NORTH STAR PORT

SPRING 2020

END OF AN ERA AT
HALLETT DOCK

VIRUS FELLS RIVER QUEST

SHIPYARD BASEBALL

SPLASH-LANDINGS
ON LAKE MICHIGAN

FIRST SHIP
LOADS WHEAT
-AND CHOCOLATE

A PUBLICATION OF THE
Duluth Seaway Port Authority
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THE HARBOR LINE


Deb DeLuca, Port Director

By mid-May, the predicted publication date for this magazine, Minnesota's stay-at-home directive may or may not still be in place. As I write in mid-April, the COVID-19 pandemic is in full swing, and experts are unsure where the Twin Ports, our states or our nation are along the epidemiological curve.

My heart, seeking to bury my head in the sand, suggests a column about recent legislation within the CARES Act that will help ensure full use of the Harbor Maintenance Trust Fund revenues for their intended purpose (to fund the U.S. Army Corps of Engineers operation and maintenance program). This is a huge win for ports throughout the U.S. and the regional economies they support. However, my head tells me I must acknowledge this unprecedented time and, as outcomes can't be predicted, offer a snapshot of COVID-19 effects in the Port of Duluth-Superior during the second half of April 2020.

- The First Ship ceremony, heralding the arrival of the season's first saltie, was a somber, yet important, placeholder for a normally happy, bustling event. This year, four individuals and no press greeted the *Federal Churchill* and presented Captain Arnab Roy with a chocolate ship in a reduced, socially distanced commemoration.
- River Quest, scheduled for May 11-14, was canceled for the first time since this perennial education program started in May 1993.
- The annual Maritime Day celebration, hosted by the Duluth-Superior Maritime Club and originally scheduled for May 22, was changed to a digital event, depriving members of the opportunity to meet keynote speaker Marie Strum in person. She is the Great Lakes Navigational Team Lead for the Army Corps of Engineers.
- Duluth Seaway Port Authority staff has been predominantly working from home since March 20. Every week, I am impressed by the volume, breadth and quality of their work during this challenging time. And I know this pattern is being replicated throughout our industry and the Twin Ports.
- The first cruise ship to visit the Duluth-Superior harbor since 2013 was to arrive twice in June, carrying a Great Lakes-scaled 230 passengers who would have enjoyed shore excursions featuring our cultural and natural treasures, spending a conservative average of $200 per head on local purchases. These visits have been canceled.
- To protect supply chains, the U.S. Department of Homeland Security identified port, warehouse, and freight transportation workers as essential. Minnesota Governor Tim Walz and Wisconsin Governor Tony Evers honored this designation in stay-at-home and shelter-in-place orders, providing clarity to employers as to their authority to stay open for business.
- The port community, led by the U.S. Coast Guard, Centers for Disease Control, the Army Corps of Engineers, and Customs and Border Protection, coordinated to identify and articulate protocols for reducing risk of COVID-19 both to seafarers and our community. Shipping companies, international and domestic, and terminals likewise developed protocols and shared best practices to protect workers. Ironically, ships that have been voyaging for 14 days have no interaction with outsiders during that time; their owners seek to limit interactions between sailors and dock workers, let alone community members.
- The bulk cargoes moving through this port support multiple industries, and as these industries slow production, cargo flows are likely to slow. Steel demand has fallen, U.S. auto manufacturers shuttered their plants, and production at supporting manufacturers stuttered. In the five weeks ending April 18, capacity utilization of the nation's blast furnaces fell from 87.5 to 57 percent. To date, three Iron Range mines were idled (Northshore Mining, Keetac, Hibbing Taconite), two of which ship from the Duluth-Superior harbor. Ships continue moving stockpiles from Minnesota to facilities on the lower lakes, meeting diminished current demand and awaiting future demand. Meanwhile, Midwest Energy is idled as Detroit-area, coal-burning power plants are partially shut down. Trucks are moving coal out of the terminal, but no coal is arriving by train, nor being moved out via ship for the time being. Grain movements are steady at this point, and we still anticipate a strong general cargo season. Shipping will adjust to cargo demand, and members of the Great Lakes flotilla will likely go into layup. The *James R. Barker* is already moored, awaiting the restart of her season at Midwest Energy's dock.

The situation is evolving, as is our collective response. And collective is the key word. Whether it's the Great Lakes shipping industry, our Twin Ports harbor community, terminal operators, freight industry, or our municipalities, we are bringing a stone soup of resources together to position ourselves against the coronavirus. We are adapting and moving forward, hoping for the best and planning against the worst.

Though resiliency has become a buzzword, it's what we must collectively embrace, along with inventiveness and flexibility, in the upcoming months.

Duluth Seaway Port Authority

Port Authority refreshes logo

Twenty years ago, on the verge of a new millennium, the Duluth Seaway Port Authority marched boldly into the 2000s with a new logo. The now-familiar oval with two ships represents the two types of vessels calling on our port—lakers and salties—and the two-city composition of our Twin Ports. In the spirit of marching confidently into a new decade and a new headquarters later this year, the Port Authority unveiled in May 2020 a refreshed version of that logo and wordmark. The update retains the best of the previous mark while modernizing it for the future.

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DULUTH CARGO CONNECT

About *North Star Port*

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Inside your

NORTH STAR PORT

Spring 2020 / Volume 52, Number 1

On the covers

Jeff Doty

On the front:

The *Federal Churchill* sails through a dusky April evening toward Duluth's ship canal. The vessel arrived April 8, becoming the port's first oceangoing arrival of the 2020 season.

On the back:

The *Michipicoten* arrives beneath the Aerial Lift Bridge late on April 7 to load iron ore at the CN docks. The City of Duluth fitted the iconic bridge with new LED lights this spring and lit them purple in a show of unity against the novel coronavirus.

Charles Howard Smith

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Hallett Dock Company finalizes sale of three facilities

BY JAYSON HRON

The Twin Ports witnessed the end of an era this spring as its largest independent bulk cargo handler sold a trio of facilities. The Hallett Dock name will remain on each, but they will no longer be owned by their namesake firm, a nuance in keeping with Hallett Dock Company's earliest days. That's how it all began, with 77-year-old Ernest Hallett purchasing and operating his first dock under the previous owner's name in 1959.

Mike McCoshen

Finding success in Duluth's inner harbor, Hallett renamed his operation Hallett Dock Company in 1963. The newly named Hallett Dock No. 5 on 37th Avenue West became company headquarters, providing a desk for Rutherford "Turk" McGiffert, Hallett's vice president. More acquisitions followed for Hallett and McGiffert, with the addition of Dock No. 3 at 600 Garfield Avenue and Dock No. 6 at 59th Avenue West.

As the business grew, a long-distance telephone call from McGiffert to expat Duluthian Jerry Fryberger set the course for Hallett Dock Company's future.

"I was finishing grad school at the University of Pennsylvania when Turk asked me to come work for him in the construction business," recalled Fryberger. "He said they did some loading and unloading of ships. I wanted to be in Duluth, but I told him that I didn't know anything about the construction business. He said they'd teach me."

Fryberger accepted the job in 1964 and McGiffert proved true to his word.

"It wasn't a high-brow operation," said Fryberger. "It was low-key and all about the people. We had a tremendous desire to learn and grow. They made sure you learned and picked up knowledge as you went along."

Fryberger had family on the Iron Range working "in the red ore business," so his early days at Hallett Dock Company were spent maintaining those relationships and doing the company's less glamourous tasks. He did them well enough that Hallett, charging headlong into his 80s, presented Fryberger with some shares in the company and some good-humored advice.

"He told me, 'The way to get ahead of your competition is to live long enough that your competition dies,'" said Fryberger.

Expanding further in the early 1970s, Hallett financed a deal to build two urea handling facilities with Duluth Seaway Port Authority industrial revenue bonds, becoming the first Duluth firm to take advantage of the Port Authority bond program. He then launched a wire products company in the former U.S. Steel Duluth Works, a diversifying growth spurt that added 60 new jobs. At the same time, Hallett's minerals branch mined bentonite clay in Montana, hauling it by rail to a site 20 miles northwest of Duluth for processing. From there, it traveled to taconite plants for use in the manufacture of pellets.

Limestone, gypsum, urea, bentonite, coal, coke, salt, stone and slag comprised the Hallett Dock Company bulk cargo storage and handling menu in the 1970s. Total yearly tonnage trended generally upward through the years, ending 2019 near 4.5 million. Superior native Mike McCoshen supervised the most recent two decades of that trend, having joined Hallett Dock Company in May 2000 as general manager. He succeeded Fryberger as company president in 2007. The former credits McCoshen for helping carry Hallett Dock Company into the new millennium.

"He was a known commodity from his time at the BNSF docks," said Fryberger. "Having him come to Hallett was great for the company. He did a superlative job. He kept hiring good people and the whole thing went on that."

Like many thriving enterprises that stand the test of time, the

Jerry Fryberger

Hallett Dock Company earned a fair share of renown and repeat business. It also attracted potential suitors.

"We've had several buy offers over the years," McCoshen said. "Even going back as far the mid-1970s."

The firm's board of directors, led by Fryberger, mostly rebuffed the offers, though in 2004, they did sell Slip 6, Slip 7 and Dock No. 7 to accommodate remediation of pre-Hallett pollution at those sites. That sale allowed the company to invest in upgrading its remaining facilities, including a new 2.2-million-gallon liquid storage unit, modernized rail car unloading and dust collection infrastructure, a fresh concrete bulk cargo storage pad and approximately 10,000 feet of new railroad track that positioned Hallett Dock Company for the future. As it turns out, that future is now, and those assets played a key role.

"Our leadership team is getting up there in years," said McCoshen, 64. "The board felt that it was getting to be the right time. The process actually began in the fall of 2017. Our No. 1 demand was that all of the employees must continue to have a job after any potential sale."

Fryberger was adamant about it. That was the Hallett way, a spirit of inclusivity and caretaking that he fostered long after Hallett's passing in 1983, at 101 years old.

The transactions began in December 2019 with the sale of Dock No. 8 in Superior, Wisconsin, to EnviroTech Services of Greeley, Colorado, a prominent Hallett Dock Company customer. That site, fitted with the aforementioned liquid storage unit, is used primarily for transloading salt and calcium chloride.

One month later, North Shore Track, a partner with Hallett Dock Company in the rail car storage business at Dock No. 6, purchased full ownership of the site and assets.

Then most recently, in April, Hallett Dock Company closed the sale of Dock No. 5, adjacent to the Canadian National ore dock near Duluth's Lincoln Park neighborhood. Wisconsin Central Ltd., a division of CN, purchased the 100-acre site, complete with the 2005-built concrete cargo pad, for $4.6 million according to State of Minnesota records. The site is used primarily for limestone handling, approximately 85 percent of it under the CN umbrella.

Every deal included two common denominators. The first was that the employees were retained, with the exception of two retirees and McCoshen, who embarked on a solo consultation service. And the second?

"They're all going to continue using the Hallett name, because there's so much name recognition with it," said McCoshen.

For an enterprise that began 61 years ago at a single dock named for someone else, that's a pretty impressive feat.

"(If he could see it now), Mr. Hallett would say he was sorry that your people want to sell the company, because he wanted to continue it forever and ever, just like I do," said Fryberger, 83. "But if we had to sell, he'd want the employees to get the better part of the revenue. That was his way, and I made sure that's what happened. He'd be pleased with that."

NOAA helps survey historic splash-landings on Lake Michigan

Photo courtesy Cactus Air Force
The Avenger torpedo bomber was a U.S. Navy workhorse during World War II. Some of these airplanes sank in Lake Michigan during early-1940s training activities.

Editor's Note: Last spring, *North Star Port* featured a Jerry Sandvick story about the "Corn Belt Fleet," two Great Lakes steamships modified during World War II to serve as training aircraft carriers on Lake Michigan.

During their operational period of 1943 to 1945, the two ships racked up impressive numbers, training 17,820 United States Navy pilots and logging 116,000 landings. Unfortunately, not every aircraft landing went smoothly. The National Oceanic and Atmospheric Administration explored those episodes in the following article from its Office of Coast Survey.

Did you know that approximately 120 World War II-era aircraft lie at the bottom of Lake Michigan? The U.S. Navy used these aircraft, far from the front lines, to train and certify pilots for aircraft carrier takeoffs and landings during World War II.

Naval operations along Lake Michigan began in 1923. Between 1923 and 1942, operations expanded as the Navy built hangars, airfields and landing strips across the village of Glenview, Illinois. By 1942, the Navy had a robust presence on the shores of Lake Michigan. With the U.S. entrance into World War II, the Navy needed a location to train carrier pilots. The growing threat of enemy vessels and mines along the Pacific and Atlantic coastlines, and an already strong naval presence in the area, made Lake Michigan the safest location for carrier training.

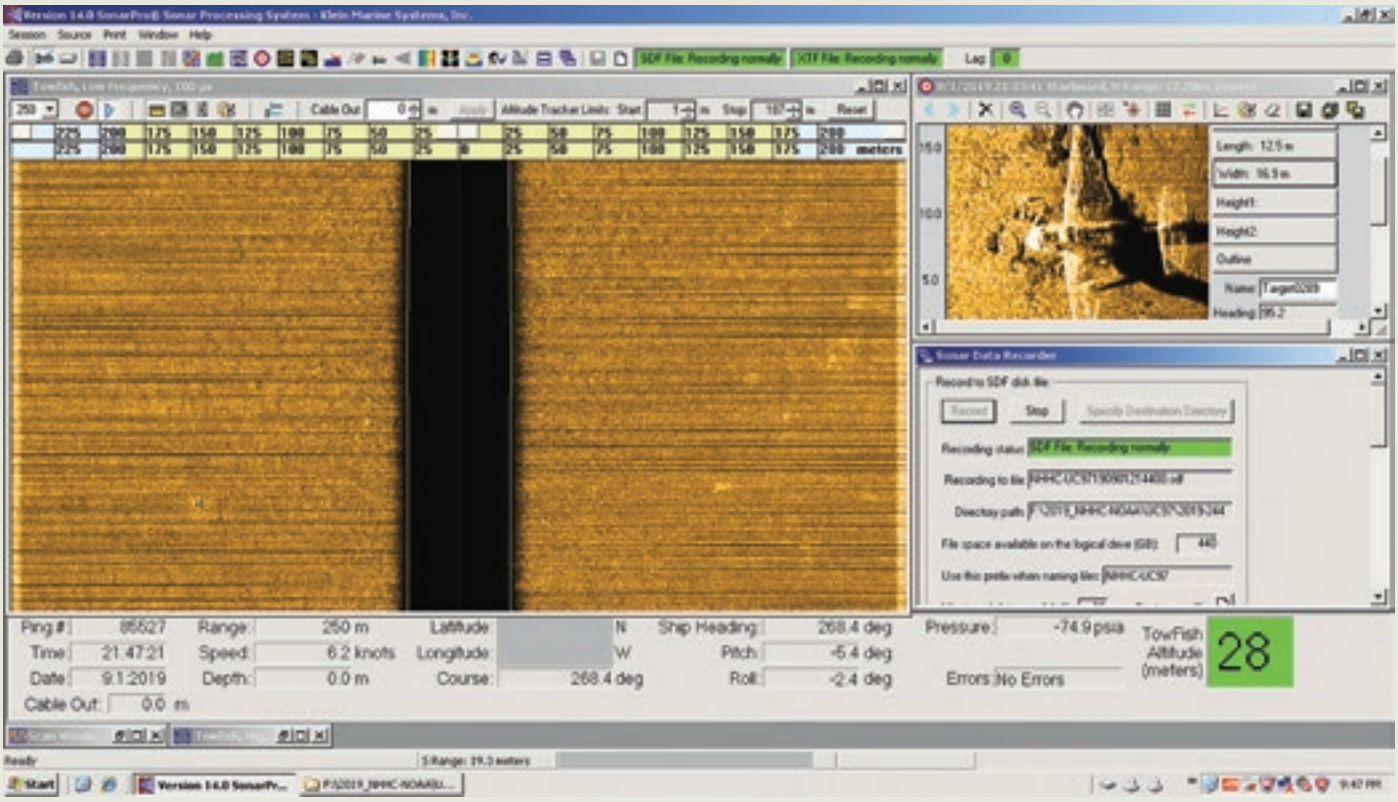
Every existing carrier was needed on the front, so the Navy bought two sidewheel paddle Great Lakes steamers, the SS *Seaandbee* and SS *Greater Buffalo*, and transformed them for training. Stripped and fitted with flight decks, they were commissioned as the USS *Wolverine* and USS *Sable*. Together these ships helped train and qualify thousands of pilots, including former U.S. President George H.W. Bush.

Despite being thousands of miles from enemy fire, the training wasn't without risk. Crashes and emergency water landings occurred. The U.S. Coast Guard operated small patrol craft to rescue the pilots and drop a buoy over downed planes to mark the location for recovery. But not all planes were recoverable, and to this day, many remain on the bottom of Lake Michigan.

These aircraft represent a significant, though lesser-known, part of U.S. military history and offer a wealth of knowledge about naval aviation of the era. The Great Lakes' cold, fresh waters provide less detrimental preservation conditions, and many of the aircraft are in such good condition that the paint scheme can still be used to help identify them. As part of an initiative to manage this collection of sunken aircraft, the Naval History and Heritage Command is leading an effort to find and preserve these historical artifacts.

Courtesy National Navy Aviation Museum, photo by Duncan McCall

Late last summer, the National Oceanic and



Courtesy NOAA Office of Coast Survey

This screenshot of side-scan sonar shows what appears to be the outline of an aircraft downed in Lake Michigan. Late last summer, NOAA used sonar in an effort to discover sunken World War II aircraft.

Atmospheric Administration supported a three-week survey led by the Naval History and Heritage Command's Underwater Archaeology Branch, managers of the U.S. Navy's sunken military craft.

At the start of the survey, the interagency team identified nine target areas which were likely to contain sunken military craft. From Aug. 22 to Sept. 12, 2019, seven of the nine target areas were surveyed, covering a total of 11.5 square miles. Six of the seven areas were fully mapped with multibeam echo sounder object detection and one location with partial coverage due to time and weather limitations. The team used side-scan sonar when appropriate for the site conditions and also when a target was acquired.

> Approximately 120 World War II-era aircraft lie at the bottom of Lake Michigan.

The team located four targets over the three-week project. Two of these targets are aircraft. One is certainly an Avenger torpedo bomber, which was confirmed by divers and is likely Bureau Number 45656. The second aircraft appears to be an Avenger as well. The site will hopefully be confirmed by a future survey with either divers or a remotely operated vehicle.

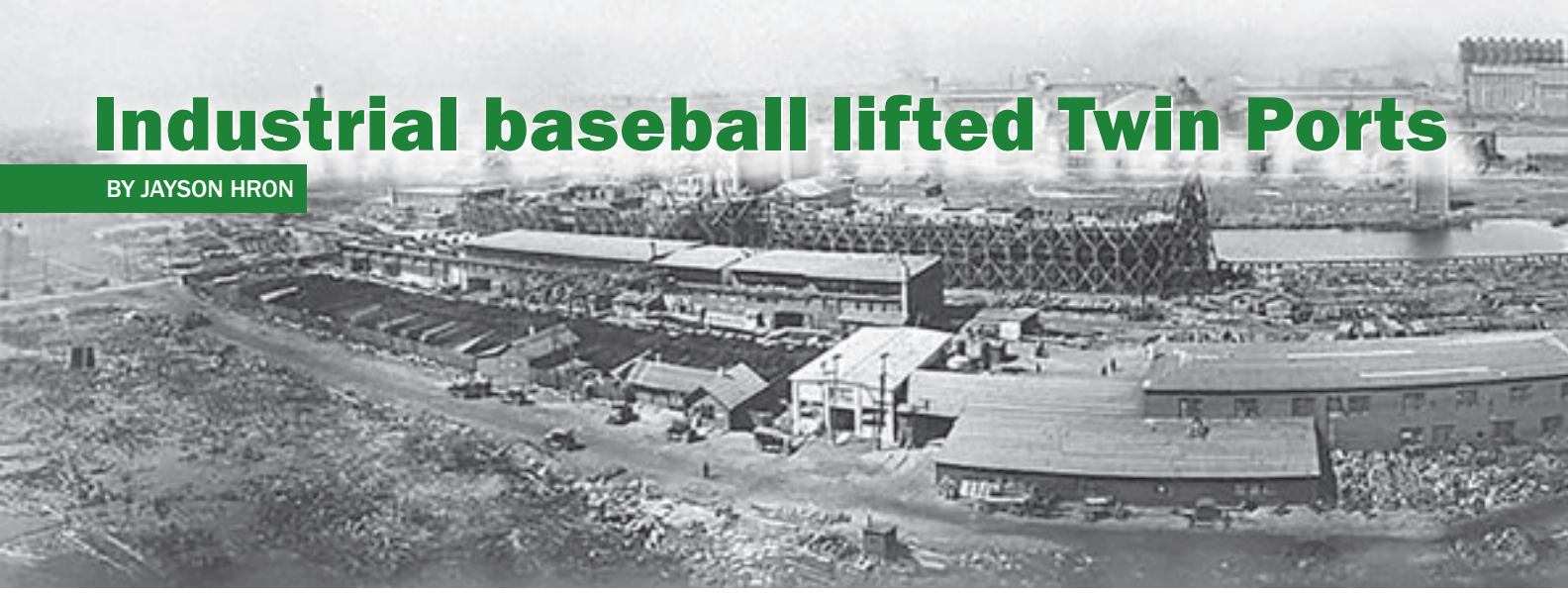
Two of the four targets turned out not to be aircraft. One of the targets was a shipwreck. The other target looked very much like an aircraft based on the dimensions, but when the divers investigated the site, they found two large boilers.

NOAA marshalled a range of resources and operational expertise to facilitate the survey. These resources included a survey vessel and marine operations support from the Great Lakes Environmental Research Lab; staff, sonar, equipment, and coordination from the Office of National Marine Sanctuaries Thunder Bay NMS and the Maritime Heritage Program; and hydrographic survey staff and expertise from the Office of Coast Survey.

The sunken naval aircraft of Lake Michigan represent just a small portion of the valuable environmental, cultural, and economic resources provided by the Great Lakes. As the largest freshwater ecosystem in the world, the five Great Lakes provide drinking water to 40 million people in the U.S. and Canada, and they are home to 3,500 species of plants and animals. Maritime commerce on the Great Lakes produces $35 billion in economic activity while supporting nearly 238,000 jobs. In fact, if it were its own country, the Great Lakes region would have a gross domestic product of $6 trillion – making it the third largest economy in the world. But it's impossible to fully quantify its value during World War II, when the Great Lakes region supplied both the ore to build America's fighting machines, and a lower-risk theater to perfect their use.

Industrial baseball lifted Twin Ports

BY JAYSON HRON



"You count on it, rely on it to buffer the passage of time, to keep the memory of sunshine and high skies alive, and then just when the days are all twilight, when you need it most, it stops."

– *The Green Fields of the Mind,*
A. Bartlett Giamatti

In 1918, war and Spanish flu halted Major League Baseball in September, and twilight came sudden and dark. Nowhere was October dimmer than Duluth, where the city council closed "all public buildings, churches, schools and theaters" to combat the contagion. Amidst that struggle, a regional wildfire—"red, flaming annihilation," according to the *Duluth News Tribune*—scorched Duluth and killed more than 450 people. November brought news of an armistice in Europe, but not yet with the flu, as its menace continued worldwide. Then winter's frozen blanket finally fell over the whole somber scene.

If ever Duluth needed a return to the halcyon days of summer, sunshine, high skies and elysian ballfields, it was 1919.


Carl Cashion.

Promise and turbulence

Riding the crisp winds of early spring, a new optimism breezed through the Twin Ports in April 1919. The flu's grip loosened and soldiers returned home. Industry pulsed through both communities, where federal dollars spurred brisk production. Five shipyards churned out freighters at an unprecedented pace. The quintet included Globe Shipbuilding Company, Whitney Brothers and Superior Shipbuilding on the Wisconsin side, plus McDougall-Duluth and Marine Iron and Shipbuilding Company in Minnesota. Ore and coal docks roared to life after winter's slumber, and slightly off the waterfront, West Duluth's Clyde Iron Works reigned as a leading provider of hoist and derrick machinery. All the industrial activity helped boost businesses throughout the Twin Ports, from hardware stores to grocers, the proverbial high tide lifting all boats—including the business of baseball.

"SHIPYARDS TO BE MECCA FOR BALL PLAYERS" proclaimed the *Duluth Herald* all-caps headline on April 15, 1919.

"In years past, these old stars and speedy recruits would find haven in the American Association, the Eastern League, Western League and on the Pacific Coast, but those were the days before the Head of the Lakes shipyards swung into the national pastime," wrote the *Herald*.

The allure was primarily financial. Minor-leaguers, and even some major-leaguers, found more money to be made in shipyards than on professional diamonds, so they migrated to jobs that also offered competitive baseball on the side. Among them was slugger Carl Cashion, a former Washington Senators pitcher and outfielder who accumulated 72 big-league games before arriving at Globe, along with Harry Wolfe, most recently of the Pittsburgh Pirates, and Frank Jude, who played with the Cincinnati Reds. But they were merely three of several professionals who became local baseball moonlighters in 1919. Another was Washington Senators pitcher Charlie Whitehouse, who hurled 1 2/3 scoreless innings against the New York Yankees on July 5, 1919, but was pitching against Clyde Iron Works on Sept. 28 as a member of the Hibbing Colts (and losing the state

from ashes of war, flu and fire

University of Wisconsin-Superior Jim Dan Hill Library

The Globe Shipbuilding Company in Superior, Wisconsin, was one of several thriving shipbuilders to sponsor topflight baseball teams comprised of employees during and immediately after World War I.

CARL CASHION QUITS GAME

Minneapolis Outfielder and Leading Batsman Sees No Future in Baseball for Him.

Carl Cashion, Minneapolis outfielder and leading batsman of the American association last season, has quit baseball for good. Cashion is employed in

Carl Cashion.

a shipyard at Superior, Wis., and has returned his contract to Manager Cantillon without signing, stating that he has a splendid position, sees no future in baseball for him and thinks he had better get out while he is young.

THE FENCE BUSTER

Carl Cashion, Clean Up Hitter for the Globe Team, Who Led the American Association With the Gad Last Season; He Will Clout Here Tomorrow at Athletic Park.

Carl Cashion, star of the American Association's Minneapolis club, told sportswriters he was leaving the team in April 1919 and retiring from baseball. Less than two weeks later, he was batting cleanup for the Globe Shipbuilding baseball team in Superior, Wisconsin.

semi-pro championship by a 5-4 count to former minor-league pitcher Fred Delbern, who pitched for Clyde).

That semi-pro circuit was one of multiple thriving baseball leagues in Duluth-Superior during the swinging summer of 1919, and many had connections to local industry and business. In fact, Duluth featured two industrial baseball leagues: a men's league, and for the first time, a women's league. The city's firemen topped the former, and eventually won a best-of-three showdown against Duluth Sorenson, champions of another Duluth circuit, the Twilight League, for men's amateur baseball bragging rights in the Zenith City.

The women's league began with eight teams and a 28-game schedule. Games were played twice a week, typically on weeknights at 7:30 p.m.

Baseballs and good cheer flew throughout the community as spring turned to summer, but that newfound mirth met the oncoming gravity of labor strife. Discontent engulfed railroads, ore docks and coal docks both locally and nationally. Reverberations reached the baseball scene when shipyard layoffs eroded Superior's semi-pro roster. But the many amateur teams were undeterred, whether it was the Lakeside Married Men, the Glass Blocks of the women's league or countless others that captured the zeitgeist with a new sanguinity, emergent over war, flu, and increasingly, the yoke of austerity.

As the sunnier summer sailed into August, a hotly contested three-team race emerged for Duluth's first female baseball championship. The Patrick Woolen Mills team erupted for 47 runs in a single game against the Rust-Parker grocers early in the month, then they stitched Marshall-Wells Hardware with its first loss on Aug. 19, but it wasn't enough. The Hardware ladies, powered by Thorell Hall on the mound and Doris Johnson behind the plate, clinched the pennant Sept. 3 with a convincing win over Rust-Parker.

Later that month, the "Industrial Girls Baseball League" banqueted at the YWCA where, according to the *Herald*, the athletes discussed "base hits, home runs, stolen bases and such other topics as relate to the great national pastime."

What a salve to the soul it must have been, a year after the gauntlet of war, flu and fire smothered those high skies, when twilight came too soon upon summer's sunny pastimes.

Felled by virus, River Quest plans reboot for '21

BY ADELE YORDE

For the first time in its 28-year history, in light of state and federal COVID-19 directives, the board of directors serving St. Louis River Quest reluctantly canceled the waterfront program originally scheduled for May 11-14, 2020.

"We held out hope as long as possible to somehow host this year's program," said Brian Resch, River Quest board president. "But to comply with state executive orders and public health guidelines to protect vulnerable populations, we had no choice but to cancel. The health and safety of over 1,500 sixth-graders, their teachers, learning station sponsors, volunteers and families are our primary concern."

Since its inception in 1993, St. Louis River Quest has grown from 600 sixth-graders to more than 1,500 participants from 14 area schools in each of the past few years. The program now features both water- and land-based components. Teacher resource materials created by learning station sponsors also align with Minnesota and Wisconsin educational standards.

"We anticipate that River Quest will be back bigger and better than ever," promised Resch and his equally enthusiastic board. They will utilize the rest of this year to update the program's website and other educational materials, plus continue to build the program's endowment fund to ensure this valuable educational enrichment program will remain viable to reach new generations of young learners in years to come.

BUILDING A LEGACY OF LIFELONG LEARNING: ST. LOUIS RIVER QUEST ENDOWMENT FUND

Thanks to St. Louis River Quest, more than 26,000 students and hundreds of engaged stakeholders now better understand the value of our working waterfront, how to recreate safely on the St. Louis River and in the harbor, and how they help sustain the health of this great resource.

While unable to host the program this year due to the coronavirus pandemic, the board is pleased to announce that $25,000 has been raised to officially establish The St. Louis River Quest Endowment Fund. All those who have witnessed the huge impact of this program since its inception are encouraged to make additional legacy gifts to the endowment fund, which is managed by the Duluth-Superior Area Community Foundation.

The River Quest board and local students look forward to the return of the educational experience in 2021, to learn about harbor health and the working waterfront.

Thoughtful partnerships: *A look back & ahead*

It was 1993 when this unique educational enrichment program was launched with the goal of getting kids out on the water to learn about harbor health and the working waterfront. Ideas sprouted in a meeting with the Western Lake Superior Sanitary District, the Vista Fleet, Minnesota Sea Grant, the Duluth Seaway Port Authority and key dock owners.

One of those companies was Hallett Dock Company. Jerry Fryberger, past company president and chairman, reminisced about his company's longstanding commitment to River Quest and his 15 years of service as its volunteer treasurer.

"The Duluth-Superior harbor had a great story to tell about the commercial shipping industry. We wanted students to know where the coal, iron ore, limestone, grain and other commodities were coming from and where they were headed on the Great Lakes St. Lawrence Seaway," said Fryberger. "Our company, Hallett Dock, as part of this maritime community, had a responsibility to participate in telling that story with an exhibit, and by helping to finance the program."

Community engagement has always been a key component of the program's success. River Quest, at its core, is a collaborative outreach program. The program enjoys a broad base of support from area businesses and benefactors who help underwrite annual program costs.

"River Quest helps students understand what goes on in this harbor. It prepares each new generation of young adults to care for this magnificent waterway and to work along its shores," said Adele Yorde, former board president and retired Port Authority public relations director. "They leave the program with a better understanding about how thoughtful partnerships result in safe, productive use of our natural resources."

Three years ago, in preparation for celebrating the program's 25th anniversary, Yorde paid a special visit to one of those 'thoughtful partners'—Hallett Dock Company. She asked Jerry Fryberber, Hallett chairman at the time, and Mike McCoshen, president, to spearhead the building of an endowment to help ensure that River Quest would thrive for decades to come. They responded enthusiastically with a $10,000 legacy gift.

Yorde interviewed both gentlemen recently, asking why Hallett made annual gifts to the program for over a quarter-century and what prompted them to make a $10,000 legacy gift to the endowment fund.

"We made the major gift for the longevity of the River Quest program," said McCoshen. "We thought it was a very worthwhile cause. Our approach to charitable giving has always been to support organizations that enhance and enrich the lives of children."

Fryberger reiterated his altruistic reasons for supporting the program through the years. "The emphasis on having kids learn about the port and all that it has brought to bear," he said. "We knew that River Quest provided a great opportunity to tell and retell that story."

In recognition of Fryberger and Hallett's stalwart support of River Quest and other port interests, the maritime community recognized Fryberger during that 25th anniversary year with a Waterfront Legacy Award for visionary leadership in industry, education and philanthropy. His community spirit, quick wit and gracious heart will continue to inspire generations to come.

If you would like to make a legacy gift, please make your check payable to St. Louis River Quest and write "Endowment Fund" on the memo line.

All gifts may be mailed to:
St. Louis River Quest
2305 West Superior St. | Duluth, MN 55806

SEASON UPDATE

Aided by relatively minimal ice cover, United States and Canadian Coast Guard icebreakers made quick work of opening Great Lakes shipping lanes this spring, which led to a promising start for bulk cargo movement. Initial cargoes included coal, concrete, iron ore, limestone, salt and stone, which supplied power generation, steel manufacturing and construction projects throughout the Great Lakes region and beyond. Then COVID-19 tightened its grip on North America and much of the continent shuttered to inhibit spread of the novel coronavirus.

This led to a cascade of negative outcomes throughout the Great Lakes as automobile manufacturing halted, electricity usage diminished and project budgets evaporated. Demand for many of the aforementioned cargoes plummeted, leading to speculation about shrinking tonnages on the Great Lakes in 2020.

Several iron ore mines idled across northern Minnesota and Michigan and the same fate befell coal facilities, leaving lake freighters to briskly haul early-season stockpiles, then wait and wonder.

Grain, the port's No. 1 export, sailed into late spring on a more upbeat note. The *H. Lee White*, which earlier this year hauled what is believed to be the port's first-ever January grain shipment, doubled down on that unprecedented feat by carrying the port's first March grain shipment on record. She departed the General Mills terminal March 30 with spring wheat bound for Buffalo, New York. Soon after, oceangoing vessels joined the procession, following a delayed opening of the St. Lawrence Seaway due to high water levels and dangerously high outflows through the Moses-Saunders Dam. Duluth's celebrated first saltie of the season, the *Federal Churchill*, arrived April 8 to load approximately 23,000 short tons of durum wheat bound for Italy. Demand for wheat from the U.S. heartland grew as consumers throughout North America and the world stockpiled foods during lockdowns.

"Commercial shipping across the Great Lakes is an essential component in the North American supply chain, and a critical component for the world, so the industry is doing all it can to overcome the challenges of COVID-19," said Deb DeLuca, executive director of the Duluth Seaway Port Authority. "But there's no doubt that it will be a challenging year."

FIRSTS OF 2020-21 SEASON

	Date	Time	Ship Name
First Outbound	March 22	1:53 a.m.	*Burns Harbor*
First Inbound through Soo	March 26	9:41 a.m.	*H. Lee White*
First Canadian Inbound	March 28	9:24 a.m.	*Saginaw*
First Saltie	April 8	7:55 p.m.	*Federal Churchill*

Mark Mahla

Arnab Roy, captain of the *Federal Churchill,* accepted a chocolate ship from the Duluth Seaway Port Authority on April 9, commemorating the first oceangoing vessel arrival of the 2020 shipping season. The 656-foot bulk carrier, owned by Montréal-based Fednav, docked at Duluth's Riverland Ag terminal to load durum wheat destined for Italy. Tonya Meinerding, owner of L'Apothicaire Chocolat in Superior, Wisconsin, created the dark chocolate ship and salted caramel bon-bon waves.

FIRST SHIP

The 2020 winner of the annual First Ship contest came within 10 minutes of perfection in guessing when the first saltie would enter the Port of Duluth-Superior.

Shana Whiting of Prescott, Wisconsin, prognosticated that the first oceangoing ship would arrive April 8 at 8:05:34 p.m. As it turned out, the *Federal Churchill* sailed under Duluth's Aerial Lift Bridge a mere 10 minutes ahead of Whiting's fearless forecast, becoming the first ship of the season to complete a full transit of the St. Lawrence Seaway en route to North America's most inland port.

Kari Benesh of Chippewa Falls, Wisconsin, and Peggy Miller of Dubuque, Iowa, tied for second place in the contest, both guessing April 8 at 8:08:08 p.m.

Visit Duluth and the Duluth Seaway Port Authority sponsored the contest, which began in 1984. Contestants submitted more than 2,500 guesses this year.

SEASONS OF YORE: THE RISE & FALL

During a March 2020 meeting of the Twin Ports' Harbor Technical Advisory Committee, Brandon Krumwiede delivered weighty news about Great Lakes water levels. A geospatial analyst on contract to the National Oceanic and Atmospheric Administration, Krumwiede calculated that Lake Superior gained 41.2 trillion gallons in net volume between March 2007 and October 2019, lifting the water level more than 3.5 feet.

A surfeit of water is flowing throughout the Great Lakes, damaging shoreline infrastructure and affecting cargo transport on the St. Lawrence Seaway.

In 2019, marine shipping followed 26 mitigation measures to ensure safe navigation on the Seaway for five months, allowing record outflow rates to proceed at Ontario's Moses-Saunders Dam. These measures caused shipping delays, lost cargo business and millions of dollars in extra operating costs. Worse still, they did little to lower levels, as Lake Ontario continued sloshing mere inches below its previous high.

Those sour notes continued into the 2020 shipping season, which endured a delayed Seaway opening as the International Lake Ontario-St. Lawrence River Board opted for even higher Moses-Saunders Dam outflow rates. This despite negligible results from previous outflow rate increases.

It's a stark contrast with exactly 20 years ago, when low levels dominated Great Lakes headlines.

'We don't know about the sky, but the Lakes are falling'

That was the word in May 2000 after three years of reduced rain and snowfall throughout the region. Roger Gauthier, then-supervising hydrologist with the United States Army Corps of Engineers, called it possibly "the most radical three-year decline ever."

Since the summer of 1997, water levels on lakes Michigan, Huron and Erie had fallen 3.5 feet. By April 2000, Lake Superior was within 15 inches of its record low (set in 1926). Lake Ontario was at its lowest level since 1991.

Receding waters worried property owners and cargo owners, neither of which enjoyed seeing a precious resource evaporate. Low levels disrupted drinking water supplies, withered wetlands and killed fish. It also forced ships to sail with lighter loads during the 2000 shipping campaign, lest they run aground in suddenly shallower waters. This meant less efficiency for carriers and overall tonnage declines. By season's end, the Port of Duluth-Superior posted its lowest tonnage total in four years.

In Great Lakes newsletters of Nov. 1999 and April 2000, the Army Corps of Engineers reminded readers that "humans have limited control over this massive fresh water system and no control over Mother Nature. If a drought occurs, levels will fall and humans can do little, if anything, to alleviate the condition."

In a twist more than a decade later, Gauthier, then retired from the Corps, joined Restore Our Water International, an organization which petitioned the International Joint Commission in Nov. 2019 to do more to affect water levels.

How the IJC chooses to work with Mother Nature remains to be seen. One certainty, however, is that water level extremes—seen in such contrast between two seasons set exactly 20 years apart—induce a clarion call to action.

The question is, to what action is it calling? And how, exactly, are changing climate patterns affecting the cycle? Are they increasing the amplitude (the height of the highs and the depths of the lows)? Are they compressing the cycles? And what can be done to fortify against those changes? It's an uncertainty vexing the entire Great Lakes region.

SHIFTING SANDS AT THE TWIN PORTS

BY DR. ANNA HESS

One of Duluth's most famous geographical features, the Minnesota Point sandbar, is an iconic tourist destination. Its existence dates back at least 3,200 years and it remains one of the largest freshwater baymouth bars in the world. But this sand spit is more than just another lovely sand beach. It's also an important barrier, a thin strip of land shielding the St. Louis and Nemadji River outlets from wave action while providing sheltered waters for fish populations and a unique upland habitat with a variety of flora and fauna species for people to enjoy.

Recently, Lake Superior and its rising waters have begun to chip away at this iconic strip. For many years now, the giant sand bar, running for 10 miles from Minnesota to Wisconsin, has been eroding due to a combination of factors: rising water levels, increasing storm activity, and a lack of sand input from the surrounding shorelines. Explosive storms over the past several years have resulted in retreating beach areas, severely eroded dune areas and damage to both natural and artificial properties.

These compounding factors have resulted in, pardon the idiom, a perfect storm.

Natural storm and erosional processes

We are actively watching several coastal erosional processes occur across Lake Superior. Erosion, or denudation, is the wearing of soil and rock by weather. This is a natural process that occurs at small and large scales across the landscape. The simplest example of erosion is wave action that weathers away the surface of area beaches.

Another form of erosion is corrosion, or abrasion, which is the mechanical wearing of rocks or shoreline by friction and impacts. This is most simply illustrated by things in the water hitting things on the shoreline. A more specific process is called attrition, which is the process of rocks knocking against other rocks.

Transport and deposition are also coastal erosional processes. Due to the nature of the universe, matter cannot be created or destroyed. Therefore, if sediment or objects are removed from one area, they are transported to another. Transport is the process of movement of sediment by natural agents, such as wind, water, gravity or ice. Deposition follows as the process of placement of sediment by those same natural agents.

These processes are amplified by extreme wind and wave action, often augmented by fetch. Fetch is the distance that wind travels across a body of water. Thanks to the relatively longitudinal shape of Lake Superior, the Twin Ports lay at the end of a nearly 300-mile fetch that spans from Duluth-Superior to Pukaskwa National Park in Ontario, Canada. This 300-mile stretch of open water is what causes the famous Lake Superior Nor'Easter, a relentless wind from the northeast that generally causes large, destructive waves. Such a storm sank the *Edmund Fitzgerald* on Nov. 9, 1975, at the loss of 29 seafarers.

Seiches also contribute to large, detrimental wave action and flood waters. A seiche (pronounced "saysh") is

The long stretch of Minneota Point

an oscillation in a body of water due to wind or changes in atmospheric pressure. They often appear as a big body of water that is pushed around a lake or harbor. To illustrate the power of these bodies of water, in 2018, a seiche entered the Duluth harbor entrance and pushed the *American Spirit* off its course as it was existing the port. The *American Spirit* is not small—the self-unloading bulk freighter is approximately 1,000 feet long, 100 feet wide and drafts over 28 feet, and can bear up to 58,400 gross tons of deadweight cargo. Thanks to the piloting of the crew, the freighter avoided coming in contact with the Canal Park slip area.

These natural factors all contribute to the development of storm systems and recurring erosional processes at the Minnesota and Wisconsin points. However, due to modifications in this system, the sand spit is showing increased or elevated degrees of erosion.

Sand deposition and outside influences

The Twin Ports baymouth bar is currently experiencing modification in its natural sand deposition process, brought on by regional and manmade influences.

Naturally, sand is deposited on the spit from different directions, continually building and eroding the crescent-shaped spit that we know as the Minnesota and Wisconsin points.

The science behind this is straightforward. Currents in Lake Superior (in the form of rotating littoral cells) naturally transport sand from the north and south shores along the east side of the sand spit, converging somewhere in the middle. The water current that

Continued from Page 15

occurs nearest the shoreline, within the surf area, is known as longshore drift—the current that transports sediments parallel to a shoreline. At the same time, the St. Louis and Nemadji rivers deposit sediment along the west side of the sand spit. A similar process formed the Indiana Dunes National Lakeshore along the bottom of Lake Michigan—two converging currents transported sediment from the west and east sides of the lake, depositing sand along the southern tip of the lake. Concurrent to the deposition in Lake Superior, this Lake Michigan process has occurred for about 5,000 years.

In modern times, the lakeside process is modified by the large breakwaters on artificial, but highly necessary, port entryway structures, while the harborside process is modified by dredging to maintain shipping channels. The breakwaters were constructed following the 1867 River and Harbor Act, which allowed the United States Army Corps of Engineers to deepen the natural river outlet and construct two piers, approximately 2,000 and 3,000 feet long. From 1870-1871, the artificial canal at Canal Park was dug in order to develop the Duluth port entrance, with similar but shorter piers. These piers, now constructed of rocks, concrete and steel, redirect much of that sand which would normally flow along the sand spit, creating a sand deficit. Subsequently, the sand spit has experienced a decreased sand input for around 150 years.

A sand deficit is only one concern regarding the stability of the sand spit. In addition, rising water levels in Lake Superior have contributed to retreating shorelines across the Great Lakes. Water levels have risen to what is referred to as the ordinary high-water level, at 603.1 feet above sea level. Under average circumstances, the water level is below this level by 1.92 – 0.93 feet (long-term Lake Superior monthly mean water levels range from approximately 601.18 – 602.17 feet above sea level).

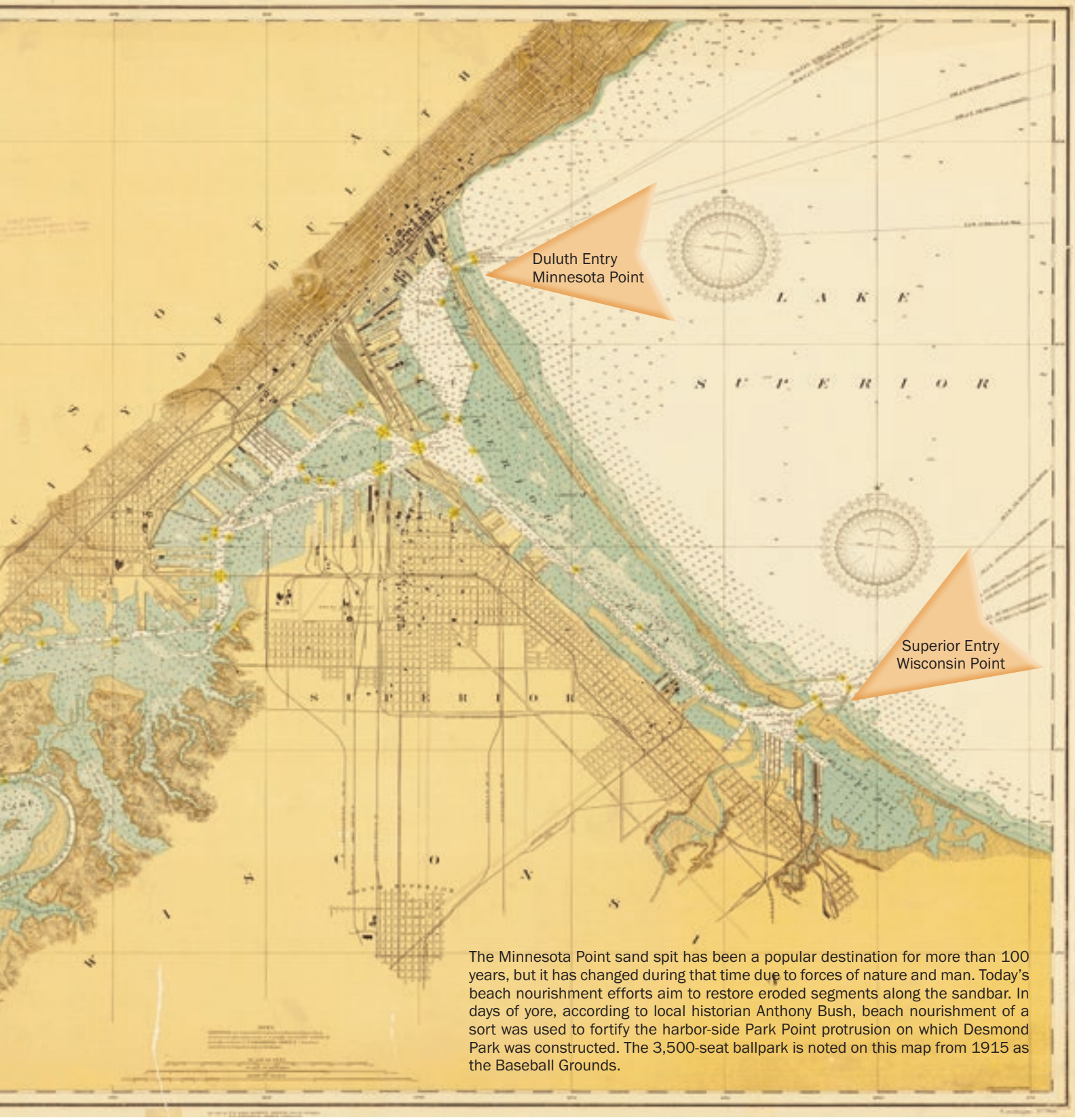
Data show that precipitation has simply increased across the region, and will likely continue to increase into the future. Temperatures during the winter are also warming, resulting in more precipitation during the winter months as well as during relatively dry periods in the late summer. Ice cover has decreased during the winter as well. When normally ice would lend protection to the sand spit against wave action, now the sand is open to wave action throughout an additional 5-6 months.

Dr. Anna Hess is a natural resource manager with the Minnesota Department of Natural Resources engaging in scientific education and outreach throughout the Arrowhead Region. Many thanks to Dr. Jim Selegean, hydraulic engineer, U.S. Army Corps of Engineers; and Minnesota Department of Natural Resources hydrologists Patricia Fowler and Cliff Bentley, and Scientific and Natural Areas specialist AmberBeth VanNingen for contributing information.

Artificial sand deposition, or beach nourishment

With extreme storm events in the Twin Ports area becoming increasingly common over the last several decades, steps need to be taken to ensure the shoreline is stabilized and supported, even if artificial means are necessary.

One of the primary means is called beach nourishment; this describes the beneficial reuse of clean dredged sand material for replacement of sand lost through longshore drift or beach erosion caused by storm waves and/or unusually high water levels. It does not prevent beach erosion, but it offers a solution to ongoing, recurrent loss of sand and the associated detrimental effects to public and environmental health, safety and welfare by replacing



The Minnesota Point sand spit has been a popular destination for more than 100 years, but it has changed during that time due to forces of nature and man. Today's beach nourishment efforts aim to restore eroded segments along the sandbar. In days of yore, according to local historian Anthony Bush, beach nourishment of a sort was used to fortify the harbor-side Park Point protrusion on which Desmond Park was constructed. The 3,500-seat ballpark is noted on this map from 1915 as the Baseball Grounds.

sand needed to protect ecological systems and human infrastructure.

Following years of observation and a study conducted by the U.S. Army Corps of Engineers, partners in the Twin Ports have collaborated to commit to planning and implementing beach nourishment. This specific activity will involve artificially depositing sand along a portion of Minnesota Point in order to prevent further erosion and, potentially but not certainly, build up small areas of the sand beach to historical levels.

Because the natural currents still flow along the sand spit before converging in the middle, the U.S. Army Corps of Engineers is able to use that natural method of transportation to distribute sand along the lakeside of the baymouth bar.

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In the summer of 2019, the Army Corps placed material onto Minnesota Point under their routine operations and maintenance contract. Sediment from a barge was transported from the harbor side, over the sand spit, and onto the lake side. The process involved several steps:

1. Early coordination with partners: The Army Corps spent many months coordinating with partners to conduct preliminary surveys of species of concern, habitat, areas of archaeological significance and other important factors.
2. Finding suitable materials: The Army Corps conducts routine sampling of areas where dredging will occur. Based on the results, material is analyzed to determine its suitability for various placement sites.
3. Testing of samples was conducted at the placement site prior, during and after placement.
4. Transport across sand spit: After material was dredged from within the harbor, the contractor offloaded it into a slurry box to mix water with the sand, which then pumped the sand through an 8-inch HDPE pipe overland to the lake side of the sand spit.
5. Deposition: An HDPE pipe was used to pump the slurry mix along the shoreline. Additional segments were added to the pipe as needed in order to reach further up the shoreline or deposit the slurry mix in specific areas. The sand slurry was deposited between shore and the 4-foot depth contour on the bed of public waters. Sand was allowed to be deposited 3,000 feet north along the sand spit.
6. Additional sand was brought in until all required navigation dredging was completed for the contract.
7. Future activity: These activities will continue while under constant evaluation and with adjustments as necessary in future years.

The summer 2019 beach nourishment activities generated promising results. The recent storm activity during the fall of 2019 would normally have toppled many of the native old-growth red and white pine and further eroded the dune system along Minnesota and Wisconsin points. Fortunately, due to the sediment deposition that had occurred during late summer, the storm activity neatly deposited the sand along the spit and eroded only a small amount of beach. Time will tell, but continuing these beach nourishment activities in perpetuity may assist in not only reducing erosion factors, but reestablishing portions of the original beach and dune systems that have protected the Twin Ports area for thousands of years.

A brief history of Twin Ports storm activity:

1905, Nov. 23-28, *Mataafa* storm
- 18 vessels damaged or lost on Lake Superior; 29 overall.
- 9 crewmembers lost on Lake Superior; 36 overall.

1913, Nov. 9-12, the big storm/white hurricane
- 19 vessels stranded; 19 lost overall.
- 244 crewmembers lost overall.

1940, Nov. 11, Armistice Day storm
- 10 sailors lost on Lake Superior; 122 overall.

1967, April 30, Duluth storm/Black Sunday
- 4 people perished at the Duluth entry pier.

1975, Nov. 9, *Edmund Fitzgerald* storm
- Ship and 29 sailors lost.

1985, Nov. 18, *Socrates* storm
- Beached the Greek ship Socrates outside of Duluth alongside Park Point beach.

1991, Oct. 31-Nov. 3, Halloween blizzard
- 28.9 inches of snow in Duluth; 60 mph winds.

1998, Nov. 10, Duluth storm
- 28.475 barometric pressure in Duluth; 55 mph winds.

2006, July 17-21, Northeastern Ontario derecho
- Wind and thunderstorm damage throughout Great Lakes, Upper Midwest.
- More than 3 million people lost electricity.

2010, Oct. 26-27, Chiclone storm
- Lowest recorded pressure in a continental U.S. storm system; 28.38 barometric reading in Lake Superior.
- 26.6-foot wave recorded on Lake Superior.

2016, July storms, Twin Ports
- 100-plus mph straight-line winds.
- Power outages in Duluth and Superior for weeks.

2017, Oct. 27-28, Twin Ports storm
- 28-foot wave recorded at Munising, Michigan.
- 75 and 107 mph wind gusts recorded.

2018, April 13-15, Twin Ports storm
- 12- to 16-foot waves, 45 mph winds.
- 7-plus inches of snow fell in Duluth-Superior.

2018, Oct. 10, Twin Ports hurricane
- 86 mph wind gusts.
- 1-foot storm surge flooded Duluth's Canal Park.

2019, April 10, Twin Ports blizzard
- Nearly a foot of snowfall.
- 5,000 people lost electricity.

2019, Nov. 30-Dec. 1, Twin Ports blizzard
- Nearly two feet of snowfall.
- Large waves and spray froze on Aerial Lift Bridge, rendering it inoperable.

New reach stacker arrives with some assembly required

If you've ever tackled a project without the right tool for the job, you've likely felt the frustration of wasted time, unmet expectations and perhaps even a bruised thumb. If only your toolbox could contain every tool, then you'd always have the right tool for the job. But that would require an awfully big toolbox and some pretty exotic tools, like maybe an 81-ton gantry crane. That's not realistic for most toolboxes, but at the Clure Public Marine Terminal, it fits nicely, and that's a handy thing when you take delivery of a 388-horsepower reach stacker requiring heavy-lift assembly.

Just such a situation occurred in mid-April when Duluth Cargo Connect added the American-made muscle of a Taylor XRS 9972 to its formidable arsenal of cargo-handling machinery.

Arriving via truck, the new machine and its heavy-duty boom arm came together nicely with the help of a deft bit of lifting and maneuvering from a Clure Terminal gantry crane. The Duluth Cargo Connect crew then added the spreader jaws that give reach stackers their unique look, along with the 45-ton lift capacity capable of stacking bulky intermodal containers up to five high.

The new reach stacker will provide even greater service and efficiency at the CN Duluth Intermodal Terminal on Rice's Point.

"This investment reaffirms our commitment to the intermodal container business," said Jonathan Lamb, president of Duluth Cargo Connect. "A machine like this positions us well for the next round of growth at the terminal. It'll help us support more business volume, and specifically, the niche market demand for higher payload weight shipments. Plus, it provides an even greater level of resiliency to terminal operations for our loyal customers.

"All in all, it's a solid, efficient and super capable machine, which is also what we strive to be as an organization in partnership with the Duluth Seaway Port Authority. At a time when supply chain resiliency is even more critical, we are proud to continue making investments that support our regional economy and the smooth flow of cargo."

In addition to heavy-lift capabilities, the new reach stacker also delivers environmental benefits with the newest generation of Tier-4 clean-engine technology. Maximum power and torque are available at low rpm, which results in reduced noise and fuel consumption.

The vehicle was manufactured by Taylor Machine Works in Mississippi, one of the only privately held manufacturers of industrial lift trucks operating in the United States. The company was founded in 1927 as a family-owned automotive repair business.

MnDOT defers Twin Ports Interchange Project until 2021; Key port priorities cut from initial scope of work

BY JULIE ZENNER

Cargo will continue to move through the Port of Duluth-Superior efficiently and seamlessly despite a one-year delay of the much-anticipated Twin Ports Interchange (TPI) project and indefinite deferral of two key phases that are priorities for the Duluth Seaway Port Authority.

Port officials have worked closely with the Minnesota Department of Transportation (MnDOT) for years on plans to resolve clearance issues and weight restrictions at the interchange where Interstate 35, I-535 and Highway 53 converge in Duluth—particularly at the Garfield Avenue/I-535 interchange and the Highway 53 bridge heading up Piedmont Avenue. These challenges currently require some oversized cargoes, such as wind energy components, to be diverted onto Duluth city streets rather than moving from the Clure Public Marine Terminal on Rice's Point directly onto the region's highway system.

Resolving this situation has been a key driver of the TPI reconstruction project, which was scheduled to begin this spring. However, as design plans advanced, so did anticipated project costs, ballooning from $343 million to upwards of $442 million. In November 2019, MnDOT announced the $100 million funding gap and scaled back the initial scope of work. In doing so, it deferred the Highway 53 bridge and Garfield Avenue interchange sections (Components 2 and 3) until additional funding can be found. This was followed by an announcement in March 2020 that the majority of the TPI project would be delayed until 2021.

"A big impact to us was when MnDOT deferred Component 3, which is an important entry/exit point for oversized, overweight loads moving on the interstate system" said Kate Ferguson of the Duluth Seaway Port Authority. "But, with or without that component, the TPI is still a very important project for the region. The port and Rice's Point have many other types of cargo and truck movements that will benefit greatly from the new and improved Twin Ports Interchange."

MnDOT officials cited many complex reasons that led to project costs being higher than initially estimated and said the TPI project team learned a lot through engineering completed to date. That process found most of the soil and water around the project area are contaminated and need special handling and treatment. Other added costs include geotechnical challenges with the poor mixture of soils, maintaining two lanes of southbound traffic on Lower Michigan Street for a portion of the project, and the extent of work needed on Coffee Creek and Miller Creek due to shoring and utilities.

"TPI is a big, complex project, and MnDOT has to do the best it can with public dollars," Ferguson said. "It is understandable that a project this large would have potential unknowns that require further research. We'll continue to be a part of that process and support MnDOT's work on this project however we can."

Some construction will begin this fall, but the public will not see significant traffic impacts until the spring of 2021 when the project will move forward with I-35 traffic in single lane configuration. In the fall of 2021, northbound traffic will remain on I-35 and southbound traffic will be moved to Lower Michigan Street as planned.

Deferring the bulk of work one year will help MnDOT better understand the unknowns and give the

organization an opportunity to more accurately quantify costs. MnDOT will continue design of the Highway 53 bridge and Garfield Avenue/I-535 components so those projects can move forward when funding becomes available.

"The Highway 53 bridge is in poor condition and will need replacement, so ongoing maintenance will be required because of the deferment," said MnDOT District Engineer Duane Hill. "However, the bridge is safe and we will do whatever is necessary to keep it safe and operational until it can be replaced."

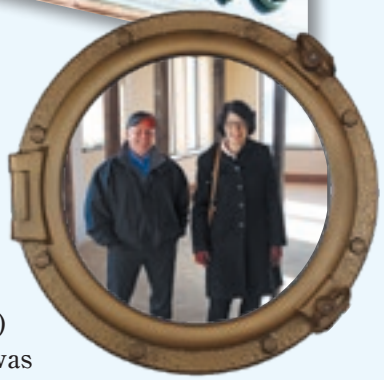
In the meantime, nothing will change for customers moving oversize, dimensional cargo through Duluth Cargo Connect, a partnership between the Port Authority and its terminal operator, Lake Superior Warehousing. They can expect the same high level of service and safe, efficient cargo handling that earned Duluth Cargo Connect the title of 2019 Port/Terminal Operator of the Year by *Heavy Lift and Project Forwarding International*.

"We will continue to move cargo the same way we have over the past few years, using city streets when necessary," said Jayson Hron of the Duluth Seaway Port Authority. "It's not a perfect infrastructure scenario, but the reality is this deferral is not going to impede us from moving cargo. We are, however, looking forward to the efficiencies that will be gained when the project is complete—and hopefully those will ultimately include streamlining the Garfield Avenue corridor to highways and the interstate."

Port Authority breathing new life into its future home

Renovations continue on the historic Rice's Point Seaway Building in Duluth. Upon its anticipated completion in December 2020, the two-story brick structure will become home to the Duluth Seaway Port Authority.

Located approximately one *Edwin H. Gott* (1,000 ft.) from the Clure Public Marine Terminal, the building was christened late in 1907 as the Madison Elementary School after fire destroyed the original school building. In its heyday, the school housed 150 students and a robust pile of coal to provide heat. Eventually it transitioned from accommodating pupils to accommodating businesses, earning rehabilitation recognition from the Duluth Preservation Alliance. Now the Port Authority is in the midst of a comprehensive update that will give the distinguished double-decker yet another lease on life.



A careful interior demolition revealed a few surprises. Among them:

- Bearing walls not as shown in the as-built drawings.
- Steel girders that were not identified in the drawings.
- Floors out of level.

However, by discovering these issues early, the Port Authority was able to design around them or correct them.

One of the new additions is six-inch water service to the building, improving upon the existing two-inch copper service that wouldn't have properly supplied the new fire suppression system.

In a case for the archeology and engineering department, the ongoing renovation also revealed a concrete subfloor underneath the first floor and large structural timbers beneath the floor that were obviously burned at some point. This likely occurred when the original timber structure burned in May 1907. Modern-day structural analysis suggests that the current building was built directly on top of the old foundation.

"The deeper we dive into this wonderful old building, the more secrets it reveals," said Dean Lembke, Port Authority facilities manager. "The craftsmanship put into this 113-year-old building is amazing and it's an honor to be part of restoring it."

Ship Masters' fit-out dinner features Duluth Cargo Connect

Wrapped in wooly Mackinaws, a gaggle of shipmasters and dock managers shuffled into Duluth's Torrey Building on a cold, clear Monday night in February 1911. Climbing 10 stories above Superior Street, it was still imposing, but it was no longer Duluth's tallest building. The 16-story Alworth Building snatched that distinction in 1910. But the Torrey Building remained unsurpassed in its importance to maritime shipping, thanks to housing Captain Albert Swenson's United States Hydrographic Office. Opened in 1898 at the U.S. Navy's behest, the hydrographic office's mission was helping mariners navigate the Great Lakes' westernmost port. That made it a fitting place for a meeting to launch the Ship Masters' Association Twin Ports Lodge No. 12.

Pictured (from left) Deb DeLuca, executive director of the Duluth Seaway Port Authority, Captain Ed Montgomery of Sea Service LLC, and Jonathan Lamb, president of Lake Superior Warehousing.

Responding to Swenson's invite, the Mackinaw-clad crew braved below-zero temperatures to establish a bastion of warm congeniality, similar to what had emerged in Buffalo, New York, and several other Great Lakes ports. Ship Masters' Association clubrooms were becoming popular among maritime men and their families, who visited them for the latest news during the shipping season and for social functions during the winter months. The absence of such a hub at the Great Lakes' top tonnage port was glaring. Less than one month after the Twin Ports contingent met, that oversight was officially rectified as Lodge No. 12 received its charter, with Wilson McGregor presiding over 27 charter members, including Captain Swenson. It would become an enduring fixture in the Twin Ports' maritime community.

Some 109 years later, the International Ship Masters Association still exists, as does Twin Ports Lodge No. 12, and the congenial gatherings continue. This year's annual fit-out dinner happened March 9 at the Hammond Steakhouse in Superior, Wisconsin, prior to the onset of COVID-19, with Captain Ed Montgomery of Sea Service LLC leading the festivities for approximately 80 guests. Deb DeLuca, executive director of the Duluth Seaway Port Authority, combined with Jonathan Lamb, president of Lake Superior Warehousing, to provide the evening's keynote presentation on a successful 2019 for Duluth Cargo Connect, a partnership of the two entities to own and operate the Clure Public Marine Terminal.

"When you think of the Ship Masters Association story through the years, it's a who's who of Great Lakes maritime, and it's impressive to see new chapters being written all these years later," said DeLuca. "It was a fun honor to be part of the fit-out dinner and its longstanding tradition in the Twin Ports and across the Great Lakes."

Port Authority officers elected for 2020

A slate of officers has been elected to lead the Duluth Seaway Port Authority (DSPA) board of commissioners. During its annual meeting held March 25, the Duluth Seaway Port Authority Board of Commissioners elected officers for the fiscal year beginning April 1, 2020. Rick Revoir will serve his second year as president. Other appointments included Tony Sertich as vice president, Patrick Boyle as secretary, Norm Voorhees as treasurer and Mike Jugovich as assistant treasurer. Together with fellow board members Ray Klosowski and Yvonne Prettner Solon, this septet oversees the Port Authority's financial and organizational affairs.

Patrick Boyle

Mike Jugovich

Ray Klosowski

The DSPA board commissioners meet regularly to set policy, approve contracts and determine budgets. Two commissioners are appointed by the Minnesota governor, two by the St. Louis County board and three by the Duluth City Council. Each is appointed to a six-year term, with varied expiration dates.

Yvonne Prettner-Solon

Rick Revoir

Tony Sertich

Norm Voorhees

IN FOCUS: Alison Gimpel

Our In Focus series profiles the gifted photographers whose images bring the port's working waterfront to life.

Alison Gimpel

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

My Dad was semi-pro and used to give me 35mm cameras that he won from various contests. I got away from (photography) for a long time but got back into it after I started walking regularly at the lake and on local trails. The ships just went hand in hand with being at the lake so much. I have become good friends with a lot of the local "boat nerds."

What draws you to Great Lakes shipping and the working waterfront for images?

Lake Superior has such a special magic to it, in all of her moods. It's therapeutic.

Do you have a personal connection to the Lake from growing up in the region or visiting?

I was born and raised in Duluth. My favorite thing about taking a trip away is coming back and seeing the first view of it. As soon as I hit Thompson Hill, I'm home.

Are most of your shots planned or spontaneous?

Half and half. More are planned with ships, but that varies depending on the conditions. If I'm out for a drive or walking a trail, it's more spontaneous. My favorite season to shoot is in the winter. The ice formations and sea smoke are incredible.

Do you know immediately when you get a great one?

Most of the time, but I have saved a couple from my recycle bin after taking a second look at them.

What other interesting aspects of your work or life would you like to share?

I just adopted a rescue pup from Animal Allies; that's keeping me busy. She's so much fun and she's loving it when we go to the lake.

Photos by Alison Gimpel

www.facebook.com/NorthlandPhotography/

Duluth Seaway Port Authority

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