



Duluth Seaway Port Authority

Spring 2014

NORTH STAR PORT

Weathering the weather

Early April 2014. A conversation overheard in Duluth:

"You moved here from *where*?"

"Houston, Texas."

"Oh, man. This winter? Honestly, the weather's not always like this ..."

The question our family has heard most since moving north is "how are you surviving the weather?" I generally don't talk about the weather no matter where I am. Weather is something we cannot change, so we just need to find ways to work with it.

Opening the 2014 season has been one of those extreme "work with it" events. The Soo Locks opened on March 25, yet it was 11 days before the first commercial vessel locked through.

Both Coast Guards (U.S. and Canadian) plus private towing companies fought an epic battle for months against the largest, most widespread ice formation across the Great Lakes in a generation. Industry couldn't seem to catch a break. Gale

force winds. Shifting ice fields. Blizzards. Freezing rain. Equipment failures. Vessel damage. Stressed shippers and operators. Depleted inventories. Supply chain delays.

The good news? "This, too, shall pass." Sunny days will come (as promised by several Duluthians.) The Twin Ports and the rest of the Great Lakes-Seaway are slowly getting back into a rhythm of regular commerce. The ice is melting, and operational stride has been achieved. A positive demand picture is on our horizon.

Steel industry executives are expecting a 4 percent increase in year-over-year domestic steel demand. Part of this demand is from an anticipated increase in automobile production, which is expected to climb by one million units over last year.

World grain markets are in a state of uncertainty with excess inventory which, depending on outcomes, could have positive implications for our grain shippers. The U.S. economy continues to have positive traction

with bipartisan consensus on a growth forecast of 2.2 to 3.1 percent.

The Twin Ports remains a commodity-driven region. When the economy is growing, we should expect to follow.

On a recent trip to Western Canada, I heard optimistic project cargo forecasts for a market in which this Port has been highly competitive. All indicators point to the potential for increased demand. Ice coverage has also given the Great Lakes a silver lining: increased water levels equating to greater lading capacity.

I have given a favorable forecast a number of times recently and reminded those present that these are forward-looking statements. And, as you know, economic forecasts assume everything except responsibility.

Yet, I remain optimistic as the shipping season gets into full swing. Demand for product is high; so are lake levels. And sunny days will come.

That means I chose to ignore the weather, as I wrote this, even though ice crystals were piling up on my office window.

The Harbor Line

Vanta E. Coda II
Port Director



1200 Port Terminal Drive
Duluth MN USA 55802-2609
Tel: (218) 727-8525 / (800) 232-0703
Fax: (218) 727-6888
E-mail: admin@duluthport.com

Commissioners

Steve Raukar, Hibbing, president
Ray Klosowski, Duluth, vice president
Cal Larson, Fergus Falls, treasurer
Rick Revoir, Duluth, assistant treasurer
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Industrial development: Jeff Borling
Trade development: Ron Johnson
Facilities manager: Jim Sharrow
Public relations: Adele Yorde

Clure Public Marine Terminal Operator

Lake Superior Warehousing Co., Inc.
1210 Port Terminal Drive
Duluth MN USA 55802
Tel: (218) 727-6646
Fax: (218) 727-6649
E-mail: admin@lswci.com | www.lswci.com

UW Madison



Lake Superior ice cover, April 14, 2014.

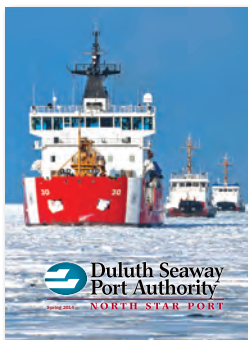
Breaking up is hard to do

The 2013-14 season produced the thickest and most expansive Great Lakes ice cover in 35 years. During the 160-day Operation Taconite, nine U.S. and three Canadian Coast Guard icebreakers spent 5,001 hours assisting 946 commercial vessel transits; 517 of the movements required direct assistance from one or more icebreakers. An additional 5,597 hours of icebreaking established and maintained tracks through ice-choked waterways. U.S. and Canadian Coast Guard aviators flew 43 missions in direct support.

About North Star Port

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Robert Welton



On the front:

A welcome sight: U.S. Coast Guard cutters *Mackinaw*, *Katmai Bay* and *Morro Bay* roll into Port on March 24 to escort the first downbound convoy.

On the back:

The *Walter J. McCarthy Jr.* helped clear a path for *Diana*, the first saltie of the season, to sail into Port behind her, just shy of midnight on May 7.



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Choosing the maritime life

Cadet from Duluth cruises toward a career at sea

Two summers ago, Duluth native and East High School grad Ellora Hammerberg visited her home town as a crew member onboard the training vessel *State of Michigan*.

Hammerberg was — and is — a cadet at the Great Lakes Maritime Academy (GLMA) in Traverse City, Mich., and she was on her first of what the academy calls sea projects. Each project is a full semester's worth of training on the water (and course work at the same time). Each successful cadet completes three sea projects before graduating.

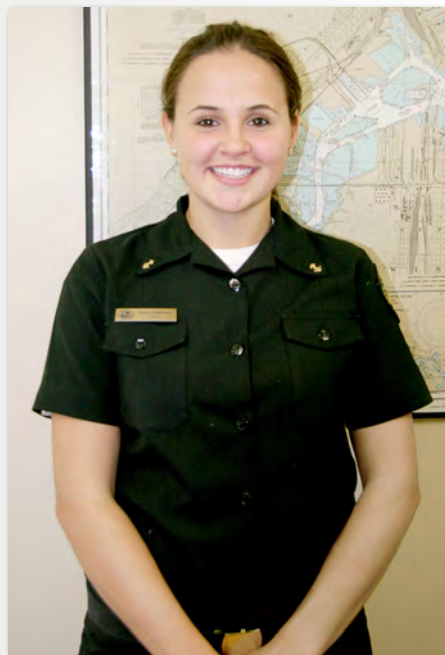
Hammerberg's second sea project, last summer, was onboard the *Horizon Navigator*, an oceangoing container ship that makes stops in Philadelphia, Pa.; Jacksonville, Fla.; and San Juan, Puerto Rico. The ship's helpful crew made it an excellent learning experience, she said.

Her third and final sea project will find her back on fresh water and, occasionally she hopes, back home. She'll sail for three months this summer onboard the *Great Republic* with the Key Lakes/Great Lakes Fleet, headquartered in Duluth, as she continues her on-the-job training toward becoming a mate.

Hammerberg expects to graduate from the academy next spring and immediately join the maritime workforce. That has been her focus ever since enrolling at the GLMA. "When I graduate," she said in an interview last year with Minnesota Sea Grant, "I'll be a licensed third mate able to work unlimited tonnage anywhere in the world. On top of that, I'll get a Great Lakes pilotage — and a bachelor's degree in business administration."

The academy is a division of Northwestern Michigan College (NMC) and

is on the college campus. In January 2013, NMC became the first community college in Michigan to award bachelor's degrees. All GLMA cadets will now earn



Ellora Hammerberg

Chris Benson / Minnesota Sea Grant

the NMC bachelor's degree in addition to their maritime credentials. Previously, cadets (Hammerberg among them) were able to earn a bachelor's through Ferris State University.

Hammerberg knows the pay will be excellent once she graduates and that the job opportunities will be "endless." She can expect to start at \$60,000 a year or more. At that rate, "I'll have my student loans paid off within three years."

She knows that sailing makes what the Lake Carriers' Association (LCA)

calls "unique demands" on employees. On the association's website it warns prospective sailors, "Great Lakes shipping **IS NOT** a 9 to 5 job. The ships operate constantly, stopping only long enough to load or discharge cargo. If the ship arrives in port at 0130 (1:30 a.m.), that's when loading or unloading begins. Similarly, if loading/unloading finishes at 2300 (11 p.m.), the vessel is underway minutes later. Crew members are aboard ship for weeks on end, with only limited opportunities for going ashore."

On the other hand, the LCA advises that "the pay is competitive and the food is good and plentiful. Meals and rooms are provided free of charge."

As Twin Ports waterfront sage Fred Cummings, who recently passed away, often said, "It takes a special breed of person to be employed on a laker."

Ellora Hammerberg must be part of that special breed. She loves the work, and the view, saying, "Not many people can say their office is in the middle of the ocean."

The GLMA says on its website that among Great Lakes and saltwater operators, "there is an almost insatiable demand for new officers each year to fill positions aboard their vessels." That demand, says the academy, is the result of retirements, shoreside opportunities, some fleet expansions and growing international demand for unlimited-tonnage U.S.-flag officers. The academy speaks proudly of its 100 percent job placement rate.

Capt. Bill Peterson, fleet administrator for Key Lakes/Great Lakes Fleet, is a big believer in the GLMA. "It's a great asset to the Great Lakes," he said. "The

'Not many people can say their office is in the middle of the ocean'

— Ellora Hammerberg

quality of their graduates is phenomenal. The workload they carry is huge, and as a result, when they graduate they are the best of the best.”

Hammerberg and other cadets are graduating at a great time, as they’ll be stepping into jobs that carriers like Key Lakes/Great Lakes Fleet are eager to fill. “With the aging of the American merchant mariner, we can’t replace our workforce fast enough,” said Peterson. “I tell these young beginners to be patient. Our average age here at the Fleet is 59. In three to five years we’re going to have huge turnover. If the new sailors will be patient, they’ll see rapid promotion coming soon.”

The GLMA is one of seven maritime academies in the U.S. and the only one where every deck officer earns both an un-

‘The quality of [GLMA] graduates is phenomenal ... when they graduate they are the best of the best.’

— *Capt. Bill Peterson*

limited tonnage ocean license and Great Lakes pilotage. The academy — a public college and not a military institution — admits about 60 cadets into its licens-



All GLMA cadets spend their first sea project on the training vessel *State of Michigan*.

ing programs each year. (By the way, Traverse City bills itself as the Cherry Capital of the World and a foodie haven, just in case you thought it was all maritime all the time.)

The academy is not where Ellora Hammerberg got her first maritime experience. When still in high school, she worked summers for the Vista Fleet in Duluth, working her way up from concessions to deck hand to first mate. It was one of her captains who suggested that she check out the GLMA and a professional maritime career.

She did, and now she is prepared to step aboard a ship of the Great Lakes Fleet, not a prospect she takes lightly. “I’m super excited,” she said.

— **By Larry Fortner**



Cadet Ellora Hammerberg will spend her 2014 sea project aboard the newly painted *Great Republic*, here departing on April 24.

Dennis O'Hara / Northern Images

Farewell to James L. Oberstar

Former U.S. Rep. Jim Oberstar died in his sleep early in the morning of May 3 in his Maryland home.

His was an unexpected death. Oberstar, a proud Democrat who served 36 years, from 1975 to 2011, as northern Minnesota's Congressman, was a lean, fit 79, a cyclist, a man with a big smile, a wide-ranging intellect, an encyclopedic memory for names and faces. He savored the rough and tumble of politics and the minutiae of public policy like some people savor a fine wine. Or potica with a fresh cup of coffee.

He was the son of an underground miner from the Iron Range town of Chisholm, and he soared in politics to become chairman of the powerful House Transportation and Infrastructure Committee. He was revered by many in his district for bringing maritime, airport, road, bridge and trail projects to his district.

Sincere, heart-felt tributes came pouring in as the news of his death hit home.

James H.I. Weakley, president of Lake Carriers' Association, said, "He was at the forefront of every effort to make waterborne commerce on the Lakes and Seaway safer and more efficient."

Adolph Ojard, now-retired Duluth Seaway Port Authority executive director, said of Oberstar, "What a great regional and national treasure. Congressman Oberstar was a student of history. No one understood the Great Lakes and the importance of the maritime community more than he did. He championed our industry and northern Minnesota."

Steve Raukar, board president of the



Jean and Jim Oberstar in Duluth on May 24, 2011, when the Interlake Steamship Company laker was christened in the Congressman's honor.

Duluth Seaway Port Authority and a St. Louis County commissioner, shared Iron Range roots with the Congressman.

"Jim had a great passion for public service and was tireless in the pursuit of securing resources to improve the quality of life in his district, the state of Minnesota and the nation," Raukar said.

Oberstar attended Chisholm High School and what is now the University of St. Thomas in St. Paul. After graduate studies at schools in Bruges, Belgium; Quebec; and Washington, D.C., he spent four years as a civilian language teacher in the U.S. Marine Corps, teaching English in Haiti and French to American officers. He then spent 12 years as a staff member for U.S. Rep. John Blatnik, a fellow Chisholm native whom he succeeded in Congress in 1975.

After losing his congressional seat to Chip Cravaack in 2010, Oberstar worked

as a consultant and continued to honor speaking engagements. The Humphrey School of Public Affairs at the University of Minnesota created a fellowship in his name.

In genuine tribute to his tireless efforts on behalf of Great Lakes shipping, the Interlake Steamship Co. renamed a freighter after him in 2011 — *Hon. James L. Oberstar* — on a memorable day of ceremony, reflection and celebration of a career of public service.

Oberstar was honored many times, including being named Great Lakes Legislator of the Year in 1999 by the Great Lakes Maritime Task Force.

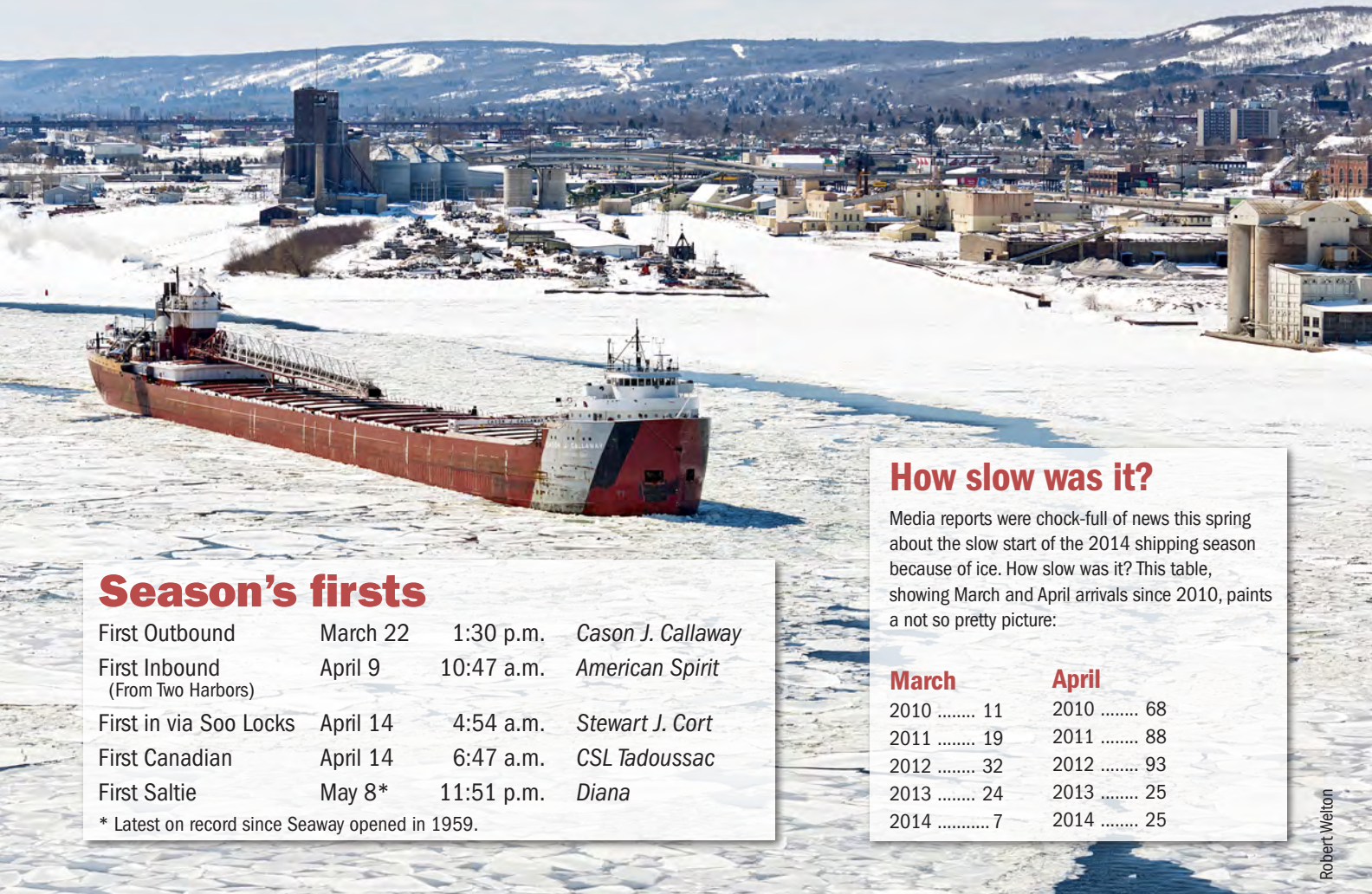


Mr. Oberstar was buried in Potomac, Md. He is survived by his wife, Jean, six children and eight grandchildren.

On May 8, the day of his funeral, U.S.-flag vessels working the Great Lakes lowered their flags to half mast in his honor. Interlake Steamship Company's *Hon. James L. Oberstar*, as she approached the Aerial Lift Bridge that morning, sounded two long and three short blasts — the formal Interlake Fleet whistle salute to the ship's namesake.



Jim Oberstar: maritime advocate and champion for northern Minnesota.



Season's firsts

First Outbound	March 22	1:30 p.m.	<i>Cason J. Callaway</i>
First Inbound (From Two Harbors)	April 9	10:47 a.m.	<i>American Spirit</i>
First in via Soo Locks	April 14	4:54 a.m.	<i>Stewart J. Cort</i>
First Canadian	April 14	6:47 a.m.	<i>CSL Tadoussac</i>
First Salties	May 8*	11:51 p.m.	<i>Diana</i>

* Latest on record since Seaway opened in 1959.

How slow was it?

Media reports were chock-full of news this spring about the slow start of the 2014 shipping season because of ice. How slow was it? This table, showing March and April arrivals since 2010, paints a not so pretty picture:

March	April
2010 11	2010 68
2011 19	2011 88
2012 32	2012 93
2013 24	2013 25
2014 7	2014 25

Robert Weiton

The *Cason J. Callaway*, following a track broken by the USCG cutter *Alder* and a Heritage Marine tug, opens the season as she departs the Twin Ports on March 22.

Finally! *The 2014 season begins*

Usually the big ships that glide in and out of the Twin Ports start the season with barely a ripple and make moving prodigious amounts of cargo look easy. Sidle up to the dock. Take on tens of thousands of tons of cargo. Ease away to destinations on the lower Lakes. Arrive two or three days later without fanfare. Discharge cargo. Turn around. Repeat. As the season progresses, ships from saltwater ports join the flow.

Piece of cake for the amazingly productive freighters that sail the Great Lakes. But this year? Not so easy. Not so easy at all. The reason: ice.

An early close to the 2013 shipping season — because of early-onset

ice — saw Coast Guard icebreakers and commercial tugs battling choked channels across the Lakes to assist a handful of freighters make final deliveries and get safely into harbors for winter layup. During those precious few weeks when vital maintenance and repair in layup was performed, often in miserable weather, the ice only got worse.

And so, crews faced daunting conditions in March when the 2014 season was to begin. Ice cover on Lake Superior peaked at 95 percent. Average ice cover across all five Lakes hit 90.5 percent by March 4 — the broadest coverage since 1979 — and it was three to four feet thick in many areas.

On that very day, Rear Admiral F.M.

Midgettte, U.S. Coast Guard Ninth District Commander, opened a letter to the Lake Carriers' Association with, "Spring breakout this year will be one of the most challenging on record." Midgettte asked companies to reassess their needs at fitout and to delay deliveries if possible. He added that "breakout would be long and difficult ... and transits in current ice conditions slow and arduous."

Coast Guard vessels had already encountered ice in the St. Marys River and Straits of Mackinac beyond their ability to break tracks. Conditions on Lake Superior were expected to exceed even the powers of the icebreaker *Mackinaw*, the most powerful weapon in the U.S. Coast Guard's arsenal.



The Burns Harbor leads the American Century into Port on April 26 as convoys escorted by icebreakers battle their way from the Soo to Duluth-Superior.

But the industries that depend on the timely movement of vital cargoes could not wait. Stockpiles of iron ore and coal were running seriously low. Waiting for Mother Nature to melt the ice was not an option.

Thus began the deployment of a finite fleet of Coast Guard assets — nine American and eventually four Canadian — in strategic locations across the sweep of the Lakes and Seaway to break out the rivers and channels and establish navigable tracks as quickly and safely as the interminable winter would allow.

Mark Gill, veteran director of vessel traffic services for the U.S. Coast Guard at Sault Ste. Marie, can look back on more than 35 seasons; it was apparent to him that the start of the 2014 shipping season would be one for the books. “This is historic — a once in a generation event,” he said. “This is the most ice we’ve ever dealt with on Lake Superior ... a lot more ice than we have icebreakers.”

Gill’s job is directing vessel traffic services and “ice ops” for Coast Guard Sector Sault Ste. Marie. For more than three months, he and his team focused on stra-

tegically positioning and repositioning icebreaking assets according to changes in weather and ice while staging convoys above and below the locks.

In meetings with fleet operators and industry representatives in early March, Gill indicated that the Soo Locks themselves would be physically functional on the 25th but that standard movement of ships would be impossible. Gill and his team looked at all contingencies, but walls of ice were blocking key locations — particularly an edge of ice four-plus feet thick that extended 50 miles to the west of the entrance to Whitefish Bay.

Jim Sharrow, now facilities manager for the Duluth Seaway Port Authority and before that marine engineer for Great Lakes Fleet for 28 years, recalls that the last time ships were compelled to

‘This is the most ice we’ve ever dealt with on Lake Superior ... a lot more ice than we have icebreakers’

— Mark Gill, Soo traffic director

move in convoys to start the season was in 1979. “We had severe ice conditions again in the 1990s, but typically, Lake Superior has open water in the center and thicker ice in just the far eastern and western ends, which allows for easier deployment of Coast Guard,” he said.

The Soo Locks did open this year on March 25, as scheduled — but without a single ship in sight. The first commercial vessel to transit didn’t arrive until April 4. Most U.S. and Canadian lakers were still held fast by thick ice at docks across the Great Lakes.

Some fleets delayed their first sailings until early April. Lingering snowstorms and freezing weather complicated Coast Guard efforts to fracture and establish tracks on the Lake through thick shelf ice, windrows and huge chunks frozen in rubble fields.

It wasn’t just the western end of this waterway that faced delays. Due to unusually heavy ice back East, the opening date for the Montreal/Lake Ontario section of the St. Lawrence Seaway was pushed back to March 31 (though the Welland Canal section did open on March 28).

Lost time, lost cargoes

Normally, it takes a freighter two and a half days to make the trip from iron ore docks in Duluth-Superior or Two Harbors across Lake Superior. It's into the St. Marys River, through the Soo Locks and Straits of Mackinac and then to steel mills along Lake Michigan's southern shore. Two of the first lakers out — the *Cason J. Callaway* and the *John G. Munson* — arrived in Gary *two weeks* after leaving Duluth.

The *Callaway*, the first laker to depart, was also the first commercial ship through the Soo Locks, on April 4. She and the *Munson* had been delayed when ice damaged a third laker in the convoy, fleetmate *Presque Isle*. After hull damage was discovered on the *Presque Isle*, it was clear that she could not continue the journey. So the *Mackinaw* parked the *Munson* and *Callaway* in an ice field while she escorted the *Presque Isle* back to Duluth for repairs. This is why the original crossing of Lake Superior took nine days.

Both the *Munson* and *Callaway* arrived at U.S. Steel Gary Works in Indiana on April 8, but not before the mill had run out of iron ore and temporarily idled its

blast furnace. It would continue to run at reduced capacity until its supply of pellets was restored.

Two other freighters — the *Mesabi Miner* and *Kaye E. Barker* — were docked in Duluth-Superior, loaded with coal for a power plant in Marquette, Mich., but waiting for the next downbound convoy to queue up. The We Energies Presque Isle power plant in Marquette was operating just three of its five units to conserve coal until more arrived, while DTE Energy dealt with dwindling stocks by taking some units out of production for maintenance and buying power from the grid to make up for the loss.

According to the Lake Carriers' Association, only three ships were able to haul coal on the Lakes in March, for a mere

The Soo Locks opened on time, on March 25, as scheduled, but without a single freighter in sight; the first commercial vessel arrived on April 4

102,000 tons, down 70 percent from the same month in 2013. Combined shipments of iron ore, coal and cement carried by lakers in March totaled only 980,000 tons, 55 percent less than they'd delivered a year earlier. Tonnages for April were off by nearly as much.

The LCA's Glen Nekvasil said the persistent ice had led to an absolutely crippling start to the shipping season because the ice season started so early — the first week in December — and continued so late. "We're going to face a real challenge to rebuild stockpiles."

Fewer than half the U.S.-flag lakers were in service by early April, and several had suffered ice damage in early season transits. Even thick, steel, reinforced hulls are no match for the pressure of moving plates of ice. Neither are rudders, propellers and hubs invulnerable to damage when hitting ice.

But conditions would improve. By the third week of April, ice was deteriorating in many parts of the waterway, though ships slogging across Lake Superior were still encountering ice two and three feet thick, plus walls 12 to 14 feet high that had been created by winds and waves.



The *Presque Isle*, having sustained hull damage during her first attempt to start the season, transfers some cargo onto the *American Spirit* before tying up for repairs.

Robert Welton

By May 1, conditions in the lower Lakes had improved enough to eliminate icebreaker escorts and convoys, though icebreaking operations continued on an as-needed basis until May 15.

Unrelenting ice took a toll on tonnage here at the Head of the Lakes. We counted just four vessel visits to the Twin Ports in March compared to 24 the same month in 2013. Remarkably, the Port saw no vessel traffic from April 16th to the 21st, and only 25 visits for the whole month.

Once laker traffic was somewhat back to normal, salties moved into the queues. Finally, on May 7, boatwatchers watched AIS apps on their computers and smart phones, eagerly awaiting the arrival of the season's first saltie in the Twin Ports.

As May progressed, we could say, even if with a sigh instead of the usual shout of exhilaration, that the season was under way. Now we've got a lot of catching up to do.

With open water ahead, finally, the big ships are again beginning to make their work look easy, with barely a ripple.



Our thanks for technical assistance on this article to Mark Gill, USCG director of vessel traffic services at Sault Ste. Marie; Jim Sharrow, facilities manager at the Duluth Seaway Port Authority; and Kenneth Newhams, *Duluth Shipping News*.

Ice by any other name ...

The unrelenting deep freeze of early 2014 not only delivered a winter of discontent but also unleashed language specific to ice. We thought it might be helpful to clarify terminology used this winter/spring by meteorologists, mariners and the Coast Guard.

In its early stages of making ice, when water begins to freeze or crystallize, those small crystals are called **frazil** ice. Locked together, they form small circular disks called **pancake** ice. And as the temperature keeps dropping, those pancakes link together to form **plates**.

As plates start to collect and free-float, they are often called **pans**. As those pans thicken, **fields** of ice develop, which are also called **floes**. Those fields start forming in protected areas like bays and harbors and then move out toward the center of larger bodies. It is uncommon to get thick fields of ice in the middle, deepest parts of Lake Superior.

This year, people were also talking about **windrows** — wind-driven **ridges** or **rubble fields**. The terms are virtually interchangeable and refer to high piles of ice — plates that have been broken apart by wave action — and then lifted and stacked on top of one another, then refrozen in subzero weather. There were miles upon miles of windrows at the start of this shipping season — some reaching heights of 12 to 16 feet on Lake Superior. In many years, it is common in the Straits of Mackinac to get 20- to 30-foot windrows.

Brash ice forms as the result of propellers breaking plate ice into smaller pieces, akin to a blender breaking up ice cubes for a slurpee — or a daiquiri. Here in the Twin Ports, winds from the east-northeast tend to pack that sticky ice into the harbor entries and outside the piers.

Ships sometimes become **beset** in ice so thick that the vessel is stopped in its track and unable to proceed on its own. When a ship **hoves to**, it means that the captain has voluntarily stopped in the ice to wait, perhaps for daylight, for the rest of a convoy to catch up or an icebreaker to arrive before proceeding.



The *Kaye E. Barker* churns her way through brash ice.

Paul Scirocca



Robert Weiton



Paul Scirocca

The arrival of the Antigua-Barbuda-flagged *Diana* marked the end of the beginning of the season. Left: The *Diana* takes on wheat at CHS in Superior. Upper right: USCG Cmdr. Alan Moore, commanding officer MSU Duluth (and Captain of the Port), greets Capt. Gheorghe Panait, commanding officer of the *Diana*, as the Port celebrates the arrival of the season's first saltie. Lower right: Once saltie traffic got moving, the *Orla* entered Port on May 10.

Diana sets record for latest arrival

The appearance of the first saltie to arrive in the Twin Ports via the Seaway, always a cause for celebration, was the earliest on record last year — on March 30. Ironically, this year's first would go into the history books as the *latest* ever recorded, May 7, even later than the first-ever saltie through the Seaway, the *Ramon de Larrinaga* on May 3, 1959.

Fittingly, the ship that would be our first saltie of the season did not enter the Duluth piers without delay. And of course the reason was ... ice ... more ice. As the 456-foot *Diana*, flagged out of Antigua and Barbuda, approached the Duluth entry she stalled in brash ice that had blown into shore during recent days of strong northeast winds.

Other vessels went to work to free

her. First it was tugs from Heritage Marine and Great Lakes Towing and, then, in a novel touch, the 1,000-foot laker *Walter J. McCarthy Jr.* made a close pass on her way into Port, clearing some of the ice and easing a path for the *Diana* to follow.

Finally the *Diana* made her way into the entry, under the Aerial Lift Bridge and on to CHS to take on a cargo of grain. Her official arrival time was 11:51.08 p.m. on May 7, 2014.

The winner of the annual First Ship Contest, sponsored by Visit Duluth and the Port Authority and as determined by the arrival of the season's first ocean-going vessel, was Kathleen DeSanto of Erie, Pa. She guessed an arrival time of 3:21.09 p.m. on that date.



Lake Superior ice, one last look.

Robert Weiton

Travis Chadwick



It isn't often that we see a disabled U.S. Coast Guard cutter, but here is the *Morro Bay* (106) being escorted into Port by the cutter *Alder*. In the photo at right, a diver is on his way below to determine the extent of the *Morro Bay's* rudder damage.



Robert Welton

Travis Chadwick



Travis Chadwick

The first convoy of five inbound lakers, including the *Sam Laud* and *CSL Tadoussac*, arrived in Port on April 14.



Paul Scinocca

By April 22, Twin Ports boatwatchers were treated to glimpses of open water as the *Capt. Henry Jackman* entered Port.

Port Authority Board re-elects officers

The executive committee of the Duluth Seaway Port Authority Board of Commissioners will remain unchanged for the 2014-15 fiscal year.

The following officers were re-elected at the board's annual meeting in March: **Steve Raukar**, president; **Ray Klosowski**, vice president; **Norm Voorhees**, secretary; **Cal Larson**, treasurer; and **Rick Revoir**, assistant treasurer. Commissioners **Chris Dahlberg** of Duluth and **Tony Sertich** of Chisholm round out the seven-member board, which oversees the Port Authority's financial and organizational affairs.

Coast Guard Marine Safety Unit Duluth moves offices

Marine Safety Unit (MSU) Duluth permanently moved to the Duluth Federal Building in early May after 40 years at the Army Corps of Engineers building in Canal Park.

MSU Duluth is staffed with 22 active duty, six reserves and five civilian employees. The unit conducts a variety of missions, including vessel inspections, foreign vessel compliance examinations, maritime pollution and security contingency planning and response, marine casualty investigations, waterfront facility inspections, marine event permitting and fishing vessel safety.

The move is a result of anticipated office space needs. MSU Duluth's new contact information:

Commanding Officer
U.S. Coast Guard
Marine Safety Unit Duluth
515 W 1st St Ste 145
Duluth, MN 55802-1302
Main Phone: (218) 725-3800
Main Fax: (218) 725-3850

All other Duluth area Coast Guard units will remain at their same address and keep their phone numbers.

Around the Port

National Maritime Day honors seafarers



Pat Labadie

The Port of Duluth-Superior celebrated National Maritime Day on May 22 with a memorial service and luncheon to honor seafarers past and present. The Propeller Club of Duluth-Superior sponsors the annual event to salute merchant mariners, veterans and the entire maritime industry for their combined legacy of service and sacrifice.

This year's keynote speaker was Pat Labadie, past president of the Propeller Club and former director of what is now the Lake Superior Maritime Visitor Center.

Labadie is a prominent member of the maritime community and a noted authority on Great Lakes history. He coauthored the book *Pride of the Inland Seas; an Illustrated History of the Port of Duluth-Superior* with Bill Beck and has contributed to numerous professional journals and archeological reports.

Director of Seafarers ministry to retire

The Twin Ports Ministry to Seafarers will say farewell to its director in July. The Rev. Tom Anderson is retiring from the position after eight years. This year's memorial service on National Maritime Day was his last.

"I have been blessed to meet and have meaningful conversations with many people from around the world and also right here in the Twin Ports," Anderson said. "I will miss working with the volunteers, local congregations and organizations, folks at the Port Authority and all of those involved in the maritime industry. There is tremendous support for this ministry in the Twin Ports and surrounding region."



The Rev. Tom Anderson at the Seafarers Center in Duluth.

The Ministry to Seafarers offers hospitality and support to sailors while they are in Port. Volunteers provide transportation, connect visiting seafarers with local services and staff the Seafarers Center, where visitors can relax, enjoy a cup of coffee, use the Internet, play a game of pool or visit the chapel.

Anderson plans to spend retirement working his hobby farm, volunteering, enjoying family, getting to know neighbors and working with members of his church community.

Anderson will be succeeded by Douglas Paulson, Lutheran Campus Pastor at the University of Minnesota Duluth.

Tanski named to top post at Visit Duluth

The new head of Visit Duluth has years of experience promoting the community as a convention and tourism destination. Anna Tanski moved from Visit Duluth director of sales to president and chief executive officer in February. She had held her prior position since 2005.

Tanski succeeds Terry Mattson, who left Visit Duluth in December 2013 after 28 years with the organization. Mattson is now president and CEO of Visit St. Paul and the RiverCentre Authority.



Anna Tanski

Mysteries of Lake Superior revealed

What happens when a ship visits a Lake Superior port? How do vessels navigate the Seaway locks? What is a “laker?” A “saltie?”

Answers to these and many more questions were revealed recently in a breakout session at the Lake Superior Binational Forum’s public meeting in Superior on March 28. The session, entitled *Maritime Mysteries: Loads, Locks & Lakers*, was presented by Adele Yorde, Port Authority public relations manager.

The goal of the meeting was to deepen the public’s connection to and understanding of Lake Superior by examining its mysterious aspects from “top to bottom.” Other sessions covered phenomena in the sky, climate changes, ecological mysteries, waves and rip tides, and extreme recreation.

Lambert retirement is a watershed moment

The man whose love of waterborne transportation carried him from the deck of a Mississippi River towboat to the director’s chair of the Minnesota Department of Transportation Ports and Waterways retired on Feb. 21.

Dick Lambert, 78, held the director’s position for 21 years. During that time, he built and sustained a valuable partnership with the Minnesota Ports Association. As administrator of the Minnesota Port Development Assistance Program, he helped channel millions of dollars to refurbish dock walls, expand storage facilities, upgrade infrastructure and improve access to Minnesota’s ports, including Duluth. Lambert is perhaps the leading expert in commerce on Minnesota’s navigable waters and remains an enthusiastic promoter of all waterways, from rivers to the Great Lakes. One of his first plans for retirement was a scouting mission in March to research construction progress on the Panama Canal.



Dick Lambert

NORTHFORCE matches talent with jobs

Are you looking for work in Northeast Minnesota or Northwest Wisconsin? Check out www.northforce.org. The site was developed through a regional partnership led by APEX and The Northspan Group to recruit, retain and support a skilled and talented workforce.

The centerpiece is a web-based talent matchmaking service that connects job seekers with regional businesses looking to hire. It also offers a searchable business directory, events and attractions, resources and microsites focused on Duluth, Superior and Iron Range opportunities.

Minnesota repeals warehousing tax

A controversial sales tax on warehousing services in Minnesota was scrapped just days before it was set to take effect on April 1. State lawmakers repealed the warehousing tax on March 21 along with several other business-to-business taxes as part of a \$434 million tax relief measure.

The Duluth Seaway Port Authority and its terminal operator, Lake Superior Warehousing Co., Inc. (LSWCI), lobbied with a coalition of other stakeholders to repeal the tax, which would have added significant costs to many companies storing cargo at docks and warehouses along Duluth’s waterfront.

“In an industry with single-digit profit margins, Minnesota warehouses could not afford to be the target of a new service tax,” said Jonathan Lamb, president of LSWCI and current president of the Minnesota Warehouse Association.



CORRECTION: Bob Berg, managing editor of Lake Superior Magazine, was misidentified in the Winter 2014 issue of North Star Port. He is pictured here (second from left) with Cindy (left) and Paul (right) Hayden, owners/publishers, and Editor Konnie LeMay, holding the award for having been named 2013 Magazine of the Year by the Minnesota Magazine & Publishing Association.

Port wins Pacesetter Award

The Port of Duluth-Superior is a winner of a Robert J. Lewis Pacesetter Award, to be presented by the Department of Transportation's Saint Lawrence Seaway Development Corporation (SLSDC). The award recognizes the Port for registering increases in international cargo tonnage shipped during the 2013 navigation season compared to the previous year. Duluth-Superior posted increases in overseas grain (29 percent) and coal exports to Europe (7 percent) plus two cargoes of clay from Brazil versus one the year before.



Keely Holcomb sings as the Rev. Robyn Weaver accompanies her on guitar during the annual Blessing of the Port ceremony.

Diane Hilden

History comes alive online

If you enjoy local history and the colorful writing of Duluth's Tony Dierckins, you'll enjoy Zenith City online:

www.zenithcity.com. The prolific writer and publisher coauthored such quirky offerings as

The Mosquito Book and

The Jumbo Duct Tape

Book before turning

his attention to

history. His latest

book, *Lost Duluth:*

Landmarks, Industries,

Buildings, Homes, and

the Neighborhoods in

Which They Stood, was

coauthored by Maryanne

C. Norton. Zenith City online

features daily posts and archived stories by Dierckins and

other contributors that bring history and its characters to life.



Blessing of the Port

The first day of spring is always a blessing in the Twin Ports, but, this year, it was doubly blessed. Maritime enthusiasts and local dignitaries gathered on March 20 at the Lake Superior Maritime Visitor Center for the annual Blessing of the Port. Attendees prayed for a successful shipping season and for the vessels, operators, crews, businesses and agencies that support the local maritime industry. "This community loves its Port, it loves its Seaway, and it loves its ships," said Vanta Coda, executive director of the Duluth Seaway Port Authority, who offered guarded optimism in making predictions for the 2014 shipping season. Twin Ports Ministry to Seafarers sponsors the event.

From the Black Sea to the Great Lakes



Visitors from Turkmenistan, seeking to establish maritime policy for the inland sea they border, visited the Port of Duluth-Superior on April 17-18 as part of a multi-city tour hosted by the U.S. State Department. Leaders from Coast Guard MSU-Duluth and the Port Authority participated in an opening roundtable discussion. While in Duluth, the group also spent time with experts at the Metropolitan Interstate Council, Great Lakes Maritime Research Institute, Minnesota Sea Grant and UMD's Large Lakes Observatory.

26 imagine **LiFe** without iron.™

The Iron Mining Association of Minnesota (IMA) has launched a campaign in Minneapolis-St. Paul to raise awareness about iron ore and what life might be like without iron mining and steel production.

An image of an ox and cart on one of the trams of the Hiawatha Line light rail train reminds Minnesotans that the trams and rails the Hiawatha runs on would not exist without iron mining.

Minnesota is proud that its mines account for 80 percent of “first pour” steel in the U.S. This steel in turn is used to create many of the products, buildings and vehicles that people use every day.

The state’s iron mines and the nearly 200 businesses that supply goods and services to the mines — members of the IMA — felt that this was a message that needed to be shared with residents of all of Minnesota.

“Across the nation, people are forgetting where the products they use on a daily basis come from,” said Craig Pagel, IMA president. “We want to remind people that the building they work in, the appliances they use, the trucks and rails that deliver food and other commodities wouldn’t exist without iron mining — either because the products are made of steel themselves or are manufactured by machines that are made of steel.”

Visit: www.Minnesotalron.org



This light rail tram in the Twin Cities reminds people that life without iron is unimaginable.

Courtesy IMA

Port Passings

Fredrick M. Cummings, 74, of Fish Lake, Minn., died Feb. 17, 2014. He was a longtime mariner who started his career on the Great Lakes as a deckhand in 1960, working his way to first mate with U.S. Steel’s Great Lakes Fleet. He retired in 2002 as marine superintendent. He was a member of the Propeller Club of Duluth-Superior and a board member of the Lake Superior Marine Museum Association. He is survived by his wife, Karin, a son, two daughters and seven grandchildren.

Because of a fierce snowstorm, few people could attend Cummings’s funeral on Feb. 21. With that in mind, his family scheduled an inurement for April 18. It was attended by many, including maritime friends from his every-Friday group of Retired Old Men Eating Out (ROMEOS) for a final greeting and a fitting farewell.

William Clay Ford Sr., 88, grandson of automotive pioneer Henry Ford and owner of the Detroit Lions, died March 9, 2014, in his Grosse Pointe Shores, Mich., home. In 1953, the Ford Motor Company added a new laker to its private fleet of Great Lakes vessels and named it after William Clay Ford. The vessel was

scrapped in 1987, but it made headlines in 1975 during the search for survivors of the *Edmund Fitzgerald*. A second *William Clay Ford* now sails for the Interlake fleet as the *Lee A. Tregurtha*.

Viljo Victor Grondahl, 98, of Duluth’s Morgan Park neighborhood, died March 17, 2014, at Essentia Health-St. Mary’s Medical Center. He was born in Isabella, Minn., and graduated from Two Harbors High School in 1934. He and his wife, Dorothy, were together for 70 years. He worked at Butler Brothers Riverside Shipyard and then more than 40 years as an engineer with Burlington Northern, formerly the Northern Pacific R.R. Viljo is survived by two sons, a daughter, five grandchildren, nine great-grandchildren and extended family members.

Germaine Guthrie, 94, of Duluth died March 15, 2014. She was a lifelong resident of Duluth and also maintained a winter home in Boca Raton, Fla., for many years.

She worked her entire career at the Duluth shipping agency now known as Guthrie-Hubner, Inc. Her deceased husband, Alastair Guthrie, was the namesake of Alastair Guthrie, Inc., a vessel agency and grain-forwarding firm established in Duluth in the 1930s, which later became Guthrie-Hubner, Inc., when Alastair was joined by Sven Hubner. (Alastair died in 1979.) The

company celebrates its 80th anniversary this year and is the Port of Duluth-Superior's oldest vessel agency.

Germaine is remembered as a woman who, although married to the boss, was the hardest-working person in the office, putting in long and arduous hours over many years. In what were called the "glory years" of Great Lakes shipping, Germaine was recognized as the foundation of the Guthrie-Hubner office.

She is survived by a niece, two nephews, a great-nephew, four great-nieces and two great-great-nieces. She will be long remembered for her dignified demeanor, unbridled optimism and great compassion for her family and friends. She spent much of her life attending to her parents, husband and brother in their later years.

William L. Michog, 91, formerly of Hermantown, Minn., died Feb. 23, 2014, in Anoka, Minn. He was a World War II Army veteran and was stationed in Germany. He worked at the grain elevators in the Twin Ports for 40 years before retiring in 1985. He is survived by two daughters, three grandchildren and five great-grandchildren.

Walter H. Peterson, 91, of Duluth, passed away at Bayshore Health Center in Duluth on April 23, 2014. He spent his entire working career with the Merchant Marines on the Great Lakes and salt water. He retired after 38 years of service.

Marvin James Pohl, 93, Duluth, died on March 29, 2014. He was a graduate of Glidden High School and moved to Duluth in 1942. He had sailed on the Great Lakes, worked for the Riverside Shipyards, Western Electric, the U.S. Steel Plant, National Iron, and Interlake Iron and retired from Clyde Iron Works in 1986. He is survived by his wife, Nancy Frink; two daughters, a son, three step-children and several grandchildren, step-grandchildren and numerous great-grandchildren and great-great grandchildren.

Brian "Dinger" Norman Ronding, 74, of Duluth, died on Feb. 26, 2014. He was a longshoreman and a truck driver who also bought and sold properties. He enjoyed classic cars and owned more than 50 different vehicles during his 61 years behind the wheel. He is survived by his wife, Loretta, a son, a daughter and two grandchildren.

William "Bill" C. Schowalter, 91, of Duluth, died Feb. 27, 2014. Schowalter's family credits four employees of Lake Superior Warehousing Company, Inc., with their father finding peace in his final months. The LSWCI crew rescued the man from the icy waters of the Duluth Harbor on Nov. 1, 2013, saving him from a suicide attempt. (*North Star Port*, Winter 2012-13.) The incident led to Schowalter getting help with his depression. His wife of 67 years, Mavis, died earlier. He is survived by three children and three grandchildren.

Brothers Carl Jamison and Ross Jamison Jr.

Former Great Lakes mariner Carl Jamison, 69, of Poplar, Wis., died on March 5, 2014.

Former Great Lakes mariner Ross Charles Jamison Jr. of Esko, Minn., died on March 18, 2014.

The Jamison family has been linked with Great Lakes sailing for decades.

Ross Senior sailed for 27 years with the M.A. Hanna fleet, most of that time as chief steward. For five and a half of those years, his wife, Deloris, worked right beside him as second cook. They were known all over the Lakes for the first-class quality of the meals they prepared.

Ross Senior and Deloris were on the *Joseph H. Thompson* (then the largest ship on the Lakes) when, on May 11, 1953, the *Thompson's* crew picked up the survivors of the *Henry Steinbrenner*, which had sunk in heavy seas 15 miles south of Isle Royale Light.

All seven of Ross Sr. and Deloris's sons sailed on the Lakes. And so did three of Deloris's brothers, the Lorentzon boys.

Carl sailed the Great Lakes for more than 40 years, most of them as a chief cook. He started with Hanna and went on to cook on U.S. Steel's Tin Stackers and also with Interlake Steamship Co.

Carl, too, was known for the quality of his work. Oldtimers say that if the corporate brass were onboard a Hanna ship, the right people would pull the right strings to ensure that Carl would be onboard and in the galley so the crew could make a good impression.

Carl is survived by his wife, Janet, two sons, a daughter, five grandchildren, four brothers and many nieces and nephews.

Ross Jr. went to work for Hanna on the Great Lakes right after high school graduation in Maple, Wis., in 1955. He was an oiler on the *George M. Humphrey*, then the Hanna flagship, until he came ashore after a few years and turned that job over to ... his brother Jim Jamison.

Ross Jr. went on to work at the University of Minnesota Duluth as an engineer. After retirement, he embraced his hobby and operated his own meat shop, Jamison's Meats, in Esko.

He and Pearl Nordin had three children. He married Inez McCorison Laitinen in 1991. He is survived by Inez, his three children and three step-children, several grandchildren and great-grandchildren and brothers James, David, Elwyn and Donny. (Steven died earlier.)

Today the Jamison sailing legacy continues. Carl's son Robert is first engineer with American Steamship Company.

Ribbon cutting at Lake Superior NERR

Marie Zhuitkov, Wisconsin Sea Grant



The waterfront community turned out on April 23 to help celebrate the completion of renovated space in the Lake Superior Estuarine Research Reserve offices on Barker's Island in Superior.

GLMRI explores potential for liquefied natural gas

“LNG: Potential for the Great Lakes Region.” That was the theme for the Great Lakes Maritime Research Institute’s third annual LNG meeting at the University of Wisconsin-Superior on May 21. The GLMRI slated experts to discuss how LNG is currently used in the transportation industry along with mining, agriculture and other areas. Speakers covered the safety technologies embedded in the applications, along with first responder training programs.

One panel of speakers provided an overview of their experiences as current users of natural gas while another panel of experts highlighted the potential benefits of using LNG to “green the supply chain” with reduced emissions.

Meanwhile, plans to convert Interlake Steamship Company’s fleet to LNG have met a hurdle. Shell Canada has paused construction of a new LNG production unit near Corunna, Ontario. That plant was supposed to supply Interlake with LNG for its ships. Interlake President Mark Barker said the company is still pursuing LNG technology.

For more information about the conference or LNG: www.glmri.org

Airpark land sale to aid United Piping expansion

The Duluth Seaway Port Authority has approved the sale of 8.575 acres at Duluth Airpark. United Piping, Inc. (UPI) will use the land to expand its existing footprint at the Airpark as it continues to grow in the oil and gas industry.

Duluth Airpark is a modern 300-acre light industrial/commercial park, with shovel-ready lots ranging from one to five acres. With more than 40 private companies and over 780 employees, the Airpark supports a diverse set of businesses from printing companies to aircraft/aerospace machining operations and a variety of industries in between. Municipal utilities including sewer, water, and gas are located directly adjacent to each lot.

The Duluth Seaway Port Authority manages the Airpark as part of a competitive portfolio of waterfront properties and industrial real estate throughout the City of Duluth. A variety of local, state and federal incentive programs are available on Port Authority properties, including Foreign Trade Zone status. Contact Jeff Borling, Port Authority director of industrial/economic development at jborling@duluthport.com.



Adventure flows during River Quest

Sixth-graders explored fishy physics, pollution prevention, personal water safety, commercial shipping and other topics during the 2014 St. Louis River Quest, May 12-15.

The popular spring outreach education program drew upwards of 1,400 students and educators again this year, eager to board the *Vista Star* excursion boat for a voyage of discovery.

The adventure took them through 12 unique, hands-on learning stations on the boat and at the DECC. The Duluth Seaway Port Authority is a major sponsor and helps coordinate the education outreach event each year.

Retirement doesn't end the Lundeen legacy

A dynasty of sorts ended on April 2 when Dave Lundeen retired as office manager at Gavilon Grain LLC in Superior. His retirement marks the first time in 90 years that a member of his family has not been working in the Twin Ports grain industry. The legacy stretches back to 1924 and includes both his father and grandfather.

Dave started his own career in the grain industry as a high school student back in 1969, working at the Farmers Union (now CHS elevator) office in the Duluth Board of Trade Building.

"I had a little family connection," Dave said with a laugh, explaining how a high school kid got into the business. "My dad, [Leonard 'Red' Lundeen] was one of the superintendents at Farmers Union." That organization later became the Grain Terminal Association, then Harvest States, Cenex Harvest States and, now, CHS.

The younger Lundeen continued part time with the company through college as he earned degrees in chemistry/biology from the University of Minnesota Duluth and medical records administration from the College of St. Scholastica. "I never used either degree," Lundeen said. "The pull to stay in the grain industry was just too strong."

The company moved its offices to its Superior elevator in the early 1970s. By 1977, Dave was working full time. He became office manager (of what was by

then Harvest States) one year later and remained there until he was laid off in 1985.

Dave rebounded quickly. In 1986, he was hired by Peavey (the predecessor of Gavilon Grain), another company with a strong family connection. His grandfather, Carl Peterson, had retired from Peavey in



Dave Lundeen, with a gentle I'm-soon-to-retire smile at his desk at Gavilon Grain.

1967 as general manager after 43 years in the grain industry.

Dave remained with the Connors Point grain elevator through numerous acquisitions and name changes. (Peavey was eventually purchased by ConAgra and later acquired by Gavilon in 2008. In 2013, Marubeni Corporation acquired Gavilon's ag business, though the Superior elevator continues to operate as Gavilon Grain LLC.)

Markets have changed through the years, with different grains and volumes moving through elevators where Dave worked.

"We used to handle a lot of sunflow-

er seeds, soybeans, barley and corn," he said. "Today it is mostly spring and durum wheat and beet pulp pellets going in and out by rail or out by ship from our dock in Superior, mostly to European and North African markets. Lots of grain is also heading to the Gulf of Mexico or the West Coast for export."

Dave enjoyed his grain industry tenure and working with different companies and a variety of people. He also has been a dedicated member of GEAPS (Grain Elevator and Processing Society) for over two decades and served as the Twin Ports Chapter secretary/treasurer. In 45 years, Dave missed just two days of work.

"Every day has brought something different," he said, and retirement will be just as

busy. "There is a list of stuff to do around the house, and we will go to Florida a couple of times a year. I also want to work on my golf swing."

Pondering his retirement, Dave reflected on his family's dedication to the Port of Duluth-Superior's grain industry.

"There has been a family member in the grain industry here in the Twin Ports for the past 90 years," he said. "Add it up, and we have a total of 132 years of industry experience between us, with some overlap."

Their legacy of service will not soon be forgotten.



Gavilon Grain's resident geese line up to give Dave Lundeen a honking-good sendoff.



Duluth Seaway Port Authority

1200 Port Terminal Drive
Duluth, Minnesota
USA 55802-2609
www.duluthport.com

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