picture was taken at Santa Rosa, Calif., in 1997

Gavilon's Superior facility handles about 20 million bushels of grain each year. That's down from the 60 million bushels at the operation's peak years, but still enough to support 20-plus jobs and provide the essential transfer point between farms in Minnesota and the Dakotas to markets in Europe. (Grain elevators in wheat-growing country provide the direct link between farms and Superior.)

Mick has seen tremendous change, including an emphasis on employee safety, swiftly changing world markets and more efficient equipment.

He loves the challenge of running a complex operation. "You gotta put your logistics hat on" to keep up with his job, he says. "You're thinking hours and days ahead."

"Every day is different. Our employees are cross-trained now to do a variety of jobs. We can handle anything they throw at us."

It's clear that son, like father, plays this game for the long haul.

— Larry Fortner

By Patrick Lapinski

Change is coming to the Great Lakes. With it come excitement and expectation. And the future.

New vessels are beginning to arrive from China, Korea and Japan. Their designs come with exotic themes: Trillium Class, Equinox Class. The ships bear the expectations of owners and operators to be productive, efficient and profitable.

Too, they promise maritime workers employment and safe conditions. And the new ships come wrapped in a popular color: green.

What is the impetus behind this tide of change on the Great Lakes? Two main factors: aging vessels and new exhaust-emissions regulations.

Until recently, cargo capacity and aging steam plants had been the big motivators to replace older vessels. Now a whole new dynamic has come into play, and with it, change.

What makes this change any different? The breadth and scale is significant, and it is occurring in both the American and Canadian fleets, although in rather different manners while producing encouraging results.

The Great Lakes maritime industry operates in a world of regulation. Increased awareness of exhaust contaminants and greenhouse gases has led to stricter standards to limit emissions from vessels. Another factor: U.S. and Canadian regulations within the 200-mile Emission Control Areas along our seacoasts and within the Great Lakes-Seaway.

Similarly, the U.S. Environmental Protection Agency has been incrementally putting into effect new environmental policies. Worldwide, new International Maritime Organization (IMO) regulations call for a signifi-

Fitting out for a new generation



New diesel main propulsion engines were installed in the *Edwin H. Gott* in 2011.

cant decrease in sulfur dioxide emissions.

As a result of all this attention to the industry's environmental footprint, transformation is taking place in the engine rooms of Great Lakes and oceangoing vessels. Ships are being built with clean-burning engines, and older steam plants are being upgraded to modern marine-diesel technology. This is a maritime extreme makeover, and the results are exemplary.

The Interlake Steamship Company of Cleveland has garnered a lot of attention for its repowering projects. The company's strategy has been to convert its existing steam-powered vessels to diesel, therefore lengthening the lifespan of the vessel.

Longevity has always been a strong suit of the Great Lakes fleets. Unaffected by the corrosion of the salt water in which their oceangoing counterparts operate, the hulls of bulk carriers on the Lakes have a much longer shelf life. Those hulls that seem to last forever are still holding up. So

it makes sense to install new power.

The venerable *Lee A. Tregurtha*, along with the *Hon. James L. Oberstar* and *Kaye E. Barker*, have all been fitted with new Bergen six-cylinder diesels, along with upgrades to auxiliary diesel service generators, reduction gears, controllable-pitch propellers and exhaust economizers that recycle energy from engine exhaust into steam or feed water. The engine controls are fully automated and can be switched to the pilothouse so that the captain has total control of the vessel's propulsion when maneuvering.

The conversion of steam to diesel has also kept several veteran lakers operating for Lower Lakes Towing Ltd. of Port Dover, Ontario. Its first conversion was the *Cuyahoga* in 2001, followed by the *Saginaw* (2008) and the *Michipicoten* in 2011.

Another vessel in its fleet, the *Ojibway*, was repowered in 2005 when operating for Voyageur Marine Transport as the *Voyageur Independent*.

The big U.S.-flag ships are getting



Robert Welton

upgrades as well. Interlake has repowered the *Paul R. Tregurtha* with MAK diesel main propulsion engines. The *James R. Barker* is scheduled for new generators this winter. In June 2010, Interlake was recognized for its leadership in reducing emissions when the company received the Midwest Clean Diesel Initiative Leadership Award.

In 2011, Key Lakes/Great Lakes Fleet completed upgrades to the *Edwin H. Gott* with MAK diesel main propulsion engines [North Star Port, Winter 2010-2011]. The American Steamship Company has been replacing diesel-driven electrical generators in its fleet of diesel-powered vessels as well.

While mandated regulations are a definite motivator, the upgrades have brought benefits as well as costs to the operators.

To begin, look at basic maintenance. Those of us who own cars know how much work they are, and that the older they get the harder it is

to find parts. After a few years, knowing where a good junkyard is and how to get parts there is essential.

Take that same thought and transpose it to a ship's engine that is at least 40 years old. Keeping it running requires more than a bit of spit and bailing wire. Parts are hard if not impossible to find, repairs take longer and occur more frequently. Factor in the manpower needed to make the repairs and perform the daily maintenance and multiply that across a fleet and you get a maintenance challenge that only a marine engineer can love.

Steamers also take longer to get ready at fitout and require more shutdown time at layup — costs subtracted from the bottom line without moving a single ton of cargo.

With the emphasis on “green,” this is where the new diesels really shine. While EPA regulations are designed to decrease emissions, they also bring the benefit of decreased fuel consumption and increased operating efficiency. The new engines are

more fuel efficient, reducing costs associated with bunkering.

But it is what comes out of a ship's exhaust stack that receives the most scrutiny. Foremost among their efficiencies, the new engines and exhaust scrubbers are designed to reduce sulfur dioxide and carbon dioxide emissions well below the mandated levels.



What about the Canadian Equinox and Trillium classes? The designs had been in the works for years, but for all intents and purposes they were just dreams sitting on a naval architect's desk; there were no Canadian shipyards capable of building replacements competitively. The biggest roadblock to replacing older Canadian vessels was a 30-year federal duty of 25 percent on buying ships from abroad.

Facing an aging Great Lakes fleet, Canadian ship owners were looking at some harsh realities if forced to continue with their existing vessels. They lobbied hard for removing the duty and in 2010 were finally successful. The harbinger of that change arrived on the Great Lakes in August 2011, when the Algoma Central Corporation christened the *Algoma Mariner*, the first new Canadian bulk carrier introduced on the Lakes in a quarter of a century.

Bigger, faster, more fuel efficient is now the mantra being heard across the Canadian fleets on the Great Lakes. An initial order placed by Algoma called for six identical Equinox-class vessels to be built in China and an additional two that Algoma will operate for the Canadian Wheat Board. The first of the new Algoma vessels are expected onto the Great Lakes in 2013.

(Concludes on next page)

Fitting out from previous page

Canada Steamship Lines (CSL) followed suit by ordering two of its new self-unloading Trillium-class vessels for the Great Lakes. *Baie St. Paul*, CSL's first Trillium-class self-unloading laker, set sail on Oct. 6 on her maiden voyage from Jiangyi, China, to Montreal. She is expected to complete the voyage in 50 to 60 days. The 35,500-ton vessel will be joined on the Great Lakes by three sister ships.

CSL also has ordered two Seawaymax size gearless bulkers for delivery in 2014. They will follow the *Rt. Hon. Paul E. Martin*, which already has left Jiangyi.

In August 2012, Fednav Limited, based in Montreal, announced plans to add six new ice-class vessels to its Seaway-Great Lakes fleet. Fednav operates primarily in the Baltic, St. Lawrence Seaway and Arctic trade with the largest fleet of ice-class vessels in the world. Building the new 35,000-ton vessels will take place at the Oshima Shipyard in Japan. These vessels are expected to reach the Great Lakes in 2015 and 2016.

The hulls of these ships are designed to improve flow through the water while providing maximum cargo lift. A special marine coating is applied to the hulls to reduce friction and increase flow to the propeller, allowing for increased speed with lower horsepower. The vessels are fitted with bow and stern thrusters, a well-established standard on the lakes.

And what's under the hood? Most of the innovation takes place in the engine room. The main engines are all compliant with IMO 2011 emission standards and have a high level of automation.

An important complement to the new engines is the installation of ex-



Patrick Lapinski

The *Michipicoten* was upgraded from steam to diesel in 2011.

haust scrubbers, expected to remove up to 97 percent of sulfur dioxide emissions, allowing vessels to burn a lower-cost heavy fuel oil, which will reduce overall operating expenses. As a result, Algoma's Equinox-class vessels are predicted to be 45 percent more fuel efficient (fuel per ton-mile) than the company's existing vessels.



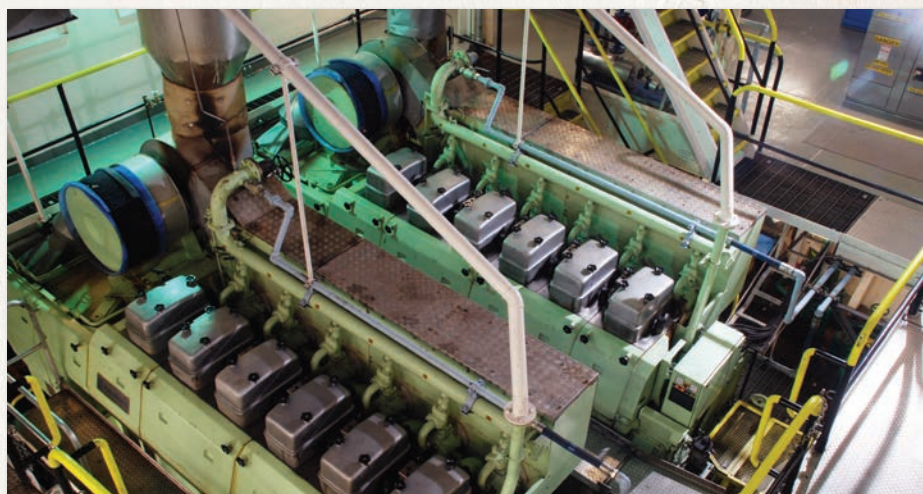
With all the technology and automation, it takes trained personnel to operate these expensive new and upgraded vessels.

Attracting the next generation of mariners to the Great Lakes is critical to the future of the industry. Many fleets are looking at large percentages of their current labor force retiring in the next five to 10 years. Replacing these mariners is a big concern. There is little incentive for students of maritime academies to learn state-of-the-art technology and then go to work on older, worn-out vessels. With this generation of new and repowered vessels, fleet operators are hoping the changes will attract renewed interest in their boats as a good place to earn a good living.

As vessels that were built 30 to 40 or more years ago are making their final hauls, not everyone is sad to see them go.

For many, this current transition isn't about just replacing ships; it is about building on the legacy of the generations of mariners who served on these fleets. Carrying on the tradition and passing the torch to those who follow. Investing in the future. That's what this new phase of construction and renovation is all about.

Writer and photographer Patrick Lapinski is a native of Superior. He concentrates on the Great Lakes maritime industry and its history. www.inlandmariners.com



Patrick Lapinski

New engines are extending the lives of many Great Lakes freighters, including the *Hon. James L. Oberstar* with its two Bergen six-cylinder diesels installed in 2009.

Limelight shines on Graymont and its 100-year-old bridge crane

The Graymont Superior Plant in Superior has a massive piece of specialized equipment — a 640-foot man-trolley bridge crane, the largest of its kind on the Great Lakes — to move the 500,000 short tons of limestone that is stockpiled over a 10-acre site. Graymont's century-old bridge crane picks up limestone from the storage area and transports it to conveyors that feed the plant's rotary kilns. There the stone is fired to more than 2,100 degrees and processed into myriad essential products.

Graymont is one of North America's leading producers of lime and limestone products. It acquired the former CLM Corp. lime plant in 2007 when it purchased a controlling interest in Cutler-Magner Co., CLM's parent company. Cutler-Magner, a salt and lime supplier, has been operating on the Duluth-Superior waterfront since 1880. Salt still is processed in Duluth under the Cutler-Magner banner, although that business now is owned and operated by North American Salt Co.

Lime has many applications. It is used to purify, clarify, neutralize and remove undesirable elements from wastewater, smoke stack emissions and industrial and mining discharges. It neutralizes soil acids, provides important plant nutrients, stabilizes the ground under highway systems and is used in the production of concrete, steel, paper and many other products.

Graymont has significantly increased the plant's production capacity over the past five years with the addition of a fifth kiln, a state-of-the-art, high-efficiency preheater lime kiln.

The company brings an average of 40 vessels loaded with limestone that is quarried in the Great Lakes region to the Port of Duluth-Superior each year. The stone is processed in Superior into high calcium quicklime, high calcium hydrated lime, dolomitic quicklime, lime for precipitated calcium carbonate (PCC) production and finely ground limestone.

Most of these products move out of the Twin Ports by rail and truck for use in a variety of industries and are sold to customers throughout the Upper Midwest and Central Canada. And next door, Specialty Minerals, Inc., captures carbon dioxide emissions from the kiln stacks at Graymont and recombines it with lime to produce a product that is used at the nearby NewPage paper mill in Duluth.

"We move about 600,000 tons of product per year," said Phil Marquis, manager of the Graymont Superior plant.

The historic man-trolley bridge crane — mega-mover of Graymont's raw material — plays an important role. It has seen a lot of action in 100 years, including a 1914 storm that

caused the bridge to collapse and severely damage the steamer *William A. Rogers*, which was unloading at the time.

"The bridge collapsing in 1914 is an amazing story, and it is incredible that the operator was not killed," Marquis said. "It also is remarkable that the structure was rebuilt and is working well today. We have done considerable work in the last few years to maintain its integrity and stability."

With the advent of self-unloading vessels, the amount of work the bridge crane is required to do has substantially decreased, but, according to Marquis, it has continued to operate through the years due to experienced, qualified operators and an excellent millwright and electrical staff.

The company currently employs 55 people at its Superior plant. "We brag a lot about the quality of our employees," Marquis said in a recent profile in *Positively Superior*, a publication of the Superior-Douglas County Area Chamber of Commerce. "They really care about this plant and want to see it succeed."



Graymont's 640-foot man-trolley has become a fixture at the plant in its century of service. Here, the tug-barge *Ken Boothe Sr./Lakes Contender* discharges limestone.

Carole Lent

‘Return to the River’ hits the road

The Western Lake Superior Sanitary District (WLSSD) and the St. Louis County Historical Society recently unveiled a historic display and traveling exhibit. “Return to the River: The History of the St. Louis River and the WLSSD” uses photos, graphics, text and sculptural elements to describe the lower St. Louis River and its transformations over time, including water quality. The exhibit is available to organizations for display at their sites. (218) 733-7586 | susan@thehistorypeople.org



Exhibit describes the St. Louis River's transformations over time.

Amatuzio awarded honorary ILA membership

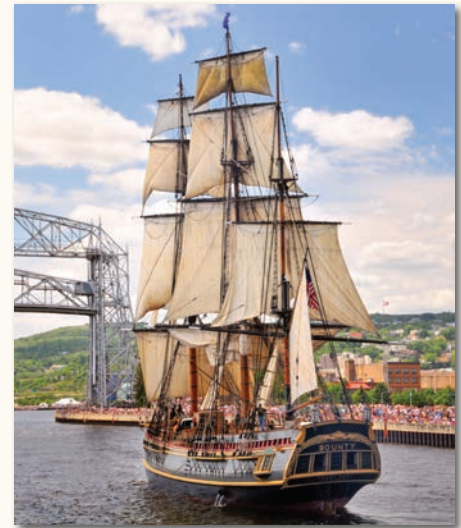
For his more than 50 years of service to the shipping industry in the Twin Ports, ILA Local 1037 presented an honorary lifetime membership to Richard “Dick” Amatuzio, owner/president of North Star Marine Operators at a meeting in August. Gary Butler, linesman; John Reed, ILA Local 1037 president; and Tim Rachuy, linesman, participated in the presentation.



John Reed & Dick Amatuzio

In Memoriam

Bounty lost in the fury of Sandy



Robert Weilton

The HMS *Bounty* enters Port in August 2010.

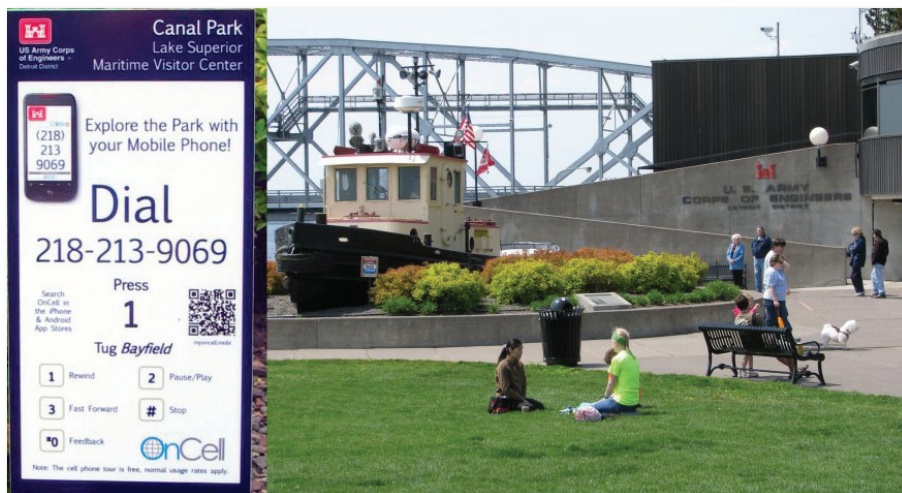
The HMS *Bounty*, beloved by thousands of visitors to Tall Ships festivals in the Twin Ports and elsewhere, sank off the North Carolina coast on Oct. 29, a victim of Hurricane Sandy.

Fourteen crew members were rescued by the U.S. Coast Guard. But one, Claudene Christian, died after being pulled from the sea. The ship's captain, Robin Walbridge, was missing and presumed dead after a four-day, round-the-clock search.

The 180-foot, three-masted ship, a replica of the famous British vessel, foundered about 90 miles off North Carolina as Sandy's fury churned the Atlantic into seas of 18 feet and more.

Hardboard plant closes

Atlanta-based Georgia-Pacific announced the permanent closing of its Duluth hardboard plant at the end of August. The plant has since been shuttered, putting some 140 employees out of work. The plant, at 110 W. Railroad St., had manufactured a thin hardboard product called “Superwood,” used in the auto industry.



Courtesy Visitor Center

Dial a tour of the Duluth Ship Canal

The Lake Superior Maritime Visitor Center now offers a new tour option. Visitors can use their cell phones any time day or night to explore and learn about the history of the Army Corps of Engineers in Canal Park. The mobile tour highlights stops at the tug *Bayfield*, the Duluth Ship Canal, the Aerial Lift Bridge, local lighthouses and the shoreline anchor display.

Ax Men show shoots at old Globe

The Port of Duluth-Superior will be featured on the History Channel. Camera crews spent July at the long-defunct Globe Elevator in Superior, shooting segments for the popular reality show *Ax Men*, to air in early 2013.



Courtesy Old Globe

TV loves 'em — the Old Globe recovery crew.

For the past six years, Judy Peres and David Hozza have been disassembling and reclaiming what could eventually total six million board feet of old-growth white pine from three buildings at the Globe grain terminal. To date (after having shuttered operations during the recession) about a million board feet of the wood has been pulled from the site. Crews are currently taking down the northeast end of building No. 2, one of the passive storage buildings, for a Wisconsin sawmill that's interested in the dimensional lumber.

"[*Ax Men*] found us by pure chance, on the Internet," said Peres. "The show is mainly about traditional loggers, but one of the producers was looking to branch out to include reclaimers. She was intrigued by our story and, I think, interested in the fact that two of the main characters are women." In addition to CEO Peres, Annette Tracy oversees operations as yard manager.

The original elevator, the largest in the world when it opened in 1887, was built with wood from the pine forests of northern Wisconsin and Minnesota. Over 100 years of grain pouring over the inner surfaces sculpted the wood, creating a unique character. Antique nails, terra cotta blocks, beams and boards are being salvaged, reused and recycled for flooring, paneling and furniture.

For more information: www.OldGlobeWood.com



Robert Welton

The Aerial Lift Bridge is bathed in pink to promote breast cancer awareness.

Think pink

Duluth's famed Aerial Lift Bridge was even easier to spot than usual on the evening of Oct. 5 as it was lighted in pink to spotlight Breast Cancer Awareness Month. Maurices sponsored the event, with the American Cancer Society, to honor breast cancer survivors, women currently fighting the disease and those who have lost the battle and their loved ones. The pink bridge was a symbol of support, a beacon of hope. Duluth's hillside icon, Enger Tower, also was awash in pink lights for the weekend.

Paddles up!

The 11th annual Lake Superior Dragon Boat Festival was held in Superior the last weekend of August. Paddlers from around the Upper Midwest and Canada, many of whom are breast cancer survivors and supporters, raised funds for local charitable interests. The event is organized by the Harbortown Rotary Club, Superior Rotary Club 40 and Superior Sunrise Centennial Rotary. Dozens of folks from around the waterfront spent their weekend volunteering at the event. Fraser Shipyards provided one of its Lake Assault Boats to serve as the official start boat.



Lake Assault Boat from Fraser Shipyards



Robert Welton

Survivor Sistership was one of 101 entries in the 2012 Lake Superior Dragon Boat Festival.

Dutch family boasts 10 generations of mariners

Editor's note: We included a photo of wood pulp being loaded onboard the *Marietje Marsilla* in our summer issue, but felt compelled to share with readers a unique story from the owner of this fleet.

Shipping is in the blood of Henk J. Danser, captain of the Dutch-flag *Marietje Marsilla*, which visited the Port of Duluth in June to load wood pulp from Canada and from Sappi Fine Paper in nearby Cloquet. Henk Danser is a 10th generation sailor and father of five — also sailors.

This was Danser's first trip to North America. His son Andries, also

a captain, joined him on this voyage. "I wish my father and mother could be here to witness that I am sailing with my youngest son and crew to America and Canada after 52 years of sailing," Danser wrote in a letter to new American and Canadian friends he had met this year. "I find it so momentous, so special."

Danser also thanked those who



Robert Welton

Andries (left) and Henk Danser.

helped WWII Allied Forces free the Netherlands on May 5, 1945. Although this occurred three years before his birth, he recounted that their efforts restored liberty and helped the Dansers establish a family shipping business and build a fleet of vessels.

All four of the Danser van Gent ships are named after the women in Henk's life – his wife, daughters and a daughter-in-law: Andrea, Marsilla, Deborah and Astrid. One of those sister ships, the *Marietje Deborah*, arrived in port on Nov. 11 to load grain at CHS in Superior. The *Marietje Astrid* is under construction for service in 2014.



Kenneth Newhams

Marietje Deborah arrives in port on Nov. 11 to load grain at CHS.

Raising funds to fix the roof

The Seafarers Center in Duluth has undertaken a huge building restoration project that includes the repair of the historic structure's clay tile roof, chimney, 30 windows, stone portico, columns and granite entrance stairs. The project is expected to cost \$50,000.

Over 2,000 seafarers from as far away as Russia, the Philippines and Poland visit Duluth-Superior each year. The Twin Ports Ministry to Seafarers, which operates the Seafarers Center, is on hand to welcome them all to the Twin Ports and offer servic-

es that make them feel at home. The Seafarers Ministry visits every salt-water ship docked here and, upon request, visits Canadian and U.S. lakers, too.

Volunteers take resources to the vessels, among them: cell phones, telephone cards and mobile Wi-Fi hot spots; magazines, newsletters and appropriate faith resources.

Also, they offer transportation to shopping centers, medical sites and houses of worship. They might also pay a friendly visit to seafarers unable to get off a vessel.



DSPA

The Center is in the rectory of a former church.

Volunteers make sure seafarers feel comfortable at the Seafarers Center. "It's a 'home away from home,' a hub of hospitality and refuge," said Rev. Thomas Anderson, director.

www.theseafarerscenter.org

New chief executives at APEX and DEDA



Hanson



Eng

Brian Hanson became president and CEO of the Area Partnership for Economic Expansion (APEX) in June. Hanson has been deeply involved in business and community development in both the public and private sectors — most recently as Duluth's director of business/economic development and executive director of the Duluth Economic Development Authority (DEDA).

His work contributed to several significant regional business expansion, industry retention and attraction projects in mining, engineering, manufacturing, heavy aircraft maintenance and data centers.

Hanson succeeds Rob West at APEX. West left after nearly eight years as its first chief executive to launch a consulting company, North-Pointe Strategy Group.

Subsequently, **Christopher Eng** was tapped as Duluth's director of business and economic development and DEDA executive director.

Eng previously had been executive director of the Chisago County Housing and Redevelopment Authority and Economic Development Authority in North Branch, Minn. He has been involved in managing community development programs, housing and economic development activities and millions of dollars in federal grants.

Wedding bells for Helberg, Carlson

Friends and family gathered at a renovated Thomson Township farmstead west of Duluth in August for the wedding of Davis Helberg and Stacey Carlson.

Helberg, the Port Authority's executive director from 1979 to 2003, resides near the hamlet of Esko in Thomson Township and is currently editing a township history. He is a past chairman of the American Association of Port Authorities and was inducted into the Great Lakes Maritime Hall of Fame at Sault Ste. Marie, Mich., in 2007.

Carlson Helberg, a former Coast Guard marine science technician and Mississippi River towboat deckhand, has a degree in transportation

and logistics management from the University of Wisconsin-Superior. She was an import warehouse manager and then joined the Great Lakes Maritime Research Institute staff before changing careers two years ago. On Aug. 1, two days before the wedding, she graduated from the College of St. Scholastica's post-baccalaureate nursing program in Duluth.



Davis Helberg and wedding belle Stacey Carlson Helberg.

One:OneCreatives



Grain buyers on a visit to Duluth-Superior.

Robert Welton

Grain buyers from around the world pay a visit

Visiting grain buyers from around the world take courses offered by the Northern Crops Institute (NCI) in Fargo, N.D. Many of those courses include visits to grain-specific sites, including the Port of Duluth-Superior.

On Sept. 24, the Port Authority hosted 35 grain buyers from 17 nations as part of NCI's 2012 Grain Procurement Management for Importers course. The group, along with NCI staff, grain inspectors and vessel agents, got to see grain being loading at the CHS grain terminal in Superior after a midday harbor tour aboard the *Vista Queen*.

Best retirement wishes to a pair of Twin Ports veterans



Andy McDonough



Art Boline

On Oct. 1, community leaders and waterfront neighbors gathered to say so long to **Andy McDonough**, who retired after 22 years as Port Authority industrial/economic development director. McDonough worked tirelessly to bring business and industry to the Port of Duluth-Superior, the city of

Duluth and Northeastern Minnesota — in particular to properties owned and managed by the Port Authority, including the Clure Public Marine Terminal and Duluth Airpark. McDonough had served as board chair for the Duluth Area Chamber of Commerce, president of Skyline Rotary (2000-2001), president of the Minnesota Chapter of International Association of Corporate Real Estate Executives and as a member of the St. Louis County Planning and Zoning Commission and on the board of of The Northspan Group, Inc.



After 34 years with the U.S. Department of Agriculture, Federal

Grain Inspection Service office here in the Twin Ports, **Art Boline**, supervisory agricultural grader, plans to retire at the end of this year.

“I look at the opportunity to retire from federal service at a relatively young age of 59 as a benefit that I am fortunate to experience. I see it as an opportunity to try new things at a relatively young age that five or 10 years from now I may not feel healthy or fit enough to try.

“I feel fortunate to have kept a low profile, out of the public eye, while providing a service that helped my industry maintain a positive public perception from our customers,” Boline said.

Terminal managers, vessel agents and the entire waterfront community wish Andy and Art continued success in their next big adventures.

Port Passings

Charles J. Scott, 91, died Aug. 9, 2012, in Hermantown, Minn. A Duluth native, Scott graduated from Denfeld High School and worked at a number of local companies including Zenith and Butler Shipyards, Great Northern Railroad and Reserve Mining Company. He retired in 1982. He and his wife Gloria raised their family in Duluth and Minot, N.D., moved to Babbitt, Minn., in 1960 and in 2007 moved back to Duluth to be near family. Scott was preceded in death by his wife and two infant daughters, his parents and four siblings. He is survived by four children, nine grandchildren, eight great-grandchildren, a sister, sister-in-law and several nieces and nephews.

Rodney John Whene, 86, died Aug. 28, 2012, in Iowa. Whene was born in Duluth and spent his childhood here. He was a member of the armed forces from 1943 to 1949. He later went to work for the Tri-Coast Shipping Company and Barber Blue Sea; he traveled the world to provide for his family. He retired in 1986 and moved with his wife Ruth to Naples, Fla.

In 2000, they returned to the Midwest. After caring for Ruth until her passing in 2009, he once again traveled the country and world visiting friends. He is survived by five children, nine grandchildren and six great-grandchildren, a sister and a nephew.

Brian B. Brackett, 76, died Sept. 25, 2012, in Duluth. Born in Pence, Wis., Brackett attended Hermantown High School and later joined the U.S. Army, serving in Korea and Germany. He was a member of the Army Marksmanship Team. He worked as an electrician at Benson Electric and C. Reiss Coal Dock in Duluth. He is survived by five children, his former wife Mary Miner, 12 grandchildren, 14 great-grandchildren, two great-grandchildren and eight siblings.

Raymond C. Moen, 75, died Sept. 29, 2012, in Duluth. A Superior native, Moen graduated from Central High School and attended the University of Wisconsin-Superior. He worked for Great Northern Railroad, was a longshoreman and crane operator and longtime member of the ILA. He worked as a logger, owned Moen Trucking as well as Ray's Bar in Pattison Park for 38 years. He was also a certified soil tester for the state of Wisconsin

and a skilled equipment operator. Moen was preceded in death by his parents, a brother, an infant son and the mother of his children, Alice. He is survived by his wife Phyllis, six children, three step-children, 16 grandchildren, 19 great-grandchildren, twin great-grandchildren on the way, three brothers and several nieces and nephews.

Ralph Leonard Rovinsky, 84, of Duluth, died Oct. 11, 2012. Born in Menominee, Mich., he served in the U.S. Army during the Korean War. Following military service, he sailed the Great Lakes with U.S. Steel as an engineer for 20 years, on the *William A. Irvin* from 1945 to 1969 and many other vessels during his career. After retiring from sailing, Rovinsky represented members of the Marine Engineers' Beneficial Association and American Maritime Officers union for four years. He continued his maritime career as a ship surveyor for 18 years with Lloyds of London, German Lloyds and other insurance companies until his retirement at 64. He was preceded in death by his parents, three brothers and two sisters. He is survived by his wife Barbara, four children, nine grandchildren and several nieces and nephews.

After 42 years, his good luck is still intact

By Leslee LeRoux

Capt. Robert Libby sailed on the Great Lakes for 42 years on just about as many ships. Working his way up the hawse pipe from ordinary seaman (O.S.) to master, Capt. Libby saw nearly a half century of shipping from the wheelhouse of many vessels, most from calls as a member of the American Maritime Officers union.

Capt. Libby grew up in Crosby-Ironton, Minn., but spent much of his free time as a youth at Reiten Boatyard in Bayfield, Wis., then owned by his uncle. Drawn to all things that sailed, he shipped out just 11 days after graduating from high school. He sailed on the *J.C. Morse* as an O.S. and continued to pick up ships until joining the Navy in 1952 and shipping out to Korea.

“I learned a lot of my trade in the Navy,” he said of his years in the submarine service. Sub duty was especially helpful, he said, in honing his navigational skills.

But the Great Lakes called, and he was back sailing again on the *Morse* in 1956. By 1958 he had written for his officer’s license, but those were lean years for jobs in deck departments on the Great Lakes. “I was sailing for Interlake, and when I started with them, they had 36 ships. By the time I first sailed on my license, they had 13. I had worked my way up and would sail as a second mate, but the next year, I’d be back as a deck watch.”

By this time, he was married and he and his wife had bought land on the North Shore, built a house and filled it with five children. But from 1960 to 1965, he never held a licensed job. So he scraped together the money for



Bob Libby in his front yard with a hand-forged anchor that was recovered many years ago from the bay side of Duluth’s Park Point

the union membership and dues and joined the AMO. “I never had to look for licensed employment after that.”

From then on, he sailed third, second, first mate and eventually captain on many of the Lakes’ great carriers — 37 in all — including the *William P. Snyder*, the *Robert C. Norton*, the *Walter A. Sterling*, the *J.L. Mauthe*, the *Elton Hoyt 2nd*, the *Herbert C. Jackson*, the *James R. Barker* and the *Mesabi*



The captain’s mailbox support announces that this indeed is the home of a sailor.

Miner. He sailed as permanent captain of the *Charles M. Beeghly* from 1986 to 1992, when he retired. (The ship was rechristened the *Hon. James L. Oberstar* in 2011.)

He looks back on his career with clear vision and recalls names of ships and the dates he sailed with amazing accuracy. He remembers the details of the close calls — fog and a near miss with a fully-loaded passenger ferry off Copper Harbor — and the good days — a perfect Sunday afternoon, as captain of the good ship *Beeghly*, watching nearby hydroplane races. Life doesn’t get much better!

He had a successful career as a Great Lakes mariner and enjoyed the challenges of piloting the big ships. “You can really twist their tail, and that was the aspect I liked the best,” he said. But he knew when it was time to come ashore.

“Being skipper is the most honest job in the world. You are either in good water or bad water. And if you are in bad water, you end up on the front page. And the object of being a skipper is to stay off the front page. But no matter how good you are, your lucky bag runs out. I didn’t want my lucky bag to run down to empty.”

Leslee LeRoux is writing *Life on the Lakes*, a collection of stories of Great Lakes mariners. Excerpts from these stories will be featured occasionally in this magazine. If you have a tale to tell, contact LeRoux at: lifonthelakes@gmail.com



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