



# Duluth Seaway Port Authority

WINTER 2016-17 **NORTH STAR PORT**

# THE HARBOR LINE

## Purposeful work, focusing on growth

Allison and I were at school recently for parent-teacher conferences. We had the chance to meet with our youngest son's teacher and a student teacher who'd been observing in the classroom.

Andy, the young student teacher, and I struck up a conversation afterward, asking and answering those typical questions of place and purpose: Where are you from? What do you do for a living? What do you hope to do in the future? Though our career paths couldn't be more different, the conversation reminded me of what first sparked my interest in and passion for this industry.

Andy reminded me ... of me, some 25 years ago. He loves what he does! So do I. He is motivated to plant seeds of knowledge in his students, to help each of them discover what they are meant to do and why. Following one's passion—figuring out what your natural skills and talents are and what you really want to do with your life—cultivating that sense of purpose cuts across all sectors and most every career path.

My 20-minute interchange with Andy got me thinking. This is what we do at the Duluth Seaway Port Authority, and why I love coming to work every day.

It's always been the purpose of my work: to create growth. If I do my job well, we'll grow more jobs on the waterfront, in the community and across the region. So if I stay focused, everyone gets to do what they are meant to do. People will have jobs where they can utilize their skills and do the work they love. With those resources, they can invest in homes, education, businesses, recreation and community life plus, through the gift of grace, in the children who will live beyond us.

The great team members we have assembled here at the Port Authority share in this vision. I often say that an organization is either growing or dying, so I always choose growing! If we stay focused on growing the transportation sector, on putting more people to work in this region, then the mining, manufacturing, agriculture and energy industries that rely on the logistics of multimodal transportation can, in turn, continue to

contribute to the vitality of this region.

Transportation logistics is a tough business. So when I get stalled on a problem or downhearted about the economy, I motivate myself to action: we need to grow something. People have homes to buy, dreams to fund, children to educate. I think of all the folks depending on us to do our work, and to do it well.

We have over 8,700 individuals working in transportation and logistics in our region. Average earnings for this sector are \$53,655. On a national basis, ONE logistics job helps support FIVE other jobs. The economic impact in this region alone is over \$470 million in personal wages, not to mention other benefits that spin off what transportation logistics provides.

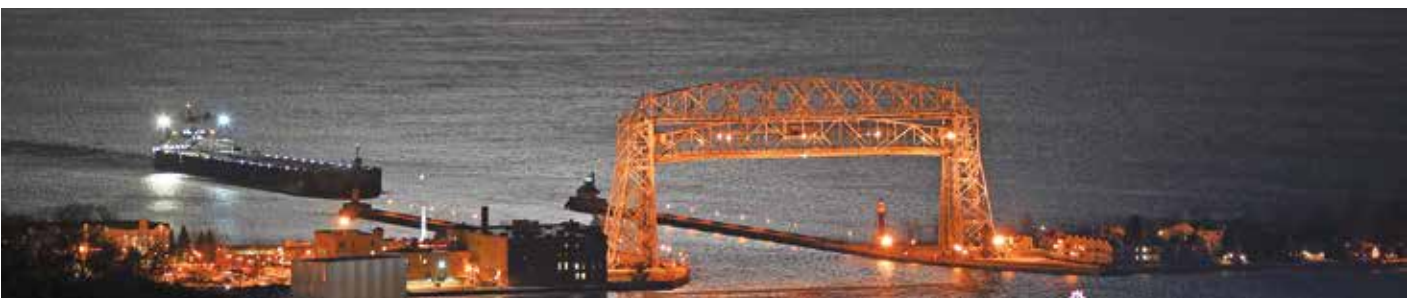
I think often of trailblazers like Steve Jobs and the advice he shared in a commencement address at Stanford years ago, about never settling in the quest to find one's calling.

*Your work is going to fill a large part of your life, and the only way to be truly satisfied is to do what you believe is great work. And the only way to do great work is to love what you do. If you haven't found it yet, keep looking. Don't settle. As with all matters of the heart, you'll know when you find it. And, like any great relationship, it just gets better and better as the years roll on.*

Cargo-loading operations for the ships, trains and trucks that move across our Clure Public Terminal provide jobs for hundreds of men and women. However, growing that business—focusing on creating even more jobs related to transportation and logistics is what keeps us all motivated at the Duluth Seaway Port Authority. We bring business to the port and economic development to the region. It is, indeed, great work. And the relationships we forge just keep getting better and better.



Vanta E. Coda II  
Port Director



The *American Integrity* enters the Duluth ship canal under the light of a full moon.

David Schauer



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

**Commissioners**

Ray Klosowski, vice president  
Rick Revoir, treasurer  
Norm Voorhees, secretary  
Tony Sertich  
Yvonne Prettnr Solon  
Pete Stauber  
Patrick Boyle

**Administration**

Executive Director: Vanta E. Coda II  
Chief Financial Officer: Kevin Beardsley  
Planning & Resiliency: Jim Sharrow  
Public Relations: Adele Yorde  
Government & Environmental: Deb DeLuca  
Business Development: Kate Ferguson  
Facilities Manager: Jason Paulson

**Clure Public Marine Terminal Operator**

Lake Superior Warehousing Co.  
1310 Port Terminal Drive  
Duluth MN USA 55802  
Tel: (218) 727-6646  
Fax: (218) 727-6649  
www.duluthcargo.com

**About North Star Port**

This magazine is produced by the Duluth Seaway Port Authority, Adele Yorde, publisher. Editorial assistance provided by Julie Zenner; graphic design by Erin Makela.



Jon Dyess

Surrounded by feathered fans, the inbound *Arthur M. Anderson* arrives January 15 in Duluth for winter layup.

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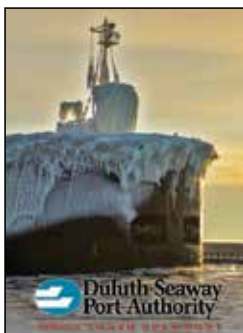


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Matt Silverness

**On the front:**

The sun-kissed, ice-covered bow of the *Walter J. McCarthy Jr.* arriving Dec. 19 to load coal at Superior's Midwest Energy Terminal.

**On the back:**

*Sam Laud* pays a Christmas Eve visit to the Twin Ports, backing up beneath the Blatnik Bridge for easier departure once loaded.



Allison Gimpel

# “Big E” strikes a heartfelt chord with

BY PATRICK LAPINSKI

It was the end of October, Halloween 2014. Gale force winds from the north were churning Lake Huron into a maelstrom. The *Cason J. Callaway*, coming up the St. Clair River, was heading right toward it. Captain Mike Merrick decided to go to anchor in the river just below Recors Point until the storm blew itself out.

“That’s one of the only times I ever anchored right in that spot,” recalls Captain Merrick. “Usually, we’ll go out and run checked speed up the lake or stop by the buoys or somewhere out in Lake Huron. But that day I just didn’t feel comfortable going out into the lake, and so we stopped there and that’s how it all began.”

Sort of.

Meet Keith Baker, a wheelsman on the *Callaway*. Keith has been sailing on the Great Lakes for 21 years. He’s really into storm chasing, not the kind like the gale blowing to the north, but the tornado type you get on the hot plains of the Midwest. In fact, he calls himself ‘Storm Warrior’ on his Facebook page. Lately, however, Keith has gotten attention for something he did that has nothing to do with storm chasing. Out here on the Lakes, Keith noticed a different group of enthusiasts—a legion of self-proclaimed ‘Boatnerds,’ so he thought it would be fun to start a Facebook page showing what it’s like to work and

live on the boats. “It was a hit,” said Keith.

As the *Callaway* remained at anchor the following day, Keith checked his Facebook page. He had received a message from the father of a disabled young man living on the river, asking if they could blow a whistle salute to their son, Ethan. Keith had a hunch that the *Callaway* had gone to anchor close to where his Facebook follower lived, so he headed up to the pilothouse where he grabbed a pair of binoculars to scan the west side of the river.

“What are you looking for Keith?” Captain Merrick asked Baker.

“I’ve got a follower on my Facebook page who lives over there, and they have a disabled son who was injured in a bike accident,” answered Baker, telling the captain about the request.

“Well, tell him we’ll be leaving at 4 o’clock,” replied Merrick, “and we’ll go by nice and slow and blow a nice salute for him.”

Baker contacted the follower to let him know when the *Callaway* would get underway and to expect a salute. Later that day, moving slowly northbound past Ethan’s house, Captain Merrick sounded a full master’s salute. Following the salute, he stepped out onto the bridge wing to give an extra wave, as well.

“I’ve got a big red foam hand on the boat that I use to wave to people as we’re going through piers, so I got out waving the red hand,” said Merrick.

Onshore, Ethan’s mother had a video camera rolling as the *Callaway* passed by, explained Baker, who has the video posted on his Facebook page. “The first, initial salute is on there, filmed by his mom, and you can hear them crying in the background because we told them over their VHF radio that this is for Ethan.”

That’s how it all began.

The recipient of the salute is Ethan “Big E” McCray, resident of East China, Mich., a small township along the St. Clair River, about four hours sailing time north of Detroit. Ethan was born in Colorado, but by his teens had



Keith Baker



Mike Merrick



Courtesy Mike Merrick

Captain Mike Merrick waves a big, red foam hand to *Cason J. Callaway* fan, Ethan “Big E” McCray.



# Great Lakes Fleet captains and crews

moved to Tennessee. It was there, in East Greeneville, where Ethan became a star athlete on the football team. He played baseball and basketball, was involved in his local church and was a cadet in his high school's Junior ROTC program.

Then came the unthinkable. One weekend afternoon, while riding bikes with his younger brother, Ethan signaled the car behind him that he was going to turn left. The driver thought he signaled her to pass.

The day was December 19, 2005. Karen McCray was on her shift at North Side Hospital in Johnson City when she heard about the accident. The ambulance was heading to North Side's sister hospital when Karen got the phone call about her son, Ethan. They said he was "OK" was all Karen thought about as she rushed to be with her son. When she arrived in the trauma room, she realized it was far worse than she'd imagined.

Karen waited hours while surgeons labored over Ethan. The hours seemed like an eternity to Karen, as would the next few days and weeks as he clung to life in the ICU. Ethan had survived, but lay deep in a coma. Long after the surgery was over, Karen continued waiting, wondering whether her son would ever wake up.

Ethan eventually did awaken, eight months later. He was still 15, but it was now 2006. Ethan was paralyzed on the right side, had limited motion with his left arm, and was unable to speak. Karen was told to not expect much, but no one told her to stop believing. She was not giving up on Ethan.

"We had a homebound teacher for the next three years of high school," Karen said, adding that Ethan exceeded expectations, but it was not easy by any means.

Ethan graduated from high school, but was locked in an internal struggle to adjust to his physical condition and his inability to communicate verbally.

Ethan's friends moved on to college and eventually drifted away, leaving him increasingly isolated, and, as Karen found out, there's no shortage of change to go around. In the wake of the accident, her marriage to Ethan's father fell apart, but she united with John Morrison, who is now Ethan's stepfather. A change of scenery was needed so the family headed north to Michigan, landing in a small rental along the St. Clair River.



Courtesy Kenneth Houseal

Kenneth Houseal, Ethan McCray with mom and stepfather, Karen and John Morrison.

As anyone along the river knows, ships pass by at all hours of the night and day during the shipping season. It wasn't long before John and Ethan also established an affinity for the ships gliding past their front window. So, as the *Callaway* rode at anchor on that snotty fall day, Karen and John decided to contact the fellow with the website. Maybe they could get the ship to salute Ethan, to brighten his day.

"It just kind of escalated from there," said Merrick.

Soon, all of the other ships in the Great Lakes Fleet joined in as Merrick and Baker shared the story. John has since painted the sea wall outside of their place the colors of the Great Lakes Fleet to celebrate and honor the many new friends Ethan made as a result of this one single act of kindness.

Captain Merrick retired in mid-2015, and, as the season continued, the new captain continued blowing the salute to Ethan. Then one day the unthinkable happened, again. The *Callaway* didn't blow a salute to Ethan as they passed by. It literally sent a ripple of chatter over the social media networks, all the way to the fleet office in Duluth.

Onboard the *Callaway* that trip was Kenneth Houseal, a cadet from the Great Lakes Maritime Academy.

"The *Cason J. Callaway* is Ethan's favorite boat, so it had kind of become like a little big deal online. That's the

"Big E" Continued on page 6

first time I read about it,” said Kenneth, from Traverse City, Mich. “On our way back upbound we definitely remembered to give him a salute, and they posted, ‘Thanks to the *Cason J. Callaway* for giving us a salute today.’”

Ethan had found a new champion.

Kenneth was born in Gainesville, Fla., but was raised in the small town of Dawsonville, Ga. After high school, he was unsure what to do with his life. He literally went to the ends of the earth to figure it out, beginning with a thru-hike of the Appalachian Trail, a period learning Chinese and living abroad in China and Mongolia.

“I went and lived in Mongolia for six months, had one just insane adventure, came back and my dad goes, ‘Hey, what are you going to do with your life?’” Kenneth recalled.

He still didn’t know. His dad suggested joining the Merchant Marine.

Kenneth’s next big adventure would begin with a “harrowing” 945-mile winter car ride from Georgia to Traverse City to look at the Maritime Academy.

“When you’re in Georgia, in the mountains, finding out exactly what the Merchant Marine is can be a confusing task,” Kenneth said. “It took me a long time to realize that the people that are in the Merchant Marine aren’t even called merchant marines, they’re merchant *mariners*.”

Just like that, Kenneth had found his calling, and

**“What may be something small to you, such as the sounding of a ship’s horns, can be the world to someone else.”**

—Kenneth Houseal,  
Great Lakes Maritime Academy cadet

something he wasn’t expecting.

While he wasn’t always sure what he wanted to do for a living, Kenneth knew that he wanted to make a difference in people’s lives.

“When it comes to people with disabilities, I’ve always had a real big soft spot,” said Kenneth. “Ethan’s about the same age as me, so it kind of hit home that, hey, that could be me, I could be living his life, wanting to be out there, wanting to work, wanting to do things, wanting to explore and see, and I have this chance.”

While learning his trade on the Lakes, Kenneth spent his spare time getting to know as much as he could about Ethan and his family. He hopes his efforts, along with those of the Great Lakes Fleet, can expand to the Boatnerd community and others to be a positive influence in Ethan’s life.

“I don’t want to leave anybody behind,” Kenneth said. “He’s obviously a passionate individual. He loves the ships, and I always knew I wanted to help, and I wanted to do it on a more localized level than donate to a charity online.”

Ethan’s story struck a chord with Kenneth that went straight to the heart.

“It is with no small measure of pride that I say I’m thankful to have been a part of the Fleet for the past two years. Blowing salutes and hearing Ethan’s family thank us over the radio. What may be something small to you, such as the sounding of a ship’s horns, can be the world to someone else. To the guys at the Fleet that started all this, y’all are amazing!” said Kenneth in his southern drawl.

In January, Kenneth wrote for his 3rd Mate’s license. He hopes his two years of hard work at the Academy will pay off and lead to a job with Great Lakes Fleet. In spite of our best laid plans, life offers no guarantees, as Ethan’s story illustrates.

“Ethan fights battles every day, and I’m doing my best to include him in what he loves ...The Great Lakes Fleet,” Kenneth said. “I hope that after I graduate, I will be able to continue to work here and continue to bring a smile to Big E’s face.”

*Patrick Lapinski, maritime photographer, historian and author from Superior, Wis., is celebrating his 40th year of capturing the images and voices of the Great Lakes Maritime industry. To see and read more, please visit: <http://www.inlandmariners.com>*



Courtesy: Kenneth Houseal

Kenneth Houseal and Ethan McCray smile upon hearing the *Callaway*’s salute as it passes in the background.



# 2017 calendar shot reflects perfect timing

The sun was setting as the *Philip R. Clarke* approached the Duluth Ship Canal. Nearby, photographer Paul Scinocca was applauding his fortunate timing. His shot was framed and balanced with the North Pier Light and the *Clarke* coming in “nice and slow” when something caught his eye.

“I saw a couple of kayakers coming into the view,” Scinocca recalled. “The two paddlers were going to watch the ship, and I got a little anxious as the *Clarke* kept getting closer to the lighthouse and the kayaks were not in ‘position.’ At the last couple of seconds, the second kayak joined the first, the seagull in the foreground quit flapping, and my picture was shot!”

That image, captioned as “Onlookers turn out to welcome the *Philip R. Clarke* to Duluth, home port of the Great Lakes Fleet,” now hangs on thousands of walls in the Twin Ports, North America and overseas. It was selected from nearly 100 entries to grace the Port Authority’s 2017 calendar. The *Clarke* is a frequent visitor to the Twin Ports, logging 30-plus visits during a typical shipping season. On that particular trip, she arrived with sugar stone for Hallett Dock No. 8 in Superior, then moved to the CN Duluth Dock to load iron ore.

Each year, photographers across the region compete for the coveted spot on the calendar. This year’s contest was a Great Lakes Fleet sweep. Matt Silverness captured second place with a stunning shot of the *Arthur M. Anderson* battling huge waves in the Duluth Ship Canal. Third place went to Philip Schwarz for his sunset photo of the *Cason J. Callaway* in the harbor. We are keeping their photos under wraps for now, since photographers may choose to resubmit entries next year, but you can check out more of their work at:

- [philipschwarz.zenfolio.com](http://philipschwarz.zenfolio.com)
- [facebook.com/paul.scinocca](https://facebook.com/paul.scinocca)
- [facebook.com/silvernessphotography](https://facebook.com/silvernessphotography)

**Editor’s Note:** Each year, after our new wall calendars are distributed, the Port Authority receives dozens of thank you notes. This year, we received a very special note from Mary Frey in the Twin Cities—one that reminded us just how connected we are in this maritime industry—across oceans and across generations.

She wrote: “My grandfather and several other relatives were Captains of ore boats on the Great Lakes. In recent years, those of us descended from those Captains have been traveling the Great Lakes, going to the ports and places of interest around Lake Michigan and Lake Superior. This has been a wonderful experience and has made us proud of those who sailed the Lakes even

more. This last year, we did the North Shore of Lake Superior. Our trip ended in Duluth with the Tall Ships and a short ride on the *Denis Sullivan*, the ship named after a great-great uncle of mine. In our party was my mother’s cousin, Mike Sullivan. Though he was struggling with cancer and very weak, he made the trip and continued to educate us about the ships. He told us that he also had the opportunity to sail on an ore boat right after his return from our family trip. We followed his adventures on the tracking boats website and with apps on our phones. Mike died peacefully several weeks after that trip. So the reason for this email. I received the calendar this year with the winning photo on it. It warmed my heart and made me smile,

## 2017



ONLOOKERS TURN OUT TO WELCOME THE PHILIP R. CLARKE TO DULUTH, HOME PORT OF THE GREAT LAKES FLEET.

JANUARY							FEBRUARY							MARCH						
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JULY							AUGUST							SEPTEMBER						
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OCTOBER							NOVEMBER							DECEMBER							
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**Duluth Seaway Port Authority**  
1200 PORT TERMINAL DRIVE • DULUTH, MINNESOTA 55802-2609 USA • 218-727-8525 • WWW.DULUTHPORT.COM

*Thank you to all of the gifted photographers who submitted entries!*



Mike Sullivan aboard the *Philip R. Clarke*

because the ship featured was the very ship that Mike last sailed on, the *Philip R. Clarke*. I have shared the photo with family, and we are sure that it was our Mike reaching out to us. Thank you very much... Happy sailing!”

# New venture on Duluth's waterfront

A new company is open for business on the Duluth waterfront. Hallett Railroad Storage & Services, LLC, is a joint venture between North Shore Track and Hallett Dock Company. It was established in June 2016 and completed its first phase of construction in November with the capacity to store 250 rail cars.

“It was formed due to a need in the railroad market to store cars primarily in down cycles,” said Mike McCoshen, president and chief operating officer of Hallett Dock Company. “We have seen and continue to see those down cycles in the oil by rail, frac sand and coal markets.”

In addition to rail car storage, the new company provides ancillary services, such as transloading of materials and repair, cleaning and scrapping of rail cars. The MARSEC (Maritime Security) compliant facility offers a number of features to entice customers. These include BNSF Railway direct access, on-site switching, storage for both rail cars (empty and loaded) and locomotives, transload capacity and road access for mobile truck repairs.

Two additional construction phases are planned, with storage capacity doubling to 500 cars by summer and 800 cars by fall 2017.



Site drawing for the new Hallett Railroad Storage and Services company, located on Hallett Dock No. 6 in Duluth.

Courtesy Krech Ojard & Associates



Jason Fyten



David Schauer

Interlake's *Herbert C. Jackson* and *Lee A. Tregurtha* (left) tucked in for winter at Fraser Shipyards. The *James R. Barker* (above), last 1,000-footer of the season, departs Jan. 12. In layup for more than a year, the *Indiana Harbor* (below) was finally back in service, leaving with a load of coal at the end of November.



Terry White



# Lake Assault Boats to build 43 River Walk barges

Lake Assault Boats, a leading manufacturer of mission-specific watercraft, announced in January that it secured a \$6.2 million contract with the City of San Antonio, Texas, to build 43 new barges for the city's iconic River Walk.

The all-aluminum barges will replace the current fleet of tourist and commuter barges plying the San Antonio River through the city's downtown. Each of the barges will be 27.5 feet long and 9.5 feet wide, with open decks that will allow barge operators to reconfigure passenger seating for touring, events and commuter needs. A barge holds about 40 passengers, plus a pilot, who navigates from a console at the rear of the barge. Each will be propelled by a 10-kilowatt electric outboard motor powered by 16 lithium ion batteries.

"We're excited about this large project and to have barges manufactured here playing such an important part of a major U.S. city's tourist destination," said Chad DuMars, Lake Assault vice president of operations.

The new barges will replace an aging fleet and are part of San Antonio's effort to enhance the experience along the River Walk, which connects stores, restaurants, office buildings and tourist attractions along the river. The colorful, lighted barges are used every day for tours, dining cruises and commuter taxi service through downtown.

Lake Assault will complete the first barge and conduct in-water testing in Howard's Bay near dry-dock facilities at Fraser Shipyards. Lake Assault then will deliver that initial barge to San Antonio, where it will undergo additional testing on the river. Once testing is complete and the final design confirmed, Lake Assault will manufacture the remaining 42 barges, to be delivered later this year.

The project is the largest order to date for Lake



Courtesy Lake Assault Boats

Lake Assault Boats, a manufacturer of mission-specific watercraft, will build 43 new barges for San Antonio's iconic River Walk.

Assault, which has built some of the most capable police and fire emergency response watercraft for public safety agencies nationwide.

"This project has confirmed the wisdom of bringing together Lake Assault with Fraser Shipyards," said James Farkas, president and chief operating officer of Fraser Industries, which oversees the businesses. "The smaller, nimble aluminum boat maker combined with the 126-year-old historic Great Lakes shipyard has given us many benefits—such as scaling up quickly with facilities, equipment and staffing to deliver a large order for a major client."

## Canadian Border Ports & Rail Tour

In an effort to further strengthen trade relations between Canada and the U.S., the Consulate General of Canada sponsored a Border Ports and Rail Tour last fall to familiarize key stakeholders with its west coast water/rail transportation network. Duluth Seaway Port Authority Executive Director Vanta Coda was one of approximately 20 guests invited to participate. He is pictured here on a tour of the Port of Prince Rupert with Kathleen Motzenbecker (left), former Minnesota Trade Office executive director, and Dani Fisher, the Consulate's public affairs officer from Minneapolis. The group had first visited the Port of Vancouver, crossing the border from Seattle via Peace Arch, before continuing north to Prince Rupert.



Courtesy Canadian Consulate



Capturing five U.S.-flag lakers at anchor is unusual to say the least, but, on Nov. 12, all were waiting for winds to diminish and berths to open up in Duluth and Two Harbors. From left: *Edgar B. Speer, Cason J. Callaway, Paul R. Tregurtha, American Mariner* and *Walter J. McCarthy Jr.*

## That's a wrap: Putting the 2016 shipping season in perspective

No one will say that 2016 was a banner year for shipping through the Twin Ports or across the Great Lakes-Seaway system. The season was not as strong as many had hoped, but neither was it as dreadful as others had feared.

Yes, volumes of commodities like iron ore, coal and limestone fell below five-year averages. Coal hit its lowest total in nearly 30 years. All of which resulted in the Port's overall tonnage slipping to 30.1 million short tons. However, there have been a handful of bright spots ...

The last quarter was much stronger than the first three. Grain shipments were up nearly 20 percent over last year; so was U.S. grain through the Seaway. During the last two months of the season, the Port saw an uptick in iron ore shipments, ending the season at 14.7 million tons or almost six percent ahead of last year. The St. Lawrence Seaway's 2016 shipping season tied the record for the longest since the waterway was completed in 1959—a navigation season of 286 days.

Overall ice coverage on the Great Lakes was only 12 percent when the season closed. The Port Authority's \$18 million dock redevelopment project was completed and put into service almost immediately with outdoor cargo storage and winter berthing. And, speaking of winter, there are nine vessels laid up in the Duluth-Superior harbor with millions of dollars in repair and maintenance work being done in this off-season.

### Snapshot of 2016

	Short Tons	% change*
Iron Ore	14.7M	+5.7%
Coal	10.2M	-23.8%
Grain	1.7M	+19.0%
Other (stone, cement, salt, etc.)	3.5M	-15.7%
<b>Overall Tonnage</b>	<b>30.1M</b>	<b>-8.4%</b>
Vessel visits	707	-7.0%

\*compared to 2015 season

The Great Lakes maritime community approached the 2016 season with a guarded sense of optimism as experts sensed the steel market

for U.S. producers would hit bottom, begin to stabilize and slowly find its way back to solid footing. It has. Imports of foreign steel have declined, with unfair trade practices mitigated by tariffs. Steel prices are expected to improve as dumped steel is cycled out. All pellet production facilities on the Iron Range are scheduled to be online to help replenish those inventories when the 2017 shipping season gets underway in March.

“Both domestic steel and domestic iron ore production are making a comeback,” said Vanta Coda, Port Authority executive director. “Having U.S. Steel reopen its Keewatin Taconite plant in January (after being idled for 20 months) and Project Mustang nearing completion at Cliffs’ United Taconite facility in Forbes are both signs the market is stabilizing. In terms of bulk commodities, we anticipate a stronger start to the 2017 shipping season. Our project cargo sector is expected to be more robust this year, as well.”



*Walter J. McCarthy Jr. departs at sunset Jan. 3 with her last load of the season.*



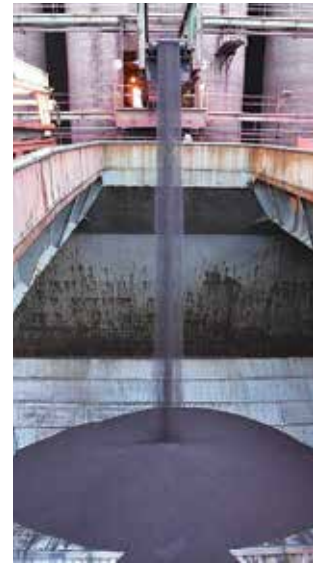
Robert Welton



## Firsts & Lasts: Notable 2016 Passages

First Laker out	03/22/16	4:10 a.m.	<i>Edwin H. Gott</i>
First Laker in (thru Soo)	03/26/16	4:25 a.m.	<i>Stewart J. Cort</i>
First Saltie in	04/03/16	7:41 p.m.	<i>Albanyborg</i>
Last Saltie out	12/22/16	7:08 p.m.	<i>Andean</i>
Last Traffic in	01/16/17	1:43 p.m.	<i>Lee A. Tregurtha</i>
Last Laker out	01/16/17	12:44 p.m.	<i>Rt. Hon. Paul J. Martin</i>

Left: "Last Laker" the *Lee A. Tregurtha* arrives Jan. 16. Right: The *Rt. Hon. Paul J. Martin* loads the season's last shipment of iron ore at BNSF.



Terry White

## Winter Layups: Nine Lakers wintering in Port of Duluth-Superior

VESSEL	ARRIVAL	CARRIER	DOCK/BERTH
<i>American Century</i>	1/3/17	American Steamship Co.	Clure Terminal Expansion Berth 11
<i>American Spirit</i>	1/7/17	American Steamship Co.	Clure Terminal Expansion Berth 8/9
<i>Burns Harbor</i>	1/9/17	American Steamship Co.	Enbridge Dock - Superior
<i>Herbert C. Jackson</i>	1/10/17	Interlake Steamship Co.	Fraser Shipyards
<i>Paul R. Tregurtha</i>	1/10/17	Interlake Steamship Co.	Midwest Energy Resources Co.
<i>Philip R. Clarke</i>	1/14/17	Great Lakes Fleet/Key Lakes	Clure Terminal Berth 1
<i>Arthur M. Anderson</i>	1/15/17	Great Lakes Fleet/Key Lakes	CN Duluth Dock (east of 6)
<i>Roger Blough</i>	1/16/17	Great Lakes Fleet/Key Lakes	Clure Terminal Berth 4
<i>Lee A. Tregurtha</i>	1/16/17	Interlake Steamship Co.	Fraser Shipyards

Dan Mackey



The *Algoway* offloads salt, a winter staple for the Northland.



*Rt. Hon. Paul J. Martin* loads the last iron ore of the season.

Mary T. George



Winter layup finds the *American Century*, *American Spirit* and the *Philip R. Clarke* docked at the Clure Public Marine Terminal.

Chris Mazzella

## New tug breaks the ice

A new tugboat arrived in the Twin Ports this winter and went right to work breaking ice and assisting commercial cargo vessels. The Great Lakes Towing Company repositioned its tug *Huron* to Duluth on Jan. 2 to enhance its ice breaking, towing and harbor assist capacity in Duluth-Superior. Two days later, the 102-foot, 2,000-horsepower tug engaged in her first ice-breaking mission of 2017, assisting CSL's *Thunder Bay*.

The *Huron* brings to four the number of tugs in The Great Lakes Towing Company's Twin Ports fleet. The others are *Arkansas*, *Kentucky*, and *North Carolina*. According to [duluthshippingnews.com](http://duluthshippingnews.com), the new arrival was built in 1974 by the Marinette Marine Corporation of Marinette, Wis., for the United States Navy. She was purchased from the Navy by McAllister Towing and Transportation in 2002 and named *Daniel McAllister*.



Jane Herrick

New tug, *Huron* arrives in Duluth on January 2.

The Great Lakes Towing Company acquired the tug in 2015 and renamed her *Huron*. The Great Lakes Towing Company serves 40 U.S. Great Lakes ports from Buffalo, N.Y., to Duluth-Superior and assists with ice breaking in navigable waters across the Lakes.

## First saltie's arrival time is truly anybody's guess

Put on your prognosticator's hat and predict when the very first ocean-going vessel of 2017 will sail into Port beneath the Aerial Bridge. The Duluth Seaway Port Authority and Visit Duluth again are sponsoring a First Ship Contest. The person whose guess is closest to the exact arrival time will win a Duluth Getaway package with luxury accommodations, delicious meals and tickets to area attractions. The contest opens March 1; enter your prediction before March 26 at:

[www.visitduluth.com/firstship](http://www.visitduluth.com/firstship).

**Need a hint?** Last year's first saltie, the *Albanyborg*, arrived on April 3, 2016, at 7:41 p.m. The grand prize winner was off by just 11 minutes! The earliest recorded arrival was the *Federal Hunter* on March 30, 2013. Ice delayed the *Diana* in 2014, making her May 7 arrival the latest on record.



Mary T. George

The *Albanyborg*, first ship of 2016, arrived in port on April 3, with a tug assist by Heritage Marine.

## Dates set for Mariners' Sunday & Blessing of the Port

Pilgrim Lutheran Church in Superior is hosting its 67th annual **Mariners' Sunday** on March 5. Services are set for 8:45 a.m. and 10 a.m. Pilgrim's pastor, the Rev. Will Mowchan, is a board member for the Twin Ports Ministry to Seafarers and wants this celebration to remain relevant to today's maritime industry. As such, speakers are invited each year to talk about the working waterfront and remind people of the connections we have to the rest of the world thanks to living on the shores of an international seaport.

The annual **Blessing of the Port** is scheduled for Thurs., April 20, 5 p.m. at the Lake Superior Maritime Visitor Center in Canal Park. Both ceremonies will bless the people, places and work connected by commercial shipping.





## 2016 Governor's Award for archival achievement

As reported in the summer 2016 edition of *North Star Port*, the Jim Dan Hill Library at the University of Wisconsin-Superior earned the 2016 Governor's Award for Archival Achievement for its preservation work with the Fraser Shipyards Collection. The historic documents, photographs and thousands of engineering drawings were donated by the shipyard to the Library's Special Collections in 2013.

On Nov. 3, the Library held an awards reception attended by university faculty and staff as well as representatives from the local maritime community. Matt Blessing, state archivist and administrator for the Library-Archives Division at the Wisconsin Historical Society, made the formal award presentation. Archives staff recognized several individuals for their assistance with this project, including maritime history consultants Eric Bonow, Pat Labadie and Jim Sharrow, Port Authority director of port planning and resiliency.

The Jim Dan Hill Library had also received this award in 2004 for work on its original maritime collections, donated by the Lake Superior Marine Museum Association. It is one of only two institutions to have been recognized twice.

"To me, this award honors not just the archives staff,



From left: Laura Jacobs, interim library director; Shana Aue UW-Superior Special Collections and Archives librarian; and James Farkas, president and COO of Fraser Shipyards.

but everyone who has been involved with this collection," said Shana Aue, UW-Superior Special Collections and Archives Librarian. "This award also recognizes the historic value of this collection, and the great contribution that it makes to maritime history research and culture in our region."

Aue reminded guests to stay tuned for an unveiling in the next few months of the Library's online index of all engineering drawings in the Fraser Shipyards collection.

## UW-Superior students claim top spot at Intermodal EXPO

Students from the University of Wisconsin-Superior Transportation and Logistics Management program won the Intermodal Association of North America's (IANA's) sixth Intermodal EXPO Academic Challenge last fall in Houston, Texas. The three-student team included Gavin S. Johnson, Jake Irlbeck, and Hayden Norris. Kelsey Nelson served as an alternate. In the preliminary round, six teams from around the country presented on a case study that addressed over-capacity in the marine industry and required creative options for companies to operate successfully. Students received the case a month in advance. The final question-and-answer round pitted the UW-Superior team against students from the University of North Florida and the University of Maryland.

"The IANA EXPO offers a wonderful learning experience for students to meet role models, see new innovations and participate in educational sessions led by industry experts," said Dr. Richard Stewart, professor of transportation and logistics management, who led his entire class to Houston to cheer on the UW-Superior team and take in the EXPO.



Students from UW-Superior's Transportation and Logistics Management program won the IANA's sixth Intermodal EXPO Academic Challenge. From left: Dr. Richard Stewart, Jacob Irlbeck, Hayden Norris, Chancellor Renee Wachter, Kelsey Nelson and Gavin S. Johnson.

The group also visited Johnson Space Center, dined with UW-Superior alumni in the Houston area, and toured a BNSF intermodal facility and Walmart distribution center.

## Film noir featuring Duluth Port scenes gets film festival screening

Family. Money. Murder. *No Blood of Mine*, a film noir set in Duluth has it all. The feature-length film, shot in part at the Russell Steel loading dock and warehouse on Port Terminal Drive in 2015, was well received during a recent screening at the St. Paul Frozen Film Festival.

*No Blood of Mine* follows a woman from a poor Duluth neighborhood who accepts a loan from a North Dakota gangster to keep her Williston trucking firm afloat. When the business fails, she flees to Duluth, where she is tracked down, kidnapped and given a choice of joining the gangster or risk being tied to the murder of her wealthy father.

Director Wesley Ellenwood and his crew spent three nights and two days filming at the Russell Steel location on the Duluth waterfront. They shot critical scenes where the kidnapped heroine is held by one of the film's villains.

"The site's huge open space and loading dock provided the perfect quality of light, sound and atmosphere," Ellenwood said in an interview shortly after filming was completed. "I'm surprised more filmmakers don't come to



Courtesy Wesley Ellenwood

Film crew stages for a scene in *No Blood of Mine*, selected for screening at this year's St. Paul Frozen Film Festival.

Duluth to shoot."

*No Blood of Mine* was one of nine feature-length independent films selected for screening at the second annual St. Paul Frozen Film Festival. To view the official trailer visit [www.nobloodofmine.com](http://www.nobloodofmine.com).

## UK film company shoots in Twin Ports

A film crew from Pilot Guides, a production company in the United Kingdom, wrapped up filming a new TV documentary series called *Tough Boats* last fall with location shoots in the Twin Ports. The crew captured footage of ships entering the harbor beneath the iconic Aerial Lift Bridge and clips of working tugs and shipyard repair work. They also spent time aboard the *Paul R. Tregurtha* as it sailed across the Lakes and locked through at Sault Ste. Marie en route to the Superior Midwest Energy Terminal to load coal. Watch TV listings for stations and broadcast dates later this spring.

[www.pilotguides.com/tv-shows/tough-boats/tough-boats-great-lakes/](http://www.pilotguides.com/tv-shows/tough-boats/tough-boats-great-lakes/)



Paul Scirocca

Bob Gustafson, Visit Duluth's media communications manager, and Katy Tooth from the production company, scout locations at the Superior Midwest Energy Terminal.

## Be nominated to Merchant Marine Academy

Have you or your high-school-aged children or grandchildren ever considered a career aboard the cargo vessels that visit the Twin Ports? If so, the U.S. Merchant Marine Academy (USMMA) at Kings Point, N.Y., is a good place to start. [www.usmma.edu](http://www.usmma.edu)

Like all members of Congress, U.S. Rep. Rick Nolan has the privilege of nominating a limited number of students each year to four of the five U.S. Service academies; however, his office sees few applicants for the USMMA. The application process opens each spring. In addition to earning a nomination from the Congressman's office, students must apply to a specific academy and meet its requirements. Mark Privratsky, Rep. Nolan's Duluth field representative, serves as the nominations coordinator. The office starts accepting requests for nominations in April of an applicant's junior year. Call (218) 464-5095 or email him at [mark.privratsky@mail.house.gov](mailto:mark.privratsky@mail.house.gov).



# Appointments to the Port Authority Board

**Ray Klosowski**, retired executive director of the Duluth Airport Authority, was reappointed in October to a third, six-year term on the Duluth Seaway Port Authority Board. Klosowski, a retired Brigadier General, commanded the 148th Fighter Wing at Duluth from 1989 to 1995, then the Minnesota Air National Guard until 1997. The Duluth City Council first appointed him to the Port Authority Board in 2004. His current term will expire Oct. 10, 2022.

At its first meeting of 2017, the newly seated St. Louis County (SLC) Board appointed two new commissioners to the Duluth Seaway Port Authority—**Patrick Boyle** and **Pete Stauber**. They will complete the remaining terms of former Commissioners Chris Dahlberg and Steve Raukar, respectively, both of whom chose not to run for reelection to the SLC Board last fall.

Boyle, a nurse practitioner for the Fond du Lac Band of Lake Superior Chippewa, was a Duluth City Councilor when first elected to the SLC Board in a special election in January 2014 to fill out the term of the late Steve O'Neil. He was reelected last November for a four-year term. As a county commissioner, he has chaired the Public Safety Committee and currently chairs the Health and Human Services Committee. Boyle has been an active member of the Friends of the Lakewalk and the Duluth Preservation Alliance. He and his wife, Jenny, have two daughters and live in Duluth. His appointment runs through Dec. 31, 2017.

Stauber retired from professional hockey and began his career in law enforcement with the Duluth Police Department in 1993, where he serves as a police lieutenant. Also a small business owner in Duluth, Stauber served two terms as a Hermantown City Councilor before being elected to the SLC Board in 2012. He was reelected to a four-year term last fall. He has been chair of the Health and Human Services Committee, is a past Board chair and is the current chair of Public Works and Transportation. He and his wife, Jodi, have four children and reside in Hermantown. His appointment to the Board runs through Dec. 31, 2021.

The Duluth Seaway Port Authority is governed by a seven-member board—two commissioners appointed by the governor, two by the St. Louis County Board, and three by the Duluth City Council.



Ray Klosowski



Patrick Boyle



Pete Stauber

*Current and former Port Authority commissioners and staff would like to extend their deep appreciation to both Steve Raukar and Chris Dahlberg for their dedicated service. Commissioner Dahlberg served on the Port Authority Board for the past five years. Commissioner Raukar was first appointed to the Port Authority in January 1998 and reappointed three times since. He had served as president since March 2012.*

## Volunteer to help keep SS Meteor museum afloat

Join a group of hearty volunteers April 29-30 for the annual weekend cleanup of the historic SS *Meteor* whaleback ship museum on Barker's Island in Superior. Project may include painting, welding, cleaning, stabilization and preservation, along with preparing the ship for the summer tourist season. Bring warm work clothes!

"This annual event enables the SS *Meteor* to continue operating as a museum," said Sara Blanck, executive director of Superior Public Museums. "The work completed by these volunteers has greatly improved the visitor experience over

the last decade."

Many volunteers return year after year and have forged great friendships while accomplishing this valuable work. Lunch is provided both days. Register to volunteer

online on the website of the Great Lakes Shipwreck Preservation Society or contact Sara Blanck at (715) 394-5712 or email the museum [info@superiorpublicmuseums.org](mailto:info@superiorpublicmuseums.org).



SS Meteor located on Barker's Island in Superior.

DSPA

## UW-Superior Transportation and Logistics Management program adds faculty

**Daniel Rust** joined the University of Wisconsin-Superior last fall as assistant professor of transportation and logistics in the School of Business and Economics. Prior to this position, he served as assistant director of the Center for Transportation Studies at the University of Missouri-St. Louis (2003-2016).

Rust's academic specialties are the economics and history of air, marine and intermodal transportation. He also brings extensive research experience to the classroom. He was principal investigator for an inventory and survey of the transportation,

distribution and logistics industry in Missouri (funded by the U.S. Department of Transportation) and for a project that examined the transfer of motor vehicle camera system technology from the private to the public sector. As a faculty research associate, he examined management systems for inland waterway traffic control, a project funded by Midwest Transportation Consortium and the U.S. Army Corps of Engineers.

Rust has authored multiple books, including *The Aerial Crossroads of America: St. Louis's Lambert Airport*, which traces the development of one



Daniel L. Rust

of the nation's most historically important airports, and *Flying Across America*, which follows the evolution of the transcontinental airline passenger experience in the U.S.

## Chamber of Marine Commerce appoints new leadership team

The Chamber of Marine Commerce (CMC) has a new person at the helm. President **Bruce R. Burrows** assumed the leadership post Dec. 1, 2016. He joins the bi-national industry organization as it enters a new chapter, having merged with the Canadian Shipowners Association in September. Just weeks later, CMC also appointed **Robert Turner** as vice president of operations, effective Jan. 3, 2017.

Burrows brings almost 35 years of government relations, business development and consensus-building expertise to the position. He most recently served as senior associate at Ottawa-based TACTIX Government Relations and Public Affairs. His experience also includes 13 years at the Rail Association of Canada as vice president, acting president and CEO. He began his career at Canadian Pacific, holding successively senior roles in marketing, asset management and government relations across Canada and in the United Kingdom.

"Bruce's considerable experience advocating on behalf of the transportation sector and his collaborative leadership style will be a significant asset to our newly merged association," said Wayne Smith, CMC chair. "An efficient regulatory climate is central to continued investment by industry in the Great Lakes-St. Lawrence region and our coastal communities. Building strong relationships with North American government, business and community

stakeholders will be paramount to achieving that goal."

Turner has worked for more than 30 years in the marine industry, most recently as manager of navigation safety and radio communications at Transport Canada. A certified Master Mariner, he has extensive experience both aboard ships and in federal government regulatory development and policy-making, which will be invaluable to his role managing the Chamber's activities related to compliance with the many environmental, safety, human resource, and operational regulations and policies that govern all aspects of the marine transportation industry.



Bruce R. Burrows



Robert Turner



Fednav's newest vessel, *Federal Columbia*, arrives in the Twin Ports Dec. 10 to load wheat



## Longtime stevedoring manager retires

A man who elevated the art of stevedoring in the Twin Ports is packing it in after more than 45 years. **Chuck Ilenda** will retire May 1 as vice president for Ceres Terminals, Inc. Ilenda oversaw and managed Ceres' stevedoring operations at as many as 14 grain elevators in the Port of Duluth-Superior during his long career.

Ilenda is a Duluth native who grew up in Pike Lake and graduated from Proctor High School and the U. S. Merchant Marine Academy in Kings Point, N.Y. He joined Ceres in April 1971 as port manager when the company expanded its Chicago operations to Duluth and was promoted to vice president in April 2011.

"Before Ceres, I spent five years sailing with Moore-McCormack out of New York aboard the *Mormacaltair* to the Baltic, South Africa and the Far East, setting speed records on each route for cargo ships," Ilenda recounts. "It was through those years sailing as a cadet and then as a ship's officer I gained the appreciation of other cultures."

This understanding made Ilenda a strong ally for international crews visiting the Twin Ports, especially when it came to loading their vessels.

"When ships came in from various

countries and their loading plan was not quite as it should be, I would do my utmost to get it right for them," Ilenda said. "My comment to those who considered those captains and mates as being subservient was to say that their command of the English language was much better than our knowledge of theirs. And, although you may be working for another, be it the charterer or the grain company, you are the servant of the master, and you have to do what is best for the ship."

"Grain stevedoring is as much art as science, and Chuck also happens to be an artist and exceptional wood-crafter," said friend and former Port Authority Director Davis Helberg. "I think there's a direct connection between his artistic vision and his innate ability to plan and supervise the loading of a ship."

"I've known Chuck Ilenda longer than I want to admit," said Sven Hubner, longtime vessel agent and retired owner of the Guthrie-Hubner agency. "Chuck is a helluva guy... and a



Chuck Ilenda

helluva friend. He's a professional—the most outstanding grain stevedore I've ever met in my career, and I've met quite a few. They don't come any better."

His retirement likely will be loaded with new projects and activities. "My grandmother told me to always have at least 12 projects going at one time so you don't become stagnant," Ilenda said. "I have fulfilled her requirements, so I think I will be able to keep going 'full ahead.'"

Ben Herstad, who has been with Ceres since 2014, will assume the duties of port manager. Pete Weisse, active with Rogers Terminal in Duluth until 2008 and since with Ceres, retired at the end of May 2016.

## Rasmus retires from Great Lakes Group

**Ronald C. Rasmus**, has retired as an officer of The Great Lakes Group, Inc., and from positions with multiple affiliated entities. His retirement Nov. 30, 2016, ends his tenures as president of The Great Lakes Group, Inc.; co-chairman of 4500 Division, LLC; co-chairman and director of The Great Lakes Towing Company; chairman and director of Soo Linehandling Services, Inc., and president of Admiral Towing and Barge Company. He will continue as a shareholder, member of the board and independent consultant to ensure a seamless transition.

Rasmus' career spanned 61 years, including 56 in the U.S. Navy,



Ronald C. Rasmus (left) with Joseph P. Starck, Jr., new company president.

government and commercial maritime businesses. Almost 34 of those were in the tugboat/shipyard business at The Great Lakes Group, Inc., and its business entities. Four of those "G" tugs, as most in the industry reference the fleet, are positioned in the Twin Ports to provide tug and icebreaking assists to commercial vessels as needed.



Terry White

at CHS with tug assist provided by Great Lakes Towing.

# PORT PASSINGS

**Capt. Clarence Gilbert “Gil” Porter**, 93, of Duluth, a longtime member of the Twin Ports marine community and 1979 Harbor Man of the Year, died Saturday, Dec. 17, 2016. A celebration of life was held on Feb. 2 at the Lake Superior Maritime Visitor Center in Duluth.

Porter was born in Rochester, N.Y., and raised in Montreal, Canada. He enlisted in the U.S. Coast Guard at the age of 18, served as Master of the Coast Guard cutter *Woodrush* and retired in 1965 as Commander of the Port of San Francisco after 24 years. That year, Porter returned to Duluth to embark on a second career as a Great Lakes pilot. Capt. Porter and his friend Jack Saunders co-founded the Lake Carriers’ Association Navigational School, which produced many Great Lakes ship officers. In 1977, he retired and

launched his third career, starting the Duluth Magnetic Compass Service, a company he operated until 2012.

Capt. Porter was an active member of the Twin Ports marine community: serving as harbormaster, president of the Lake Superior Marine Museum Association and treasurer of the Duluth-Superior Harbor Club. He also was a member of the Propeller Club of Duluth-Superior, the International Shipmasters’ Association Twin Ports Lodge and the ROMEOS (Retired Old Men Eating Out).

Capt. Porter was preceded in death by his wife, Helen, in 2009 and a son, Gilbert “Skip” Porter, in 2009. He is survived by three adult children, nine grandchildren, six great-grandchildren and many friends in the marine community. He will be greatly missed.

*“Fifty years ago, I was a young guy working as a ships’ agent in Chicago. Gil Porter was a pilot at the time and told me about life in Duluth. He is probably the main reason I jumped at the chance to move my family here. I will think of Gil often and will ever be grateful for our conversations.”*

-Dan Sydow,  
Daniel’s Shipping Services

*“I belonged to many of the same organizations as Capt. Gil and always tried to sit near him so I could hear his stories – stories spanning the globe, sometimes in ports we shared, many years apart. Some of his stories I’d heard over 10 times, but would still wait in anticipation for the punch line. A friend since 1959, he’ll be missed.”*

-Capt. Tom Mackay (Ret.)

## For Captain Gil

*There is no ice in heaven and the winds are always fair;  
you don’t have to box the compass because no one gives a care.  
Just following seas and Northern Lights and Polaris for your guide;  
steady as she goes my friend. It’s been quite a ride!* - Jim Banks

Matt Silverness



**Thomas A. Kucinski**, 66, of Two Harbors, died Jan. 6, 2017, at Solvay Hospice House in Duluth. Kucinski was born in Milwaukee, Wis., and went to work sailing the Great Lakes right out of high school. He later worked as a foreman on the ore docks in Two Harbors until his retirement in 2010. Kucinski served on many boards, including the Lake Superior Marine Museum, Two Harbors Folk Festival and the United Way. He also was a tour guide on the *William A. Irvin* for many years. Kucinski is survived by his wife, Diane, a son, two daughters, two grandchildren, his mother, Emily Kucinski, and many other relatives and friends.

**Robert Alban Isaacson**, 90, died Nov. 3, 2016, in Solvay Hospice House in Duluth. Better known as “Ike” or “Dorby,” Isaacson was born in Brooklyn, N.Y., and raised in Duluth. He enlisted in the U.S. Marine Corps at an early age and served as a machine gunner in the 3rd Marine Division in Guam and Iwo Jima during World War II. He was wounded on Iwo Jima and awarded the Purple Heart. After the war, he took a job sailing the Great Lakes. Friendships made on the Lakes led him to what was then the Territory of Alaska. There Isaacson worked on military radar sites and had a gold mine with a friend. He also learned to fly. In 1958, he married Geraldine Rose McPherson Strange. They moved to Duluth and owned and operated the Lake Motel. Isaacson also worked at the heating plant at the Duluth Air Base and later for WLSSD. He is survived by three daughters, six grandchildren, a sister and many other family members.



# IN FOCUS: Paul Scinocca

*This is the fourth in a series of profiles about the gifted photographers whose images bring the Port's working waterfront to life.*

Photography is more than a hobby for Paul Scinocca, it is "relaxation." A project manager at Hunt Electric with 30 years of experience in the construction industry, Scinocca is drawn to the waterfront in his free time—framing shots and building a portfolio of award-winning images that grace numerous area buildings and a broad range of publications. He is a regular contributor to *North Star Port* magazine, and his winning image appears on the Duluth Seaway Port Authority's 2017 calendar (see story, page 7).

## **How did you get into photography, specifically the shipping scene?**

My uncle (Fred Cummings) sailed for the Great Lakes Fleet. When he retired, I thought it would be fun to make a "ship" calendar to give him for Christmas. That was the beginning of the end. I really do love the ships, all of the ships. The people I have met via this hobby are the best. Talking to the locals as well as the visitors about our city and the shipping industry is fun. I also do landscape photography, usually water related like rivers or waterfalls.

## **Do you feel a personal connection with Lake Superior and the Port of Duluth-Superior?**

Our beautiful lake has been a part of my life for just about every day of

my life. I grew up swimming in it, playing in it and fishing in it. Even when I am not chasing a ship, sunrise or sunset, it is important to me. I have also had many relatives who sailed the Great Lakes.

## **How would you describe your approach to photography?**

I'm always looking for the next better shot, each shot is a learning experience to the next level.

## **Is there a favorite time or season when you get your best shots? Why?**

Mornings and sunsets. The light is softer, and colors are more pronounced. The water is usually calmer, giving nice reflections. As for the season, they all have their exclusive attractions.



Paul Scinocca, photographed by Dennis O'Hara



## **How do you choose your shooting locations or vantage points? Are most shots planned?**

Most of the time the sun position is the basic determining factor. I prefer the sun to my back or perpendicular to the shot. I also try to get some foreground or background interest into the shot. I usually try to get to a site with enough time to "pre shoot" and make sure the settings on the camera are optimum for pictures.

## **Do you know immediately when you get a great shot?**

I can usually tell when a shot is going to be better than nice.

## **Is there an elusive image that you hope to get someday?**

Every image is elusive! To me, the quest for the perfect image is equal to catching one's shadow.



[www.facebook.com/paul.scinocca](http://www.facebook.com/paul.scinocca)





1200 Port Terminal Drive  
Duluth, Minnesota  
USA 55802-2609  
[www.duluthport.com](http://www.duluthport.com)

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