

KING OF THE HILLS | MARITIME CLUB | MOMENTOUS MONTHS | SEASON SUMMARY



NORTH STAR PORT

WINTER 2022



A PUBLICATION OF THE



**Duluth Seaway
Port Authority**

WWW.DULUTHPORT.COM

THE HARBOR LINE

It's time to take stock as we roll into 2022 and say goodbye to 2021. The last two years have been a wild ride for the world, and the port and shipping industry served as both the tail and the dog, depending on the month and one's perspective. Times like these mean both challenges and opportunities abound. Port directors keep many plates spinning regardless of the season, but the pandemic has thrown a collection of juggling balls into the performance. It becomes imperative to pause and reflect on the form of those challenges and opportunities in order to appropriately respond. So let's look at the extraordinary aspects of the past two years, and name the big trends we are watching in 2022.

Supply chain in the spotlight: From the *Ever Given* getting stuck in the Suez Canal in March 2021 and stopping traffic for six days, to long ship queues anchored outside coastal ports, to chip shortages, to empty store shelves and car-less auto dealership lots, disruptions to the global supply chain made headlines. The supply chain fragility tested the limits of lean manufacturing and pushed shippers to seek options and alternatives to diversify their supply chains. Large retailers are chartering their own ships while smaller retailers and manufacturers who can't afford it are scrambling and facing long waits. Experts predict that this situation may not normalize until sometime in 2023. For the Great Lakes, this potentially means opportunity—can we position our waterway as an attractive alternative to move goods into the middle of the continent at competitive pricing? This has the added advantage of lengthening the water leg of the transit, thereby reducing the overall carbon footprint of the journey.

The Duluth Seaway Port Authority has positioned its terminal to be responsive to the challenge. In addition to our maritime breakbulk and general cargo terminal status, we also have access to four Class I railroads, and we offer trucker services, warehousing, plus a boutique intermodal (road and rail) terminal. This means that we can flex between modes to provide alternatives and sweet-spot rates to our customers, helping them stay globally

competitive. Our recently added maritime container capability further enhances modal flexibility and may unlock new opportunities for regional manufacturers and retailers.

Pressure to reduce shipping emissions: We've all heard the numbers. Global shipping transports 90 percent of world trade and accounts for nearly 3 percent of global CO₂ emissions, and demand for global freight is expected to triple between 2020 and 2050. The International Maritime Organization (IMO) has a strategy to achieve 50 percent overall reduction in greenhouse gas emissions by 2050 (compared to 2008), with an ambition to achieve at least 40 percent reduction by 2030. There has been an amplifying push for stricter measures coming from several quarters. At the COP26 climate summit last summer, many countries pushed the IMO to set a zero emissions target by 2050, and 22 countries (the United States included) signed the Clydebank Declaration committing to establish six zero-emission maritime routes by 2025, with goals for more. The point is, the pressure is on. Several factors make these goals especially challenging. Ships must have reliable propulsion and feature enormous power requirements, the large capital outlay to build a ship and ships' long lifespans equate to low turnover, leading to slower adoption of new technologies, and there is limited on-board capacity and weight limitations, limiting powering options. Nonetheless, evolution is happening. We are seeing new "green" fuels, electric-powered vessels for short-haul routes, and future-looking technologies too numerous to list. The industry is responding in creative ways, but different routes, vessels and waterways feature unique constraints and opportunities, and one-size-fits-all regulations aren't appropriate.

Infrastructure funding: The new Infrastructure

HARBOR LINE continued on Page 5



Deb DeLuca, Port Director



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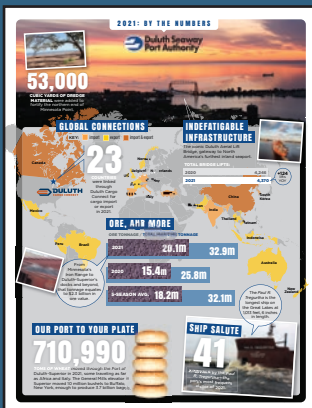
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About North Star Port

The Duluth Seaway Port Authority produces this quarterly magazine. Jayson Hron is the publisher. Editorial assistance provided by Julie Zenner. Graphic design by Erin Makela.



The Duluth Seaway Port Authority graciously thanks the photographers whose photos appear in the infographic on Page 12:

- Duluth harbor panorama: Kevin Lamar
- *Herbert C. Jackson* and Duluth's Aerial Lift Bridge: Charles Howard Smith
- *Paul R. Tregurtha* in the Duluth Ship Canal: Ken Greshowak
- Mike DeArmond, art director at Touchpoint Media, designed the infographic.

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On the covers



Jayson Hron

On the front:

The *Edgar B. Speer* turns into Berth 9 at the Clure Terminal as the tug *Helen H* cuts a pathway through early January ice.

On the back:

The tug *Meredith Ashton* pushes a barge carrying generators bound for the Clure Terminal ro-ro dock in December 2021.



Paul Scinocca



Printed on 10% post-consumer waste paper.



KING OF THE HILLS:

Longtime Hallett Dock superintendent retires

BY JAYSON HRON



Clyde Jago, retired Hallett Dock superintendent

If you're in conversation with Hallett Dock Company leadership, it's a near certainty they will tell you, early and often, "it's all about the people."

Jerry Fryberger said it as president. Mike McCoshen said it as Fryberger's successor. Clyde Jago said it as superintendent, years after hearing it from vice president Arnie LaPlante, who hired him as a union laborer at Hallett Dock 6 in the late 1980s. Soon after, LaPlante promoted him.

"I told Arnie, 'I don't know a left wrench from a right wrench,' and he said, 'It's not for you to turn the nuts. It's for you to get the right people to turn the nuts,'" recalled Jago.

That's how a traveling census tracker with a theology degree found his calling at Hallett.

BEGINNINGS

A native of Michigan's Upper Peninsula, Jago migrated westward in college, starting at Northern Michigan University and then transferring to the College of St. Scholastica in Duluth. After graduation, he worked briefly in youth ministry before embarking on a career change. Jago joined a Twin Ports ad agency and began traveling extensively. He'd go with a team of people to a media market—Albany, New York, or Providence, Rhode Island, for example—and verify the actual number of households in that market.

At the same time, Jago tried to celebrate newly wedded bliss with his wife, who would become an important part of his Hallett story. In fact, she's the origin.

"My wife was a waitress, and one day, she was waiting on a table of people from Hallett Dock," said Jago. "She overheard their conversation about needing to hire guys for the spring, because it was March and they were starting back up after the winter layoff, so she said to Arnie LaPlante, 'Why don't you give my husband a job? I'm tired of him being on the road.'"

Jago soon found himself with a union card, a pair of boots covered in limestone muck and a lot more time at home in the evenings. The union bit turned out to be brief, but his time with Hallett spanned parts of five decades, ending with his retirement in January 2022.

WATERFRONT WANDERINGS

LaPlante first named Jago foreman at Hallett Dock 6 on 59th Avenue in West Duluth, then Jago became foreman at Hallett Dock 5, approximately two miles further northeast. Eventually, he was named superintendent of all the Hallett

Docks, a role he held until the company's sale in 2019-20. It was then that Jago shifted his focus to Hallett Dock 8 in Superior, an unloading facility where he helped transition the operation to its new owner, EnviroTech Services. The site includes a liquid storage unit and a pier covered with miniature mountains of bulk commodities.

The tallest peaks are Michigan limestone piles, specifically the larger rocks favored by sugar beet processing companies in the Red River Valley. After screening out the sugar stone, smaller chunks—the “fines”—are piled nearby for local contractors who mix them into Class 5 gravel, amidst a host of other uses, thanks to its versatility and compaction qualities.

Jago is encyclopedic about each commodity and its use. Some see only anonymous hills. He sees the raw materials of our everyday life.

The short, dark piles? That's aggregate blended to make pothole fill. It's a paving material used throughout the Northland.

The short, bright piles? That's PGA Tour-certified golf course bunker sand. It comes to Duluth from Ohio and ends up gobbling wayward shots at the Twin Cities' most prestigious courses.

The grayish pile being loaded into a dump truck? That's crushed concrete for a local contractor.

The big off-white pile? That's salt used for treating ice-covered roads.

Jago might not have known a left wrench from a right

wrench, but it's obvious he knows his stuff.

“First and foremost, he's a great guy,” said Kate Ferguson, who met Jago during her days working with CN and the Great Lakes Fleet, then stayed connected with him after she joined the Duluth Seaway Port Authority as its director of trade and business development.


“He's been a fixture on our working waterfront for decades and he's developed a depth of knowledge about

commodities and dock operations that few can match. We wish him all the best in retirement, but he's definitely going to be missed.”

Shy to the superlatives, Jago isn't one to heap praise on himself, but he does admit to taking good advice.

“What Arnie said all those years ago stuck with me,” he said. “I'll get the right people to the right places, where they have the right expertise.”

Thinking about his winding path to Hallett, Jago knows now that it was purposeful apprenticeship.

“Ultimately, youth ministry was about working with young people. The ad agency was about working with community organizers—the people—and Hallett was the same way when Arnie hired me on. When I decided to stick with Hallett, it was a pretty easy decision, because the people were wonderful. It's been a pleasure to work with them over the years; a great atmosphere and caring people, from upper management all the way through my union days. It really is all about the people.” 


“Ultimately, youth ministry was about working with young people. The ad agency was about working with community organizers—the people—and Hallett was the same way.”

HARBOR LINE

Continued from Page 2

Investment and Jobs Act creates a real opportunity to fund port and waterway infrastructure projects as well as road and bridge projects—all critical to successful port operations. Already, the funds to complete construction of the new large lock at the Soo Locks have been committed, and in Duluth, the Minnesota Department of Transportation is now able to complete a portion of an interchange project critical to our terminal that was previously postponed due to budget constraints. Additionally, the U.S. Department of Transportation has announced the amped-up first cycle of Port Infrastructure Development grants. We plan to pursue funding in future cycles for projects that will expand our terminal services onto what is currently a dilapidated, underused dock, and our partner ports on the Great Lakes are making

similar plans.

Workforce: Whether it is the nationwide shortage of truck drivers, the graying of the maritime workforce, COVID shutdowns, vaccination challenges, or the COVID-induced global crew change crisis, which resulted in seafarers stuck aboard ships past their contracted tenure, maritime and freight workforce challenges abound. We are fortunate at the Clure Public Marine Terminal, where our agent hasn't had difficulties finding and keeping excellent staff. But our hearts go out to the stranded seafarers, we send a shoutout to our local shipping agent who arranged for crews on international ships to get vaccinated while in port, and we send a huge thank you to all of our critical transportation workers, who make sure “our stuff” reaches us. 

Duluth-Superior's Maritime Club: Building on a lasting legacy in the Twin Ports

BY DAVID COY

In October 1933, six years after the creation of the International Propeller Club of the United States, Duluth-Superior established a chapter. The grassroots, non-profit organization was formed to promote, further and support the maritime industry. This local chapter would go on to welcome countless members through the decades and create lasting relationships with area businesses.

About 2017, the Duluth-Superior Propeller Club started to have conversations about splitting off from the international organization. Current board member and former president Kate Ferguson agreed with the other members because she believed in refining the club's focus, especially as most of the yearly dues were held at the national level.

"Our club was really focused on providing local opportunities," said Ferguson. "We wanted the funds from our club to support local and regional maritime-based programs."

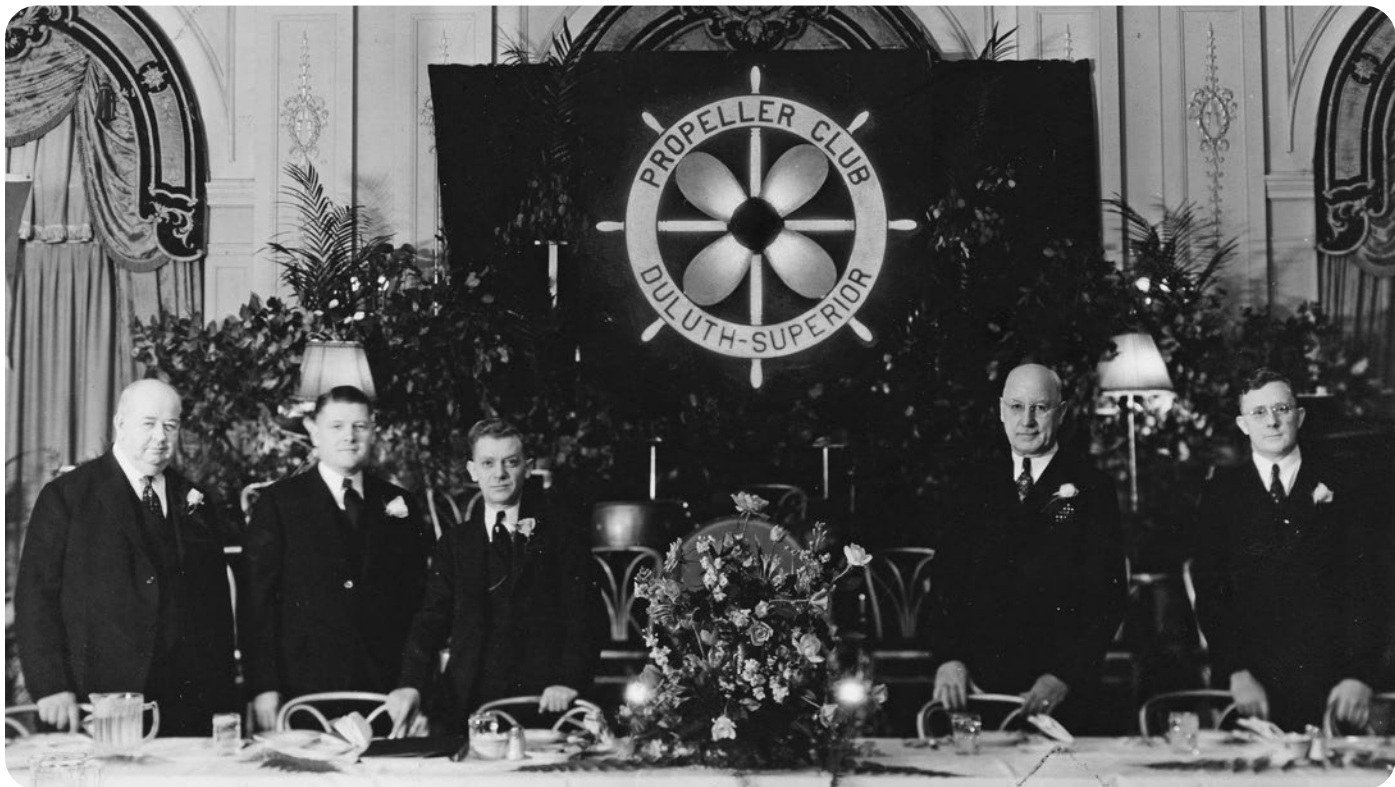
University of Wisconsin-Superior transportation and logistics management professor Dr. Richard Stewart is a member of the club and said he believed that the money going toward national dues could have a greater impact if

it remained in the Northland instead.

"It was a tough decision because Duluth-Superior was one of the first members of the Propeller Club of the United States," said Stewart. "(But) the amount of money going in and the benefits coming back to the locals wasn't good enough. That's not unusual from (these kinds of) organizations."

In 2019, the vote was cast, and the club decided to separate from the international organization. The newly formed Duluth-Superior Maritime Club continued its programming, but with the freedom to invest money locally.

"We still have the club atmosphere, we're still hosting the same lunches and events we've always hosted over the past decades," Ferguson said. "What changed is that we can take the dues that we planned to pay for the International Propeller Club and create things like a scholarship fund at the University of Wisconsin-Superior. We can donate to the scholarship fund over at the Great Lakes Maritime Academy in Traverse City, Michigan. We can support the children's museum here locally when they have a maritime-themed exhibit. It's really about supporting local."




Photos courtesy University of Wisconsin-Superior Jim Dan Hill Library

Today, the Duluth-Superior Maritime Club builds upon the former Propeller Club's long and storied relationship with the Duluth Seaway Port Authority and companies along the working waterfront. Ferguson, who also serves as the Port Authority's director of trade and business development, believes it's important to continue sharing information and networking with one another.

"It's great to have a community around the port," said Ferguson. "Being present in the maritime industry and this community, supporting it however we can, that's a meaningful role."

It's a role the club has helped play for nearly 90 years, through a roster of more than 60 club presidents. Pete Weidman, recently retired from Superior-based Lakehead Constructors, is the most recent to lead in that capacity. He served a two-year term through the challenges of a global pandemic, and will now pass the president's baton to Ms. Karis Boerner.

"It's been an unusual tenure, with COVID canceling some events and interfering with the typical club proceedings, but it's made us even more appreciative of the role Maritime Club plays in our port community," said Weidman. "Even after almost 90 years—and a pandemic—we're still building relationships and strengthening old bonds in the Twin Ports."

To learn more and keep up with the latest news on the Duluth-Superior Maritime Club, links can be found at duluthport.com/community/maritime-activity/ or on Facebook @DuluthSuperiorMaritimeClub. 

Local scholarships support tomorrow's transportation and logistics leaders

BY DAVID COY

Since its inception, the Duluth-Superior Maritime Club has promoted and supported local maritime activities, exhibits, and programs. One of its stronger ties is the club's relationship with the University of Wisconsin-Superior's transportation and logistics management program.

"Our relationship with the club is where we can involve the faculty and the students in engaging and learning about the primary industry in our region," said University of Wisconsin-Superior professor Dr. Richard Stewart. "It enables them to get internships and network."

Through that association, the Maritime Club has raised money from its members to award two \$500 scholarships to a pair of UWS students every year.

"Money from the scholarship is important, but when you put on your resume that an organization as prestigious as the Maritime Club of Duluth-Superior has recognized you for what you've done, that says a lot about the student as an individual," said Dr. Stewart.

Korey Garceau and Brianne MacDonell were the 2021-

LOCAL SCHOLARSHIPS continued on Page 15



DO YOU KNOW?



The very first president of Duluth-Superior's Propeller Club, now known as the Maritime Club, was John Geistman, who served in that capacity from 1933-37. He was general manager of Duluth's Marine Iron and Shipbuilding Company, and also a ship owner. During his final year as Propeller Club president, he renamed the 1896-built steamship *Maricopa* in compliment to his son, christening it the *John P. Geistman*.



Seasons of Yore: 1871

Four momentous months

BY JAYSON HRON

United States Army Sergeant A.B. Williams stepped into the weather observer's office at the corner of Lake and Superior Street on Sunday, Jan. 1, 1871. He was the new man in charge. Outside, a hodgepodge Duluth business district clung to the narrow hillside between Minnesota's frozen northwoods and the vast sweep of Lake Superior.


Nineteen feet above the street, a window-mounted box held the weather station thermometer. Williams checked it, noted the temperature and looked back through the window at a community busy with enterprise. The Zenith City in ascent steamed onward, resolute against the midwinter chill and all detractors, including those across the bay.

Clearly the future was now for Duluth, and maybe the nation as well. Williams could see it. But even from his elevated perch, the full scope of the next four months was obscure beyond the horizon.

In a matter of days, Kentucky Congressman James Proctor Knott lampooned Duluth with a now-famous speech. Seven weeks after that, a different breed of

delegate met in New York City and formed the nation's first professional baseball league. Five weeks later, United States President Ulysses S. Grant signed the Civil Rights Act of 1871, empowering his rout of the Ku Klux Klan. Nine days after the act passed, a different kind of passage made headlines outside the Duluth weather station: a maritime passage joining the waters of Superior Bay and Lake Superior.

Dredged by the tug *Ishpeming*, this historic final cut opened April 29 what would become the Duluth Ship Canal, launching the Zenith City to even greater heights as one of America's preeminent port cities. One day later, the steamer ferry-tug *Frank C. Fero* became the first vessel to navigate the canal, capping a remarkable first quarter of 1871.

Minnesota Governor Horace Austin preceded all of this except Sergeant Williams' takeover with his annual message to the state legislature, delivered Jan. 5 in St. Paul, Minnesota, and printed in the next day's *Minneapolis Tribune*. A lengthy volume, it contained a bullish Duluth tome reprinted on Page 9 in this issue of *North Star Port*. 

< Horace Austin

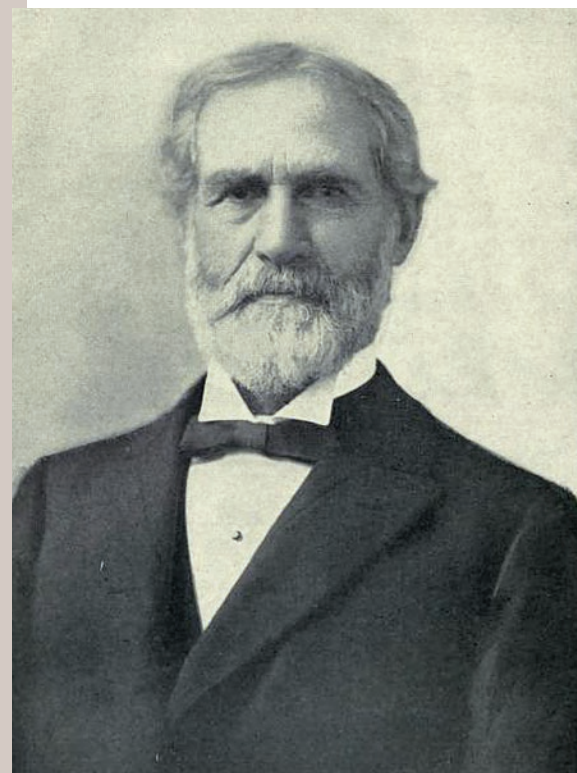
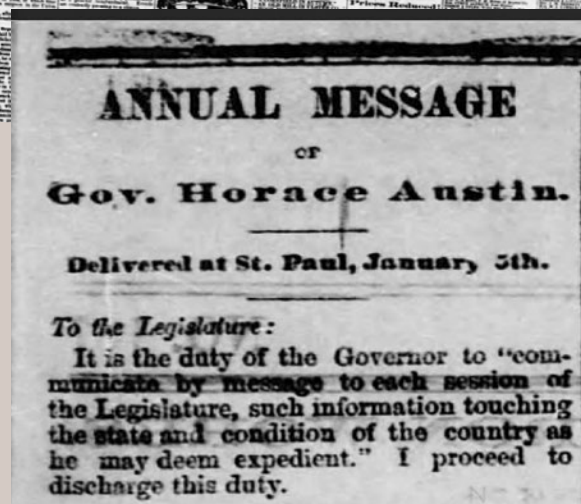


Excerpt from the Annual Message of Minnesota Governor Horace Austin, delivered to the legislature at St. Paul on Jan. 5, 1871 (printed in the *Minneapolis Tribune* on Jan. 6, 1871).



The attention and hopes of our people, who have long suffered the burdens of costly transportation, have, for several years been fixed upon the completion of the Lake Superior and Mississippi Railway, affording, as it promised, an outlet on the navigable waters of the Great Lakes, at a distance of 155 miles from those of the Mississippi River, and a saving of 285 miles of land transit over the route via Chicago and Lake Michigan, and (as the friends of the road claim) of from two to three days of the average time each way between Minnesota and the Atlantic seaboard, with the same rates between Duluth and the East as between Chicago and the East.

If these claims are justified by the facts, we should realize a saving on every ton of freight (sent through the channel) equal to its cost of railroad transportation for 285 miles, which it would seem, must eventually direct a large proportion of our traffic in that direction. And this business, in connection with that contributed by the Northern Pacific Railroad, and its tributary lines, that which must naturally flow from immense mineral and lumber interests soon to be developed on the western and northern shores of Lake Superior, together with the local and lake trade, cannot fail to build up a large commercial town and shipping point, if the proper steps be taken to improve the harbor, making it safe and commodious. It is now considered as a fact demonstrated that it is perfectly practicable to make such a harbor at Duluth. A breakwater over 600 feet long has been built into the main waters of the lake, which has stood the test of the severest trials, and afforded safe shelter to vessels and steamers during the hardest storms. A ship canal, deep and broad enough for the largest vessels, is nearly completed across Minnesota Point into the bay, which, when dredged and deepened, must make a harbor unsurpassed on our inland waters. Such a port—within the limits of our own State—and the rapid development of the vast country tributary to the lake and the roads diverging from its shores—including the deep, rich bottoms of the Red River of the North—with the quickening of trade, agriculture and business of all kinds, is not a matter of mere local importance, but of State pride and concern. Therefore, I would recommend that you memorialize Congress to put the harbor improvement at Duluth on the list of public works receiving government aid, and that such aid be provided from time to time until the work be accomplished."



Minnesota Governor Horace Austin

SEASON RECAP

WINTER 2022

Rebounding from pandemic-induced lows in 2020, total maritime tonnage through the Port of Duluth-Superior climbed to 32.9 million short tons in 2021. This total represented a 27 percent season-over-season increase and a 2.3 percent improvement over the five-season average.

Iron ore, the port's leading cargo by tonnage, led the upswing. The total taconite float topped 20 million short tons for the second time in four seasons, a feat unmatched since the early 1990s. In all, 20.4 million short tons of iron ore transited Duluth-Superior during the 2021 season, a 32.6 percent season-over-season spike and 11.9 percent gain on the five-season average.

Driven primarily by Duluth-Superior's first petcoke exports since the 1990s, the coal and petcoke category posted the biggest percentage increase compared to 2020, jumping 47 percent to 7.9 million short tons.

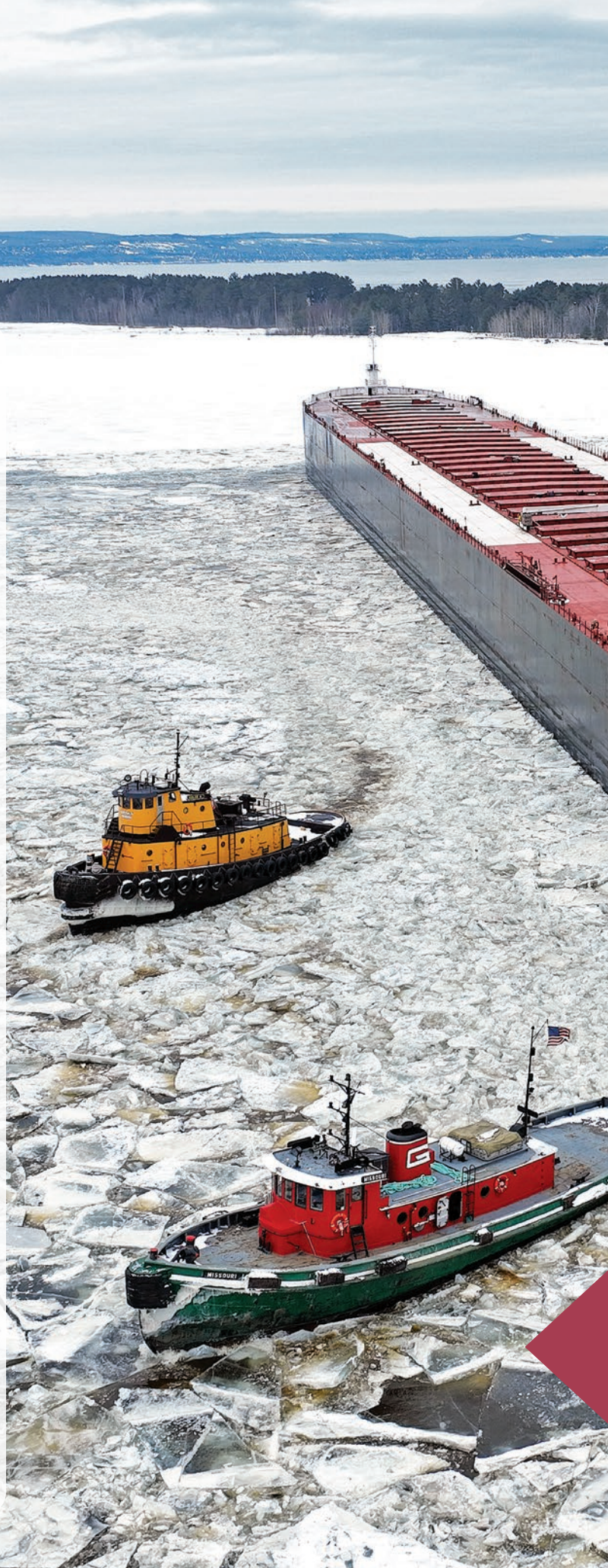
Inbound cement tonnage also surged, more than doubling the 2020 total and exceeding the five-season average by 71.3 percent.

General cargo at the Clure Public Marine Terminal closed out the major gainers, with Duluth Cargo Connect handling nearly 50,000 short tons. This total exceeded the 2020 count by 4.6 percent and more than doubled the five-season average.

Grain, the port's No. 1 export, suffered a steep drop to 808,498 short tons for the season. This marked an 85-year low for Duluth-Superior grain tonnage and was the second lowest seasonal grain total for the port since 1890.

For the Great Lakes-St. Lawrence Seaway System as a whole, total overall tonnage increased by 1 percent season over season, finishing at 42 million short tons. The Seaway also notched a similar percentage gain in vessel transits, ticking up 1.61 percent. Vessel arrivals in the Port of Duluth-Superior jumped more than 16 percent compared to 2020.

With the 2021 season now closed, five domestic vessels are wintering in Duluth-Superior: the *James R. Barker* and *Paul R. Tregurtha* at the Clure Terminal in Duluth, and in Superior, Wis., the *Lee A. Tregurtha* at Fraser Shipyards, *Burns Harbor* at the Hansen-Mueller Dock and *American Century* at the Enbridge Dock. ⚓





The American Steamship Company thousand-footer *American Century* navigates into the Port of Duluth-Superior via the Superior Entry on Jan. 17, 2022, assisted by tugboats *Helen H* (Heritage Marine) and *Missouri* (Great Lakes Towing Company). *American Century* was the Twin Ports' final inbound freighter of the season.

David Schauer

FIRSTS & LASTS OF 2021-2022 SEASON

Notable	Ship Name	Built	Company or Country	Departure Date	Time
First laker out	<i>Burns Harbor</i>	1980	American Steamship Company	March 23, 2021	1:26 a.m.
First laker in	<i>Stewart J. Cort</i>	1971	Interlake Steamship Company	March 26, 2021	6:18 a.m.
First Canadian in	<i>Spruceglen</i>	1983	Canadian Steamship Company	March 27, 2021	6:23 a.m.
First saltie in	<i>Federal Biscay</i>	2015	Fednav	April 18, 2021	4:12 p.m.
Last saltie out	<i>Maria G</i>	2007	Malta	December 19, 2021	12:39 a.m.
Last laker out	<i>Arthur M. Anderson</i>	1952	Great Lakes Fleet	January 14, 2022	7:19 a.m.
Last traffic in	<i>American Century</i>	1981	American Steamship Company	January 17, 2022	1:35 p.m.

2021: BY THE NUMBERS



53,000

CUBIC YARDS OF DREDGE MATERIAL were added to fortify the northern end of Minnesota Point.

GLOBAL CONNECTIONS

KEY: ■ import ■ export ■ import & export

23

COUNTRIES were linked through Duluth Cargo Connect for cargo import or export in 2021.



INDEFATIGABLE INFRASTRUCTURE

The iconic Duluth Aerial Lift Bridge, gateway to North America's furthest inland seaport.

TOTAL BRIDGE LIFTS:

2020	4,246
2021	4,370

+124
lifts
YOY



ORE, AND MORE

ORE TONNAGE / TOTAL MARITIME TONNAGE

2021	20.1m	32.9m
2020	15.4m	25.8m
5-SEASON AVG.	18.2m	32.1m

From Minnesota's Iron Range to Duluth-Superior's docks and beyond, that tonnage equates to \$2.3 billion in ore value.



OUR PORT TO YOUR PLATE

710,990

TONS OF WHEAT moved through the Port of Duluth-Superior in 2021, some traveling as far as Africa and Italy. The General Mills elevator in Superior moved 10 million bushels to Buffalo, New York, enough to produce 3.7 billion bagels.



SHIP SALUTE

41

ARRIVALS by the *Paul R. Tregurtha*—the port's most frequent visitor of 2021.

The *Paul R. Tregurtha* is the longest ship on the Great Lakes at 1,013 feet, 6 inches in length.



Adolph N. Ojard, 72, former executive director of the Duluth Seaway Port Authority and president of the American Great Lakes Ports Association, passed away Dec. 30, 2021, at University Hospital in Augusta, Georgia, surrounded by his family.

The son of a tug boat captain, Ojard became a prominent face in the Great Lakes maritime industry.

He began his career as a dock worker with the Duluth, Missabe and Iron Range Railway in 1971. Thirty-two years later, he concluded it with a decade of Port Authority leadership (2003-2013), succeeding Davis Helberg. In between, Ojard served in a variety of executive positions throughout the nation in rail, inland barging and Great Lakes shipping. He spent many years working with various affiliates of the United States Steel Corporation, eventually serving as general manager of both the DM&IR and the USS Great Lakes Fleet in Duluth.

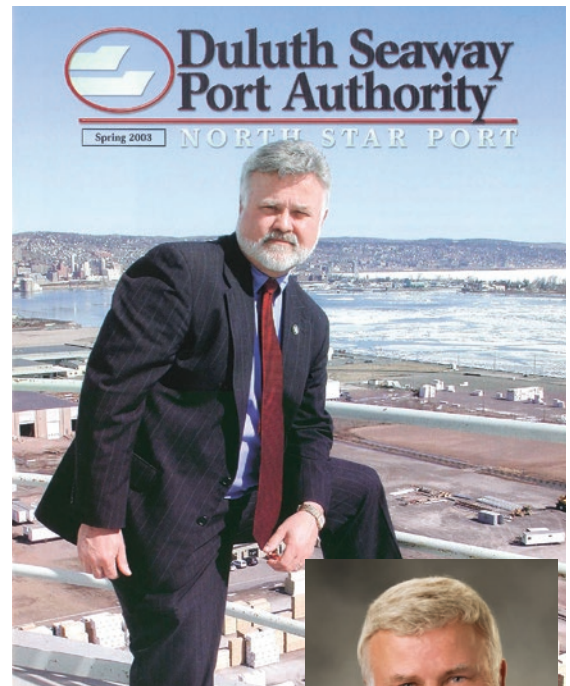
Raised in Knife River, Minnesota, Ojard graduated with honors from the University of Minnesota Duluth in 1971.

"I didn't know at the time I started loading boats at the DM&IR ore docks during college that my career would end 43 years later at another terminal here in the Twin Ports," wrote Ojard upon his retirement in the summer of 2013. "It wasn't quite what I'd envisioned in my teens, but it has been a tremendous career with many opportunities, the last being able to wind it up here at home."

Following his tenure with the Port Authority, Ojard retired with his wife, Leigh Ann, to Georgia, where they enjoyed living closer to their two adult daughters and their families.

"In addition to being a vibrant personality with deep roots on the North Shore, Adolph was a strong advocate for the Port of Duluth-Superior and the Great Lakes-St. Lawrence Seaway System," said Deb DeLuca, executive director of the Duluth Seaway Port Authority. "Maritime and railroad business threaded through his entire life, beginning with his boyhood days aboard the *Edna G* tugboat and early jobs with the Duluth, Missabe and Iron Range Railway. He became a true giant of the port world and an absolute original. We're grateful for his thoughtful leadership of the Duluth Seaway Port Authority and his contributions to our region. We'll miss him greatly."

Editor's Note: As *North Star Port* went to press, we were informed that Ojard's wife, Leigh Ann, passed away on Feb. 4.



Kenneth D. "Boots" Stringer, 84, of Superior, Wis., died Jan. 6, 2022. Stringer was born in Superior and enjoyed a lifelong connection to the Twin Ports waterfront and Lake Superior. Growing up in Superior's North End, his first job was selling newspapers to crew members on visiting vessels. He began working on the boats while still in high school and spent summer months sailing the Great Lakes before launching a career shoreside as a longshoreman. Stringer worked many years as a stevedore for American Grain Company in Duluth and handled the company's grain trimming equipment through his gear shack on Superior's Ogden Avenue. He also owned Superior Burlap Industries on Banks Avenue, where he sewed burlap separation cloths used to divide bulk cargo in the holds of ships. Stringer was a lifetime member of the International Longshoreman's Association Local 1037 in Superior, which his father helped organize, and was proud of his union heritage. One of his final business ventures was to purchase and run the Pattison Park Golf Course. Beyond the waterfront and business, Stringer's interests included fishing and hunting. He is survived by his wife, Sharon, three adult daughters, nine grandchildren, five great-grandchildren and many other relatives.

Thomas A. Privette, 86, of Richfield and Duluth, Minn., passed away Dec. 26, 2021, after a 10-year battle with multiple myeloma.

Privette spent the bulk of his professional career managing cargo at the Duluth Seaway Port Authority's Clure Public Marine Terminal. He was born in 1935 and lived most of his life in Duluth's West End. He graduated from St. Jean the Baptiste High School in 1953, followed by service in the United States Army. He returned to Duluth and soon began a lengthy career on its working waterfront.

Privette loved to discuss theology, politics and sports. He was an avid hat collector, who never left the house without one—but family topped his list of treasures. He is survived by his wife of 65 years, Marilyn, 10 adult children, 21 grandchildren and many other relatives.

Minnesota prepares to offer farmers new export path to foreign buyers

THIS ARTICLE BY AGRI-PULSE SENIOR TRADE EDITOR BILL TOMSON IS REPRINTED WITH PERMISSION FROM AGRI-PULSE COMMUNICATIONS. FOR A FREE TRIAL SUBSCRIPTION TO THE AGRI-PULSE NEWSLETTER, PLEASE VISIT WWW.AGRI-PULSE.COM.

Congestion is snarling West Coast ports and capacity for United States ag exports is dropping as ocean carriers agree to send empty containers back to China, but Upper Midwest farmers, food manufacturers and forestry product producers are about to get access to a new path to buyers around the world.

In just a little over two months, the Port of Duluth is scheduled to begin servicing ocean-going ships, which officials say will allow the port to accommodate the weekly shipping of hundreds of containers to Asia, Europe, South America and elsewhere.

The new shipping channel may be key for value-added commodities like food-grade soybeans that are shipped in containers, says Tom Slunecka, CEO of the Minnesota Soybean Growers.

“The trick with value-added agriculture is being able to export it,” Slunecka told Agri-Pulse. “All of that product is exported by containers and right now we can’t get containers. We’ve got an entire industry—the food-grade soybean industry—that is losing momentum and losing sales every day because of the price of these containers.”

A producer near Duluth needing to get a container full of grain—if a container can be found—to the West Coast would often load it on to a railcar at Duluth, where it would be shipped over land to docks that are now overloaded.

But come spring, there will be a new option.

The Duluth Seaway Port Authority successfully showed the Department of Homeland Security last year that it has made the investments in the technology necessary to scan containers to certify the security of imports and exports at its Clure Public Marine Terminal.

“Our Clure Terminal is a full-service multimodal logistics hub for the Upper Midwest, so it’s only natural that we offer the advantages of maritime container handling to complement our land-based network,” said Deb DeLuca, executive director of the Duluth Seaway Port Authority.

“We’ve been nurturing this potential for a while and

we’re excited to see it coming to fruition. Considering the significant congestion and delays occurring at some coastal ports, we provide a fluid alternative for containers to move inland and bypass those coastal bottlenecks.”

Now, as the Great Lakes-St. Lawrence Seaway System is closed for the winter, officials are working to make sure that the new ocean-bound container trade can begin as soon as navigation is possible.

That’s usually in late March, according to Jonathan Lamb, president of Duluth Cargo Connect—a partnership between the Port Authority and Lake Superior Warehousing, which runs the terminal operations.

Lamb tells Agri-Pulse he’s working with importers, exporters and ship owners in an effort to get the new operations running as quickly as possible. He says he hopes to get containers loaded and stowed even before the ice thaws.

“We see a lot of shippers interested in this service—another gateway in and out of the Midwest that avoids the coastal ports,” he said. “This is a great potential for that.”

Lamb says he expects to see ag commodities from Minnesota, Wisconsin, North Dakota, South Dakota and even parts of Michigan

and Iowa come through Duluth.

Duluth Cargo Connect will be offering congestion-free shipping without the threat of large fees for containers that get stuck on docks like the situations at Los Angeles



Tom Slunecka
Minnesota Soybean Growers



Kevin Paap
Blue Earth County Board of Commissioners

“The trick with value-added agriculture is being able to export it.”

— TOM SLUNECKA

or Long Beach, but the Great Lakes facility is also a much smaller operation that cannot service the massive Panamax-class ships that berth at larger ports.

The Handymax-size ships that stop at Duluth typically can carry about 300 40-foot-long containers, far less than the 2,500 of a Panamax.


Still, Lamb says the port and the seaway can handle two full Handymax ships per week, and that's a lot of cargo that doesn't have to be shipped by rail or truck to other ports like the one at Prince Rupert in Canada.

It could be months or even years before congestion clears at the major U.S. ports, but Lamb says he expects Duluth will still be a great option for ocean-going container shipments even in better times.

Exporters, he said, often want to diversify in how they get their goods overseas.

"You don't want all your eggs in one basket," he said. "We believe that even as the supply chain starts to stabilize over the coming months or years, people are going to want to have diversification."

Former Minnesota Farm Bureau President Kevin Paap is another ag leader eager for container trade through Duluth.

"Duluth is a gem that we've got in Minnesota for moving product," he told Agri-Pulse. "Rail is important. The West Coast ports are important. Let's make Duluth important." 

LOCAL SCHOLARSHIPS

Continued from Page 7



22 scholarship recipients. Garceau, a junior majoring in transportation and logistics management and a native to Manitowoc, Wis., grew up on the nearby ports. His father owns a manufacturing business near the port, and it's given Garceau an inside look at how the whole operation functions.

"It definitely sparked my interest when it came time to start thinking of college," said Garceau. "The most fascinating part is how so many people are connected to move one [piece of] cargo. Yeah, you might see a big ship come in to pick up, let's say iron ore, but how many different people and modes of transportation are involved in that is particularly interesting. The steps from the starting point to the ending point and everything in between is captivating."

Prior to the school year, one of his professors suggested that he apply to the Maritime Club's scholarship. To qualify, a student must have a 2.5-grade point average or higher, be a full-time student majoring in transportation and logistics management, and actively participate in a maritime organization. He quickly applied online and was later notified that he earned the scholarship.

"It absolutely means a lot to me," said Garceau. "Being a focused maritime student and having a special interest in the maritime segment of the transportation industry, knowing that others who have an interest and are a part of the industry are willing to help me out knowing where it came from is pretty special."

The UWS transportation and logistics management program continues to educate new industry leaders. Dr. Stewart believes there is something special about the program.

"Forty percent of the students who go to UW-Superior, it's the first time anyone in their families has ever gone for a degree," said Dr. Stewart. "These (students) are not what you typically think of as college students who simply followed their parents' footsteps."


Garceau takes pride in his school and is grateful for all the opportunities he's had and the overall UWS curriculum.

"One of the opportunities I had was attending the Intermodal Association of North America Expo in Long Beach, Calif. We got to see the operations of the Port of Long Beach and Los Angeles," he said. "I basically spent a few days with industry leaders covering all sorts of transportation modes. Just getting personable with pioneers and leaders of the industry helped me grow a lot in my professional development, my personal relationships, and networks that may lead to future opportunities."

Garceau is planning on a summer internship in Milwaukee, Wis., but is open to just about anywhere.

The Duluth-Superior Maritime Club is looking forward to furthering its relationship with UWS. According to board member Kate Ferguson, prior to the COVID-19 pandemic, the Maritime Club was planning on creating an endowment for the UWS program.

"My hope is within the next five years," said Ferguson. "I really hope to see that day come. I hope to see a time where we are not only giving scholarships, but we are also making a lasting long-term investment in UWS' program and students."

For those interested in learning more about the scholarship and its recipients, visit uwsuper.edu/acaddept/sbe/trans/index.cfm 

TOOLS OF THE TRADE

PORTABLE BORING MACHINE

Ship owners called Superior-based Northern Engineering for help back when those calls required asking an operator to connect the lines. More than a century later, they're still calling, and NECO is still answering as the port's go-to machine shop for vessel maintenance. Often those requests necessitate a house call of sorts, as it's easier for NECO machinists to visit the ship than for the ship or its massive internals to visit NECO. A portable boring machine is sometimes along for the ride. We asked NECO lead foreman Mike Ossanna about this mobile powerhouse and the work it does.

North Star Port: What does the portable boring machine do? Where is it used? **Mike Ossanna:** It repairs damaged shafts or bores. It can be used to fix equipment on the boats, or at loading facilities, or other industrial sites in the area. We even used it at Mont du Lac Resort this fall, repairing the bore on the chairlift drive pulley for the ski hill. Hence the portable part of it, you can go pretty much anywhere out in the field—marine or other—and repair large machines or pieces of equipment that would be difficult to remove and bring to a shop for machining. The process saves money and reduces downtime.

Port: How is it powered? **Ossanna:** An electric motor drives a hydraulic pump, then a hydraulic motor drives the boring bar. If welding is required, a higher amount of electricity is needed, but the boring bar itself does not need much electricity. The source of electricity can be a small generator or local power.

Port: What are the most common situations that call for the portable boring machine? **Ossanna:** Say a bore is destroyed or a bearing is spun, you would have to build that bore or shaft back up by welding it and then you'd machine it back to spec. Or sometimes you'll have a new application, as we did recently with the Madeline Island Ferry *La Pointe*, where the stern tubes were small. Once everything was all welded up, we used the laser to shoot the center line, and then we went in with the portable boring bar to open up the tubes to the right size for the new bearings. Done precisely, there's no vibration and the customer is happy.

The beauty of the portable machine is that it's always ready. Somebody will call and say, we need you to ride the ore boat or go up to the mine, or wherever we're going, and we can move quickly because everything is ready to go. A lot of our tooling is that way, because time is crucial.

Port: Tell us about one of the ore boat assignments. How do your machinists get home when the job is completed while underway on the Great Lakes?

Mike Ossanna, lead foreman, inspects a smooth machining job at Northern Engineering in Superior, Wis.



Ossanna: Many times, we've sailed to the Soo and farther with it. If the job is done by the time the boat gets to the Soo Locks, then our people will get off there and we'll pick them up in a truck and drive them back, but it's usually a round trip for the tooling because it's heavy. Usually at the Soo, they only like to take people on and off, not big metal boxes.

Port: What was the tightest assignment you can remember for this tool? **Ossanna:** Probably the *Tim S. Dool* rudder project. That involved tighter tolerances and a lot of boring. The *Dool* had some serious rudder issues. It was structurally compromised. Once they got everything welded back up, we had to re-center the rudder stock, and that's a big bore—a big rudder. We did that in drydock at Fraser Shipyards. It took all winter. They tore everything apart, then fixed it, then we went in and re-machined it and put it all back together.

Port: How would this work get done in earlier generations, before you had this tool? **Ossanna:** We had some older stuff that could do the job, but it was a lot slower. Maybe air drive in the past, versus hydraulic or electric. But going back even farther, to when the company was founded in 1916, back then, ships didn't have unloading systems—it was all done by clam—so you didn't have the pulleys, and they had wood bearings back then, which were all bored in the shop and then put in the boat. That was a whole

DeLuca chairs Minnesota Freight Advisory Committee

MnDOT Commissioner Margaret Anderson Kelliher recently appointed Duluth Seaway Port Authority Executive Director Deb DeLuca as chairperson of the Minnesota Freight Advisory Committee (MFAC).

A committee member since 2018, DeLuca will serve in her new leadership capacity for a two-year term.

In addition, Commissioner Kelliher also extended an invitation to Jason Craig of C.H. Robinson to serve as the vice chairperson. Craig was formerly the committee chair in 2020-21. Ron Dvorak, marketing director with Duluth Cargo Connect, is also a member of the committee.

Established in 1998, the MFAC provides a forum for exchanging ideas and addressing issues between MnDOT and the private sector to develop and promote a safe, reliable, and efficient freight transportation system. MFAC is a partnership between government and business to recommend policy



Deb DeLuca



and actions that promote safety, productivity and sustainable freight transportation systems.

The committee was restructured in 2016 to increase awareness of freight transportation issues. As part of that mission, MFAC facilitates quick responses to freight questions from the state legislature, MnDOT and other organizations, while also providing a focal point for freight transportation expertise in Minnesota. MFAC's member roster includes statewide representation from all freight modes of transportation, many major industries, and public sector organizations.

"Minnesota's freight industry plays a critical role in the state's economic health. MFAC has been essential in helping us better understand the challenges of freight, wisely use our resources, and partner for good long-term solutions," said Kelliher.

TOOLS OF THE TRADE continued

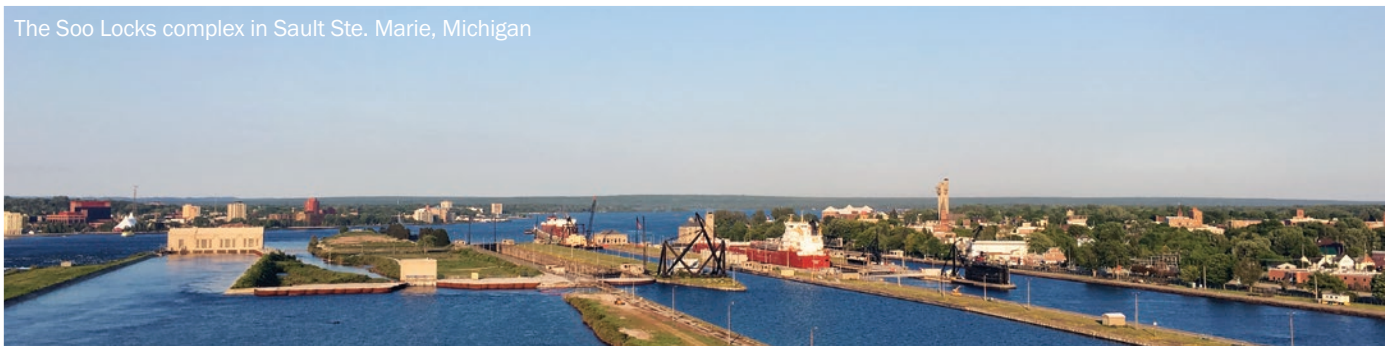
different generation of tooling and technique. This current portable technology has been around for quite a while, evolving all the time. It's a valuable tool for certain applications. Most people don't want to take their power plant apart, so a portable machine is important. We've had it for about 10 years. We just keep upgrading with longer bars and better drives; we kept getting more and more of the work, so we kept investing in upgrades.

Port: Lastly, where was this machinery made? **Ossanna:** It's made by Climax, which is based in Oregon. And we have the rotational welder to go with it, which is basically a robot that welds the bar first, then we machine it after.

The *Tim S. Dool* rests at Fraser Shipyards in January 2019. Northern Engineering used its portable machining tool to repair the vessel's rudder.



Terry White



Biden Administration funds remainder of Soo Lock project

In November 2021, President Joe Biden signed the Infrastructure Investment and Jobs Act (IIJA) into law. The legislation included a historic infusion of \$1.2 trillion to improve highway, rail, aviation, navigation, water, broadband and energy infrastructure.

The IIJA provided the U.S. Army Corps of Engineers with \$17 billion for its civil works program, which includes flood control, navigation, water supply and environmental infrastructure. These funds are in addition to regular annual congressional appropriations for the Corps.

The IIJA required the Corps to release a spending distribution plan within 60 days of enactment. That distribution plan was announced by the White House in late January 2022.

Highlights included the following major Great Lakes construction projects:

- \$479 million to complete the new Soo Lock project in Sault Ste. Marie, Michigan, adding an additional large lock to complement the Poe Lock, which is the only Soo Lock capable of handling thousand-foot vessels. This action piggybacked on \$922 million in Soo Locks funding signed into law by President Donald Trump in Oct. 2018 as part of the America's Water Infrastructure Act.

- \$37.3 million to complete and close out the major rehabilitation project for the existing Soo Locks.

- \$225.8 million to complete plan-

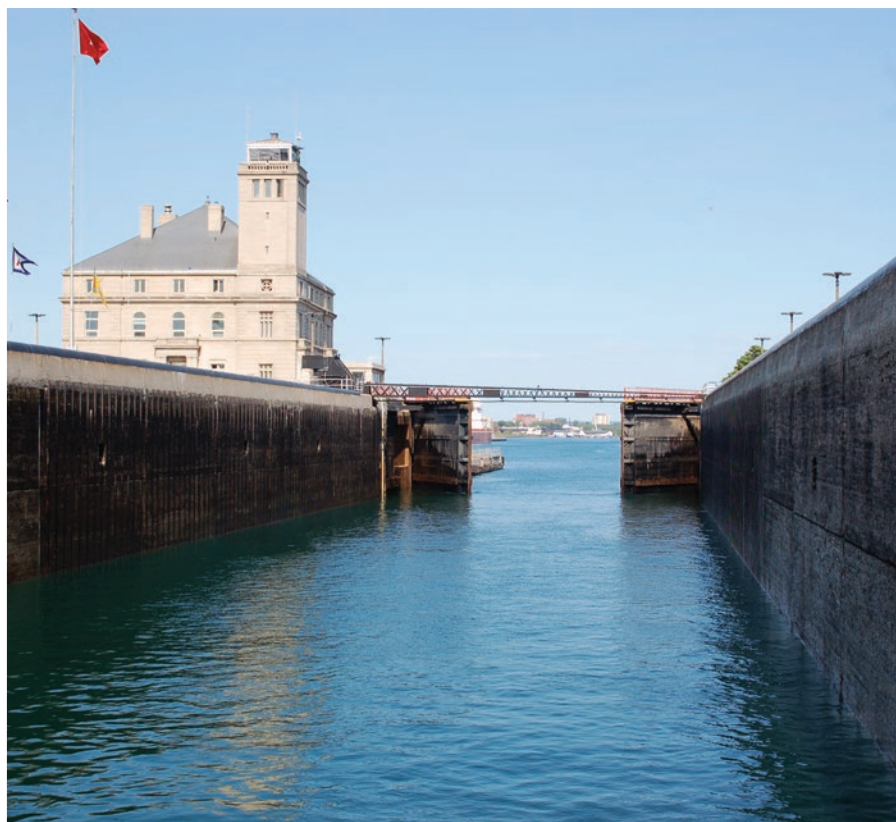
ning, engineering and design and initiate construction of the Brandon Road Lock and Dam project in Illinois to control migration of Asian Carp into the Great Lakes.

An additional \$84 million of operation and maintenance funding was provided to 13 Great Lakes harbor projects, which include dredging and breakwater repairs.

"All of the commerce that moves through the Port of Duluth-Superior depends on the Soo Locks, so their functionality and resilience is crucial, and the construction of a second

large lock at the Soo will be a huge gain in functionality and resilience, not to mention cargo velocity," said Deb DeLuca, executive director of the Duluth Seaway Port Authority. "The completion of a second large lock will allow for uninterrupted cargo flow, safer, more efficient ship passage, and also for better maintenance of the existing Poe Lock, which is now more than 50 years old.

"It's a long overdue project, and we're definitely excited about the funding announcement."



IN FOCUS: Gus Schauer

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

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

My dad would take me down to Canal Park to watch ships, and I really liked the horn salutes with the bridge. He bought me a small digital camera, and in 2013, I began taking my own pictures. After a few years, he let me use his older digital cameras that allowed for manual settings.

Is photography your primary profession? If not, what is?

I'm currently a sophomore at Denfeld High School in Duluth.

Have you been mentored by other local photographers?

My dad has taught me, and I also took a photography class when I was attending St. James School. I like to look at other good shots to get ideas.

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

I'm really drawn to the variety of ocean vessels that serve the Great Lakes and the cargo they haul, especially project cargo through the Port of Duluth. A highlight for me was being invited to attend the first ocean ship arrival ceremony in Duluth last year.

Are most of your shots planned or spontaneous?

I plan most of my shots by knowing when ships will arrive and deciding what ones to photograph and where the light will be best. Sometimes the best shots are ones I just grab quickly when I see an unexpected scene develop. The use of drone technology has really opened up the creative aspect of my photography.

Your dad is also a seasoned photographer and regular contributor to North Star Port. Is there a healthy competition when you are out shooting together?

Yes and no. I'm always with him when photographing, so it is more of a team effort and he is proud when I get a good shot. We do have different ideas on composition and locations. I'm happy when an angle I suggest turns out nice.



Gus Schauer



Photos by Gus Schauer



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