



Duluth Seaway Port Authority

Summer 2015

NORTH STAR PORT

Guilty pleasures & shiny trucks

I've been feeling a bit guilty lately. Spend time around the Port Authority and you will understand why. We are busy, really busy. But you won't always find me at my desk.

We kicked off our summer with a fabulous groundbreaking event on our \$17.7 million Port of Duluth Intermodal Project on Dock C&D. We had the most dreadful weather the week before and for days afterward but, on cue, our P.R. director managed to produce a beautiful, sun-kissed, slightly breezy morning for a glorious celebration on May 27. You can read details of the event on Page 8.

It was most satisfying to have that day of celebration and reflection. And

since then, progress on the dock walls and surface prep work at C&D has gone at a brisk pace. We are currently (knock on wood) on par with the construction timeline. I watch with excitement as contractors and engineers perform their noble craft as they proceed with their day to day work.

At the Clure Public Terminal our operations team, Lake Superior Warehousing (LSW), is having a busy year. After a successful spring of booking shipments through Duluth, the real work has begun in earnest. Terminal operations are on pace to nearly double our 2014 season. The product mix is also somewhat unusual with wind components, construction materials and manufacturing goods all part of this strong performance.

The LSW crews have been doing an outstanding job of unloading and turning the vessels. When among ship owners and customers, I am told what a great experience they have in the Port of Duluth. I know how good our crews are because we hear it from the people who matter.

During all the work going on this summer, we did something very special. We stopped for a few minutes on July 10 to recognize a humble hero among us. The Coast Guard presented a rare Life-saving Medal to honor LSW foreman Zoran Pedisic. Please take a moment to read the story on Page 4. It is great, it is true, it happened here and it is an honor to know that we are working among people of this caliber.

The medal ceremony was short, sweet and powerful ... then bam ... the crew, with Zoran in the lead, went back to work. It bears repeating: It is great to work with people of this caliber.

So I watch the crews and the workflow. I drive my shiny, undirtied truck around the docks and the construction site. When I arrive at the office, the crews are already working; when I leave at night, they're still hard at it. When it's busy like this, the crews are putting in long hours, often seven days a week. Their trucks aren't so shiny.

They are working good-paying jobs, and I am honored to work on a team that creates these opportunities. Our mission at the Port Authority is to attract new business, create economic development and connect with the global marketplace.

At one point we had so much freight on the dock that I couldn't drive around the terminal without being in the way. Three vessels on dock, two unloading cargo, multiple outbound trucks, warehouse business pushing its steady pace.

That's when the guilt sets in. I was having too much fun living out every boy's fascination with what are oversized wonders: ships, cranes, locomotives and trucks. Wee-Hoo!

I'm not sure the crews share my enthusiasm, but I do know that these jobs allow them to contribute to their families, and those families to our community. It is in that moment of wonder, fascination and reflection that I am reminded of my role in this machinery. I feel guilty leaving my work behind so I head back inside to make sure that I work just as hard growing opportunities that will keep them and their crewmates working for years to come.



Hard hat dreams start early.

In the office, I'm surrounded by a talented, highly motivated team. Don't worry. They won't allow me to play all day when we have important work ahead. We have our mind set on growth, and we intend to live up to the tenets of the Port Authority's mission.

However, if you call or stop by and find I'm "out of the office," please forgive my guilty pleasure. I'm likely in my truck scoping out the terminal again. I'll be back at my desk shortly ...



Wind turbines are part of the cargo mix at the Clure Terminal.

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Paul Scinocca



The *Cason J. Callaway* discharges limestone at C. Reiss Terminal on June 22.

Robert Welton



On the front

Crew members at Lake Superior Warehousing pause for a moment while offloading a 100-metric ton pressure vessel head from the tug/barge *Molli M1/HM8* that arrived on June 22 from Quebec bound for Alberta, Canada.

On the back

Wind turbine tower sections arrive in Port on June 28 aboard the *Fortune*, much to the delight of onlookers lining the Duluth Ship Canal.



LSMMA webcam

Honoring a humble hero

Port Terminal foreman awarded prestigious U.S. Coast Guard Silver Lifesaving Medal

A selfless act of heroism has earned Zoran Pedisic, a foreman at Lake Superior Warehousing Company, Inc., (LSWCI) the U.S. Coast Guard's top civilian honor: a Silver Medal Lifesaving Award.

Capt. Steven C. Teschendorf, sector commander, USCG Sector Sault Sainte Marie, Mich., visited the Port of Duluth on July 10, 2015, to present the prestigious award. It was given for Pedisic's role in rescuing then 90-year-old Bill Schowalter from drowning in a slip at Clure Public Marine Terminal in November 2013.

The man had been suffering from depression and was attempting suicide. Pedisic jumped in after him and, with the assistance of fellow LSWCI employees Steve Tuura, Jarod Christianson and Tim Rogers, pulled him from the icy, 41-degree waters.

Schowalter and his family later shared their story with the *Duluth News Tribune* to raise awareness of depression in senior adults. The rescue gave Schowalter the time he needed to find peace before he died of natural causes four months later. In his obituary, the family expressed gratitude to Pedisic and his colleagues for their act of sacrifice that allowed their father "to live out his last four months in contentment."

Schowalter's sons Craig and Scott, plus Scott's wife Del and daughters Christina Hansen and Tiffany Schowalter, were on hand for the award presentation. "For many of us, myself included, Zoran changed our world forever," remarked Craig at the ceremony. "A random act of kindness, compassion and love has given us meaning, helped us grow and provided hope for a better future."

USCG Lifesaving Medals are reserved for people who endanger their own lives in saving, or endeavoring to save, lives from perils of the sea within the United States or upon any American vessel.

Pedisic's selfless act of heroism was honored in a ceremony that included a presentation of the Coast Guard's Silver Lifesaving Medal, an honor bestowed on fewer than 2,000 people in the past 141 years including, among others, WWII military commander Gen. George S. Patton and polar explorer Rear Admiral Richard E. Byrd.



Zoran Pedisic receives the Silver Medal Lifesaving Award from USCG Capt. Steven C. Teschendorf.

In presenting the Coast Guard award, Teschendorf spoke of Pedisic's valor in a dramatic situation. "The frigid water did not stop him. The 10-foot drop did not stop him. That he had family at home did not stop him."

Teschendorf explained that throughout the extensive Coast Guard review process that reached from Duluth to Washington, D.C., it was Pedisic's selflessness that kept rising to the surface in deciding to award this medal.

Jonathan Lamb, LSWCI president, is deeply proud of Pedisic and his whole crew. "Thanks to one man's bravery, we quickly ended up with not just one man in the water, but two on that November morning. In short order, an entire crew responded to bring both to safety. It speaks volumes about the team we have here and reminds us how, on the most ordinary of days, extraordinary things can happen."



Zoran Pedisic with members of Bill Schowalter's family, from left: Craig, Scott and Del.

Photos by Robert Welton

The art of Great Lakes Iron

As they grew up together in Ely, Minn., Ed Labernik and Doug Luthanen developed personal ties to the region's iron ore and the Great Lakes shipping industry. Their fathers worked in the Pioneer Mine, and they knew that when the ore left Ely on the DM&IR railroad it went to Duluth or Two Harbors to be loaded on ships.

That deep-seated understanding recently led them to collaborate on a poignant video tribute, called *Great Lakes Iron*, which features Labernik's watercolor paintings and Luthanen's musical soundtrack.

"Doug and I both realized the strong connection between the mining of iron ore in Ely and transporting it to Lake Superior and the steel mills beyond," said Labernik, a retired art teacher and accomplished marine artist whose paintings of the Duluth-Superior Harbor grace numerous businesses, galleries and private collections.

"Early in life, my family would make trips to Duluth by car. We always would stop by the Duluth Ship Canal, and my dad was impressed with the ships. I didn't know it at the time, but that appreciation was also being ingrained in me."

Luthanen spent his early career as a radio and television personality at KDAL, covering stories on the waterfront and broadcasting games from the Duluth Arena. He later worked many years for Cargill, pursuing side interests in music and writing along the way.

Since retiring, Luthanen has established himself as a composer and producer of regional music videos, including *Stains of Toil*, honoring historic Ely miners, and *17 Level (Pioneer Mine Operations)*, a history of the underground mine.

Great Lakes Iron carries the ore one step further. It takes viewers to the working waterfront with Labernik's powerful paintings set to Luthanen's dramatic musical score. The video captures a broad palette of colors, moods and seasonal experiences from carriers quietly loading under the summer stars to boats battling harsh waves and crushing ice.

"It doesn't attempt to tell any story; it attempts to show, through Ed's art and my music, the grace and brawn of the ore ships and harbor," said Luthanen, who has studied musical theory and composed many pieces over the years. "Great Lakes Iron was written to amplify the visual images that Ed's paintings depict — to evoke a sense of the danger, the commerce, the changing conditions of Great Lakes shipping."

Many of the images also capture wildlife, such as geese and ducks that migrate through the Port. Labernik was a wildlife artist before being lured to the ships back in college at the



Limestone for Duluth



St. Clair leaves Missabe with Bluebill escort



The creators of *Great Lakes Iron*: Ed Labernik, left, and Doug Luthanen.

University of Minnesota Duluth, when Ed Ruisi, a shipping agent for Guthrie-Hubner, asked him to paint a laker and a saltie. Labernik never looked back, encouraged by many in the shipping industry to pursue maritime art.

"A common theme of both my paintings and the video is to honor the maritime industry," Labernik said. "I hold those connected to the industry in very high esteem."

See *Great Lakes Iron* up close at www.greatlakesart.com or Google it on You Tube.

Greening the harbor, enriching its environmental health

The success of collaborative efforts on the 21st Avenue West pilot project bodes well for harbor health and the sustained beneficial use of dredged materials to help delist the St. Louis River as an Area of Concern

After re-evaluating costs, benefits and objectives for the 21st Avenue West habitat restoration pilot project in Duluth, leadership at Minnesota's Pollution Control Agency and Department of Natural Resources have

embraced recommendations made by the restoration site team in December — allowing the addition of sediment to create a few islands in that area plus creating some underwater shoals to improve shallow sheltered bay habitat

and minimize exposure to excessive wind and wave energy.

Restoring a suite of aquatic vegetation will improve the nutrient-rich benthic “community” of bugs and micro-organisms that inhabit the muddy bottom of shallow bay areas where fish feed — markers of ecosystem health. Additionally, the habitat design will soften some of the shoreline.

“This approach to site design and sediment placement not only satisfies the unique requirements of all four agencies driving the process (MPCA, MNDNR, USEPA and the Corps of Engineers), but also the needs of adjoining landowners and neighbors,” noted Nelson French, MPCA supervisor of the Lake Superior Unit. Many of those waterfront neighbors are represented on the restoration site team, including the City of Duluth, Western Lake Superior Sanitary District and the Duluth Seaway Port Authority.

“Within the art and science of the design process, water features have to meet ecological and economic goals,” explained Dan Breneman, MPCA project manager. “We had to find acceptable ways to balance time, materials, costs and scientific outcomes.”

Over 245,000 cubic yards of dredged material



Three St. Louis Bay habit restoration sites shown here include the 21st Avenue West project.

Courtesy USACE



The habitat-restoration project is driven by ecological and economic goals.

have already been placed in the embayment area at 21st Avenue West; another 125,000-plus will be added during this final year of the pilot project. Similar in scope to two other habitat restoration projects on the docket for St. Louis Bay, all have been designed to address three of the last remaining Beneficial Use Impairments outlined in the St. Louis River Area of Concern Remedial Action Plan: benthic health, loss of fish and wildlife habitat and restrictions on dredging. Getting rid of those BUIs will restore approximately 1,700 acres of aquatic habitat in the harbor once complete.

“Right now, drivers on the Blatnik Bridge and recreational boaters in the harbor don’t see what’s going on under the water,” noted Breneman. “We’ve been testing contaminant levels, looking at aquatic vegetation groups and evaluating the response of the benthos. In theory, once the three-year pilot is complete, about half our work will be complete. It will take a couple more seasons to see any vegetation break the surface. By fall of 2016, we should all be able to see the results of our efforts in that embayment area.”

As French noted, the beneficial use of navigational dredge materials will be used for several more years to complete the full 21st Avenue West restoration and will also play a key role in similar St. Louis Bay habitat restoration projects slated to start in 2017 at 40th Avenue West and at Grassy Point.

“Placing dredged materials taken from the shipping channels directly into these areas will alleviate capacity issues at Erie Pier,” French said. “In the long run, we hope to re-test and mine materials already stored onsite to extend the life of Erie Pier for years to come.

“Funding already secured through the Harbor Maintenance Trust Fund enables the Corps to handle the dredging under current budgets and to place materials for beneficial use at no additional cost to taxpayers. Additional Great Lakes Restoration Initiative funds will be required to complete this work, and from all appearances the federal partners are prepared to provide much of these funds. The collaborative efforts of multiple state and federal agencies is truly greening the harbor.”

Research will focus on reusing dredged material

Duluth-Superior is one of three Wisconsin ports that will participate in a study on beneficial uses of dredged material being funded by the National Center for Freight and Infrastructure Research and Education. Researchers will take samples from confined disposal facilities (CDFs) where dredged material is stored and look for constructive ways to use it. They also will update the Great Lakes Commission’s web-based screening material and disseminate research results through a brochure and webinar for U.S. Army Corps of Engineers managers, port managers and CDF operators.

Sea Grant’s Clark on team

One of the research team members is Gene Clark, a coastal engineering specialist with the University of Wisconsin Sea Grant Institute, who has helped communities save millions of dollars by using clean, dredged material from Wisconsin and Minnesota ports for projects such as beach nourishment or construction rather than placing it in nearly full CDFs.



Gene Clark

Clark’s innovative work over 11 years with Wisconsin Sea Grant recently earned him the 2015 University of Wisconsin Regents Academic Staff Excellence Award. He was a key player in solving an expensive engineering problem in the Port of Duluth-Superior, marshaling research and engineering skills to solve the problem of crumbling steel infrastructure due to microbial action and winter ice.

Clark also worked with a colleague from UW-Madison to design, test and deploy instrumentation that collects real time wave and temperature data near the Apostle Islands National Lakeshore, improving safety for recreational boaters.

The award was presented at the UW Board of Regent’s meeting June 5 in Milwaukee.



Derek Montgomery

Spirits are high and the dirt's a-flying as visiting dignitaries officially break ground on May 27 for the most important redevelopment project in the Duluth Seaway Port Authority's history. Participating are, from left: Steve Raukar, Port Authority board president; Vanta Coda, Port Authority executive director; Dave McMillan, St. Lawrence Seaway Development Corporation advisory board chair; Commissioner Charles Zelle, Minnesota Department of Transportation; U.S. Senator Amy Klobuchar; Maritime Administrator Paul Jaenichen; Davis Helberg, former Port Authority executive director; and Minnesota 8th District Congressman Rick Nolan.

Driving sheet pile and the pace of the Port's future

"For over a century, this Port has been the backbone of this region's economy ..."

With these words, Maritime Administrator Paul "Chip" Jaenichen began his address on May 27 at the official groundbreaking ceremony for the Port Authority's \$17.7 million infrastructure redevelopment project on Dock C&D.

"I am both gratified and proud," said Jaenichen, "that, through a \$10 million TIGER grant, the Department of Transportation is helping you grow even stronger."

He and other dignitaries at the event including Senator Amy Klobuchar, Congressman Rick Nolan and MnDOT Commissioner Charles Zelle gathered with nearly 150 community members to celebrate the long-awaited start to an exciting new chapter for Duluth's waterfront — the Port of Duluth Intermodal Project, the largest infrastructure project undertaken by the Port Authority since the construction of the Clure Public Marine Terminal in 1959, which heralded the opening of the St. Lawrence Seaway.

In their remarks, every speaker referenced the value of waterborne commerce to the Twin Ports, to the region and the nation.

"Water links our supply chains. Almost every item we depend on and every commodity we need travels by ship," noted Jaenichen. "Every American and every American industry depends on freight that moves via water. It drives our economy and our way of life."

"We're here today as a result of the vision and determination and gratitude for what previous generations have done," added Congressman Nolan. "It's been a long journey to accomplish something of such great value. It's always a 'heavy lift,' much like the docks here. This project will prepare us for the next 50 years ... for a generation of children not yet born."

Senator Klobuchar and Commissioner Zelle echoed those sentiments, highlighting the partnerships that brought us to this point in history, reiterating that "this Port is a cornerstone of the state's economy."

To date, upwards of 200 new steel sheet pilings have been prepped (sand-blasted and specially coated to resist corrosion) and over half already have been driven to reconstruct the dock wall on the "D" side of the pier. Water, sewer and electrical services are being relocated. Test pile installation work on a new Roll-on/Roll-off dock is also under way.

Scheduled to be completed in the fall of 2016, this valuable parcel of land will once again become a productive community asset — immediately creating jobs, expanding import/export cargo handling capacity and providing a shovel-ready site with options primed for long-term industrial investment.



People who attended the groundbreaking ceremony were invited to leave with a keepsake keychain.

Robert Welton



Robert Welton

Getting down to business

With groundbreaking ceremonies complete, engineers and architects and guys and gals who get dirty for a living got down to the nitty gritty business of earth-moving, pile-driving and otherwise converting a disused and unloved piece of ground into a productive, money-making, jobs-producing intermodal transport site. Above, the old C&D property is cleared for action. Right: Pile-driving begins. Below: The *Fortune* unloads wind towers at the Clure Terminal across the slip from dock C&D as work progresses on the sheet pile drive line. And we've only just begun.



Dennis O'Hara/Northern Images Photography

PROJECT CARGOES BOOST PORT'S

The *HHL Amur* delivers wind turbine blades on July 17.



Demand for clean energy is driving international vessel visits up dramatically for this 2015 shipping season.

The Clure Public Marine Terminal, this Port's only general cargo terminal, will welcome nearly two dozen ships this year, half of which will have arrived by the time you read this article. Almost all are delivering wind turbine compo-

nents, transformers and generators for projects across the Upper Midwest.

The remaining project cargo shipments are a mix of heavy-lift equipment and components for the oil/gas and mining industries in Minnesota and in neighboring states or Canadian provinces.

"The spike in project cargoes dem-

onstrates once again that customers the world over prefer doing business with the Port of Duluth," said Vanta Coda, Port Authority executive director. "When it comes to handling heavy lift and dimensional cargoes, the expertise and productivity of the crews here just can't be beat."

General cargo shipments also dominated St. Lawrence Seaway traffic in



Adele Yorde

Lake Superior Warehousing workers team up on June 30 to land a transformer that arrived from Italy aboard the *HHL Volga*.



Robert Welton

The *Florigracht* and *HHL Amur* execute a flawless *pas de deux* as the former arrives at Duluth's Clure Public Marine Terminal.

INTERNATIONAL COMMERCE



Adele Yorde

June — "... a true reflection of just how hard our port representatives are working to market their operations to current and potential customers worldwide," said Betty Sutton, administrator of the Saint Lawrence Seaway Development Corporation.

On the bulk cargo front, however, the Twin Ports, like the Great Lakes, took

a hit in June. We witnessed sharp drops in iron ore and coal caused by a worldwide glut of iron ore, plummeting prices and a flood of foreign steel. Tonnage was off significantly for the month in all categories of bulk commodities in Duluth-Superior, though May's strong performance helped buoy YTD tonnage figures, keeping the Port as a whole just 8

percent off its five-year average. The situation remains fluid with pricing and sourcing as well as with mining operations across Minnesota's Iron Range. As such, it remains to be seen what long-term effect global market conditions will have on waterborne commerce this year ... and next.



Robert Welton

Crews carefully discharge 60 wind blades from the *Clipper Makiri* in early June for delivery to a project in southern Minnesota.



Robert Welton

LSW workers load a crated generator that arrived from the United Kingdom onto a truck for transfer to a paper mill in northern Minnesota.

Boatwatchers Hotline turns 40

The Boatwatchers Hotline, a popular source of information about Twin Ports and North Shore shipping traffic, celebrated 40 years of providing free, up-to-date information about vessel arrivals and departures at the ports of Duluth-Superior, Silver Bay, Taconite Harbor and Two Harbors.

The U.S. Army Corps of Engineers in Duluth launched the hotline in 1975, about 18 months after what was then called the Canal Park Marine Museum and Visitor Center opened to the public. Tourists and locals flocked to the new Canal Park attraction. Many called the hotline first, hoping to time their visits with vessel traffic.

“The hotline phone was tucked under the counter (at the information desk), in a semi-circular space where the pilothouse now sits in the front of the museum,” recalled Mary George, a longtime Visitor Center park ranger. “Phone calls were nearly nonstop.”

The Duluth Seaway Port Authority began sharing the cost of an automated Boatwatchers Hotline in 1978 to help the small visitor center staff handle the high caller volume of the amazingly popular new attraction. That support continues today.

Access the Boatwatchers Hotline 24 hours a day at **(218) 722-6489**.

HTAC elects officers

The Harbor Technical Advisory Committee (HTAC) has named new officers with strong connections to maritime commerce. Marshall A. Elder, director-terminal operations, Midwest Energy Resources Company, is the new chair. Deb DeLuca, government and environmental affairs director for the Duluth Seaway Port Authority, is the new vice chair.

HTAC is one of three advisory committees to the Duluth-Superior Metropolitan Interstate Council (MIC). It provides a forum for discussing issues and concerns related to the Duluth-Superior Harbor, promotes the harbor’s economic and environmental importance and provides planning and management recommendations to the MIC. Current topics include dredged material management, environmental restoration and enhancement and land use development activities in the St. Louis River bay and estuary.

The 31 voting members of HTAC represent a wide range of harbor stakeholders, including business owners, environmental groups and public officials.

Both new officers bring strong industry voices to HTAC’s executive committee. Elder has been with MERC since 1996 and currently is responsible for managing operations, maintenance, environmental and engineering projects at its Superior Terminal. DeLuca joined the Port Authority in July 2014 and is a noted expert on redevelopment projects and environmental policy.



Marshall Elder



Deb DeLuca

Two of the newest Canadian lakers plying the Great Lakes made their first visits to the Twin Ports in mid-June, both arriving to load iron ore pellets at the BNSF Railway Dock in Superior.



Diane Hiden

The *CSL St-Laurent*, shown here loading on June 13, is the second of two new Trillium-class gearless bulk carriers built in China for Canada Steamship Lines. Her addition to that fleet brings to a close CSL’s newbuild program that began in 2012 and produced a total of six state-of-the-art Trillium-class Great Lakes vessels.



Robert Welton

The *Algoma Harvester* arrived just three days later. The second of Algoma’s eight new Equinox-class bulk carriers, she actually arrived in the Lakes last summer but this was her first trip this far inland. By 2016, eight of these new vessels (four gearless dry bulk carriers and four self-unloaders) are expected to join the Algoma fleet, including two that will be owned by the CWB and managed by Algoma.

Steamers fade from fleet

The era of steam-propelled fleets on the Great Lakes is coming to a close. Interlake Steamship Company will repower its last steamship — the SS *Herbert C. Jackson* — with an automated diesel propulsion system in the final phase of a 10-year, \$100 million modernization program. The diesel conversion is slated to begin in mid-December and take six months. It will be the fifth



Robert Welton

Interlake's *Herbert C. Jackson*, its last steamer, will be converted from steam to diesel propulsion, later this year.

major overhaul to Interlake's fleet, and the fourth steam-to-diesel conversion, since 2006.

"The repowering illustrates Interlake's continuing commitment to shrink its environmental footprint by reducing emissions throughout our fleet," said Interlake President Mark Barker. "We have a long-term vision for our industry, and we are investing in our equipment and our ships to offer the most reliable, efficient delivery within an industry that is the greenest form of transportation available."

Interlake has reduced emissions dramatically in recent years, estimating that it has lowered particulate matter by 30 percent, sulfur oxides by 54 percent and carbon dioxide by 47 percent from 2007 through 2014.

Earlier this year, the company installed exhaust gas scrubbers on the bulk carrier *Hon. James L. Oberstar*, becoming the first U.S.-flag fleet to test that emission-reduction technology on the Great Lakes.

Captain felt wel-Kom

The Port of Duluth-Superior made a strong impression on Capt. Mariyan Yotov of the *Kom*, the first saltie of the 2015 shipping season.

After his visit, Yotov friended Ken Newhams, publisher of *Duluth Shipping News*, on Facebook and sent photos of wheat that had been loaded at CHS 1 in Superior being unloaded in Sfax, Tunisia.

Yotov also linked to a post about the visit, which was translated by Google and is on www.duluthshippingnews.com. In his post, the captain raved about the "first saltie" celebration and shared how he welcomed guests aboard with painted Easter eggs and challenged them to traditional Bulgarian egg fights. Yotov told one local television reporter covering the event, "I love Duluth and its inhabitants. They welcome us very friendly and open arms."



Courtesy Capt. Mariyan Yotov

Grain loaded at CHS 1 in Superior is unloaded from the *Kom* in Sfax, Tunisia.

Gales to observe loss of the Fitz

The 28th Annual Gales of November will be on Nov. 6 and 7 at the Duluth Entertainment and Convention Center and other Duluth sites. This year's conference and benefit for the Lake Superior Marine Museum Association will have special meaning for many because it coincides with the 40th anniversary of the loss of the SS *Edmund Fitzgerald* and her crew. Keynote speaker for Friday's luncheon, co-sponsored by LSMMA and the Propeller Club of Duluth-Superior, will be Stephen Brooks, president of the Chamber of Marine Commerce. Visit www.lsmma.com for registration.



Playhouse to present *Ten November*

Gales of November conference goers and other maritime enthusiasts may be drawn to *Ten November*. The Duluth Playhouse will perform the dramatic musical at The Underground theater on Nov. 5-14.

Ten November is a powerful play that examines the *Edmund Fitzgerald* tragedy through the eyes of the characters involved — the captain, crew, widows and owners of the vessel.





The Port Authority welcomed several visiting groups this summer including an EU grain trade team (above) on June 24 and this year's Minnesota Agriculture Rural Leadership (MARL) class (below) on June 26.



The scoop on DredgeFest Great Lakes

Anyone involved in the maritime industry understands the importance of dredging. For people outside the industry, and inside, there was DredgeFest Great Lakes.

DredgeFest, held on Aug. 14-21, explored dredging practices and their broad implications with a public symposium, exhibition, field tours and design workshops. Its theme was “Shifting Baselines.”

The event was presented at locations in Minneapolis and the Twin Ports. It included a field tour of dredge sites in the St. Louis River estuary and the Duluth-Superior Harbor. The tour showcased dredge projects at Pier B/Slip 2, 21st Avenue West, Grassy Point, Kingsbury Bay and Tallus.

Local experts, including Jim Sharrow, director of Port Planning and Resiliency for the Duluth Seaway Port Authority, joined the tour to provide background and technical information.

DredgeFest Great Lakes was organized by the Dredge Research Collaborative, a group of academics and practitioners in the fields of environmental design and journalism that investigates sediment-handling practices.

It was the third in a traveling series that spans all four coasts of the continental United States. Previous DredgeFests were in New York and Louisiana, and a fourth is planned for California in 2016.

Washington crosses into Winona



Courtesy Minnesota Marine Art Museum

Earlier this year the Minnesota Marine Art Museum unveiled a key version of Emanuel Leutze's 1851 masterpiece, Washington Crossing the Delaware. Leutze painted three versions of this famous image. The earliest version was destroyed in Germany during World War II. A near replica is one of the most visited and treasured works of art at New York's Metropolitan Museum of Art. The Minnesota Marine Art Museum's authentic version, measuring 40.5 by 68 inches, for most of the past 40 years, from the presidencies of Richard Nixon to that of Barack Obama, has been prominently displayed at The White House. The painting was recently acquired by the Burrichter/Kierlin Collection and now resides on the west bank of the Mississippi River in Winona, Minnesota.

For information: [\(507\) 474-6626](tel:5074746626) / www.mmam.org

New commander aboard Coast Guard's Alder

On July 10, the Port of Duluth-Superior officially welcomed a new commanding officer to the U.S. Coast Guard Cutter *Alder*. In a dockside change of command ceremony, Lt. Cmdr. Charter Tschirgi assumed those duties, while the crew and waterfront community bid a fond farewell to Lt. Cmdr. Anthony Maffia, who'd held that position for the past three years.

Tschirgi, a 2000 graduate of the USCG Academy, is a permanent cutterman who has visited six of the seven continents from the deck of a Coast Guard vessel. After assignments aboard cutters in Washington, Oregon and Alaska, Tschirgi reports to the *Alder* following a four-year staff tour at USCG District 14 enforcement branch in Hawaii.

Maffia's new assignment takes him to Cleveland to serve as Chief of the Waterways Management Branch of the Ninth Coast Guard District, working with Aids to Navigation, Domestic Ice Breaking and other waterway management policy issues for the Great Lakes and their tributaries.



Robert Welton

Departing *Alder* skipper Anthony Maffia (center) lightens the mood at change of command ceremonies as he and LCDR Charter Tschirgi conduct an inspection of the crew, beginning with Operations Officer LTJG Kristopher Thornburg (left).

Cutterman retires after 28 years

U.S. Coast Guard Chief Warrant Officer Ted Connelly, first lieutenant aboard the cutter *Alder*, has retired after 28 years of Coast Guard service.

Connelly accrued more than 18 years of underway time aboard Coast Guard vessels, earning him the informal but treasured title of cutterman.



Jeremiah Brown

Originally from Peoria, Ill., Connelly served with distinction as a quartermaster aboard several Coast Guard cutters, including the *Sundew* in Duluth. In 2004, he was advanced to chief boatswain's mate.

Connelly reported as first lieutenant aboard the *Alder* in 2014. In this position, he led the deck department through 66 buoy evolutions across Lake Superior, Lake Michigan and Lake Huron.

Connelly is the recipient of two Coast Guard Commendation Medals, a Global War on Terror Service Medal, seven Coast Guard Achievement Medals and a Coast Guard Presidential Unit Citation.



Chief Petty Officer Lauren Jorgensen

Rear Adm. June Ryan speaks during the Coast Guard change of command ceremony in Cleveland in which she took command of the 9th District. Ryan is the district's first female commander.

Ryan assumes USCG 9th District command

Rear Admiral June Ryan has assumed command of the U.S. Coast Guard's 9th District, which spans the five Great Lakes, the St. Lawrence Seaway and parts of surrounding states.

The Coast Guard held a ceremony on June 3 in Cleveland, Ohio, to transfer District command from Rear Admiral Fred Midgette to Ryan, a former military adviser to the secretary of Homeland Security.

Midgette reported to Coast Guard headquarters to fill the position of special flag assistant to the vice commandant.

St. Louis River Quest writing contest winners

Two talented Duluth sixth graders took top honors in the 2015 Captain Ray Skelton River Quest Writing Contest. **Max Thibault** of Ordean East Middle School won first place in the essay contest, while **Sydney David**, a student at Marshall School, earned the top spot for poetry. Runners-up were **Luca Bella Schwartz** of Marshall School and **Riley Menze** of Duluth Edison Charter School in the essay and poetry categories, respectively.

St. Louis River Quest is a community-based volunteer organization created in 1993 to provide students with hands-on learning experiences that enhance their awareness and understanding of the interrelated commercial, industrial, recreational and environmental values of the Duluth-Superior Harbor — the estuary of the St. Louis River. The annual writing contest is named in memory of Captain Ray Skelton, one of the program's founders, a master mariner and a longtime member of the Duluth Seaway Port Authority staff.

Here are excerpts from this year's winners: Award-winning entries are posted at www.seagrant.umn.edu/riverquest.

My River Quest Adventure (excerpt)

Max Thibault, Ordean East Middle School

“... Did you know that steel made from one boatload of iron ore pellets can be used to make 55,000 compact cars? I sure didn't, that is, until I went to the River Quest station called Great Lakes Cargo Capital. This station was all about the Port of Duluth-Superior, and the ships that enter it. Here, we learned to tell the difference between a saltie (a ship that comes in from the sea) and a laker (a ship that stays in the Great Lakes). Salties are shorter and wider than lakers, and at their front they have a bubble-like shape protruding from it. Lakers, on the other hand, are much longer and thinner than salties, and do not have the bubble on their front. My group

also took turns filling a model of a laker first with water (when there are storms and the ship does not have any cargo in it at the time, this helps balance the ship), then we emptied the ship and filled it with iron ore pellets. From this we learned just how much work goes into our shipping industry. ...

“Right now, you are probably thinking, ‘So what? Why do the St. Louis River and Lake Superior matter so much? It's not like they affect me.’ Well they do ... even the tiniest, seemingly unimportant things can affect our water, and anything or everything in and around it. Make the right choice for our lakes, rivers, ponds, and the creatures in them.”

Photo of Max Thibault was not available.

Before the Bridge (excerpt)

Sydney David, Marshall School

*Today
The clouds seem
To encompass
Everything
With their
Heavy Sadness*

Still

*The lift bridge
Glimmers like stars
Making a
Passageway for
Ships every day
An estuary of
The St. Louis River*



Sydney David

'From Here to There' a moving experience

How do boats move through the Soo Locks? Kids visiting the Duluth Children's Museum can learn firsthand by operating a miniature, authentic lock system and navigating small vessels through variable water levels. The hands-on activity is part of a traveling exhibit called “From Here to There” that is introducing museum visitors to the science behind transportation by land, sea and air.

The Duluth Seaway Port Authority and the Propeller Club of Duluth-Superior are co-sponsoring the “Waterways” portion, including the model lock system and water table.

“This exhibit provides great visibility

for the Port,” said Adele Yorde, Port Authority public relations director. “It also helps plant the seeds of potential career choices in the minds of youngsters who represent the future of the maritime industry.”

Visitors can virtually ride a hovercraft to experience air pressure, turn up the heat to launch a colorful hot air balloon and float a boat to experiment with currents.

“From Here to There” was developed by the Sciencenter of Ithaca, N.Y., and will be on display through Sept. 13.

For more:

www.duluthchildrensmuseum.org



As mariners know well, and this child demonstrates, locking through is a good excuse to get wet.

Courtesy Duluth Children's Museum

New faces

MnDOT hires Assistant District Engineer

John McDonald, P.E., is the new Minnesota Department of Transportation District One assistant district engineer, state aid. McDonald has a bachelor's degree in civil engineering from Iowa State University and a master's degree in civil engineering from the University of Minnesota.



John McDonald

"We are pleased to have John as part of our district management team, said District One Engineer Duane Hill. "John has many years of experience working for private engineering firms."

McDonald will work with local levels of government to ensure that the state maintains a safe, effective and coordinated highway network — vital for the seamless transport of cargo that passes through the Port of Duluth-Superior.

New CN manager named at Two Harbors

Lou Weichseldorfer has been named port manager at the CN Two Harbors Dock. Weichseldorfer's career spans 14 years, including the past eight as port manager at CN's Pittsburgh and Conneaut Dock Company in Conneaut, Ohio, where he oversaw operation and maintenance of the ore, coal and stone docks.



Lou Weichseldorfer

Ferguson fills Port Authority business development post

Kate Ferguson was named Director of Business Development for the Duluth Seaway Port Authority, effective July 13, 2015. She is the first point of contact for companies pursuing domestic and international trade opportunities. She also coordinates business expansion prospects with industrial development organizations throughout the region and is responsible for developing, attracting and retaining business for the Port Authority and its properties.



Kate Ferguson

Ferguson is experienced in business development, account management and supply chain logistics. Her expertise crosses a wide range of industries and encompasses materials moved by water, road and rail here in the Twin Ports and across the Upper Midwest.

She was most recently supply chain informatics senior specialist for Essentia Health. She spent the previous nine years working in transportation logistics — first with Great Lakes Fleet and later with Canadian National Railway.

She holds bachelor's degrees in transportation and logistics management and computer information systems from the University of Wisconsin-Superior, an MBA from the University of Minnesota Duluth and is pursuing a doctorate in transportation and logistics from North Dakota State University. She currently serves as president of the Propeller Club of Duluth-Superior.



The *Nancy J* is the fourth vessel in the Heritage Marine fleet of tugs. Inset: The tug arrived in Duluth last fall still sporting her old colors.

Diane Hilden

Facelift complete, *Nancy J* joins Heritage fleet

Heritage Marine's tugboat fleet is in shipshape with the newly painted *Nancy J* joining the *Helen J*, *Edward H* and *Nels J* in service at the head of Lake Superior. The new tug arrived in the Twin Ports in fall 2014 after traveling by barge tow up the Mississippi and Illinois rivers from the Gulf of Mexico to the Great Lakes.

Formerly known as the *Horace*, the 1960s-era tug now sports Heritage Marine's signature maroon and gold colors. She was rechristened *Nancy J* in honor of owner Mike Ojard's wife, Nancy. The tug *Nancy J* is 98 feet long by 30 feet wide and is a twin screw tug with flanking rudders. Heritage Marine is headquartered in Knife River, while its fleet and support services are located in the Twin Ports.

GLMA grad's ship has come in

It didn't take long for Ellora Hammerberg's career to get under way after graduating on May 2 from the Great Lakes Maritime Academy (GLMA) in Traverse City, Mich. The Duluth native and 2009 East High School graduate shipped out



Ellora Hammerberg on graduation day with her parents, Carl Hammerberg and Spring Klopich-Phillipson

on May 13 as third mate aboard the *Roger Blough* under a union contract with the Great Lakes Fleet. Hammerberg's time will likely be split between the *Blough*, the *Edwin H. Gott* and the *Edward B. Speer*.

"I love the job and the crew so far! They have been extremely helpful," Hammerberg said by Facebook Messenger in late June, noting that she was the only woman on board the vessel.

"I love being out on the Great Lakes and being able to sail into Two Harbors once a week."

Hammerberg's GLMA training included extended time on the *Great Republic*, the *Philip R. Clarke* and other vessels, so she was prepared for the rigors of maritime life and long stretches away from port.

The GLMA is one of one of seven maritime academies in the United States and the only one where every deck officer earns both an unlimited tonnage ocean license and



Photos courtesy Ellora Hammerberg

The *Roger Blough's* new third mate Ellora Hammerberg digs into her new job.

Great Lakes pilotage. In addition to her maritime credentials, Hammerberg earned bachelor degrees in marine technology through Northwestern Michigan College and business administration through Ferris State University.

Industry officials say this is an excellent time for talented young mariners to enter the field, with numerous job openings as Baby Boomers retire.

Big step for Fraser Collection at UWS archives

In 2014, Fraser Shipyards donated a trove of historical materials to the University of Wisconsin-Superior Archives. The collection was so vast that the UWS archivists couldn't do justice to it without additional resources — namely, people and time.

The means to secure both came recently in the form of a Maritime Heritage Grant of nearly \$50,000. Some of that money will go toward paying a project assistant, and with that, the "action-packed" parts of the project, in the words of archivist Shana Aue, will soon be under way.

The collection includes plans and drawings for ships that Fraser built and/or repaired over the past several decades — in other words, some of the most important vessels to sail the Great Lakes.

Once a system for organizing data on each drawing has been established, the information will eventually be indexed in an online database, so that anyone can search the Fraser Collection. "It's important to have a systematic way of collecting this data at the beginning of the project," Aue said.



Visitor Jerry Lawson inspects drawings in the archives' Fraser Shipyards collection while Dara Fillmore, project assistant, looks on.

Port Passings

Alfred E. France, 88, of Duluth, died on July 11, 2015, in Duluth. Al was a great champion of Duluth, the Iron Range and northeastern Minnesota in a long career that included four terms as a Minnesota state representative, appointment as federal co-chairman of the Upper Great Lakes Regional Commission for economic development and 20 years as president of the Iron Mining Association. The Port Authority was among the many other agencies he served in an advisory capacity during his long career. Al was preceded in death by his son Jack and wife Phyl. He is survived by sons Tom and Ted, their wives Meg Haenn and Brigitte France, and by four granddaughters.

Howard Jacobs, 94, died on May 27, 2015. His first job growing up on Park Point was painting waterlines on boats freehand. He learned early to sail the waters of St. Louis Bay, a passion he held his entire life. He developed a keen interest and instinct for wind and weather from his years spent so close to Lake Superior. He took the last ride across the Duluth channel when the Aerial Lift Bridge was a traveling basket. A rheumatic heart and shattered knee kept him out of World War II but did not stop him from welding in the Duluth-Superior shipyards that produced many of the Navy vessels used in the war. He was a lifelong member of the Duluth Power Squadron. He is survived by his wife, Elizabeth (Dodge) Jacobs; five children: Jocelyn (Roger) Bergstedt, Cynthia (Peter) Kotila, Candace (Marc) Ginsberg, Laura Jacobs and Charles (Katherine) Jacobs; seven grandchildren and six great-grandchildren.

Kenneth "Putta" W. Olson, 75, a lifelong resident of Superior, died on June 18, 2015, in Duluth. He sailed on the Great Lakes with the Steinbrenner fleet and worked at Fraser Shipyards for six years. He also worked for the Huron/Lafarge Cement Plant for 34 years. He and his wife, Mary Jo, also owned and operated the Locker Room Bar & Grill for 16 years. Olson was an avid volunteer and youth basketball coach. He served on both the Superior City Council and Superior School Board. He is survived by his wife, Mary Jo, three sons, eight grandchildren and many nieces and nephews.

Leonard L. VanGuilder, 85, of Duluth, died on June 11, 2015, in Duluth. He was a millwright who worked for several grain elevators during his career, retiring in 1992 from Cargill Grain Elevators. He was a member of the Grain Millers Union. He is survived by a daughter, Barbara Henry (Mike Komanti); two sons, James (Sheryl) and Dale; a sis-

ter, Mona (Dallas) Schilling; a brother, Gerald "Bud" (Char); grandchildren; 18 great-grandchildren; one great-great-grandson with two on the way; and a close neighbor and friend, Stacy.

Russell Gordon Wedin, 72, Duluth, died on July 13, 2015. He was a Vietnam Era Army veteran, serving in Germany. He worked many jobs on the waterfront, with his last position being general foreman at Lake Superior Warehousing. He is survived by his wife of 50 years, Mickie; daughters Sherie Wedin and Ann (Jeff) Miller; brothers Ronald, Gordon Jr. and Jeff (Tammy); sister Della Steffen and two granddaughters.

Donald Wirt, 59, of Two Harbors, died on May 29, 2015, in Duluth. He was a longtime railroad worker for DM&IR and CN railroads, retiring as an iron ore dock manager after 40 years in service. He is survived by a son, two brothers, a niece and a nephew.



Downbound to Destiny

Doris Sampson



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