



Duluth Seaway Port Authority

Spring 2015

NORTH STAR PORT



Breaking ground

Have you heard the one about how many executive directors it takes to rehabilitate a dock? Three.

No joke, really. It has taken three directors, 26 years, at least a dozen commissioners and five grant applications but, at long last, the Duluth Intermodal Project on Dock C&D is officially under way.

The Harbor Line

Vanta E. Coda II
Port Director



In April, the Duluth Seaway Port Authority turned over Dock C&D to the contractor who was awarded the responsibility of restoring this 28-acre site to a working waterfront facility by

the fall of 2016.

The story of this dock is, in many ways, the tale of waterfront infrastructure in ports across the U.S. How it unfolds chronicles the many challenges we face in our efforts to make this country globally competitive.

The genesis of Dock D dates back to 1900, when the F. H. Peavey Company erected cylindrical concrete grain silos on the site, the first and largest concrete terminal elevator in the world. The elevator on the C side was built by the Occident Terminal division of the Russell-Miller Milling Company in 1923. In anticipation of the opening of the St. Lawrence Seaway in 1959, the Peavey elevator was among the Port's first to extend a high-spout gallery from the head house to accommodate the higher profile oceangoing ships. The Peavey, or D side of the dock now being redeveloped, is also a footnote to more recent history as the scene of the official welcoming ceremony when the

Port's first Seaway vessel, the *Ramon de Larrinaga*, arrived on May 3, 1959.

Cargill purchased the Occident and Peavey elevators from the F.H. Peavey Company in the 1970s, renaming them Cargill Elevators C&D. In 1976, the company built its then state-of-the-art Elevator B1 on adjacent property. Unable to interest developers in the idled elevators, Cargill conveyed the C&D site to the then Seaway Port Authority of Duluth in 1989.

It is not lost on this team that we are setting the keystone for the next 50 years of this dock's life. We are excited and nervous and worry over each detail. We all understand how long it took to get to this point.

The facility's useful life to the corporation had come to an end, as things tend to do. The business, the economy, the company or the strategy changed. It's what happens in the world of commerce.

In 1997, the Port Authority began a lengthy demolition, site clearing and environmental cleanup process that would last until 2001. Helberg Drive was completed in 2007 to service the Garfield Avenue waterfront, including Dock C&D. Through the first decade of the dock's second century, the Port Authority invested additional capital to make the dock functional for ground storage until the day it could be properly returned to full service. And, after years of planning to bring the project to shovel-ready status, the Port Authority was awarded a \$10 million TIGER grant in fall 2013.

Years of faith. A marathon of planning. And hope for rehabilitation fulfilled. One director's vision and optimism set the wheels in motion. (Thank you, Davis.) Another director's tenacity to apply *five times* for a TIGER grant paid off. (Kudos, Adolph.) Now I have the privilege of seeing those dreams come to fruition during my tenure as director. Their vision and perseverance land squarely at our feet.

It is not lost on this team that we are setting the keystone for the next 50 years of this dock's life. We are excited and nervous and worry over each detail. We all understand how long it took to get to this point. We were not present for all the steps, and the story will go on well beyond our involvement. So goes the life of infrastructure.

In 50 years, few will consider the events or remember the individuals who returned this dock to a fully productive life. That's okay by us if it serves this community and state well. Good infrastructure does that — silently performs and contributes untold returns to the economy — until the time comes when it doesn't, and then someone else steps up to write its next chapter.

So on May 27, as we break ground on the \$17.7 million Duluth Intermodal Project on Dock C&D, we celebrate the maritime heritage of this Port — the "Pride of the Inland Seas" — and the great, new beginnings of a waterfront asset that will give to this community countless benefits for years to come. After all, that is what we're called to do: Set the pace for the Port's future.

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NORTH STAR PORT

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Diane Hilden

These pelicans are having a rollicking good time in Duluth's Chambers Grove Park. The birds were soon on their way farther north after this entertaining pit stop.

On the covers



Robert Welton

On the front

As the last of winter's ice recedes behind her, the *John G. Munson* heads out to open the shipping season in the Twin Ports on March 23.

On the back

The *Johanna C.* basks in the glow of Lake Superior as she rests at anchor with a load of wind turbine blades.



Dennis O'Hara/Northern Images

Onboard weather observers play vital role in Lakes' safety

The Great Lakes are notorious for their fickle weather, and it's essential that captains and crews of cargo vessels know what conditions they might encounter and that they relay information to others about the weather they are experiencing.

Ron Williams, port meteorological officer (PMO) for the Great Lakes, makes sure this happens. Williams is based out of the National Weather Service office in Duluth, part of the National Oceanic and Atmospheric Administration. As the only PMO on the Great Lakes, it is his job to recruit vessels to participate in the U.S. Voluntary Observing Ship (VOS) program.

The program engages trained volunteers on ships to report observations to those who are responsible for marine forecasts to ensure that current, accurate information is always available.

"There are buoys out there collecting weather data, and they help a lot, but getting information from people onboard ships is key because they see actual weather conditions as they travel that we might otherwise miss," Williams said. He spends much of his time training deck officers in observation practices, codes and reporting procedures.

"A lot of crew members have basic knowledge of meteorology, but I go through the handbook and equipment to make sure they know how to read the barometers, determine the height of

waves, measure visibility and identify the height and types of clouds," Williams said. He visits almost every ship that enters the Port of Duluth-Superior to inspect and calibrate their gauges and



Ron Williams, port meteorological officer for the Great Lakes, often finds the anemometers in poor condition because of the tough winds in which they operate.

barometers. "If we don't receive good data, it is hard to send out good forecasts."

All of the U.S.-flag vessel operators in the Lake Carriers' Association participate in the VOS program, but Williams continually looks for more ships, including Canadian and oceangoing vessels. Currently 10 Great Lakes vessels are outfitted with automatic sensors and reporting equipment that reads all of the variables except wave heights, which require personal observation.

"The remainder is all observer based," Williams said. "Most use a web-based form to enter the data every six hours.

The data comes directly to us at the National Weather Service, and our forecasters look at it and adjust the forecasts if necessary."

Lake Superior's legendary storms can whip up treacherous conditions with little warning. The VOS program plays an important role in keeping sailors aware of storm situations.

"Almost every storm is spent look-

ing at ship weather observations and updating forecasts to keep ships and crews safe," Williams said. He noted that one day last fall, the *Edgar B. Speer* reported winds of over 100 miles per hour with 26-foot waves as the ship was heading across Lake Superior. "The buoy was reporting 45 to 50 mph winds and waves less than 10 feet," Williams said. "We had to change our forecast and warnings, which resulted in a lot of ships holding up at the Soo Locks."

Williams grew up in Marquette, Mich., and spent seven years as a meteorological technician with Weather Ser-

Courtesy National Weather Service, Duluth

vice offices in Alaska before taking the PMO position in Duluth in 2009.

“It has been nice to get back to the Great Lakes,” he said. “When I first started with the program in 2009, we were getting 4,000 to 5,000 VOS observations per year. Last year, there were over 70,000 observations, including the automated ones.”

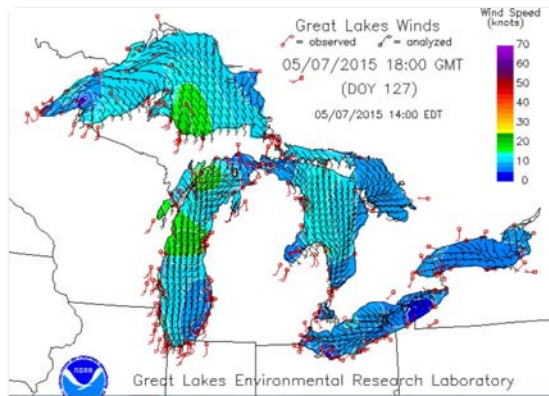
In addition to the growing VOS network on the Great Lakes, new weather buoys are being added at key locations to collect wave and weather information and improve the accuracy of forecasting. The data gathered through these combined observations feeds into a sophisticated system used by the Weather Service and NOAA to accurately forecast and disseminate weather information on the Great Lakes and St. Lawrence Seaway.

The Great Lakes Observing System provides access to near-real time and archived observations and model forecasts through an online data portal and a variety of web-based tools (www.glos.us). These include a tool that links to the Great Lakes Coastal Forecasting System at the Great Lakes Environmental Research Laboratory. The forecasting system is a set of models that simulate and predict the structure of currents, temperatures, winds, waves, ice and more in the Great Lakes (www.glerl.noaa.gov).

Throughout the day, the system’s reports and forecasts use the most up-to-date information. “Nowcasts” provide current lake conditions based on model simulations and observed meteorology. Forecasts predict weather patterns and lake conditions for up to five days.

Upgrades and partnerships continue to enhance graphics, improve stability and make relevant climatological and hydrological information more accessible. That is good news to those whose lives and livelihoods depend on smooth sailing and safe passage through the Great Lakes.

— Julie Zenner



This screen shot from www.glerl.noaa.gov shows wind speeds on the Lakes, in this case on May 7, 2015.



Ron Williams (right) chats with First Mate Bob Slight of the Great Lakes Fleet’s *Cason J. Callaway* while the ship loads April 10 at the CN ore dock in Duluth.

Wonder why? Send us a question

The Port Authority received an email from Doug Milroy of Bayfield, Wis., in December with a question. We turned to Mark Gill, director of vessel operations at the Soo Locks, for an expert answer.

Q. *Can you explain why upbound Lake Superior traffic has been staying close to the South Shore, then turning sharply north, then passing around the Keweenaw inside of Manitou Island? Seems very strange and thought an expert might know.*

A. The ships are seeking to limit exposure to waves. With the water and air so cold, the ships collect freezing spray as they traverse the open water of the Lake. This is exacerbated when they pass through waves. The freezing spray affixes to the surface of the ship. This topside icing accumulates and becomes heavy over time, making the ship top heavy, which adversely impacts the vessel’s stability. In extreme circumstances, a ship could flip over, but more likely would suffer damage to topside equipment (i.e. antennas, radar, mast heads etc.).

To the point, the ships are seeking a smoother ride by running along the shoreline in an effort to gain a lee from the winds provided by the cover of the adjacent land mass. When the ships can no longer ride the shoreline (run out of room), they must cross open water. In doing so, they will often take a direct, square route to the wind and waves, course to the opposite end of the open water before they angle to their port of destination.

...

Send your question to:
admin@duluthport.com

Marine Tech adds decades to Riverland Ag dock

Until recent years, waterfront owners in the Port of Duluth-Superior could expect to get 50 to 60 years or more of use from their metal docks. However, iron-oxidizing bacteria had been reducing steel in those docks to rust blisters and pits in the harbor for decades, reducing lifespans in some cases by 50 percent.

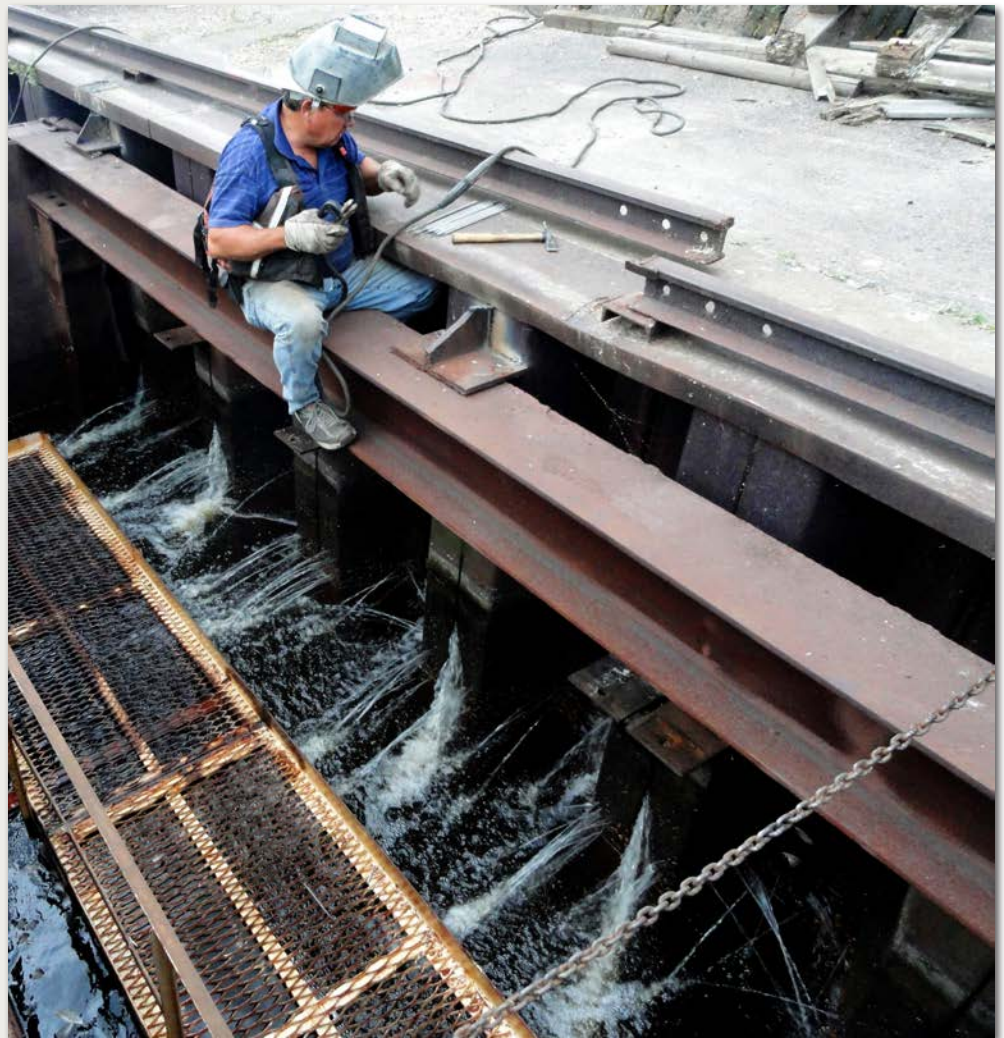
As a result, owners were facing the high cost of replacing or repairing old sheet piling to restore their docks. The challenge in accomplishing that work was to devise a way to get below the surface of the water in a controlled environment in a specially built cofferdam. That would enable crews to assess and repair the damage and apply coatings to the steel structures in place that could withstand abrasion in the Twin Ports' heavy-ice marine environment.

When the Marine Tech company launched into corrosion remediation work in 2007, its first order of business was to have cofferdams designed and built that could hold back water pressure equaling 1,000 pounds per square foot against the cofferdam walls as well as 70,000 pounds of uplift, snug up to the steel sheet piling and provide a safe, dry environment for workers to perform repairs. With the sealing process complete and water extracted from the cofferdam, repair work began.

For docks with serious corrosion but with their steel structures still viable, coating was the solution. "Coatings remain the best remediation option for steel sheet piling in the harbor," said Chad Scott, principal partner of AMI Consulting Engineers of Duluth. "It's a good way to slow or even stop corrosion. Coatings usually run about 20 percent of the cost of replacing steel pilings and can buy dock owners 20 years or more time of a dock's life."

Several coatings have been tested and refined in Duluth-Superior through the years. Marine Tech, headquartered in Duluth, pioneered its own, locally developed solution: Aquapure® coating.

Ted Smith, president of Marine Tech, provided this overview of his company's coating process: "First, our crews set and dewater the cofferdam, then clean the steel by sandblasting to remove all contamination and micro-organisms. With specialized equipment, the epoxy-based Aquapure coating is heated, then sprayed on the clean steel surface. It is a highly efficient process, as Aquapure's curing time is only 10 minutes at 70 de-



Marine Tech Superintendent, Ricky Luukkonen, welds stops to overcome uplift when the cofferdam is dewatered at the Riverland Ag/Duluth Storage dock in Duluth.

Photos courtesy Marine Tech

grees. Once dry, the surface is so resilient, it can stand up to the abrasions of moving ice. Even a cutting torch struggles to burn through it."

For docks and other structures so pitted by corrosion that structural integrity is affected past the point where coatings can be applied, steel plating and concrete reinforcing offer the best solution. This method involves cofferdam dewatering of the dock face and installing new coated steel plates and concrete — still at a cost much lower than complete replacement.

Pioneers in the fight against dock corrosion

Steel in the Duluth-Superior harbor has been shown to corrode more than twice as fast as experts would expect in a freshwater environment, a problem first identified in the late 1990s. Corrosion had been eating away at steel pilings in this harbor for over 30 years, consuming an estimated 50,000-plus pounds of steel a year.

Left unchecked, that deterioration would soon have disrupted marine commerce across Lake Superior, particularly here in the Twin Ports, were it not for a blue-ribbon team of experts who not only discovered the root cause but, more important, was able to move bench-scale panel testing into full-scale applications that have preserved docks and saved dock owners millions of dollars in recent years.

It's impossible to discuss the topic of accelerated harbor corrosion without mentioning the collaborative work of the Harbor Technical Advisory Committee and the names of these pioneering experts: Gene Clark, Wisconsin Sea Grant; Chad Scott, AMI Consulting Engineers; researchers Randall Hicks, University of Minnesota Duluth, and Brenda Little, Naval Research Laboratory in Mississippi's Stennis Space Center; Jim Sharrow, Duluth Seaway Port Authority; Dave Bowman, Alfred Beitelman and Steven Brossart, U.S. Army Corps of Engineers; Dale Bergeron, Minnesota Sea Grant; and Ted Smith, Marine Tech.

Researchers identified an iron-oxidizing bacteria and a whole sequence of biological, chemical and physical events responsible for the localized corrosion, including the role that ice abrasion plays in accelerating the process. Subsequent repair and mitigation studies provided engineers a basis for using existing high-performance coatings and application procedures to protect new steel components and extend the lifespan of existing harbor structures.

The Duluth Seaway Port Authority undertook its own dock remediation project in 2010, using a coating process developed in Europe and installing 6,000-plus lineal feet of high performance coatings on new steel plates along the dock wall of the Clure Public Marine Terminal, filling spaces between old and new steel with foam and concrete grout. (*North Star Port*, Fall 2010.)



Dewatering and installing Aquapure coated steel plate on a dock rehab project. Notice the condition of existing sheet pile as water pours in through holes caused by corrosion.

Marine Tech has used its cofferdams and Aquapure coating process at major dock restoration projects in the Twin Ports. One was the installation of 1,200 feet of new, coated sheet piling at the CHS grain elevator in Superior in 2008. Another, just last summer, was the structural restoration of 900 lineal feet of dock wall at the Riverland Ag Duluth Storage dock in Duluth. Other projects where Marine Tech applied Aquapure on sheet pile and pipe pile were Graymont, Hallett Dock No. 8 and the former Vista Fleet dock in Superior.

"The Riverland Ag project required a great deal of innovation because the steel piling was so heavily pitted and porous that normal blasting and coating of the dock wall was not an option," said Smith. "We rehabbed the dock face with Aquapure-coated steel plates and concrete reinforcement, utilizing a panel system design. The client was extremely pleased with the work at half the cost of replacement. This work added 30 to 40 years of life to the existing dock wall and was easily performed without disrupting activities of the dock owner loading or unloading vessels." For more information: www.marinetechduluth.com



Marine Tech alternates two cofferdams to maintain high production on coating existing sheet pile at CHS where corrosion was not as severe as other locations. Cofferdams are leap-frogging down the dock to maximize time spent dewatering, sandblasting and coating.

Trans Superior Race — a rigorous challenge

Jack Soetebier no longer sails the Great Lakes, but you can still see the spirit of competition in his eyes at the mere mention of the Trans Superior International Yacht Race.

Soetebier, 86, a retired Duluth businessman, has a passion for sailboat racing that did not end when he gave up the sport a decade ago. He was on the starting line for the very first Trans Superior back in 1969, and he still enjoys watching the winners arrive in Duluth after racing across Lake Superior from Sault Ste. Marie, Mich.

Soetebier is heralded as one of the Trans Superior's founders. He downplays that role, giving most of the credit to his longtime friend Dr. John Pierpont, now deceased, an avid sailboat racer from White Pine, Mich., who also started the Apostle Islands Yacht Club.

"He would say, 'Let's have a Soo to Duluth race,' every time I saw him," Soetebier said of Pierpont. Finally, Soetebier accepted the challenge during one of the Apostle Islands Yacht Club's annual meetings. "I was sitting in the front row, and he looked at me and said, 'Jack, will you go if I start a race?' Of

course, once I said, 'Yes,' other hands started to go up. No one wanted to be left behind."

The Trans Superior is the world's longest point-to-point freshwater race. It is held biennially, with an official distance of 338 nautical miles. Today it is administered by the Duluth Yacht Club Trans Superior International Yacht Race Committee and is part of the Lake Superior Yachting Association Offshore Series.

It has grown from a friendly challenge into an event that attracts participants from around the world, eager to tackle the rigors of sailing Lake Superior. The weak of heart and the easily frustrated need not apply.

"Sometimes there is no wind, and you can sit out there for six or seven hours without moving much,"

Soetebier said, noting that engines cannot be used for propulsion except in emergencies, only in neutral to power instruments. "At other times, it is so rough you think you will end up in the Lake."

The 2015 Trans Superior International Yacht Race will begin Saturday,



Julie Zenner

Jack Soetebier, with a photo of himself and fellow Trans Superior founder John Pierpont.

Aug. 1, in White Fish Bay, near Sault Ste. Marie, and finish near the entrance to the Duluth Ship Canal early the following week. Accept the challenge!

For more information:

www.transsuperior.com

Kris Henry: (218) 355-0797

transsuperioryachtrace@gmail.com



Karl Wagner

Trans Superior competition can get pretty heated, even on a Great Lake known for its cold waters.

Shipyard images portray proud legacy

Photographer Jim Gallop is capturing more than gritty images, dramatic camera angles and interesting characters for a book project he calls *The Hands That Build America*. He is immortalizing the proud, determined men and women who mine ore, forge steel, erect power lines, construct roads and build and repair the vessels that keep commerce flowing on the Great Lakes.

“These portraits tell the blue-collar story of the American worker, the people who put on their jeans, roll up their sleeves and build the infrastructure of America,” said Gallop, a Minneapolis-based international photographer who initially started shooting the series of industrial images just to build his portfolio. “Now I want to shoot as many of these people as possible, so they live on — to look into the eyes of those who get up every day and make the things we use and need.”

Gallop’s work has taken him to heavy-industrial sites where most people never go, including a foundry, a steel mill and Fraser Shipyards in the Port of Duluth-Superior.

“These are places where the work is hard, dirty and physical, but the people are down to earth and friendly,” Gallop said.



10 years and have many images of unique formations taken up the North Shore and in the Apostle Islands.”

Gallop had no trouble breaking the ice with folks at Fraser Shipyards. He received a warm welcome and unfettered access.

“Shooting at Fraser was great,” Gallop said. “Nice, friendly people. This whole project has been that way. People seem to understand that I’m doing my job in a positive way and that this is about them. The men and women in these jobs take a lot of pride in the work they do, and you can see it in the way they look at the camera.”

Their work ethic also is evident in their hands. Images of calloused, capable hands with gnarly knuckles and grimy gloves will be featured throughout the book, celebrating the hands that build this nation.



Al Jacobson, a shipfitter since December 1984, is Fraser Shipyards’ master of heavy fabricating equipment.

“Fraser was one of the most interesting places I shot. Everybody appeared to be very proud as they posed and talked about the work they do and the equipment they use.”

The Twin Ports’ working waterfront was a natural choice for Gallop, a Minnesota native, for shooting shipyard images.

“I know Lake Superior very well, so there was definitely a connection,” Gallop said. “I’ve done a study on ice for the last

Welder Chris Pooler started at Fraser Shipyards as a contract worker from January through March 2014 and liked it so much he decided to stay.

Gallop hopes to visit an iron mine, an oil refinery and other sites before completing the project and selecting images for the book. He is working with a writer and art director and plans to publish in about a year.

— Julie Zenner

For more information: www.gallop.com

Shorter winter, yes, but 2015 still gets off to a tough start

Season's firsts

First Outbound	March 23	5:29 p.m.	John G. Munson
First Inbound	March 30	10:33 a.m.	Edwin H. Gott (via Soo Locks)
First Canadian	March 30	5:24 a.m.	Algoma Olympic
First Saltie	April 13	12:12 p.m.	Kom

It was a short winter's nap for the *John G. Munson*. Last in for layup on Jan. 20, the *Munson* was the first commercial vessel to leave the Twin Ports on March 23, marking the start of the 2015 shipping season here at the Head of the Lakes. After a quick fueling stop at the Port Terminal, she set out for Gary, Ind., loaded with 24,000 short tons of iron ore pellets.

Here in the Port of Duluth-Superior, we were flooded with sunshine and open water outside the piers by mid-March. Yet, after what was a relatively easy harbor breakout at our western end of Lake Superior, little did we know what lay ahead.

Heavy ice, especially in Whitefish Bay and on Lake Erie, unrelenting northwest winds and re-freezing temps kept channels choked for weeks. That limited ice-breaking assets on both sides of the border and made it difficult to get and keep traffic moving smoothly through the Soo Locks through March and a good chunk of April.

Though the Soo opened on schedule, on March 25, a number of vessels delayed their fitout because of the heavy ice and the potential risk of damage. According to Lake Carriers' Association (LCA), only 26 U.S.-flag lakers were in service on April 1 compared to al-

most 50 hulls underway by that date in some years.

The St. Lawrence Seaway delayed its lock openings until April 2, allowing for additional ice to clear on the eastern end of the waterway before adding oceangoing vessels to the traffic mix.

Here in the Twin Ports, the news grew bleaker with continuing reports of worldwide gluts of iron ore, oil and steel, plummeting ore prices, foreign steel flooding the domestic market, and over 1,000 layoffs looming at several plants on Minnesota's Iron Range.

Cargo movement in U.S.-flag Great Lakes freighters in March fell to its lowest level since 2009. Shipments totaled only 825,000 tons, a decrease of more than 60 percent compared to the month's five-year average. Tonnage was still 15 percent below average in April. Another brutal winter, coupled with a number of casualties to U.S. and Canadian icebreakers, slowed the resumption of navigation.

While it may take months for pellet production and shipments of iron ore and limestone to rebound, there are a couple of bright spots on the horizon here in the Twin Ports. Despite the precipitous drop in oil prices and drilling delays, several oil and gas extraction projects already had cargo booked through the Port. Our Port Terminal also has multiple shipments of wind turbine components scheduled to move through Duluth this year, so 2015 is shaping up to be a strong year for project cargo at this end of the Great Lakes-Seaway system.

A commitment by the Spliethoff shipping company to offer direct parcel sailings between Duluth and Europe, holds out great opportunity for smaller-lot customers to consolidate freight and fill ships with a mix of project cargo, machinery, specialty ag products and containers.

"There's real opportunity to grow that traffic — to use the Great Lakes system to bypass road and rail congestion at East Coast Ports," said Vanta Coda, Port Authority executive director. "Duluth is a strategically located hub, and utilizing more of this inland waterway's capacity will go a long way toward expediting delivery schedules and streamlining customers' supply chains."

Additionally, the Port Authority has broken ground on its \$17.7 million Dock C&D dock redevelopment project, which will put an aging dock back into marine service and greatly enhance this Port's heavy-lift and project cargo handling capacity as early as the fall of 2016, when phase one is complete.



The *American Integrity* makes quite a splash as she departs on April 19.

Paul Sainocca

Kom reaches Port as first oceangoing ship of the season

The first saltie of the 2015 shipping season — the *Kom* — sailed under the Aerial Lift Bridge just after noon on April 13. She proceeded to the Superior side of the harbor to load grain at two terminals — Gavilon Grain and CHS. The *Kom* (pronounced “comb”) began her voyage in LaCoruna, Spain. Here in the Twin Ports, she loaded 12,100 metric tons of durum wheat for Italy, where it will be milled into flour for pasta.



Capt. Yotov

This was the ship’s fifth visit to the Twin Ports, but Capt. Mariyan Yotov’s first. The entire 19-member crew is Bulgarian, the country where the 465-foot ship was built in 1997. The waterfront community officially welcomed them at a First Ship Ceremony onboard on April 15. Gene Shaw from Visit Duluth presented Capt. Yotov with several gifts, including a cap from *Lake Superior Magazine* that the captain immediately donned. Shaw also announced that the winner of this year’s First Ship Contest, co-sponsored with the Port Authority, was a woman from Minneapolis whose guess was just five minutes off of the *Kom*’s actual arrival time. The winning entry read 12:17:53, while the bow of the *Kom* actually cleared the bridge at 12:12:52 p.m.



Paul Scinocca

The Twin Ports welcomed the *Kom* on April 13.



Paul Scinocca

Munson kicks off the season

Monday, March 23, marked the official start of the 2015 commercial shipping season in the Port of Duluth-Superior as the *John G. Munson* departed the harbor at 5:29 p.m. Headed for Gary, Ind., the vessel was carrying some 24,000 short tons of iron ore pellets loaded earlier in the day at the CN Duluth Dock.

Robert Weilton



With the Port once again abuzz with activity, the *Federal Kushiro* and *Federal Mayumi* load grain at CHS bound for Mexico and Italy, respectively.



Welcome back!

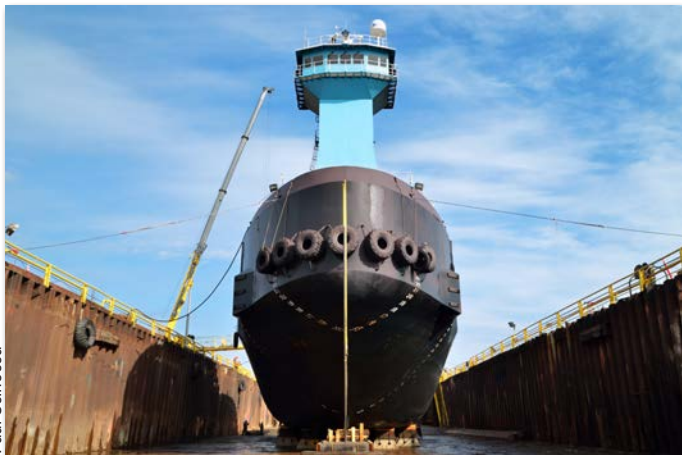
The business of shipping takes a long winter's nap in our northern Port. During this quiet period, boatnerds and maritime workers and professionals alike long for the boats that in many respects define the very life of the Twin Ports.

But come spring, as ice thaws and maritime lanes grudgingly open, ships once again begin to move in and out of Duluth-Superior. As that happens, folks here revel in welcoming their waterborne friends — the tugs and lakers and salties and workboats that provide entertainment and livelihoods for thousands who watch them and work on them.

Please join us on these couple of pages as we celebrate the return of our old friends, the vessels that make the Twin Ports, the Twin Ports.

In this photo, the *Algoma Olympic* becomes the Port's first Canadian visitor of 2015.

Nick Stenstrup



An unusual look at the tug *Ken Boothe Sr.* as she rests at Fraser Shipyards.

Paul Scinocca



The massive *Edwin H. Gott* becomes the season's first inbound laker.

Ed Labemik



The oceangoing *Lady Doris* gets a tow to her berth at the Port Terminal.

Robert Welton



The *Cason J. Callaway* makes a sparkling entrance.

Diane Hilden

Travis Chadwick



A G-Tug gives the *Orla* a friendly nudge.



The distinctive *Stewart J. Cort* passes the Superior Entry.

Nick Stenstrup



Robert Welton

Wind turbine blades – just the first of several project cargoes to arrive this season – put on a show as they are prepared to leave the deck of the *Johanna C.*



Diane Hilden

The *Federal Kushiro* joins the ranks of salties calling on Duluth-Superior this spring.



Diane Hilden



Diane Hilden

Getting their ducks in a row, the *Redhead* and *Bluebill* enter Port on April 27 and May 3.

Two retirements end long family traditions in iron ore and grain handling

Two men with century-long family connections to the Port of Duluth-Superior are set to retire this summer. Mark Erickson, current operations manager at the CN facility in Two Harbors, and Mick Sertich, manager of the Gavilon Grain facility on Connors Point in Superior, will take generations of industry know-how with them when they retire in June and July, respectively.

Erickson is a third-generation locomotive engineer (aka “hoghead”) whose family’s railroad industry experience dates back to 1906. His grandfather, Gustav Erickson, and his dad, George Erickson, were both hogheads.

Mark rode the rails right up to CN’s top spot in the Twin Ports. CN acquired control of the DM&IR in 2004, and he was named port manager

for the Duluth Dock two years later. The intermodal dock operation in Duluth transloads iron ore and limestone from railcar to vessel and vice versa. Iron ore (taconite) pellets are loaded at the dock at up to 10,000 tons per hour. He’s spent the last six months heading up ore loading operations in Two Harbors; both facilities are part of CN-Supply Chain Solutions.

The Sertich family has been a fixture in international grain trading at the Port for 75 years. Mick’s father, Mark Sertich, was employed by Peavey before World War II and retired as an office manager in 1983.

Mick moved back from North Dakota in 1973 to take a job at the Globe Elevator in Superior cleaning and unloading box cars. Five years later, he was named

assistant superintendent. Mick stayed with the company through a succession of owners, including Peavey Grain, a division of ConAgra, which sold the old Globe Elevator for demolition in the mid 1990s and consolidated its local operations on Connors Point. Sertich became manager of Peavey-Connors Point in 2000 and continued in that role when the terminal was sold and became part of Gavilon Grain.

Erickson and Sertich have seen many changes through the years and feel a strong kinship with the Port and the waterfront community. In looking back at their careers — and forward to retirement — each offered some parting perspectives. (See next page)



Mark Erickson, from hoghead to port manager.



Mick Sertich, from box car unloader to superintendent.

Mark Erickson

Milestones and memories on and off “The Dock”

My career began as a summer job while attending UMD. I started working at the ore dock in Duluth at age 18 as a laborer/operator, moved up to dock foreman two years later and was promoted to general foreman at 22. The following year, I went through training as a locomotive engineer and finally finished UMD at the age of 24.

With the downturn of the steel industry in the early 1980s, I returned to school to pursue a degree in transportation marketing. In 1988, I was hired into DM&IR’s marketing department by Robert Bennett. From there, I was promoted to positions in rail operations, and, 27 years after leaving “the Dock,” I returned as Port Manager in 2006.

I have great memories and have seen so many changes ... had the opportunity to handle “red ore” into vessels and over the rails; load ships like the Voorhees, the Fraser and the Irvin — and saw them scrapped or become a floating museum. Hauled red ore trains out of the Canisteo and McKinley mines. Witnessed the Taconite Amendment be passed and the construction of taconite storage facilities. Experienced the transition to “footers” and “shiploaders” to handle vessel traffic. And have seen new CN ore jennies replacing an aging fleet of DMIR ore cars.

Looking back, something I truly cherish as Port Manager, I’ve



Looking back: Gustav Erickson (left).

had the opportunity to hire 77 of the next generation. I’m proud of each one of them and am glad they will have the opportunity to provide for themselves and their families.

This bulk commodity and rail industry provided the Erickson family an opportunity to provide and succeed with each generation that has been involved. A quote my mother

gave me when I was going to college, “Success ... I’m successful because I’m lucky, the harder I work the luckier I get.” I think that’s what three generations of Ericksons did.

Mark intends to remain active with Harbortown Rotary, volunteering and helping to educate others whenever possible about the importance of this industry. He and his wife, Sue, plan to “snowbird” in Sarasota, Fla., and travel Europe to visit family in Spain. They’ll also continue to downhill and cross country ski, bicycle, hike, kayak and boat, plus visit friends across North America and spend time with grandkids.

Mick Sertich

Trucks, trains, ships & grain, plus loads of friends

The best part of this job — what I’ll remember most — are the people I’ve worked with all these years. There is a great support system in this Port. To have a good crew means a lot. It makes life that much easier. There are great employees here (18 on this crew and two more in the office) — plus many more involved in the industry who’ve been here more than 30 years. That includes the agents, the stevedores, grain inspectors and others. I’ve been a member of GEAPS (Grain Elevator and Processing Society) since 1978 and served as chapter president in 1997-98. It’s a great organization through which I’ve built lifelong friendships.

I’ve seen a number of significant changes in the grain industry in four decades, yet what has been most rewarding for me personally has been the improvements in safety programs and working conditions ... safety controls put in place across the industry, especially advances in dust handling systems. Peavey and Gavilon were early adopters of those kinds of safety controls and always encouraging of greater accountability. We pride ourselves on keeping a clean facility. The safety emphasis has always meant a lot.

I’m not leaving all the heavy equipment and ships behind,



Mick with his father, Mark, who retired from Peavey in 1983.

though. I’ve got my man cave set up in the garage with lots of tools and projects to finish. We live on a lake, so there’s plenty of fishing gear lined up and a pontoon in our future. We’ll definitely do some traveling, and I may even start deer hunting. First and foremost, I’ll have lots more time to watch grandkids participate in basketball, volleyball, hockey, football and figure skating. I’m planning to flood and plow an even bigger skating rink for them on the lake this winter.

During the 42 years I worked on the waterfront, my wife, Carol (“Carrie”), has been my support system; still is. The hard work, the long hours in this industry are tough on family life; she’s been the rock, the integral part of raising our kids.

Mick and Carol had four children and today enjoy the company of eight grandchildren, whose ages bracket kindergarten and college. As luck would have it, those young families have moved back to the area recently and all live within 30 miles of “Sertich central.”

Monday, July 6, happens to be Mick’s last day in the office; he may just knock off early for once.

Meet the Erickson and Sertich successors on Page 21.

Prettner Solon joins Port Authority board

Yvonne Prettner Solon, former Minnesota lieutenant governor, was appointed to a six-year term on the Duluth Seaway Port Authority board by Gov. Mark Dayton, effective Feb. 14, 2015. It won't take her long to get her sea legs back.

This is Prettner Solon's second time on the board, having first served from 1990 to '94 as an appointee of the Duluth City Council, during which time she served as president in 1993.



Yvonne Prettner Solon

This is fantastic for the Port Authority as well as for the Duluth and Great Lakes maritime communities, according to Port Authority Executive Director Vanta Coda. "Yvonne's knowledge of the working waterfront and her political acumen are key attributes," said Coda. "Our staff and other board members are thrilled to have her at the table."

Prettner Solon entered politics in 1988, winning election to the Duluth City Council and serving three four-year terms. From 1992 to 2000, she also served as Duluth's deputy mayor. In 2002, Prettner Solon was elected to the Minnesota Senate where she quickly became a leading health policy advocate. Four years later, she was appointed chair of the Senate Energy Committee and was chief author of the state's Next Generation Energy Act of 2007.

Prettner Solon was elected lieutenant governor of Minnesota in 2010 and served until January 2015. She also has served on a multitude of public and private sector commissions. Also, she maintained a practice as a clinical psychologist for 30 years.

"I believe my tenure on the Great Lakes Commission, as well as my experience chairing the Senate Energy Committee, have provided me with a unique understanding of the need for balance between commerce on the Great Lakes and protection of the water natural resources," said Prettner Solon during the appointment process.

Port Authority board elects officers

At its annual meeting, on March 31, the Port Authority board elected officers for fiscal year 2016, including: Steve Raukar, president; Ray Klosowski, vice president; Rick Revoir, treasurer; Chris Dahlberg, assistant treasurer; and Norm Voorhees, secretary. Other members of the seven-member board are Tony Sertich and Yvonne Prettner Solon.

Ship Masters celebrate 125 Years

Great Lakes environmental issues, liquefied and compressed natural gas as fuel options and the economic impact of green initiatives were among topics explored during the International Ship Masters' Association's 125th annual convention, held in Duluth on February 5-8.



Diane Hilden

Newly elected officers of the International Ship Masters' Association: (front row, from left) Grand Secretary-Treasurer Al Tielke, Grand 2nd Vice President Lee Barnhill, Grand President Joe Walters, Grand 1st Vice President Bob Lund; (back row, from left) Grand Warden Caitlin Clyne, Grand Marshal Harry Dusseau, Grand Sentinel Amy Seeley, Grand Chaplain Bob Libby.

This year's theme was "Deep Blue Is the New Green." It marked the first time Twin Ports Lodge 12 had hosted the convention since 2001. Convention co-chairs were Capt. Ed and Jeanne Montgomery.

In a ceremony steeped in 125 years of pageantry and tradition, Capt. Joseph Walters was inducted as grand president along with a full slate of officers. Walters has spent decades on the Great Lakes and currently works out of Ashland, Wis., as captain of the U.S. Geological Survey's vessel *Kiyi*. He began his career with the U.S. Coast Guard in 1979 aboard the cutter *Bristol Bay* in Detroit. He went on to serve in Guam, Cleveland and Philadelphia before returning to the Great Lakes in 1994 to serve on the USCGC *Sundew* in Duluth and, before retiring, aboard the *Sweetbrier* in Alaska.

The International Ship Masters' Association consists of 16 lodges around the Great Lakes. Members include both mariners and shore personnel in the maritime industry.

Blessing the Port in hopes of a safe and successful season

The Twin Ports Ministry to Seafarers hosted its annual Blessing of the Port on April 16, just one day after celebrating the arrival of the first saltie of the 2015 season.

Along with songs of thanksgiving, organizers offered prayers to safeguard captains and crews, vessels and visitors, all workers involved in the shipping industry and all those who live and work in our port communities.

The assembly also heard a forecast about the coming shipping season from the Port Authority's trade development director, Ron Johnson.

The Rev. Doug Paulson, executive director of the Twin Ports Ministry to Seafarers, reflected on how mariners from around the world acknowledge the warm welcome they receive when visiting the Port of Duluth-Superior. Seafarers' volunteers shared those same gifts of kindness and hospitality with all who gathered at the Lake Superior Maritime Visitor Center for the event.



The Rev. Doug Paulson

Port set strong pace in 2014

The Port of Duluth-Superior is among seven U.S. ports in the Great Lakes St. Lawrence Seaway System to receive the prestigious Robert J. Lewis Pacesetter Award from the St. Lawrence Seaway Development Corporation (SLSDC) for

increasing its international cargo tonnage.

Despite a slow start to the season due to debilitating ice, the Port's 2014 total international tonnage was 3,422,889 short tons. That marked a five percent increase over 2013. Coal exports were up 19 percent, grain exports were up 16 percent and inbound general cargo was up 132 percent, with the Clure Public Marine Terminal serving 13 ships in 2014 compared to eight in 2013.

"The entire Great Lakes Seaway System realized a 7.6 percent tonnage increase from 2013 to 2014," said SLSDC Administrator Betty Sutton in announcing the awards. "Marine transportation remains a catalyst for jobs and productivity."

National Maritime Day to commemorate Merchant Marine sacrifice and service

The Port of Duluth-Superior will celebrate National Maritime Day on May 27 with a commemorative ceremony and luncheon and seafarers' memorial service hosted by the Propeller Club of Duluth-Superior at the Duluth Entertainment Convention Center.

This year's luncheon will feature Maritime Administrator Paul "Chip" Jaenichen as keynote speaker, addressing: "A Look Toward the Future — Restoring a Vibrant U.S. Maritime Industry."

Jaenichen was appointed by President Obama and has served as the 15th Maritime Administrator since July 25, 2014. He served both as deputy and acting administrator from July 2012-2014. He was a career naval officer for 30 years before this appointment. In addition to serving as commanding officer of the USS *Albany* and commander of submarine Squadron Eleven in California, his shore tours included assignments as deputy chief of Legislative Affairs for the Department of the Navy and as Chief, NATO Policy Division on the Joint Staff, where he was responsible for military-to-military engagement with all 26 NATO nations.

His last visit to Duluth was in September 2013 to announce the award of a \$10 million federal TIGER grant for the Port Authority's Dock C&D redevelopment project. His return on May 27 will kick off with a morning groundbreaking ceremony at that site for what has now become a \$17.7 million project, thanks to \$2.75 million from the Minnesota Port Development Assistance Program, a \$990,000 DEED brown-field redevelopment grant and an additional \$3.9 million investment by the Port Authority.



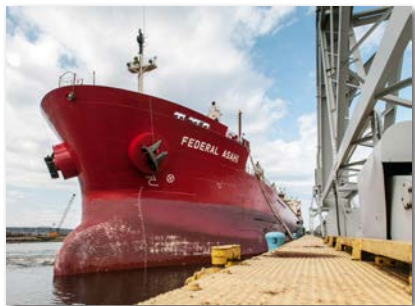
Paul Jaenichen

Recycle that monofilament line

The St. Louis River Alliance, in cooperation with the cities of Duluth and Superior and the Minnesota DNR, is coordinating the installation of monofilament fishing line recycling bins along the river and estuary to collect, track and recycle discarded monofilament. This will help reduce fish and wildlife entanglement and costly repairs for boaters.

Local businesses, marinas and other organizations are working together to sponsor the bins. This an excellent opportunity for groups, organizations or individuals looking for community service projects that help foster stewardship of the St. Louis River Estuary. For information:

Jill DiDomenico • jill.plover@gmail.com • (218) 733-9520



Oceangoers like the *Federal Asahi*, here on an early 2015 visit, are integral not just to the Port's success but to the local economy as well.

River Quest taps the best



All aboard! Some 1,500 sixth-graders participated in St. Louis River Quest 2015 during the week of May 11. The popular annual event takes students on a learning adventure as they explore the St. Louis River Estuary and related commercial, industrial and recreational activities. During 2½-hour sessions, they make their way

through a dozen learning stations aboard the *Vista Star* excursion boat and at the Duluth Entertainment Convention Center.

The Duluth Seaway Port Authority has been a lead sponsor of this event for all of its 23 years, and once again hosted a station called “Great Lakes Cargo Capital” to teach students about the local maritime industry. Other stations covered topics as diverse as water power, sustainable forestry, oil spill containment, aquatic invasive species, “fishy physics,” boating safety and the dangers of hypothermia and rip tides, to name a few. Sessions are aligned with state academic standards for both Minnesota and Wisconsin.



Robert Weilton

Students at the Observation Station aboard the *Vista Star*.

Students were encouraged to share their experiences in essays or poems via a River Quest writing contest. The Captain Ray Skelton awards, named after one of the program’s founders, are presented to winners in each category. For more information: www.seagrant.umn.edu



Diane Hilden

The cribs' are now missing a long-time iconic landmark, a pillar claimed by Lake Superior.

Waterfront vanishing act

Lake Superior has reclaimed part of an iconic landmark on the Duluth waterfront. A large concrete pillar that had been sticking out of the water near a structure often called “the cribs” or “the icehouse” slipped beneath the surface this winter. Observers first noticed it was missing in mid-February.

The *Duluth News Tribune* sought photos from readers and pinpointed the time of its disappearance to be Feb. 7, 2015, between 4:40 p.m. and 5:30 p.m. Strong winds and shifting ice may have contributed to its toppling. The structures are remnants of a short-lived sand and gravel unloading dock, built in the late 1910s.

The often-photographed landmark is a favorite spot for summer swimmers and winter walkers.

Take a GeoQuest St. Louis River adventure

A new website is inviting adventure lovers to explore the St. Louis River Estuary using a combination of science, treasure hunting and technology. Developers of www.stlouisriverestuary.org have created a series of GeoQuests to inspire people to explore special places in the estuary and learn about their ecology and history.

The site features two kinds of GeoQuests. The first is based on geocaching, a popular sport that uses global positioning system (GPS) coordinates to help people find hidden containers. The second uses something called augmented reality. Players use their mobile phones to interact with virtual characters and complete missions tied to the stories and science of the estuary.

Faculty and staff members from the University of Minnesota Duluth and University of Wisconsin-Madison developed the site with many partners and funding by the Wisconsin and Minnesota Sea Grant programs and the Minnesota Pollution Control Agency. The site features personal reflections and information about restoration and scientific work in the estuary in addition to the GeoQuest adventures.

Sea Service expands for Canadian vessels

Canadian vessels visiting the Port of Duluth-Superior have access to expanded services this season. Sea Service, LLC, located on Connors Point in Superior, is broadening its customer base to include visiting Canadian lakers.

“While our waterborne Canadian colleagues are bunkering fuel, loading or discharging cargo, or laying by at anchor, we will receive their trash, recyclables, dunnage, used fluids and maintenance debris,” said Capt. Edward Montgomery, Sea Service president. “We will also supply their galley, deck equipment and engine room needs, such as hydraulic fluids, oil and sodium hydroxide for emission controls and other supplies for ship operations and maintenance.”

In the past, Sea Service has focused on servicing salties

with pilot boats, cargo and vessel marine surveys, marine construction support and minor vessel repairs, and Canadian-owned and flagged ships have represented just a small part of its business, limited primarily to cargo survey services for Canada Steamship Lines and Algoma Central ships’ eastbound coal cargoes.



Diane Hilden

Sea Service’s *Sea Bear* is busier than ever this season.

Kudos to UWS Transportation and Logistics department



Andre Anderson

A University of Wisconsin-Superior senior has been selected by the University Transportation Center for Freight Infrastructure Research and Education (CFIRE) as the Outstanding Transportation Student of the Year. Andre Anderson is a native of Superior and has a quadruple major in transportation and logistics management as well as economics, international business and Chinese.

Anderson has been a key student member of CFIRE-funded research teams that are evaluating export container pooling options in the upper Great Lakes and automated identification systems data for improved vessel trip analysis capabilities.



Richard Stewart

He led the student team that competed during the Intermodal Association of North America Expo in September 2014 and was the UW-Superior student representative at the 2014 American Society of Transportation and Logistics annual meeting.

In addition, Richard Stewart, Ph.D., chair of the University of Wisconsin-Superior’s department of business and economics and a founder of the UW-Superior transportation and logistics management program, has been honored with a James Rainaldo Mentor Award. It recognizes a UWS faculty or staff member who has touched the lives of current and former students in a unique and significant way.

European trade mission

The Port was well represented on a recent trade mission to Antwerp, Belgium. Port Authority Executive Director Vanta Coda and Lake Superior Warehousing Co. President Jonathan Lamb joined a Great Lakes St. Lawrence Seaway delegation visiting the European port community on May 17-22. The delegation visited Belgium on prior trade missions and is hoping to foster new business, meet with potential clients and expand foreign understanding of maritime commerce on the Great Lakes Seaway System.



Paul Scinocca

A last look at the season’s first saltie, the *Kom*, leaving the Port of Duluth-Superior on April 16 loaded with wheat bound for Italy.

Retirements

Minnesota Sea Grant

No fooling: Jeffrey Gunderson retired on April 1 as director of Minnesota Sea Grant, after being hired as the program's first-ever fisheries extension agent on that very same date — April Fools' Day — 36 years earlier.

"My career with Minnesota Sea Grant has been absolutely gratifying," said Gunderson. "I'm quick to tell newcomers that if you ever get bored working for Sea Grant, it's your own fault."



Jeffrey Gunderson

Gunderson became the program's sixth director in 2009, and he continued to serve as the program's fisheries and aquaculture specialist. His career included encounters with sea lamprey, crayfish and smelt, siscowet and leeches.

Gunderson is a master at developing solid and lasting collaborations across the Great Lakes and holds the respect of University of Minnesota officials and his National Oceanic and Atmospheric Administration colleagues.

Gunderson's retirement is part of a spate of departures across the Sea Grant network. Jesse Schomberg, half of Minnesota Sea Grant's new interim team of directors said, "Sea Grant is approaching its 50th anniversary, and many of the recent retirees, like Jeff, were involved with getting their programs started. I suppose we can't expect them to work forever, but since this is not the type of job where there is a lot of turnover, the good-byes are painful. We're losing much hard-won experience and institutional memory."

Valerie Brady, research coordinator and Minnesota Sea Grant's other interim co-director, said, "Minnesota Sea Grant just won't be the same."

Hear what Gunderson says about Minnesota Sea Grant and almost four decades of a fishy career at: http://www.seagrants.umn.edu/audio/2015.03.10_gunderson.mp3

Not-so-new faces lead grain inspection unit

There's been a flurry of early-season grain shipments this year. There's also a full complement of qualified inspectors standing at the ready to answer calls from the Twin Ports' elevators.

In the previous issue of *North Star Port*, we reported on the recent retirements of three regional grain inspection professionals: Dave Martin, Scott Petite and Ted Respet. Lest anyone worry that the quality and accuracy of grain handling would suffer, we want to declare that the Grain Inspection Unit of the Wisconsin Department of Agriculture, Trade and Consumer Protection remains in great hands with the energy and expertise provided by two seasoned pros: Greg Ukkola and Jason Birch.

Ukkola stepped into the role of grain operations manager in the unit's Superior office when Dave Martin retired in January. With a solid background in farm business management, Ukkola started working in the Wisconsin Grain Inspection office as a grain sampling technician in 1996 after graduating from Wisconsin Indianhead Technical College-Rice Lake and later earned degrees in psychology and business from the University of Wisconsin-Superior. Ukkola still lives on and works the family farm in Maple, Wis., on land his grandfather homesteaded decades ago. With a few head of beef and dairy cattle, plus acres of oats and hay and a few chickens, he is still firmly planted in the ag world, even at home.



Jason Birch (left) and Greg Ukkola with some bagged samples of inspected grains.

The new assistant operations manager, Jason Birch, started his career with Wisconsin's Grain Inspection Unit as a seasonal employee in 2001. By 2007, he was full-time and, in 2011, was promoted to lead inspector. Unlike many of his coworkers, who grew up on family farms, Birch is a city of Superior native and spent 12 years working for Barko Hydraulics before jumping into grain handling in 1999.

This new inspection team ensures that all protocols are followed when samples are taken from grain moving in or out of the Twin Ports by truck, rail or ship. The crew oversees lab testing to guarantee that content and quality match what customers have ordered.

For shipments going overseas, bagged samples are often held for up to six months in case questions arise. Through the years, Ukkola and Birch and their colleagues have tested a wide variety of farm products — from flax, corn, spring wheat and durum wheat to soybeans, peas, barley and sunflower seed. They go with the grain.

New faces

Superior Midwest Energy Terminal

Midwest Energy Resources Company (MERC) has welcomed four new employees and announced a promotion at its Superior Terminal.

With more than 20 years of experience in accounting and corporate management, **Susan Farmer** has joined the company as manager of finance.

Ellen Kuechle has been hired as MERC's new staff accountant; she has a degree in accounting from North Dakota State University.

Adam Herubin and **Nick Reijo** recently joined the company's transportation department as traffic coordinators. Both are graduates of the University of Wisconsin-Superior's transportation and logistics management program.

Bjorn Guttormson, who began his career at MERC in 2003 as an operator, has been promoted to operations supervisor.



Adam Herubin



Nick Reijo



Susan Farmer



Ellen Kuechle



Bjorn Guttormson

CN, Gavilon name new managers in Twin Ports

Mark Doyle was named port manager at the CN Duluth Dock in February, succeeding Mark Erickson, who moved up the North Shore for a few months to oversee operations at the company's facility in Two Harbors prior to retirement.

Doyle's career with CN spans 16 years and actually began in Chicago, where he worked as a summer intern with the former IC railroad, primarily researching tariffs for the group facilitating its merger with CN. His internship encompassed summers from 1996 to 2000, while he earned a B.A. in Business Administration from Southern Illinois University.

Following graduation, Doyle was hired as an assistant trainmaster at the IC Markham Terminal and, after just one year, was transferred to the Chicago Harvey Intermodal terminal to coordinate daily operations. He served in the U.S. Navy for six years and was called up to military service as a hospital corpsman with the Marine Infantry in 2003.



Mark Doyle



Jeff Blaskowski

Early in 2006, Doyle returned to the company which, by then, was part of CN and moved into a new role as supervisor of dock operations in Escanaba, Mich. That soon evolved into manager of operations for the Escanaba Ore Dock. In 2009, Doyle was relocated to Minnesota as CN's manager of planning and coordination, a position he held until May 2014, when he was promoted to manager of CN Supply Chain – Iron Ore Business Unit. With Merrill Anderson's retirement in Two Harbors and now Mark Erickson's in June, Doyle was offered the position as port manager of the CN Duluth Dock in February.

"The employees with whom I work on a daily basis are the best part of this position," said Doyle. "They are a hard-working, dedicated group of individuals who give their all on a daily basis to perform each task placed in front of them."

Jeff Blaskowski has been onsite at Gavilon Grain in Superior for the past few months training with Mick Sertich prior to officially assuming the role as facility manager in July. He also spent time in town last November to handle a couple of ships at the dock, just to get his feet wet on the waterfront.

"I have big shoes to fill," said Blaskowski, "so I appreciate having time to work alongside and absorb as much as possible from Mick before he retires."

Blaskowski started his career working as a grain inspector for Pillsbury in Jamestown, N.D., in 1983. For the past 20 years, he has managed a grain elevator for Gavilon (formerly a Peavey facility) in Grand Forks. His grandfather farmed, his brother still does, and Jeff's moving from a small, six-acre farm, so he's been around agriculture his entire life.

"I've been managing terminals for years, but the waterfront is a whole different world," he said. "It's a new experience and one I'm excited about taking on at my age. Instead of working directly with farmers, I'm now dealing with agents, stevedores and longshoremen. And now, instead of loading railcars, I'm loading ships."

Port Passings

James “Jim” Albert Denney, 85, died on Feb. 5, 2015, in Duluth. Denney served in the United States Navy for several years after graduating from the University of Minnesota Duluth. He started work for U.S. Steel in 1945 as a deckhand and deckwatch on the S.S. *William A. Irvin* and retired from that company in 1983. His long career at U.S. Steel included many professional capacities, from accountant to public affairs representative and lobbyist. He is survived by his very special friend, Gloria Streu, four sons, 14 grandchildren and three great-grandchildren.

William B. “Salty” Johnson Jr., 80, of Duluth, died on March 8, 2015. Johnson graduated from Old Central High School in 1952. In 1953, he joined the United States Army and was assigned to the 10th Infantry Division. Known to friends and colleagues as “Salty,” Johnson worked for Cutler-Magner Company for 45 years as a salesman and plant manager. He is survived by his wife, Jeanette, three sons, two daughters, grandchildren and great-grandchildren.

Captain Robert S. Male, 93, of Two Harbors, died on March 15, 2015. As a boy, Male sailed the Great Lakes with his father, an ore boat captain. He grew up loving the water and worked for the Pittsburgh Steamship Company in various jobs aboard Great Lakes vessels following his high school graduation in 1940. He graduated from the New London Merchant Marine Academy in 1945 and served aboard oceangoing merchant ships during World War II. Male was employed by the DM&IR starting in 1952 in various positions and worked as a linesman and one of the captains on the tug *Edna G.* In 1963, he was hired by Great Lakes Towing and worked 24 years as captain on tugboats in the Duluth Harbor, retiring in 1987. Captain Male is survived by a son and daughter, seven grandchildren, nine great-grandchildren and many other loved ones.

William “Bill” Alfred Maki, 86, of Peggily, died on March 19, 2015. He served in the U.S. Merchant Marines and worked on the ore boats before work-

ing for the Hanna Mining Co as a warehouse clerk. Maki is survived by a son, four daughters, 16 grandchildren, eight great-grandchildren and many other relatives and friends.

Alan L. Mitchell, 69, former St. Louis County Attorney, died on March 14 near his home in Bullhead City, Ariz. Mitchell was born in Duluth and graduated from Denfeld High School in 1963. He worked for U.S. Steel through 1971, also working as a U.S. Merchant Mariner during this time. Mitchell graduated from the University of Minnesota Duluth and completed law school at William Mitchell College of Law in 1975. He served as St. Louis County Attorney for 28 years before retiring in 2006. Mitchell returned to work in 2008 and served one year as St. Louis County Administrator, then retired a second time and moved to Bullhead City. He is survived by his wife, Barbara, two sons, three grandchildren and many other relatives.

Husband and wife make final journey together

A family with strong ties to the Duluth Seaway Port Authority experienced a double loss in March with the deaths of two senior members. **Roy J. Kuettel**, 91, former president of A.W. Kuettel & Sons, died March 9, 2015, following the death of his wife, **Patricia A. Kuettel**, 89, one day earlier.

The couple met in 1948 when the sheet metal and roofing business owned by Roy Kuettel’s family was engaged in a construction project at Western Electric Company, where Patricia was working as a secretary.

Roy participated in the invasion of the Philippines on Leyte Island and earned a Purple Heart in action on Mindanao Island as part of the U.S. Army’s 24th Infantry Division. He joined his father and brothers in the firm after returning from

World War II. Patricia had spent the war years as a secretary at Butler Shipyards and then worked at War Assets before being hired by Western Electric Co. The two were married and raised a daughter. Roy spent his career at A.W. Kuettel & Sons, retiring as president 1991.

A.W. Kuettel & Sons leased space for more than 16 years in the Duluth Seaway Port Authority’s industrial building on Port Terminal Drive. In 2012, the company expanded and re-located to a new facility in the Duluth Airpark, purchasing land from the Port Authority.

Roy and Patricia Kuettel are survived by their daughter, Kathy Gellerstedt, a grandson and many nieces and nephews, some of whom continue to operate A.W. Kuettel & Sons as a family-owned business.



'Stuff' becomes a personal maritime museum

Imagine Dick Bibby's surprise. He had started working on the Great Lakes while still a high school kid in Detroit and already had a few years of maritime duty under his belt, including work as a porter (not his favorite duty) and deckhand. He was smart and ambitious and loved ships and working on the water.



Diane Hiden

Dick Bibby went ashore from the brand-new Liberty Ship *John Merrick* and bought this sextant for duty on his first ship as mate. Years later, close friend Wes Harkins crafted the case.

He was now a fresh graduate of the maritime school in New London, Conn., when, with World War II looming, he reported for duty as a mate on the Liberty Ship *John Merrick* and, shortly thereafter, asked where he could check out a sextant.

That's when he learned that he still had a thing or two to learn about sailing in the Merchant Marine. He was told by no less than the skipper of the *Merrick*, Capt. Oscar Kulbom, that he would have to provide his own [fill

in your choice of choice words here] sextant.

So, with the ship tied up and loading under the Brooklyn Bridge, Bibby hiked into the city in pursuit of that most vital mariner's navigation tool. He was successful, for an investment of around \$400. Today, because Richard D. Bibby, turning 93 on 1 June 2015 and now long retired as a sailor and personnel guru of the M.A. Hanna fleet, was never inclined to throw things away, that very sextant occupies a place of honor in the basement of his home in Duluth.

It was over the fall and winter of 2014-15 that a good pal of Bibby's, fellow Twin Ports maritime stalwart Jerry Lawson, convinced Bibby that the time had come to toss some stuff (a lot of stuff) and organize and file the rest. As a result, the Bibby basement has become a virtual maritime museum.



Larry Fortner

Jerry Lawson (right) salutes host Dick Bibby.



Larry Fortner

The real G-tug *New York* entertained a young Dick Bibby day after day near his family's summer cottage on Lake Erie near the Conneaut harbor. This is a richly detailed radio-controlled scale model.

A quick, yet incomplete, survey of the artifacts:

About 25 lineal feet of books on the Great Lakes; 4 feet of books on U-Boats; 10 feet of naval warship books and materials; 3 to 4 feet of books on Victory and/or Liberty Ships; 20 feet of novels centered on the sea and the Lakes; pamphlets from virtually every historical society on the Great Lakes; hundreds of 33 $\frac{1}{3}$ vinyl records, most of them from the Big Band swing era; histories of Great Lakes fleets; historical documents going way, way back; a hand-crafted, radio-controlled, perfect-in-every-detail scale model of the G-tug *Conneaut*. And ... knick-knacks, doo-dads, cheap souvenirs that Bibby just couldn't part with yet, along with magazine and newspaper articles and other nautical ephemera. And thousands of black and white prints of photos taken on the waterfront, most of them by Bibby himself.

In truth, the collection is grand in scope. Says Bibby, his eyes sweeping the array: "You're looking at a lifetime."

— Larry Fortner



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