



# Duluth Seaway Port Authority

Fall 2010

**NORTH STAR PORT**

# Bad bet

*New York state's high-stakes ballast rules put shipping jobs at risk*

**A**s director of the largest port on the Great Lakes and president of the American Great Lakes Ports Association, I am extremely worried about threats by the state of New York to impose ballast water regulations in just 14 months on all ships passing through their waters. The regulations are so unrealistic, so unattainable that they would, in effect, block all international commerce on the Great Lakes.

be no-limit hold 'em and raises the bet 100 times the International Maritime Organization (IMO) standard by January 2012 ... further mandating that by 2013 all newly constructed vessels must meet a standard 1,000 times greater than IMO.

Unfortunately, few are aware that this high-stakes regulatory gambit is even on the table.

In December 2008, the New York Department of Environmental Conservation (NYDEC) issued onerous new regulations governing the ballast water discharges from commercial vessels. These regulations are meant to prevent the transfer of aquatic nuisance species into the Great Lakes. While well intended, NYDEC's new rules are impossible to comply with. They will require the ballast water from ships to be cleaner than the tap water in our homes. Not only do these rules apply to ships discharging in New York waters, but all ships must meet this standard to even pass through New York waters as they navigate the St. Lawrence Seaway en route to Great Lakes ports — the rules are regardless of flag and are applicable to vessels engaged in both international and domestic trade.

In effect, New York is constructing a commercial trade barrier and, even more intriguing, a blockade of a sovereign country (Canada).

Several independent reviews of current ballast treatment systems as well as proposed systems indicate that no technology currently exists to treat to New York standards. Furthermore, at a recent meeting of the

Great Lakes Ballast Water Collaborative held in Duluth and attended by the NYDEC, three U.S. research facilities (including the Great Ships Initiative in Superior, the only fresh water testing facility in the world) stated that with current technologies no research facility could verify or test ballast water treatment systems claiming to meet New York standards. The science simply does not exist.

The New York regulations do provide for an exemption for non-attainable standards and timelines. Every major vessel company plying New York waters has applied for this waiver. Unfortunately, NYDEC has failed to respond to these requests ... and the January 2012 countdown continues.

Today, vessels entering the Great Lakes already undergo the most stringent ballast management and inspection regulations in the world. All vessels entering the Great Lakes St. Lawrence Seaway from abroad are required to exchange (pump out) their ballast water while still at sea *and* flush any empty tanks with ocean water. This practice helps to physically remove organisms from ballast tanks. Further, seawater (with its high salinity) kills many freshwater organisms.

To ensure compliance, the U.S. and Canadian governments stop, inspect and test *every* foreign ship entering the Great Lakes in Montreal — the gateway to the St. Lawrence Seaway — before those vessels ever



The Harbor Line  
**Adolph Ojard**  
Port Director



and right now, New York is threatening to slam the door on this binational trade corridor.

During the next year we will be playing a regulatory game of poker throughout the Great Lakes St. Lawrence Seaway (GLSLS). The players are the eight Great Lakes states and two Canadian provinces. The dealer is the state of New York. The cards being dealt are the regulations that define ballast water discharge standards for all ships plying the GLSLS. The stakes are jobs and the disruption of major segments of our regional and national economies.

So where do we stand — with all players (states and provinces) anted up, New York declares the game to

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**On the covers**



Mary T. George

**On the front:** The *Isa* arrived in the Twin Ports during the fall surge in U.S. grain exports. She left the CHS elevator on Sept. 14 loaded with barley bound for Tunisia.

**On the back:** The *Federal Danube* called on the Port in late September to load wheat at Gavilon Grain in Superior before heading to Spain.

**See related grain stories pages 8-11.**



Jerry Bielicki

# Dock wall reconstruction completed months ahead of schedule

## Successful project will prevent additional corrosion and the need for more costly sheet piling five years down the road

The last of 403 steel plates that now protect the Port Authority's Clure Public Marine Terminal dock walls from aggressive corrosion in the Duluth-Superior harbor was installed on October 18. The last applications of concrete and epoxy grout were completed the next week along with a final inspection of the property.

"This has been an immensely successful project that will end up being finished well ahead of schedule — almost seven months earlier than the required completion date listed in the contract," said Port Authority Facilities Manager Jim Sharrow. "Roan Salvage, prime contractor on the project, has done an exemplary job and is to be congratulated."

Roan Salvage crews from Sturgeon Bay, Wis., arrived on site for initial mobilization on May 24. Weekly construction meetings were held throughout the project, during which crews worked three shifts per day and at least five days a week to complete a minimum of 45 feet of dock wall each day. This infrastructure remediation project, funded

in part by federal stimulus dollars, had a significant impact on the Twin Ports' economy, having generated additional business for several companies that provided key services: Dynamic Structural Steel fabricated the steel plates; Swanson Youngdale, painting contractor, applied special coatings before hanging those plates; project designer AMI Consulting Engineers also completed dive inspections; LHB handled project administration and the detailed permitting process; Hydro-Klean performed high-pressure washing to remove rust scale; Great Lakes Diving and Salvage cleaned the underwater plating and installed new steel plates that did not fit into Roan's cofferdam; Asdco Supply provided all foam materials; and Arrowhead Concrete Works provided concrete fill.

"All parties bent over backward to help this project be a success," said Roan Superintendent Don Sarter. He and his crew were impressed with the level of cooperation between all local companies involved.

The \$6 million project was partially funded by a \$3 million American Recovery and Reinvestment Act grant. The Duluth Seaway Port Authority committed \$2 million to the project from its capital improvement budget; the balance was provided by the Minnesota Port Development Assistance Program. "Federal stimulus funding made it possible to take protective measures now (in 2010) to preserve the structural integrity of this major waterfront asset," noted Sharrow. "By being proactive, we've been able to prevent additional corrosion and the need for a much more costly overhaul of the complete sheet piling system five years down the road."

The specially coated steel plates were installed over 6,000-plus feet of existing dock wall — around the entire perimeter of the Clure Terminal during the busiest time of the commercial navigation season without impeding any ship traffic in the harbor or interrupting the work flow of any of the 16 companies that operate on the terminal.



On Oct. 18, crews from Roan Salvage install the last protective steel plate along the dock wall of the Port Authority's Clure Public Marine Terminal.

# Good news at Fraser Shipyards

*Company adds a new line of boats, makes safety and efficiency improvements*

Fraser Shipyards is in the process of surpassing the nearly 120-year mark of building and repairing vessels of all kinds, and now the company has a new piece of boat-building business: Fraser has acquired Lake Assault Boats, a builder of mission-specific boats (tactical, fire, patrol and rescue) as well as recreational watercraft.

Announcing the acquisition, Jim Korthals, president and COO of the Superior shipyards, said, "Acquiring Lake Assault Boats is a natural extension of what we do best. We perform quality work on ships and will apply that experience to patrol, fire and rescue boats as well as hunting and fishing boats.

"Dependability is key, and our welders are the best in the business, so our customers can expect a top-of-the-line product."

Each boat is one of a kind and custom designed for a specific mission, such as firefighting or patrol and rescue. Government agencies are important Lake Assault customers and prospects. For example, the St. Louis County sheriff in Minnesota recently took delivery of a 28-foot rescue and patrol boat. Lake Assault boats range from 14 to 35 feet in length.

Jerry Atherton, who created the Lake Assault Boats company in 2003, in Blaine, Minn., stayed with the boats, now as founder/director of sales and product development.

The boats are built in a gleaming 9,000-square-foot shop in a completely refurbished section of an unused machine shop at Fraser.

A core group of six employees are dedicated to building the boats. Korthals doesn't want to stop there. "The more we can expand Lake Assault Boats, the more workers we can employ," he said.

The company has customers in

20 percent match from Fraser. Some of that money was designated to go toward repairs and some for new construction. A \$2 million grant also went toward repairs and construction. In addition, Fraser earned economic-development tax credits for the Lake Assault acquisition and other projects.

Bottom line: Fraser will gain about 1,200 linear feet in new or



Lake Assault Boats built this 28-footer for the fire department of Denver, N.C.

Courtesy Lake Assault Boats

13 states, most of them east of the Mississippi River. Korthals hopes that's just the beginning. "We're looking for our niche," he said. "We have sophisticated search engines looking for prospective government contracts and private dealers. The customer response to our boats has been very, very good."

## Beyond boats

Korthals credits U.S. Rep. David Obey, D-Wis., and state Senator Robert Jauch, D-Poplar, for being valuable allies in the company's move to update the shipyards. In March 2009, \$3.7 million was secured through the State Harbor Assistance program, administered by the city of Superior, with a required

repaired sheet piling and higher-efficiency electrical transformers and other electrical improvements. Replacing old sheet piling and rip-rap with new sheet piling along the water's edge will give the yard more space in which to safely move its cranes. As a result of that and other improvements, Fraser will be able to service large boats more safely and efficiently.

"This project", said Congressman Obey, "will help ensure that Fraser remains competitive so it can continue to employ people long into the future."

For more:

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

While performing her vital role in Operation Nanook, the *Alder* and her crew found stark beauty in the Arctic.



PA3 George Degener, USCG 9th District

## The *Alder* comes in from the cold

**Arctic exercises included a real-life, man-overboard rescue**

Earlier this year, on July 12 to be exact, U.S. Coast Guard Cutter *Alder* left Duluth for a historic trip — a 56-day deployment that took her and her crew into the Canadian Arctic to participate in Operation Nanook, an international exercise conducted by U.S., Canadian and Danish forces.

The *Alder* returned to her home port of Duluth on Sept. 11 after participating in maneuvers designed to improve the capacity of Arctic allies to respond to security threats and emergencies in the polar region. The *Alder* participated with forces from the U.S. Navy, the Canadian

Navy and Coast Guard and the Royal Danish Navy. The formal part of Operation Nanook took place August 3-26 in the northernmost reaches of the high Arctic — in Lancaster Sound, about 1,800 miles northeast of the Twin Ports.

The crew first had to navigate the full length of the Great Lakes St. Lawrence Seaway through all 16 sets of locks (including the Welland Canal — with a little help from some Great Lakes and French-Canadian pilots) before heading into the Atlantic and north to the Arctic Circle. It was the first time the *Alder* had ever been in salt

water. The bridge team kept an eye out for sights — and challenges — formerly unbeknownst to the *Alder*, especially marine mammals and floating icebergs.

According to Lt. Commander Mary Ellen Durley, the vessel's commanding officer, "*Alder* safely navigated more than 8,500 miles through fog, rain and heavy seas, avoiding icebergs and whales and calving glaciers, while witnessing beautiful fjords and the occasional glimpse of a polar bear. A couple of unplanned incidents even tested our life-saving capabilities, including a man-overboard rescue and

going to the aid of a Canadian Navy small boat crew that had washed onto rocks near Kiglaplats, Labrador.”

Every department had members working on shipboard qualifications; conducting required damage control and navigation drills; repairing electronic, communications and pump casualties; standing diligent watches while sighting whales and dolphins; and participating in professional exchange opportunities with the HMCS *Goose Bay* and HDMS *Knud Rasmussen*.

This trip saw many firsts for the *Alder* including: 1) leaving the Great Lakes and operating in sea water; 2) navigating the St. Lawrence Seaway; 3) completing a live weapons fire exercise onboard; 4) conducting a real-life man-overboard rescue; and 5) participating in NATO tactical ship maneuvers.

While a variety of Canadian agencies have collaborated on Arctic patrolling exercises like these before, Operation Nanook marked the first time American and Danish vessels and crews were involved. The *Alder* helped showcase the multi-mission capabilities of the U.S. Coast Guard and demonstrated how valuable the Coast Guard could be in responding to any security threat or emergency in the Arctic region in a timely and effective manner.

The *Alder* is a 225-foot seagoing buoy tender that conducts aids to navigation and ice-breaking missions in Lake Superior. She was launched in February 2004 in Marinette, Wis., and replaced the cutter *Sundew* in Duluth-Superior in October of that year.



The *Alder* visited these ports: Buffalo, Halifax, St. John's, Hopedale, Big Bay, Nain, Iqaluit, Pond Inlet, Nuuk, Quebec City and Sault Ste. Marie, Mich., before returning to Duluth.



Operation Nanook wasn't always smooth sailing for the *Alder* and her Canadian and Danish counterparts.



Tugs escort the *Olympic Melody* into Port on Sept. 29 to load grain at CHS.

## Global conditions lead to Twin Ports'

**W**hich do you want first? The good news? Or the ... good news? (Take the good news; the bad comes later.)

This story focuses on the growing and selling of wheat in the bread basket of the United States and the shipping of that grain from the No. 1 volume port on the Great Lakes, the Port of Duluth-Superior.

As Frank Sinatra might have crooned, 2010 was a very good year, especially for growing wheat in America's Upper Midwest. So good that North Dakota, for the second year in a row, was the nation's top wheat state. Kansas was No. 2.

Better yet, prices were up, too. An early spring slump was followed by a rebound starting in July. Dave Torgerson of the Minnesota Wheat Growers ([smallgrain.org](http://smallgrain.org)) said that prices peaked in early August with futures prices of about \$8.40 a bushel.

Jim Peterson, marketing director of the North Dakota Wheat Commission ([ndwheat.com](http://ndwheat.com)) said the peak was as much as \$1 to \$1.50 a bushel over 2009's high. Chris Hurt, a Purdue University agricultural economist, said prices "were about \$2 higher per bushel than what we had anticipated earlier this year." Prices retreated a bit as the year progressed but remained strong overall.

Those positive factors, though, might not have been enough to boost wheat exports — in which Duluth-Superior plays a major role — had it not been for terrible news out of Russia and not so good news out of Canada.

In Russia — in recent years the fourth largest exporter of wheat and other grains in the world — severe drought and a summer of wildfires sharply reduced agricultural production. The crop was so light that Russia's prime minister, Vladimir Putin,

to conserve supplies for domestic use, banned the export of wheat into 2011. Similar shortfalls — though in some cases it was rain, not drought, that affected the growing season — were seen in neighboring Ukraine and Kazakhstan and eastern European Union countries. In Canada, crops were held down by cold and rain, first early and then late in the season.

The falling U.S. dollar, which makes it easier for overseas buyers to acquire American products, also played a role in the rising demand for American wheat.

As a result of all these factors — good for some, bad for others — wheat growers in the Upper Midwest found themselves with a bountiful, high quality crop, good prices and a market that was ready to buy. First it was hard red spring wheat (the "aristocrat" of wheats, used primarily for baking breads); then it was durum (the grain of choice for making





Inset: Loading grain is a job for man and machine. Photo by Robert Welton

## surge in grain exports

pastas). These are staple products of the four states — North Dakota, South Dakota, Minnesota and Montana — represented by the North Dakota Wheat Commission.

About 15 to 20 percent of the region's wheat goes to European ports, said the commission's Jim Peterson. (The majority goes to Asia, especially Japan.) But that 15 to 20 percent in this very good year for wheat has been enough to prompt a significant increase in wheat traffic from Duluth-Superior. "We obviously know that having an efficient port and rail system is what it's going to take to keep us competitive in the world," said Peterson.

With the stars aligned just so, the pace of grain shipments out of the Twin Ports accelerated. Recent tonnage reports show a robust grain trade that posted an 89 percent increase over last year's figures. Grain and iron ore shipments led the way to

a 25 percent increase in overall Port tonnage so far this year.

In mid-October, grain stood at 15 percent higher than five-year averages. In September alone, the Port experienced a 123 percent increase in outbound grain shipments. Those cargoes were primarily durum and spring wheat headed to Europe, North Africa and the Middle East.

"During a single week," said Adolph Ojard, executive director of the Duluth Seaway Port Authority, "we had 17 ships loading grain and/or at anchor waiting for a berth to open up. Grain from farmers' fields in the Dakotas and Minnesota feeds people around the world. This surge is a valuable reminder of the key role played by our inland Port and the Great Lakes St. Lawrence Seaway in moving grain into the global marketplace."

The surge in grain exports also led to an increase in Canadian lakers

shuttling grain from the Twin Ports to St. Lawrence River locations for transfer to oceangoing ships. Canadian lakers are usually busy handling Canadian grains from Thunder Bay, but the smaller Canadian crop freed many ships for U.S. grain service.

Allister Paterson, president and CEO of Seaway Marine Transport (SMT) in St. Catharines, Ontario, said, "Before the Russians announced their ban on grain exports, SMT had planned to lay up ships in August and September. With that announcement, we were able to book enough U.S. wheat cargoes to keep all of our ships sailing."

America remains the No. 1 exporter of wheat globally, and Minnesota farmers play a role in that story. The Minnesota Wheat Growers' Dave Torgerson says the Port of Duluth-Superior is a big reason why. "We are located about as far away from our export customers as any farmers in the United States," Torgerson said. "But, with the Seaway and the Port of Duluth-Superior, we have a direct water link to markets around the world (in particular Europe and North Africa), which keeps transportation costs competitive and enables North Dakota and Minnesota farmers to compete globally. The farmers really rely on the Seaway to provide that service."



Robert Welton

Two oceangoing ships, the *Africaborg* (left) and the *Calliroe Patronicola*, wait at anchor for grain-loading berths to open up.



The *Beluga Fairy* left the CHS elevator on Sept. 13 loaded with nearly 12,000 short tons of durum wheat bound for Algeria.

## Grain activity ‘A pretty good shot in the arm’

Vessel agent Chuck Hilleren, president of Guthrie-Hubner, Inc., and a waterfront veteran, works closely with the captains and crews of the ships that carry grains away from the Port. He’s pleased at the recent increase of agricultural exports from Duluth-Superior.

“Our numbers are up considerably,” said Hilleren. “We’ve surpassed last year’s total [of vessels] already. It looks like we’ll have a pretty healthy November, moving into December. We’ve been very busy.

“People are really celebrating the improvement. The longshoremen, the elevators — everybody. It’s been a pretty good shot in the arm. It’s good to get back in these markets like Egypt and Algeria.”

Steve Sydow, an agent with Daniel’s Shipping Services, Inc., is also pleased with recent events.

Sydow’s enthusiasm for this year’s improvement is tempered by memories of even better years. “Things are looking okay,” he said. “If they keep going the way they are now, we’ll do better. We had some things work in our favor. The drought, heat, fires. Too much rain in Canada. Barge rates up in the Mississippi. The U.S. dollar down. But this is a very tender market.”

Savvy observers of waterfront trends cite the number of international ships that bring cargo *into* the Twin Ports as the No. 1 limiting factor in the export of grain.

### Port of Duluth-Superior Biggest Grain Years

(In short tons)

1950-1959	Average: 3,100,104	Best: (1951) 3,991,336
1960-1969	Average: 4,481,924	Best: (1966) 5,718,502
1970-1979	Average: 6,368,441	Best: (1978) 10,171,188
1980-1989	Average: 5,552,022	Best: (1980) 8,979,856
1990-1999	Average: 4,733,774	Best: (1999) 5,822,999
2000-2009	Average: 3,312,369	Best: (2000) 4,878,087

To see current and historic tonnage reports:

[www.duluthport.com/port-stats-tonnage](http://www.duluthport.com/port-stats-tonnage)

“*Inbound* shipping is what provides the ships that are available to take cargo out,” Sydow said. “We’re not importing enough.”

Although he appreciates the busy fall he’s seeing now, he says business still doesn’t compare to the best years of the past. “Compare this year to the last 15, and this has been slow,” he said. “I’d like to get 40 to 50 ships per season. Right now, we’ve had 15. In the past, I’ve had five ships in one day!”

Hilleren acknowledges that, “Our problem is, we’re limited by the number of inbound cargoes.”

With more ships to load, he said, “We could have done even more.” Still, he was counting his blessings. “This year has become a seller’s market for the U.S. It has left the door wide open.”

# Maiden voyage launches new era of Great Lakes service

The Port of Duluth-Superior welcomed a brand new steamship in September as the *Miedwie* completed her maiden voyage on the Great Lakes, becoming the first vessel of a fifth generation of Polish steamships to serve the heartland of North America.

The *Miedwie* was launched in March 2010 and is the first in a series of eight new vessels ordered by Polsteam USA Inc., specifically for service on the Great Lakes St. Lawrence Seaway. The ships are being built in China and named after lakes in Poland to recognize their service on North American lakes. The *Miedwie* will be the fleet's flagship.

"We are committed to the Great Lakes," said Piotr Cichocki, president of Polsteam USA Inc. "Renewing this fleet is a statement of our dedication and continued ability to provide reliable, affordable service."

Members of the Duluth-Superior maritime community joined steamship company officials aboard the *Miedwie* to celebrate the occasion and to thank Polsteam USA Inc., for its commitment to the Twin Ports.

The *Miedwie* docked at Gavilon Grain in Superior and loaded durum wheat bound for Belgium. The ship's arrival coincided with a visit by the *Isa*, the ship that the *Miedwie* will replace as Polsteam USA's flagship. The *Isa* was loading grain at the CHS terminal in Superior.

Company officials expect the *Miedwie* and her sister ships to be regular visitors to the Head of the Lakes. The second new vessel is expected to arrive in Duluth-Superior later this year.

This has been a banner year for grain shipments through the Twin Ports. (See related stories, Pages 8, 10.)



Robert Welton



Jerry Bielicki

Duluth-Superior found itself with no fewer than two Polsteam USA Inc. flagships in port at the same time in September. In top photo, the *Miedwie* is leaving port after loading grain at Gavilon. Above, the *Isa* is towed to her berth at CHS. Below, the coinciding visits give Captains Tamasz Molenda (left) (*Miedwie*) and Dariusz Szwaja (*Isa*) an opportunity to visit and compare notes on their splendid ships.



DSFA

# Around the Port

Jerry Bielicki



A major improvement is in store for the *Edwin H. Gott*.

## Gott repowering to improve emissions

The U.S. Environmental Protection Agency recently awarded a \$750,000 grant to the Great Lakes Maritime Research Institute (GLMRI) which will be used to help reduce air emissions on the *Edwin H. Gott*, a 1,000-foot Great Lakes ore carrier.

The EPA Region 5 Midwest Clean Diesel Initiative grant will be applied to a nearly \$15 million project being undertaken by vessel operator Key Lakes 1, Inc., to repower the *Gott* during winter layup and drydocking in Sturgeon Bay, Wis.

## New director at LSMMA

Ellen Kramer is the new executive director of the Lake Superior Marine Museum Association. Kramer, who assumed her position earlier this year, has extensive experience in the hospitality industry, much of it as an events planner. Among her new responsibilities is the planning of the organization's signature annual event, Gales of November.

## Director of Superior Public Museums retires

Susan Anderson, nine-year director of Superior Public Museums (SPM), has announced that she will retire. The not-for-profit SPM operates historic sites owned by the city of Superior, including the SS *Meteor*, Fairlawn and the Old Firehouse and Police Museum. "Susan has done an outstanding job of putting Superior's treasured historic assets back on the map," said Dave Ross, Superior mayor.

## Corfe steps down at St. Lawrence Seaway Management Corp.

The president and chief executive officer of the Canadian St. Lawrence Seaway Management Corporation is stepping down in November.

Richard Corfe has led the organization since 1993. During his tenure, Corfe spearheaded the modernization of Canadian lock operations and developed plans to improve the Seaway's physical infrastructure.

Corfe's replacement will be Terence F. Bowles, who served as president and CEO of the Iron Ore Company of Canada from 2001 until earlier this year.



Corfe



Bowles

## New superintendent at Great Lakes Maritime Academy

The Great Lakes Maritime Academy has named a new superintendent — Jerry Achenbach, a retiring U.S. Coast Guardsman who now serves in Corpus Christi, Texas. Achenbach replaces John Tanner, who retired in June after 15 years with the academy. Northwestern Michigan College in Traverse City operates the Great Lakes Maritime Academy, one of six state maritime academies in the nation and the only one on fresh water.



Achenbach

For more information:  
[www.nmc.edu/maritime/](http://www.nmc.edu/maritime/)

## Wind cargo energizes Port of Duluth-Superior

Wind picked up in Duluth this year. And we're not talking weather.

By the end of 2010, the Port will have handled 11 shiploads of wind turbine components — the last due in early December — plus two inbound unit trains of tower sections manufactured in California that are headed to a project in Manitoba.

“That equates to approximately 163,000 freight tons by year end,” noted Ron Johnson, Port Authority trade development di-

rector. “With totals now at 975,000 freight tons from when we first started handling these components in 2005, we’ve inched ever so close to the one-million mark, a milestone we hope to hit early in 2011.”

This year alone, Duluth has handled nacelles, hubs, spinners and tower sections manufactured in

Denmark, Germany, Spain and the U.S. destined for a variety of wind energy projects across the U.S.



On Sept. 1, 20 tower sections from Spain were discharged from the *Dongeborg* at the Clure Public Marine Terminal and destined for a wind farm installation in southwestern Minnesota.

and Canada including sites in Wyoming, Colorado, Minnesota, North Dakota, Illinois and Manitoba. The Port also transloaded its first two shipments of wind components from ship to rail in June. And just last month, the Port received two unit trains of tower sections from California that crews offloaded to

short-term storage and then onto specialized tractor-trailers for the final leg of their trek to Canada.

The wind energy business here at the Head of the Lakes serves to illustrate the intrinsic value of the Great Lakes St. Lawrence Seaway in moving high/wide/heavy freight safely and expediently. Ranked among the top 10 ports handling wind cargo across North America, Duluth-Superior offers customers the strategic edge of getting components closest to their final destinations by water with

direct access to major highway and rail corridors.

“Our Port’s proximity to states and Canadian provinces with the most powerful wind speeds is definitely an advantage for manufacturers, shippers and developers alike,” added Johnson. “It ensures greater intermodal efficiencies.”

### High stakes *continued from Page 2*

hit New York waters. Since these protections were put in place in 2006, there have been no new discoveries of aquatic nuisance species in the Great Lakes.

Still, the game is on. And the stakes are high.

What started as the development of standards by the IMO to stop the spread of invasive species worldwide has turned into a game of brinksmanship, where the state of New York is playing poker with our industry — going “all in” but not with their money; instead, New York is betting

with the jobs and the economies of the Great Lakes states and provinces.

The Great Lakes St. Lawrence Seaway is a binational treasure that we all want to protect, but quality of life begins with meaningful work: jobs. It is easy to protect the environment at all costs by shutting down industry. The challenge is to protect the environment while sustaining employment and economic well-being.

On the heels of a strong recovery in maritime traffic, this next year will be pivotal especially, since shippers are already studying transportation options to work around this potential

blockade and divert cargo from our Great Lakes ports.

So, before the last card is played, we need to call for a new deck ... a new deal. This is definitely one game we cannot afford to lose. We must ask our respective state officials to communicate with their counterparts in New York and impress upon them the need to rescind these regulations and come back to the table with a more realistic set of IMO-consistent rules ... so that we can all play fair and square.

## Port Authority welcomes new commissioner

The Duluth City Council has appointed an assistant professor at the College of St. Scholastica's School of Business and Technology to the Duluth Seaway Port Authority Board of Commissioners. Rick Revoir will complete the remaining two years of the six-year appointment previously held by Thomas A. Clure, who passed away in May.



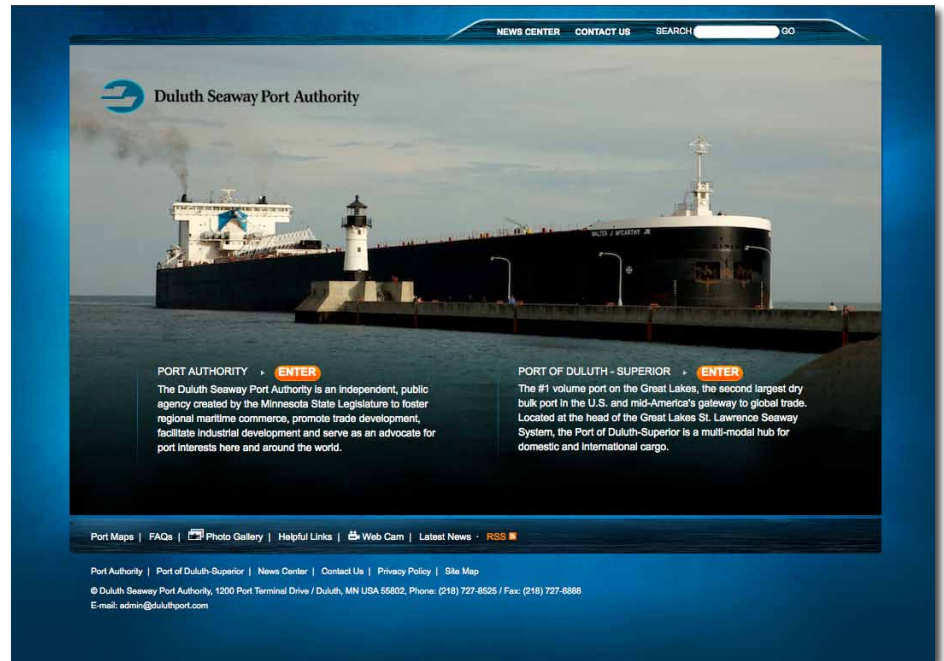
Revoir

Revoir is a former healthcare finance professional and certified public accountant with a Master's of Business Administration from Arizona State University. In addition to teaching, he is pursuing a doctorate at the University of Minnesota Duluth.

### In other board news:

- Commissioners Cal Larson (Fergus Falls) and Lowell Heller-vik (St. Paul) were elected to serve as treasurer and assistant treasurer, respectively, for the remainder of this fiscal year.

- The Duluth City Council reappointed retired Duluth Airport Executive Director Ray Klosowski to the Port Authority Board for a second six-year term. He will continue serving as board secretary for the remainder of this fiscal year.



## Check out our new Website – [www.duluthport.com](http://www.duluthport.com)

The Duluth Seaway Port Authority has retooled its website. We've attempted to make the site more useful and user-friendly. We've even included an interactive Port Facilities map with photos of and links to each terminal. The site now includes separate portals to direct visitors to information about the Port Authority and the Port of Duluth-Superior. The site offers quick Port facts, tonnage reports, a Port directory of services and links to maritime industry resources. You also can find recent issues of *North Star Port* online.

## Port magazine wins AAPA Communications Award

The American Association of Port Authorities (AAPA) has recognized the Duluth Seaway Port Authority and its *North Star Port* magazine with an Award of Excellence. The trade group represents leading port authorities throughout the western hemisphere. Judges noted in particular the publication's layout, photo quality, writing style and articles that showcase community involvement. "We are proud to receive this award," said Adele Yorde, public relations manager, "and acknowledge the support of our Port partners who help generate content for this publication year after year."



DSPA

## Hallett workers get shot in the boot

The Twin Ports' Hallett Dock Company stepped into the limelight during a commercial photo shoot for Red Wing Shoes in September. A crew spent the better part of two days at Hallett Dock 5 shooting photos for a new advertising campaign (tagline: Work is our work) that features real workers wearing Red Wing work boots as they load ships, repair airplanes, move massive industrial equipment and do other big, dirty jobs. Minneapolis photographer Marc Norberg spent most of his time on location lying in the dirt to capture just the right shots of Hallett workers' boots in action. Looks like Kellen McCoshen's feet may soon rocket to stardom. Co-worker Andy Linden (right) awaits his turn in front of the camera.

## New Great Lakes research vessel christened in Duluth

A new vessel to support U.S. Environmental Protection Agency (EPA) research in the Great Lakes was christened in August during a ceremony in Duluth.

"The *Lake Explorer II* will serve the EPA as an important tool in protecting the environmental health of the Great Lakes," said Paul Anastas, the EPA's assistant administrator for research and development. He joined U.S. Congressman Jim Oberstar in christening the vessel with Lake Superior water.

The vessel will be used to conduct applied and exploratory research on environmental stressors that affect water quality and the

biological integrity of the lakes. Stresses on the lakes include toxic and nutrient pollution, invasive species and habitat degradation.

The 90-foot *Explorer* accommodates four crew members and up

to seven scientists. It is stationed in Duluth. The EPA operates one other research vessel in the Great Lakes, the *Lake Guardian*, which has been monitoring the health of the Great Lakes for 12 years.



John Simenson, mate, R/V Blue Heron

The *Lake Explorer II* accommodates a crew of four and up to seven scientists.

## Grain buyers converge on Twin Ports



A North African durum trade team arrived in Duluth-Superior in September to explore the Port that ships so much of their wheat, visit the Port Authority and tour a grain terminal (CHS). Organized by U.S. Wheat

Associates, the group represented companies involved in wheat buying, grain milling and quality control management in Morocco, Tunisia and Algeria. They are pictured here with Adam Smith (third from left), CHS durum merchandiser; Dave Torgerson (middle), Minnesota Wheat Growers; Steve Sydow (third from right), vessel agent with Daniel's Shipping Services; and Dick Carlson (right), facility manager at CHS.



Thirty-five grain buyers from 20 nations in Europe, Asia, Central America and North Africa visited the Twin Ports in September as part of the 2010 Grain Procurement Management for Importers short course at North-

ern Crops Institute (NCI), in Fargo, N.D. Learning how to make more effective purchases in the U.S. grain market, buyers toured farms and elevators, visited the Minneapolis Grain Exchange and toured the CHS facility in Superior from which the majority of their grain purchases are loaded and shipped. Executive Director Adolph Ojard (left) welcomed the group to the Port Authority.

## WCPA holds annual meeting in Superior

The Wisconsin Commercial Ports Association (WCPA) held its annual meeting in Superior on August 18-19. The WCPA is a trade association representing 14 commercial ports, their terminal operators and associated marine transportation businesses located on Lake Superior, Lake Michigan and the Mississippi River.

Jason Serck, planning and port director for Superior, was re-elected president of WCPA. Larry Kirsch of LaCrosse was re-elected vice president, and Mick Huck of Manitowoc will continue as treasurer.

The WCPA board acted on several issues that could affect the Port of Duluth-Superior. It voted to join "Unlock Our Jobs," a coalition formed to prevent the spread of Asian carp while leaving the Chicago locks open for commerce. It also supported the Wisconsin Transportation Development Association's effort to seek a state constitutional amendment that would prevent segregated funds from being used to fill budget gaps.

The WCPA meetings concluded with a discussion about issues affecting Wisconsin and the Great Lakes, including presentations about the SS *Meteor*, accelerated corrosion in the Duluth-Superior harbor and Great Ships Initiative.

## Lo-n-n-g hike takes couple around Lake Superior

After four and a half months and a hike that spanned 1,550 miles, Mike Link and Kate Crowley found themselves this fall right back where they started — on the shore of Lake Superior in downtown Duluth. The couple set out on April 29 to walk around Lake Superior. They accomplished that feat, walking 12 to 15 miles per day and arriving home on September 18 to a crowd of supporters. The trip, dubbed Full Circle Superior, was more than the personal journey of a lifetime; it was a scientific expedition, too.



Courtesy Lake Superior Magazine





Bryan Hansel

The Grand Marais, Minn., lighthouse stands tall despite the battering of the October storm.

## October ‘landicane’ pummels the Lakes

A powerful storm now known to the National Weather Service as “The North American Extratropical Cyclone of Oct. 26-27, 2010” — the most severe episode in decades — brought Great Lakes shipping to a virtual standstill for 12 to 36 hours with fierce winds and driving rain.

The storm’s severity drew comparisons to a hurricane — in fact, some dubbed it a “landicane” — as it swept from the Dakotas to the eastern seaboard and beyond.

At first, the storm was marked by extremely low barometer readings. Bigfork, in rural northeastern Minnesota, recorded a minimum sea level pressure of 28.21 inches of mercury, the all-time lowest ever recorded in the state. In the same storm, Superior set an all-time Wisconsin record low at 28.39 inches.

The powerful low system led to dangerously strong winds. The weather service said, “We had 15 different sites report gusts in excess of 50 mph. A gust of 65 mph was recorded at Duluth-Superior’s Blatnik Bridge.” A ship in western Lake Superior reported a gust of 53 knots — 61 mph.

With the roaring winds came heaving seas. According to the National Oceanic and Atmosphere Administration, “The western mid-lake buoy on Lake Superior reported wave heights up to 18.7 feet. Wave heights in the far northern part of the lake were 26.6 feet at the Canadian buoy.”

Despite the ferocity of the weather, no one was hurt and no ship damaged.

Modern meteorological and communications advances give ship owners, operators and captains ample notice to safeguard their ships, crews and cargoes.

However, the storm did affect tonnages and earnings across the Great Lakes. “One of our 1,000-footers recorded a wind gust of 106 mph on their anemometer in southern Lake Michigan ... and sustained winds in the 70 mph range,” said Gregg Ruhl, Great Lakes Fleet managing director. “We lost 14 days total for our fleet of eight ships.” While fleet operators typically do not share reports on lost earnings, all hope that a better-than-average Novem-

ber and December can make up for time lost in the storm.

In Duluth-Superior, Capt. Ed Montgomery told a reporter, “Actually, Lake Superior [in the Twin Ports area] was not too riled up, as the prevailing wind was from the west and south. If this storm had had a more southern track, we would have had northeast winds and tremendous waves in Duluth. Once they are coming in up over the seawall piers at the Duluth Aerial Bridge entry, most of us that operate tugs, pilot boats, research vessels, commercial fishing boats and other smaller craft tend to call it a day and stay in the harbor.”

Farther out on the Lake, the storm was raging. Montgomery said, “I heard from a maritime pilot captain bringing in a saltie, and he reported 20-plus-foot waves coming completely over his bow and spray over the wheelhouse — which is about 65 feet above the water.”

In those conditions, Montgomery said, “Safe and prudent mariners, frankly, hide or run from the weather — you don’t challenge it.”

# Festive Tall Ships® recall original era of sailing vessels

The Tall Ships® Duluth celebration in summer 2010 was an overwhelming validation of the Port's maritime heritage. From the earliest indications that this natural harbor could become one of North America's most successful ports, Duluth-Superior has embraced its waterborne culture.

In the Port's formative years, sailing vessels provided almost exclusive contact



The Port's Past  
Patrick Lapinski



with the outside world, both economically and socially. It's unclear when the first sailing vessels arrived at the Head of the Lakes, but they were quite likely involved in the North American fur trade. As early as the 1830s and '40s, small schooners of the American Fur Company, like the *Brewster* and *Siskawit*, were known to bring coffee, tobacco and hard goods for the handful of traders, trappers and natives that inhabited the wooded shore rimming the western end of Lake Superior. The ships would depart with furs and fish.

Early settlement occurred along Minnesota Point near the mouth of the St. Louis River and just inland at Superior, established in the 1850s along the present day East End of the city. The meandering mouth of the river as it crossed the shifting sands of the point prevented vessels of any substance from entering

the protected waters of the bay, initially making it necessary to transfer goods inland from the lake.

A trading post operated on the bay side of the Point by pioneer George Stuntz, and the more established Nettleton slip across the bay at Superior, became the established destinations for goods arriving for sale and trade. The earliest recorded vessel to call at the Head of the Lakes was the schooner *Algonquin*.

Steady growth following the opening of the region for settlement led to increased commerce on both sides of the harbor. Among the settlement frontrunners was Oneota, located roughly around today's West End in Duluth. Goods transferred along the Point were taken inland by watercraft on the seven-mile trip up the river to Oneota.

From the perspective of sailing craft, the development of Oneota is important because it led to the construction of the first sailing vessel built at Duluth. The 49-ton scow schooner *Chaska* was built by Alfred Merritt and Henry Ely to carry lumber from Henry Wheeler's sawmill on the St. Louis River. Another scow schooner, the *Neptune* was also known to be engaged in hauling lumber from the Oneota mill and the adjacent Milford sawmill to stops on the Keweenaw Peninsula and at Marquette.

In 1865, R.G. Coburn of Superior, along with several others, purchased the schooner *Pierpont*, at Oswego, N.Y., bringing it here for use in the lumber trade. During this same time period several other sailing vessels were also working in the area, among them the schooner

*Maple Leaf* and the *George W. Ford* from Ontonagon.

It is important to recognize that development at Duluth, because of its location at the western end of the Lakes, came late in relation to the Great Lakes as a whole, and as a result sailing vessels shared the harbor during a transitional time with steam powered side-wheelers, tugs, and hybrid sail and steam combinations.

Generally speaking, between the 1840s and well into the 1880s, wooden sailing vessels dominated the waters of the Great Lakes. Prevalent among these was the iconic schooner, considered by many to be the pinnacle of inland wooden shipbuilding.

The lakes' schooners were modified to make the most of their environment, which consisted of canals (Welland and Sault), shallow harbors and small rivers. Many of these confined waterways lacked any sustained wind.

To accommodate these conditions, the ships were built with relatively flat bottoms that enabled them to sail in shallow water. To counteract their flattened bottoms when sailing in deep water, some schooners deployed a weighted, retractable centerboard to add stability.

Most schooners ranged from 75 to 200 feet in length and were fitted with two or three masts. To catch the most wind possible, schooner masts were anywhere from 100 to 200 feet high, taller than typical deep water schooners where *too much* wind was usually the problem. Tri-sails were mounted fore

and aft on each mast, making these craft ideal for sailing close to the wind, and they were easily handled by a small crew of five or six working the lines from the deck.

Like many of today's blunt-bow and square-stern vessels, schooners were designed to fit snugly in the locks and canals of the day. Their sides were steep, made nearly vertical to make the most of cargo storage capacity. If you were to take away their sails, they would look much like a barge. In fact, scow schooners, towed in tandem by steam tugs, became a common sight on the lakes in the waning days of sail.

Before the digging of the Duluth ship canal, vessels trading at the Head of the Lakes were berthed at piers on the lake side of the harbor, such as the Citizen's Wharf and Howard's Dock, north of the present day canal.

Duluth's first grain elevator was located at about present day Fifth Avenue East, adjacent to the Lake Superior and Mississippi Railroad wharf.

Freight arriving by ship was packed in barrels and bags for easy stowage. When the railroads entered the market in the 1870s, much of that trade went inland, leaving waterborne commerce to handle bulk cargoes such as grain and lumber, later adding iron ore, stone and coal to the list. Vessels of note in the lumber trade were the schooners *J.B. Newland* and the 227 gross-ton *Lucia A. Simpson*.

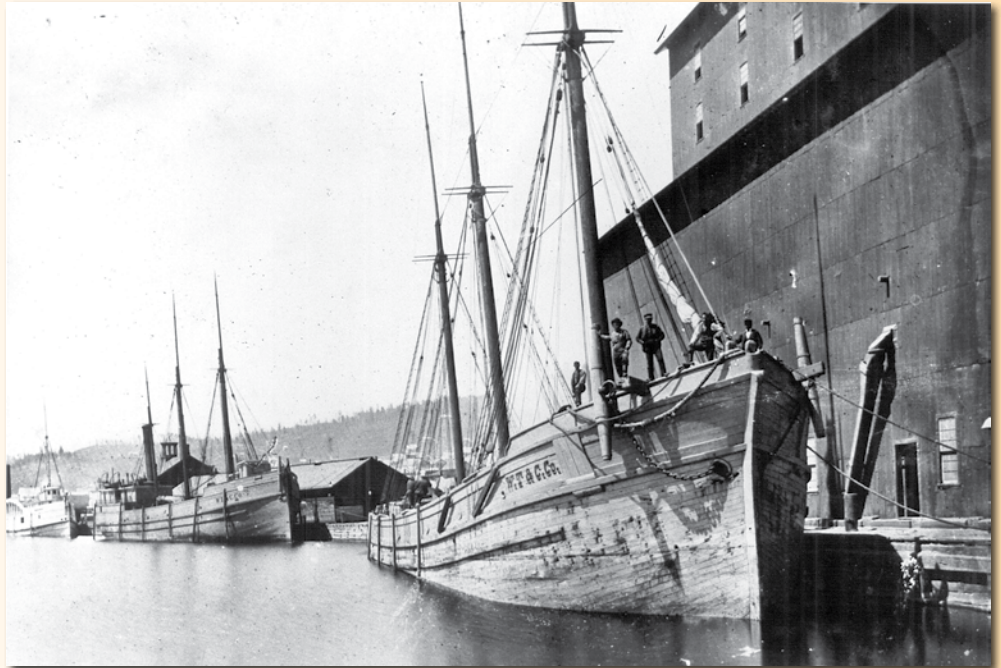
The advent of steel shipbuilding brought about the end of the sail-

ing era on the Great Lakes. Steel-hulled vessels soon jumped in size to over 500 feet, more than double the reasonable structural length for wooden vessels.

The cost of upkeep on the sail-

proportionately high insurance rates in the spring and fall, made it increasingly difficult for sailing vessels to compete. Within a span of a decade an era was over.

When the festive Tall Ships®



The wooden bulk freighter *Superior* and her consort *Sandusky* tied up at Elevator A in the mid-1870s. Sailing for the Western Transportation and Coal Company of Detroit, the duo hauled grain down from the Twin Ports and coal up from Lake Erie. Photo by Gaylord Photo. Lake Superior Marine Museum Archives, Lake Superior Maritime Collection at University of Wisconsin-Superior



The *Pride of Baltimore II* was co-sponsored by Ceres and the Duluth Seaway Port Authority for Tall Ships® Duluth 2010.

Robert Weilton

sailed into Duluth this past summer, they arrived with clean sails, splinter-free decks, freshly painted hulls and more than enough hands on deck to make an old sea captain smile.

Now many generations removed from their rough-edged ancestors, these finely dressed, stately ships called to mind the era of wooden boats and iron men from which we as a port community descend. For a brief moment we were transported back to an age when destiny of the city arrived in sheets of canvas and hulls of wood.

Writer and photographer Pat Lapinski is a native of Superior. He concentrates on the Great Lakes maritime industry and its history. Visit: [www.inlandmariners.com](http://www.inlandmariners.com).

ing ships far exceeded that of the new steel ships and, coupled with



# Duluth Seaway Port Authority

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