



# Duluth Seaway Port Authority

SUMMER 2016

**NORTH STAR PORT**



## THE HARBOR LINE

If you think of the year as a single week, summer in Duluth definitely falls on the weekend—making July the long-awaited Saturday night. July is the height of fun activity, the month that starts with the patriotic celebration of our nation's freedom with extravagant displays of what makes this country great: patriotism, fellowship and, of course, awesome displays of fireworks.

This year, Independence Day was truly a great experience for our family. We had the pleasure of being invited into a Fourth of July celebration at a Minnesota lake cabin. That may seem a normal tradition for many in the Northland, however it was our first, and it could not have been a better beginning to our "Saturday night" on the imagined shorthand calendar.

When it comes to the variety of work performed on Duluth Seaway Port Authority properties, these same short months of summer are when we execute construction plans and start preparing for our next infrastructure adventure. With this year's Fourth of July celebration still on my mind, I am energized to undertake the exciting mix of projects on deck here.

First on the execution spectrum is the long talked about C&D Intermodal Dock. We are in the final innings, nearing completion on this project. It has come together exceptionally well. I recently took a tour of the finished heavy lift dock with on-deck rail. By the time you read this, the connecting rail spur will have been installed. The deck for our new heavy lift area is going to be an amazing asset for what we do best: high, wide and heavy vessel lifts. But you don't have to take my word for it; our operating agent proved it by winning its second Port of the Year award in five years from the Railway Industrial Clearance Association.

Construction on Dock C&D is currently on budget and on time for delivery in October. Most exciting news, as we intend to give the dock an early workout next spring with

the wind generation sector. The wind industry is expecting a banner season and projecting three years of year-over-year expansion. The Port of Duluth is the closest port to some of the most productive wind fields in North America. As such, we handle over half of all wind projects that come in via the Great Lakes-Seaway system.

On the heels of the C&D Intermodal Dock construction, we will carry on some much needed infrastructure renewal and upgrading. Of note is the current design and bidding for De-Bottlenecking the Clure Public Terminal. This project will upgrade our freight storage area, create better traffic flow, enhance security features, install stouter storm water management elements and add a commercial truck scale onsite. It will give the Terminal greater fluidity during high volume traffic surges like we experienced last year and expect to reach again during the next several years. This is a \$2.6 million dollar project that will run concurrently with a \$400,000 electrical upgrade. These projects enhance infrastructure that in many cases has been in service since the late 1950s and early '60s.

Our scope of work also involves remediation of two brownfield sites on Rice's Point; the process on both should be completed by early next spring. Having these parcels available will enhance our ability to induce industrial sector growth with industrial focused jobs. These types of remediation projects are key to our Port Authority's economic development mission.

So, were we to condense a year into a single week, it truly is Saturday night in the Twin Ports: Summer. And we find ourselves in full swing on the working waterfront... putting finishing touches on great works in progress and dreaming of our next big adventure.



Vanta E. Coda II  
Port Director

Paul Scinocca





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**About North Star Port**

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Inside your  
**NORTH STAR PORT**

Summer 2016 / Volume 48, Number 2



**4 River Quest chronicles**  
1,500 participate in 24th annual St. Louis River Quest



**6 USCG wants you!**  
Finding success with a career in the Coast Guard



**8 Transportation and job creation**  
U.S. Transportation Secretary Anthony Foxx visits the Port



**10 Mid-season update**  
Global market pressures felt locally



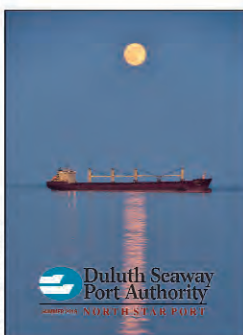
**19 In focus**  
Profiling the photographers who capture life on the Great Lakes

**On the covers**



Carole Lent

The Roger Blough is on the move again.



Paul Scinocca

**On the front:**

The serenity of spring captured May 21 as the *Federal Leda* waits at anchor beneath a full flower moon rising over Lake Superior.

**On the back:**

"Edwin H. Gott, Steering on the Northern Lights," taken and titled by a Great Lakes Maritime Academy cadet on Lake Michigan in June.



Kenneth Houscal



# River Quest is an adventure in outdoor learning

Busloads of sixth graders converged on the Duluth waterfront May 9-12 seeking answers to critical questions about the St. Louis River Estuary and the Duluth-Superior Harbor.

The 24th annual St. Louis River Quest drew nearly 1,500 students from 14 area schools for half-day journeys through 12 hands-on learning stations aboard the *Vista Star* and inside Pioneer Hall at the DECC.

Each station introduced students to topics ranging from pollution prevention and stopping aquatic invaders to personal water safety and commercial shipping.

This year, River Quest piloted a pre- and post-assessment tool with two area schools. Students from Northwestern Middle School in Maple, WI, and Marshall School in Duluth took an online quiz prior to attending River Quest. They were re-tested after their field trips.



DSPA

A young scientist works with educator Craig Lincoln (left) preparing slides to identify microorganisms at a learning station sponsored by WLSSD.

“In education, we must determine what we want students to know and then we need to determine if they reached the learning targets,” said Aaron Salmela, science curriculum specialist for Duluth Public Schools and the River Quest board member who developed the assessment.

“I am happy to announce that the average score on the post-assessment increased by 9.9 percent.”

River Quest organizers and presenters will use the assessment data to determine if each learning station is having its desired impact and improve resource materials for classroom use. The Duluth Seaway Port Authority remains River Quest’s lead sponsor heading into the program’s 25th anniversary year.

## ARE YOU SMARTER THAN A 6<sup>TH</sup> GRADER?

See if you can answer the following questions, taken from the River Quest pre- and post-assessment quiz:

1. What river is the hydrologic connection between the Superior National Forest to the estuary that contains the Duluth-Superior Harbor?

- a. Mississippi River
- b. Lester River
- c. St. Louis River
- d. French River
- e. none of the above

2. To get to the Twin Ports, ocean-going vessels (“salties”) must navigate how many sets of locks on the Great Lakes St. Lawrence Seaway?

- a. 3
- b. 5
- c. 16
- d. 2

3. Why do large Great Lakes freighters and oceangoing ships sometimes travel carrying ballast water?

- a. to become heavier
- b. to become more dense
- c. to become more stable
- d. all of the above

4. An example of a negative buoyancy object would be a

- a. rock
- b. ping pong ball
- c. raft
- d. wood barrel

5. Which of the following is considered an invasive species in our lakes?

- a. walleye
- b. bass
- c. goldfish
- d. northern pike

Answers: 1-c, 2-c, 3-d, 4-a, 5-c



DSPA

Learning station #6 on the top deck of the *Vista Star* is appropriately named the “Observation Station.”



# Chronicles of River Quest

Students are encouraged to chronicle their River Quest journeys and submit essays or poems in the Captain Ray Skelton River Quest Writing Contest. This year, **Grace Chandler** of Duluth's Ordean East Middle School took first place in the essay division. She transported readers on a vivid journey with stops at each learning station [essay excerpts shown here in light yellow].

**Gilbert Torvinen** from Northwestern Middle School in Poplar, WI, earned top honors in the poetry division with a series of River Quest haikus [shown here in green].

Two Marshall School students finished in second-place: essayist **Luke Moeller** and poet **Maddie Maas**. Two additional poems were singled out for honorable mention this year. One was by **Jessica Martinelli** of Marshall School and the other by **Olivia Pangrac** of Northwestern Middle School.

## Here are a few excerpts ...

"An estuary is a place where two waters meet and mix!" My group and I learned this fun little jingle at the Lake Superior National Estuarine Research Reserve station. The St. Louis River meets Lake Superior and forms an estuary. Estuaries are sheltered from the weather, which makes a great place for creatures to live.

Rip tides mean danger,  
Danger for many swimmers,  
Sometimes even death!

Know your stuff; be safe!  
So swim parallel or tread.  
It might save your life!

Everyone uses water, but do you know where it goes? Water from drains goes to the WLSSD. There, workers clean the water in 8-10 hours, and then send it back to the St. Louis River. If we didn't have WLSSD, the River would look totally different.

Power in movement  
Hydroelectricity  
Water? That's not all.

Many ways, in fact  
Nuclear, geothermal,  
It's all electric!

You would think that your average goldfish would cause no harm, but it is an invasive species! In the past, sea lamprey invaded and almost wiped out the trout population in Duluth! So instead of releasing your aquatic pets or other plants back into ponds or lakes, bring them to a school or aquarium.

The boat rocked as we started down the St. Louis River. What fascinating things would we learn about? The St. Louis River is the largest river in the U.S. that dumps into Lake Superior. Being 179 miles long, you can kind of understand that. We learned this at the tippy-top of the Vista Star. We used binoculars to see points of interest that instructors pointed out.

Superior ports,  
They bring our necessities.  
They've done so for long.

Our old trusty ports,  
They challenge the test of time  
With common exports.



Grace Chandler (left), essay division winner, and Gilbert Torvinen (right), poetry division winner of this year's Captain Ray Skelton River Quest Writing Contest.

## Thank you! 2016 River Quest Sponsors

### PLATINUM \$1,000+

Duluth Seaway Port Authority, Enbridge, Donald Weesner Foundation, Gerda-Duluth Grinding Ball, Hallett Dock Co., ISD 709 Duluth Public Schools, Minnesota Sea Grant Program, Minnesota's Lake Superior Coastal Program, Sappi, U.S. Army Corps of Engineers, Vista Fleet

### GOLD \$500+

City of Duluth Stormwater, Compass Minerals, CRH US, Graymont (WI), Ikonics, Krech Ojard & Associates, Kwik Trip, Lake Superior National Estuarine Research Reserve, Minnesota Power, USDA Forest Service - Superior National Forest, Verso Corporation, Western Lake Superior Sanitary District

### SILVER \$250+

Altec HiLine, AMI Consulting Engineers P.A., Calumet Superior, Hunt Electric, Marine Tech, TKDA, Steve & Adele Yorde

### BRONZE \$100+

A.W. Kuettel & Sons, Allouez Marine Supply, Anonymous, Grandma's Restaurant Co., Great Lakes Aquarium, LHB, Midwest Energy Resources Co., David Moeller & Bryce Nixon, Kathy Peterson, Brian & Melissa Resch, Aaron & Shelby Salmela, Paul Sneide, South Pier Inn, David & Jane Worley

To read full texts of winning entries: [www.seagrant.umn.edu/riverquest/contest](http://www.seagrant.umn.edu/riverquest/contest)



# U. S. Coast Guard: On the lookout for good people

BY JULIE ZENNER

Nineteen-year-old Hannah Stier appears right at home aboard U. S. Coast Guard (USCG) cutter *Alder*, a high-tech military vessel loaded with advanced computer, navigation, environmental protection and remote monitoring systems. Fireman (FN) Stier, a native of St. Clair, MI, joined the Coast Guard right out of high school to overcome shyness and get out of her comfort zone. Less than a year later, she spends her days making rounds on the hulking vessel, checking equipment and working on engines.

"I'm a fireman in the Auxiliary Division and I'm going to school to be a machinery technician," said FN Stier. "I work on everything from hydraulics and heating systems to small boats. Every day I learn something new."

As one of this nation's five military branches, the USCG is responsible for an array of maritime duties, from ensuring safe and lawful commerce to icebreaking and buoy tending to disaster response and performing search and rescue missions in severe conditions.

"People who are flexible and willing to take on many challenges do well in the Coast Guard," said Lieutenant Commander (LCDR) Charter Tschirgi, who grew up in Wyoming and has served 16 years in the USCG, nine years on cutters and the rest in shoreside positions. As captain of *Alder*, he oversees an onboard crew of 48 people, including eight officers and various levels of enlisted personnel.

The vessel is like a floating city with crew members trained in everything from machinery, electronics and bridge communications to procurement, health services and food preparation.

"There are a lot of opportunities for people with different interests and levels of experience," LCDR Tschirgi said. "We get people who join the Coast Guard right out of high



Julie Zenner

MST3 Nikki Paquette is pictured with LCDR Jerry Butwid, executive officer at MSU Duluth.

school and others who have completed some college or even have higher degrees."

The Coast Guard continually looks for men and women between the ages of 17 and 27 years old who are physically fit and meet a set of intellectual and character standards. Being a division of the nation's armed forces, the Coast Guard offers a competitive salary based on rank, plus benefits and allowances. Recruits go through intense basic training and must meet rigorous standards for physical fitness and academic performance. Enlisted personnel can advance through additional training, gaining responsibility, higher rankings and more pay. Four-year enlistees who have



Paul Scinocca

USCGC *Alder* offers crew members a wide range of training opportunities.



Julie Zenner

LCDR Charter Tschirgi assumed command of *Alder* in July 2015.





Julie Zenner

MST3 Nikki Paquette is based at MSU Duluth headquarters.



Julie Zenner

Fireman (FN) Hannah Stier enjoys the high-tech work aboard *Alder*.

obtained the rank of E-5 or higher and have a minimum of 30 college credits can apply for Officer Candidate School.

Marine Science Technician 3 (MST3) Nikki Paquette, 30, of Tampa, FL, a marine science technician at the USCG Marine Safety Unit (MSU) Duluth, earned a bachelor's degree in business management with a minor in psychology before joining the Coast Guard. She hopes that experience helps her get into Officer Candidate School.

"There is no glass ceiling in the Coast Guard. I wanted to have enlisted experience but I joined to become an officer," MST3 Paquette said. "That is the path I'm headed toward."

She enlisted after seeing the damage caused by the BP oil spill in the Gulf of Mexico in 2010, an event that directly impacted her family and friends. As an MST, she now specializes in pollution response along with vessel and facility inspections.

Lieutenant Junior Grade (LTJG) John Mack, 25, chief of waterways management for MSU Duluth, also chose the Coast Guard for a very personal reason.

"As a young teenager, my family suffered a fatal boating accident that left a mark on my life," said LTJG Mack. "The Coast Guard allows me to work toward raising the safety of the maritime community and preventing future accidents and deaths."

A native of Charlotte, VT, LTJG Mack attended the U.S. Coast Guard Academy in New London, CT, and entered his service as an officer.

"The U.S. Coast Guard Academy is a unique institution that trains graduates over four long years," said LTJG Mack. "During that time you get to really understand the culture and traditions of the service, while making life-long friends and mentors. What makes the officer path so interesting is the diversity of the responsibilities and people the service entrusts you with as an officer."

LCDR Jerry Butwid, executive officer, MSU

Duluth, knows that very well. His own path through the ranks took twists and turns. The Texas native first enlisted in 1988 right out of high school and left the Coast Guard five years later to attend college. He went to work for NASA after graduation, then returned to the Coast Guard and went through Officer Candidate School. Today, he manages a diverse team of individuals that are assigned by headquarters to MSU Duluth based on positions available and qualifications needed to fill them.

"Every summer, we lose people and get new ones to take their place. I have to make it work through my management and leadership style," said Butwid. "Everyone has skills and weaknesses. We want people who communicate well and are professional. They go out into the field and interact with industry professionals, vessel and facility owners and operators, and local government officials."

On *Alder*, LCDR Tschirgi shared a similar sentiment. "The Coast Guard thrives on people who are able to lead themselves, who gain qualifications quickly and uphold our core values," said LCDR Tschirgi. "If you are ready to make that commitment, we can help you succeed."



Courtesy USCG

LTJG John Mack, MSU Duluth chief of waterways management, graduated from the USCG Academy.

**For more information:**

U.S. Coast Guard recruiting site: [www.gocoastguard.com](http://www.gocoastguard.com)

U.S. Coast Guard Academy: [www.uscga.edu](http://www.uscga.edu)



# At the intersection of transportation and job creation

U.S. Transportation Secretary Anthony Foxx visited Duluth July 21 for a transportation and job creation roundtable arranged by U.S. Congressman Rick Nolan. Port Authority Executive Director Vanta Coda highlighted the Port's role in fostering regional economic development, pointing out that Great Lakes shipping moves cargoes that account for 13 percent of the nation's gross national product. He urged Secretary Foxx to continue funding programs for infrastructure renewal, such as extending new rounds of TIGER (Transportation Investment Generating Economic Recovery) grants for waterfront redevelopment and intermodal freight projects.

Coda noted that jobs in freight and transportation logistics pay, on average, 10 percent more than



Robert Weiton

Port Authority and Minnesota Department of Transportation (MnDOT) officials met informally with U.S. Transportation Secretary Anthony Foxx (second from right) to discuss strategies for moving more heavy-lift and dimensional freight through the Clure Terminal and the need to upgrade infrastructure along the 'Can of Worms' I-35/I-535/Hwy53 interchange. Also pictured (from left) are MnDOT Commissioner Charlie Zelle, Port Authority Director Vanta Coda and U.S. Congressman Rick Nolan (who arrived in jeans after clearing his driveway of trees downed by major overnight storms).

median salaries in the Twin Ports community. He also cited how a \$10 million TIGER grant helped the Port

Authority leverage \$4 million of capital into an \$18 million intermodal project.

## New commander for local U.S. Coast Guard unit

U.S. Coast Guard Marine Safety Unit (MSU) Duluth has a new leader. During a formal change of command ceremony on July 22 at The Depot Great Hall, CDR Erin E. Williams relieved CDR Alan H. Moore, Jr. as commanding officer.

CDR Williams most recently served as executive officer of Activities Europe in the Netherlands, where she helped to ensure compliance of U.S. and foreign vessels with international conventions and regulations throughout Europe, Africa and the Middle East.



DSPA

Capt. Marko R. Broz (left), Sector Sault Ste. Marie Commander, conducted the Change of Command ceremony. CDR Erin Williams (right) relieved CDR Alan Moore as commanding officer of MSU Duluth.

Her prior experience includes graduate level teaching at the International Maritime Organization's World Maritime University in Sweden; service as acting officer in charge of marine inspection and alternate captain of the port with MSU Valdez, AK; leadership positions in marine safety training, vessel inspections, waterways management and contingency preparedness; and time aboard USCG cutter *Hamilton* in southern California. CDR Williams holds a B.S. in marine and environmental science from the Coast Guard Academy and a Master's in educational technology from San Diego State University. She and her husband Neal have five children.

In leading MSU Duluth, CDR Williams fills numerous regulatory leadership roles, including captain of the port, federal maritime security coordinator, federal on-scene coordinator and officer in charge of marine inspection. Her responsibilities and mission of the unit include waterfront facility and vessel inspection, pollution control and port and waterways management.

CDR Alan H. Moore enjoyed an extended stay in the Twin Ports. He assumed the MSU Duluth executive officer position in 2011 and fleeted-up to commanding officer in 2013. He has recently relocated to his new assignment as foreign and offshore vessels division chief at Coast Guard headquarters in Washington, DC.



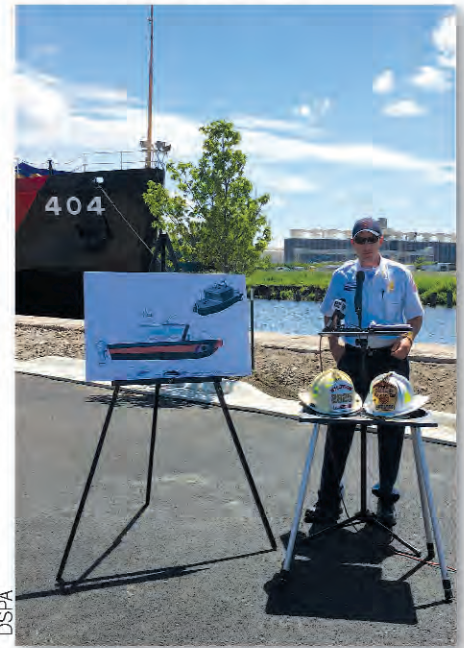
# Custom emergency response boat for Twin Ports

A customized all-hazard quick response vessel with high tech fire suppression, environmental response, search and rescue, and emergency medical capabilities is coming to the Port of Duluth-Superior. The fire departments of Duluth and Superior jointly secured a \$447,750 Port Security grant from the Department of Homeland Security to purchase the vessel. The grant requires a local match of \$149,750. The Port Authority committed the first 10 percent.

"I can't think of a single reason why the Port Authority should not be at the front of the line to support this project, given our public mandate for maritime advocacy, economic development and community involvement," said Port Authority Executive Director Vanta Coda. "It is a win-win for

everyone." The 31-foot-long, 10.5-foot-wide custom-built vessel will feature twin 300-horsepower outboard motors, side-scan sonar for underwater searches, enhanced radar and GPS, a thermal imaging night vision camera, and equipment to pump and discharge water for fire suppression. It will improve emergency response capabilities throughout the Port, which contains 49 miles of shoreline, 20 active commercial docks and is visited by nearly 1,000 domestic and foreign vessels each year.

Delivery is expected in spring 2017. The vessel will dock at the Pier B Resort and be managed by Duluth Fire Department personnel, supporting the City of Superior through a longstanding mutual aid agreement.



Duluth Fire Chief Dennis Edwards announced the \$447,750 Port Security grant at a news conference on July 6.

## Blough back in service after grounding

The *Roger Blough*, a frequent visitor to Duluth-Superior, is back in service on the Great Lakes. The freighter left the yard August 6 at Fincantieri Bay Shipbuilding in Sturgeon Bay, WI, where it underwent repairs after grounding May 27 on Gros Cap Reef in Whitefish Bay at the eastern end of Lake Superior.

Immediately after the grounding, a vessel response plan was activated by the shipping company (Great Lakes Fleet) which, accordingly, mobilized multiple agencies including the U.S. Coast Guard, Donjon Marine and the Canadian Coast Guard. The ensuing Rapid Response Damage Assessment involved the precautionary deployment of oil containment equipment and underwater dive surveys to assess the damage. Safety inspections and soundings were concurrently performed aboard the vessel; no injuries were reported.

"Of all the agencies and personnel involved in this incident, the process went as smoothly as possible," said Ken Gerasimos, port captain for Key Lakes, operators of Great Lakes Fleet. "Thanks to a detailed, coordinated emergency response plan, the unified command process worked seamlessly."

The 858-foot vessel was carrying a load of iron ore from the BNSF Railway Dock in Superior bound for Conneaut, OH. The freighter was freed from the lake floor June 4 after lightering part of its load onto the *Philip R. Clarke*. The *Blough* was then allowed to move to the Waiska Bay Anchorage where it topped



Pellets from the *Blough* unloading into the *Clarke*. The 'shuttle boom' on the *Blough* will not reach high enough to fill trunk hatches on the *Anderson* or the *Clarke*, requiring a multi-phase lightering process from the *Blough* to the *Clarke* to the *Anderson* to unload all 45,000-plus tons.

off the *Clarke*. In turn, the *Clarke* lightered into the *Arthur M. Anderson*—due to the boom's ability to raise and reach the higher 'trunk' hatches at the stern—then returned to the *Blough* to finish taking the remainder of the load. AAA class vessels were essential to the operation, as getting under the shuttle boom was a limiting factor. No other vessel in the fleet was deemed safe or able.

Once emptied, the *Blough* was cleared by the U.S. Coast Guard to complete its journey and cleared the Soo Locks on June 11 en route to the shipyard in Sturgeon Bay. Investigations continue into the cause of the grounding.



# Halftime report: hoping to close season stronger

Shipments of iron ore are still lagging behind historic levels, but with tariffs in place and the Administration cracking down on unfair trade practices, the domestic steel industry may be starting to stabilize. More miners are heading back to work on the Iron Range, and bulk cargo shipments should begin to stabilize as we settle into the second half of the 2016 shipping season.

“On the international front, we’ve seen grain steadily moving this year,” said Vanta Coda, Port Authority executive director. “But the global steel market is still in upheaval, and we’re in uncharted waters with Brexit. There is no great global stomach for growth so it remains to be seen what kind of local impact these market pressures will have on commodity pricing.”

The Port Authority and operating partner Lake Superior Warehousing (LSW) have handled a wide array of project cargo this year — heavy-lift oil and gas refinery equipment, kaolin clay from Brazil, steel coil and wind turbine components — but the number of ships is down.

“We expected the maritime side of business to taper off this year,” noted Jonathan Lamb, LSW president. “But the warehousing side of the business is up some 10 percent, and we’re looking ahead to a run in project cargo for several years thanks to multi-year extensions of the federal tax

credits for new-build and repowered wind projects.”

As the Port Authority’s Dock C&D Intermodal Project nears completion in October and other property upgrades are finished in the off-season, Coda is laser-focused on spring 2017 and beyond.

“We’re setting the table for the next five to 10 years to serve as a major distribution hub for the wind energy sector,” Coda said. “Infrastructure investments in place now can go directly into service when the ‘wind starts to pick up’ next spring.”



Terry White

The saltie *Elbeborg* loads grain at CHS in July.



Jonathan Dyess

*Philip R. Clarke* enters the Duluth piers.



Robert Welton

The saltie *Prosna* moves with an assist by the G-tug *Arkansas*.

## Duluth again voted Port of the Year by RICA



Terry White

When the Railway Industrial Clearance Association (RICA) handed out its Port Service awards for North America, Duluth took top honors as 2015 Port of the Year—the second time in just five years. That ranking recognizes the heavy lift and project cargo handling facilities and exceptional customer service provided by Lake Superior Warehousing (LSW) here on the Port Authority’s Clure Public Marine Terminal. “Being ranked number one again by RICA is a significant honor for us,” said Jonathan Lamb, LSW president.



Pete Kramer



Robert Welton



Robert Welton



**Duluth Cargo Connect.** (Top) Shipments of wind turbine components still dominate project cargo activity at the Port Authority’s Clure Public Terminal. Bound for a wind farm installation in Iowa, 30 wind blades from China are discharged from the BBC *Kurt Paul* on May 29. (Bottom) Ten sets of hubs and nacelles from Spain would follow aboard the *Marselisborg* on June 16. Forty tower sections for the same project arrived from Korea aboard the *Sjard* on June 20. Multiple units are being stored on the terminal and staged for final delivery to Iowa through September.

## Finish line in sight: Dock C&D nears completion

DSPA



“We’re into the final stretch,” said Jim Sharrow proudly as he stood and watched the last major concrete pour on the new heavy lift dock earlier this summer. Sharrow, Port Authority director of port planning and resiliency, has been shepherding this project for almost a decade—from visioning and design to submitting grant requests and now construction oversight. By the end of July, dock walls were finished and over 90 percent of the dredging in the slip was complete. Over 4,600 cubic yards of concrete had been poured into the foundation of the new heavy lift and adjacent Ro-Ro dock, and even the new rail spur was starting to take shape. The project is still on target for completion in October. For Sharrow, the finish line for this marathon is in sight.



## Foreign delegates learn tricks of Duluth trade

Foreign delegates from China, Indonesia, the Philippines and other countries visited Duluth in May to learn about commerce and trade opportunities at the western tip of the Great Lakes St. Lawrence Seaway System.

The Minnesota Trade Office (MTO) and Duluth Seaway Port Authority hosted the 19-member delegation from the Chicago International Trade Commissioners' Association, to expand ties with global trading partners.

"We call the Port of Duluth-Superior Mid-America's Gateway," said Kate Ferguson, the Port Authority's director of business development. "We are as far west as you can go by ship, and the most efficient form of transportation."

Port officials stressed that cargo shipped through the Great Lakes-Seaway system to Duluth can be transferred to any of four Class I railroads and/or moved by truck to their final destinations. In addition to meeting with Port Authority officials, the delegates toured the harbor aboard the *Vista Queen* and visited Duluth-based manufacturers Cirrus Aircraft and Loll Designs. In collaboration with the MTO, APEX and the Consulate General of Canada hosted the delegation at an evening reception.

Port Authority Director Vanta Coda credited MTO, a division of the Minnesota Department of Employment



DSPA

The Minnesota Trade Office and the Duluth Seaway Port Authority hosted an international trade delegation from Chicago for a lunch meeting and Port tour in May.

and Economic Development, for bringing the international delegation north to educate potential trade partners about the Port of Duluth-Superior—its cargo handling capabilities and the potential it holds for business expansion.

"You can never have enough conversations like this," said Jonathan Lamb, president of Lake Superior Warehousing, the Port Authority's terminal operations partner in Duluth Cargo Connect. "We never know what opportunities might be uncovered."

## Tall Ships Duluth 2016

### Port Authority sponsors replica of schooner

What more could a person ask than to have 150-plus gallery quality art vendors from around the country converge on the shores of the world's greatest Great Lake with tall ships sailing in from ports around the world?

It's double the fun this year on Duluth's waterfront as Tall Ships Duluth 2016 and Art in Bayfront Park get under way Aug. 18-21.

Tall Ships Duluth offers a rare chance to catch a glimpse, step aboard and even set sail on some of the grandest ships of days gone by. Draw Events is once again bringing the event to Duluth—the only destination on Lake Superior and one of only a handful of Great Lakes ports to host the prestigious Tall Ships Challenge.

The Duluth Seaway Port Authority is honored to sponsor one of the visiting vessels: the S/V *Denis Sullivan*. She is the world's only replica of a 19th century, three-masted Great Lakes schooner, which provides visitors a glimpse into the rich maritime history of this region as those sailing ships once served as the backbone of



Courtesy Draw Events

The Port Authority is sponsoring the *Denis Sullivan* for Tall Ships Duluth 2016.

waterborne commerce on this waterway.

Today, the *Denis Sullivan* sails locally and to distant lands to serve an educational mission, conducting field research and providing experiential sail-training opportunities and science education programs for students and adults alike.

[www.tallshipsduluth.com](http://www.tallshipsduluth.com)



## Maritime Day focus on transportation strategy

A strategy to double trade, shrink the environmental footprint of the Great Lakes transportation network and support the region's industrial core was outlined during the 2016 National Maritime Day celebration May 20 in Duluth.

Mike Piskur, program manager for the Conference of Great Lakes and St. Lawrence Governors and Premiers, delivered the event's keynote address in which he introduced this now-published strategy to an audience of U.S. Merchant Marine veterans, current seafarers and maritime industry stakeholders.

The strategy developed by the Conference is the first of its kind. It identifies the collective assets of this region's integrated maritime transportation system (MTS) and includes shared priorities to enhance its competitiveness and direct needed investment. Specific actions are linked to four objectives: increasing efficiency and reducing costs, building new markets, growing economic activity around the maritime system and delivering results while managing for the future.

Piskur told attendees the overarching MTS goal is to develop "big, bold ideas to energize the system as a whole."

Read the full report at: [www.cglslgp.org/](http://www.cglslgp.org/)



Mike Piskur

## Alpena: Old girl back in service



Travis Chadwick

The *Alpena* is back in service after suffering severe fire damage last December while in drydock at a Sturgeon Bay shipyard. In late May, the veteran vessel was put back into service. Her first delivery was to the Twin Ports. She steamed in beneath the Aerial Bridge on May 24, discharged cement at the LaFarge North America Superior terminal and left 'light' from the Superior entry—business as usual. The blaze caused an estimated \$3 million in damages. Preliminary investigations pointed to faulty equipment on the aft windlass—a winch not regularly used to hoist the anchor and haul in mooring lines. Built in 1942, she is the oldest Great Lakes steamship still in service.

## Marketing our major marine highway in Europe



DSPA

The Great Lakes St. Lawrence Seaway system is the primary marine highway that connects European trading partners with North America's heartland. So it should come as no surprise that this key trade route is marketed as HWY H2O at global trade shows, such as Breakbulk Europe 2016 in Antwerp, Belgium. This year's event drew more than 7,600 people, including freight forwarders, ocean carriers, port and terminal officials and cargo owners—making it a strategic place for Port of Duluth officials to network with industry leaders looking to move heavy lift, project or breakbulk cargo in or out of Europe. Pictured (from left) are Alan Taylor, Hwy H2O European representative; Adam Schlicht, Great Lakes regional representative for the Saint Lawrence Seaway Development Corporation; and Kate Ferguson, Duluth Seaway Port Authority director of business development.

## Africa trade team tours Port



DSPA

The Port Authority hosted an international trade team from Africa in June. U.S. Wheat Associates brought the group of flour millers and wheat buyers to Minnesota to familiarize them with this region's farming methods, quality control measures and transportation systems. In addition to hearing a presentation by Port Authority Director of Business Development Kate Ferguson, the team toured the CHS elevator in Superior and Riverland Ag-Duluth Storage, where the *Algoma Equinox* was loading grain.



# Labo Awards honor Donn Larson for lifetime achievement

A public relations icon, prolific writer and powerful advocate for Duluth's working waterfront was recognized with a Lifetime Achievement Award during the 24th Annual Joel Labovitz Entrepreneurial Success Awards (The Labos) in April.

Donn Larson, longtime owner of Westmoreland, Larson & Hill advertising agency (now Flint Group), is widely considered the Dean of Northland public relations and practitioners. For decades, he helped the region and its industries address tough communications challenges, especially related to mining, energy, forest products and other natural resources-based issues.

Larson began his career as a copy writer at KDAL radio in 1951. He served on the Duluth City Council from 1959 to 1967 and joined the Westmoreland Agency in 1960, becoming half owner in 1972 and owner in

1987. He sold the business to Harold Webster in 1994, but Larson's passion for the community and ability to express himself through the written word continued into retirement. In 2004, he and the late Monnie Goldfine published *The Will and the Way*. His autobiography, *A Life Worth Living*, was completed last fall.

As a longtime advisory board member and contributor to *Lake Superior Magazine*, Larson shares his knowledge of the region and its rich history to connect readers with the Lake and its powerful influence. He was well versed on waterfront development and created several promotional pieces for the Port Authority including a brochure in the early 1970s for a new industrial site near the airport in which he coined the name 'Airpark,' by which the site became known.

Larson has served on many



Donn Larson (left) receives his lifetime Labo from presenter Steve Greenfield.

boards through the years, including the DECC, the Duluth-Superior Area Community Foundation, Wolf Ridge Environmental Learning Center, Lake Superior Marine Museum Association and Great Lakes Aquarium. He remains active in Harbor Club and the Propeller Club of Duluth-Superior.

# UWS library honored for preserving shipbuilding history

Blueprints and working design documents of such well-known vessels as the *Edmund Fitzgerald*, the U.S. Coast Guard cutter *Mackinaw* and the *Leon Fraser* (now the *Alpena*) are now preserved in a collection that has earned the University of Wisconsin-Superior's Jim Dan Hill Library a Governor's Award for Archival Achievement.

The distinguished award recognizes the library and its archives staff for preservation of the Fraser Shipyards Collection. UW-Superior Special Collections acquired the papers and technical drawings in 2013 in cooperation with Superior-based Fraser Shipyards. The historic docu-

ments have been preserved through a \$50,000 National Heritage Grant; numerous maritime historians donated time to help archive staff interpret the materials.

"The legacy of our maritime community would be sorely lacking a foundational framework were it not for the outstanding achievements of the archive staff at UW-Superior," said Port Authority Public Relations Director Adele Yorde in congratulating Shana Aue, UW-Superior Special Collections and Archives librarian. "Their meticulous system of recordkeeping of maritime-related materials, particularly the recent work with the Fraser Shipyards Collection, not only ensures that valuable collections of drawings and other references will be preserved for generations to come, but also that the public will gain greater access to vital information about the ships, shipbuilders and mariners who plied these waters throughout history."

An award ceremony will be held in October to coincide with American Archives Month. Online guide to the collection: [www.library.uwsuper.edu/fraser](http://www.library.uwsuper.edu/fraser)



Shana Aue



Archive employees removed a small sampling of Fraser Shipyards' large-format drawings to assess the amount of repair that would need to be done. They were flattened, indexed and re-rolled with protective acid-free paper and placed in archival boxes for long-term storage.



## Historic Meteor is shipshape

All hands were on deck for the annual SS *Meteor* work weekend April 22-24 in Superior. More than 60 volunteers cleaned, painted and got the historic vessel in shipshape for the summer tourist season. A dedicated group finished a three-year project of rebuilding the lifeboat cradles. Others repainted the smokestack and several items on deck in the original colors of Cleveland Tankers. Areas in the engine room and public restrooms also were repainted, plus the gift shop was updated with new furniture and lighting.

Phil Kerber and members of the Great Lakes Shipwreck Preservation Society (GLSPS) organized the majority of the event in cooperation with Superior Public Museums. Others donated food, lodging, equipment and volunteer time.

“Thanks to all who gave so generously of their time and talent,” said Sara Blanck, the Museums’ executive director. “And, special thanks to the Wisconsin Underwater Archeology Society for getting this event started over a decade ago.”

Save the date for next year: April 28-30, 2017.



Courtesy GLSPS  
Bob Brennan, whose father sailed on the *Meteor*, came to volunteer from Anaheim, CA.



Courtesy GLSPS  
Painting the SS *Meteor* stack.



DSPA  
The SS *Meteor* Whaleback Ship Museum is on Barker’s Island in Superior.

## Gales whipping up for Nov. 4-5

The Gales of November will be a two-day event, starting with a presentation by keynoter Mark Barker, president of Interlake Steamship Company, at the Friday luncheon, co-sponsored by the Lake Superior Marine Museum Association (LSMMA) and the Propeller Club of Duluth - Superior. Additional presentations and tours are set for Friday with a full slate of speakers and exhibits on tap Saturday. All events will take place at the DECC in Duluth. [www.LSMMA.com](http://www.LSMMA.com)

## Cornelia operator slapped with \$1 million fine

The German operator of a cargo ship detained outside the Duluth Harbor for six weeks late last year has pleaded guilty to covering up illegal dumping of oily waste water into the Great Lakes. MST Mineralien Schiffahrt will pay an \$800,000 criminal fine to the United States plus a community service payment of \$200,000 to protect and preserve Lake Superior and its watershed. The company was accused of failing to maintain accurate records about the disposal of contaminated waste and presenting falsified records to the U.S. Coast Guard (USCG).

The *Cornelia* was detained from early November to December 18, 2015, while the USCG investigated 10 alleged illegal discharges. At least one of of them occurred on the Great Lakes, although USCG officials announced that it did not appear any discharges occurred in the Port of Duluth-Superior. MST Mineralien Schiffahrt also



Paul Scinocca  
The *Cornelia* is allowed to leave Duluth-Superior on Dec. 18.

will serve three years of probation, during which it must commit no further violations and implement an environmental compliance plan for all of its vessels that call on ports or places in the United States.



# Retiring MERC president reflects on coal industry

Midwest Energy Resources Company (MERC) President Fred Shusterich has seen many highs and lows in the coal industry over his 30-year career with the company. He believes coal still has a place in the energy landscape and MERC is well positioned for the future, even as electric utilities in the United States and around the world strive to rebalance their portfolios and use less coal in an effort to reduce carbon emissions.

Shusterich joined MERC in 1986 as assistant general manager and has served as president since 1997. He guided the company through an era of incredible growth as MERC's Superior Midwest Energy Terminal doubled its capacity from 12 to 24 million tons per year and saw coal shipments nearly triple from around eight million tons in 1986 to a record high of almost 23 million tons in 2008.

While volumes have trended downward to 13.4 million tons in 2015, MERC enjoyed a surge of European exports from 2011 to 2014. During that time, it shipped

high volumes of U.S. coal through Superior to Spain, the Netherlands and beyond. In December 2015, the company celebrated an impressive milestone, transshipping its 500 millionth ton of U.S. low-sulfur

coal through the Superior terminal.

These achievements are not just tied to market forces, according to Shusterich, who credits the hard work and dedication of MERC's employees—both union and salaried—for the company's resilience and continued success.

"Employee engagement drives everything," he said. "Change is constant in our industry, and we have been able to maintain a high level of customer service and flexibility thanks to highly engaged people and a state of the art facility. It is not by accident that we have both."

MERC's Superior Midwest Energy Terminal is the largest capacity coal transshipment facility on the Great Lakes, handling more coal than all of the other coal dock facilities combined. According to Shusterich, a current oversupply of coal on the world market and shifting emphasis toward renewable energy across the globe have fueled discussions about the facility's future.

"I see coal staying around as a base load fuel because it is dependable and affordable, but it slowly will play less of a major role in power generation," said Shusterich, noting the transition may take 15 to 20 years. "We are a bulk commodity mover. As coal shipments decrease, we are looking at other commodities to move through our facility."

Shusterich plans to move on at the end of this year, retiring after 20 years at MERC's helm. He and his wife plan to travel, fish and spend time with their two adult sons in retirement, but he won't completely leave the industry.

"I'm retiring from this job, but I will continue to work in the field on a less than full-time basis," Shusterich said. "I'm a young 62."



DSPA



Paul Schiocco

Top: Fred Shusterich (right) is pictured here in 2008 with Sean Connaughton from the U.S. Maritime Administration on a tour of the Superior Midwest Energy Terminal. The large piece of equipment in the background was the coal dock's newest dumper barrel, the third such unit to be installed as the previous two had worn out due to the facility's exponential growth in throughput. Bottom: *American Integrity* loads coal in May.



## Closing the chapter on a lifetime career with the Corps

Starting out as a summer hire with the Civil Defense Program in 1971, Michael O'Bryan retired at the end of July from the U.S. Army Corps of Engineers, having spent his entire career with the Detroit District.

A civil engineering graduate of Wayne State University, O'Bryan's first permanent positions with the Corps were in the construction arena, including assignments as project/resident engineer at major projects in Toledo, OH, and in Monroe and Flint, MI. He served in the mid-1980s as chief of the Emergency Management Branch and, in 1990, was named the District's chief of the Construction Branch. In 1994, he was selected assistant chief of the Construction Operations Division, which eventually became the Engineering and Technical Services Division. O'Bryan was named its chief in 2001, the position he held most recently.

In 2006, he also was assigned as the navigation

business line manager for the Great Lakes and Ohio River Division, which is responsible for budgeting, maintaining and operating the Corps' Great Lakes navigation infrastructure as a single system.

"Working with Mike through the years has been an incredibly enjoyable experience," said Jim Sharrow, Port Authority director of port planning and resiliency. "He has always had an open, collaborative approach to planning and designing Corps dredging and maintenance projects. He has supported the creative development of reuse options for dredged materials, now nationally recognized for providing direct benefits to the shipping industry and communities across the Great Lakes."



Mike O'Bryan

## Chamber of Marine Commerce president retires

The Ottawa-based Chamber of Marine Commerce (CMC) recently announced that its president, Stephen Brooks, will be retiring Oct. 1. He plans to take a mid-career sabbatical to travel, spend more time with family and pursue other interests.

Brooks was appointed president of the CMC in April 2013 following seven successful years as the bi-national organization's vice president in charge of government and stakeholder relations. He has more than 25 years of experience in business development, government relations and political operations, including serving as director of operations to the leader of the opposition (Rt. Hon. Stephen Harper) from 2003-2005. That appointment followed 12

years of working on Parliament Hill and eventually forming a consulting firm to provide public affairs, technical expertise and communications services to a range of public figures and organizations.

"We are extremely grateful for over 10 years of service that Stephen has given the Chamber of Marine Commerce leading the bi-national shipping industry with incredible innovation, growth, outreach and advocacy to governments and the general public," said Wayne Smith, acting board chair and senior vice president at Algoma Central Corporation.



Stephen Brooks

## PORT PASSINGS

**Diane Karon Hilden**, 63, of Duluth, died May 15, 2016, at Essentia St. Mary's Medical Center in Duluth. Hilden was well known in local maritime circles for her photography of ships and the industrial waterfront. She recently retired from a 37-year career with St. Louis County. Hilden is survived by three adult children, six grandchildren, and three siblings. (Please see "Port In Focus" on page 19)

**Marion L. Gould**, 91, of Duluth, passed away May 23, 2016. Gould grew up in Duluth and attended Denfeld High School. During WWII, she worked at Duluth shipyards. After the war she married Harold Gould. She worked for the Board of Trade, followed by 17 years at Woolworths. She is survived by four sons, 12 grandchildren, 20 great-grandchildren, two brothers and other family and friends.

**Norman G. Nelson, Jr.**, 90, of Superior, died on May 25, 2016. Nelson proudly served as a corporal in the Marine Corps during the Pacific Theater of World War II. Following discharge, sailing the Great Lakes brought him to Superior where he met and married his wife Marilyn in 1945 and began his career as a grain inspector in the Twin Ports. He is survived by his wife, a son and a daughter.



# PORT PASSINGS CONTINUED

**Patrick Carmine Perfetti**, 68, of Duluth, died May 20, 2016, after a nine-year battle with cancer. He enjoyed a 35-year career at Midwest Energy Resources Company, retiring in 2011 as electrical maintenance supervisor.

A loyal employee and strong advocate of environmental stewardship, Perfetti was driven to share what the company was doing to improve the water quality of the St. Louis River. Together with other waterfront leaders, he helped launch St. Louis River Quest in 1993; it became his avenue to share that message. He volunteered to staff a learning station from the outset. Colleague Paul Sneide joined that

endeavor three years later, recalling Perfetti's dedication to the program's mission and also his engaging spirit.

"Pat was a man full of life and fun; he had a magnetic personality," Sneide said. "Pat will be missed. His humor and infectious laugh made life enjoyable."

Perfetti was a proud member of the United States Army Reserve, serving with the 368th Engineer Battalion from 1969 to 1981. During his service, he achieved the rank of staff sergeant and was awarded Outstanding Soldier of the Year 1973. He is survived by his wife Karen, three children, a granddaughter, three brothers, two sisters, and extended family and friends.



Patrick Perfetti

## Longtime Fraser Shipyards exec dies at 90

A fixture for decades at the shipyard in Superior has passed away. Trevor White, 90, of Duluth, longtime engineering director and executive at Fraser Shipyards, died May 30, 2016. White joined the shipyard in 1964, when it was known as Fraser-Nelson Shipbuilding & Dry Dock Co., and served the company for more than 43 years.

During his tenure, he helped plan and oversee the lengthening and conversion of several Great Lakes vessels during an especially active period for the shipyard from the 1970s into the 1990s. He served as director of engineering from 1964 to 1989, when he was promoted to vice president and general manager, a position he held until he opted to leave the company in 2007 at the age of 81.

A native of Northern Ireland, White began his career in naval architecture at the age of 15, working as an apprentice and journeyman draftsman during and after WWII at Belfast's Harland & Wolff shipyard, one of the largest in the world. After obtaining his B.S. degree in

naval architecture from Queens University, Belfast, in 1949, he moved to Montreal to work in the drafting department at Canadian Vickers shipyard. He met his future wife, Alberte Nadeau, in Montreal; the two married on April 7, 1951. Later that year, they moved to Cleveland where White took a job with American Shipbuilding Co. as a draftsman and hull engineer. In 1962, he became director of engineering for American Ship. He moved his family to Duluth to start his long career at Fraser Shipyards in February 1964.

White was a longtime member of the Society of Naval Architects and Marine Engineers and wrote several technical papers for the society, including one on the conversion of older Great Lakes ships for new purposes. He also was active in the Propeller Club of Duluth-Superior. On land, White was an avid runner, who completed more than 250 races, and continued to walk and run well into his 80s. He is survived by two sons, two grandchildren, two great-grandchildren and other family.



Engineer Trevor White, later vice president and general manager of Fraser Shipyards, confers in March 1965 with USCG Captain Mark Hocking (left) and LCDR Edward J. Giesler.



Trevor and Alberte White



# IN FOCUS: Diane Hilden

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

Those who knew Diane Hilden best recall her zeal for life, her radiant smile, her passion for Lake Superior and her gift for photography. Hilden's unique ability to capture the grit and the glory of Great Lakes shipping in unforgettable images made her one of the Twin Ports' most respected freelance ship photographers.

Her death May 15, at 63 (just weeks after retiring), has left a deep void in the port community and among fellow "boatnerds" who regularly jockeyed with her for camera position as vessels powered through the Duluth ship canal.

Hilden was raised in Solway Township and graduated from Proctor High School. She completed vocational-technical training, then went to work for St. Louis County, retiring in February after a 37-year career. When she wasn't at work or spending time with family and friends, Hilden could most often be found on the waterfront, watching, waiting and strategizing the perfect shot.

The images she captured appeared in many publications, including *North Star Port*, *Lake Superior Magazine* and the *Duluth News Tribune*, which featured her and other photographers in an article, "On the Big Boat Beat," earlier this year. Hilden loved to share her photos with family, friends and the community.

"She was so generous with her photography," wrote Tammy Otterson, executive director of the Lake Superior Marine Museum Association (LSMMA), on the group's Facebook page, which often showcased Hilden's work online and in its newsletter. "She knew how many people shared her passion for our beautiful ships, and she provided weekly updates of photos to keep those far and near close to what they loved."

Hilden was very active in the maritime community



and beyond. She served on the boards and was an active member of the LSMMA, Propeller Club of Duluth-Superior and other organizations.



Capt. Tom Mackay

Diane Hilden

"She was always there to lend a smile and a hand," Otterson said. "I could count on her to help rally the troops and energize any meeting with her positive attitude, which acted as a lightning rod for getting things done."

Diane was also a wonderful resource for the Port Authority. "Her photos have graced the pages of our magazine for years," said Adele Yorde, public relations director. "She had a knack for being able to almost freeze time in her shots. Sadly, her time here was all too short. It's her generous spirit and irrepressible smile that we'll miss most."

She lives on in the memories of those who loved her—and thousands of poignant images that have preserved prized moments in shipping and waterfront history for generations to come.







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