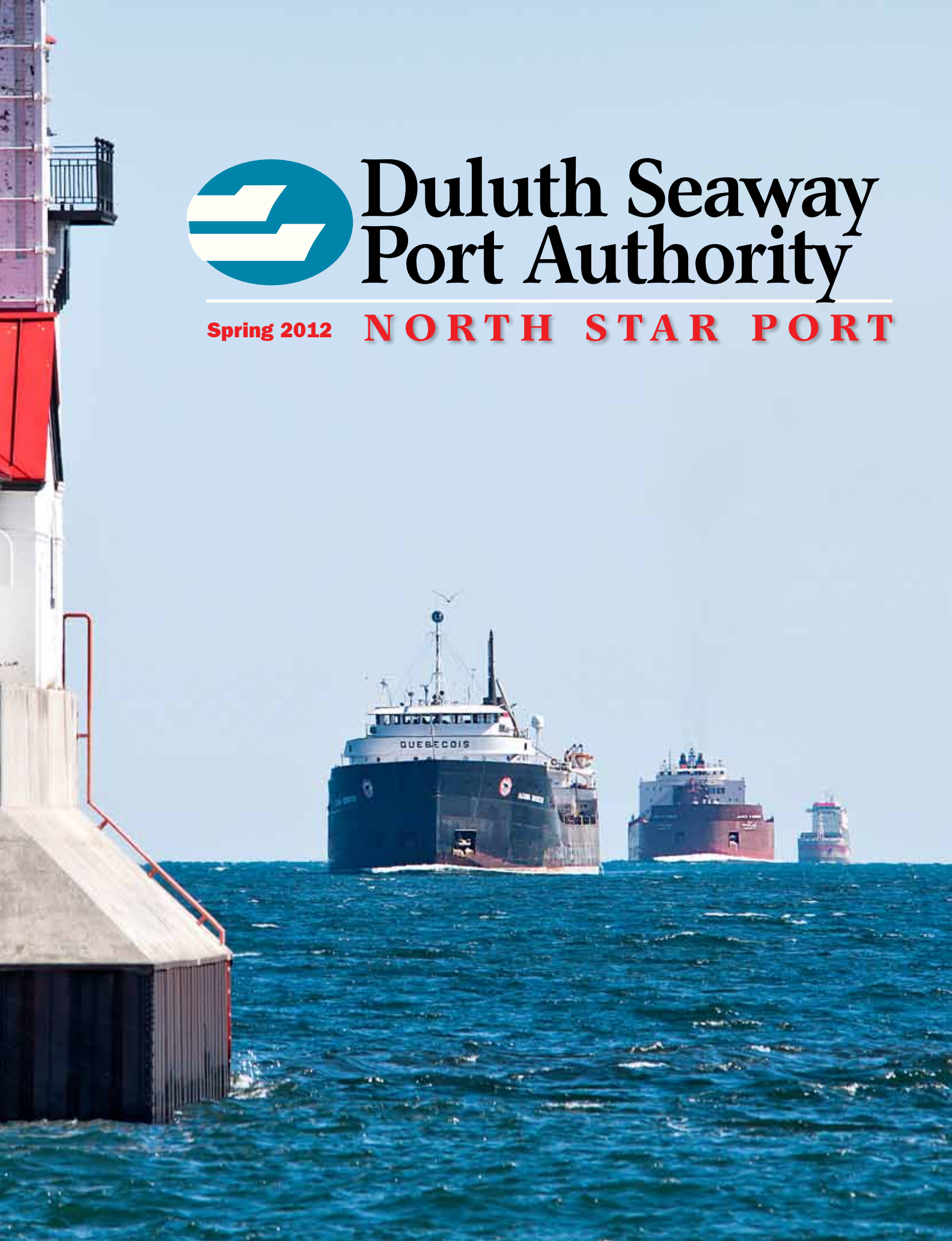


Duluth Seaway Port Authority

Spring 2012

NORTH STAR PORT



What about Bob? And NoBob?

For 11 years, my wife and I have been proud owners of a 90-pound Doberman. And like all Dobermans, his sheer size and shape make the bravest of humans hesitate or even retreat as they enter our yard and see Bob bounding forward to greet them. That's right: his name is Bob. And so, you ask, "What about Bob?"



The Harbor Line

Adolph Ojard

Port Director



Ironically, Bob has as many phobias and anxieties as does Bill Murray in the 1991 film comedy of *What About Bob?* fame. Our Bob is afraid of everything—thunder, lightning, firecrackers, being home alone—and is far more unsettled by humans than vice versa. Yet he is distinctly Doberman with a mind of his own — so much so that we are frequently trying to correct his behavior with this simple command: "No, Bob. No, Bob." Apparently we repeat this phrase so often that our neighbors and house guests have thought his name really was "NoBOB," which provided me a very circuitous route to get to my message in this edition ...

In the maritime industry "No-BOB" means "no ballast on board." Perhaps my subconscious was at work in naming our pet — or in writing this column?

All kidding aside, NoBOB is the condition in which most international ships enter the Great Lakes. When the industry talks of ballast tanks, what is actually being referred to is the void — the empty space that ex-

ists between the ship's hull and its cargo holds. This void is part of the ship's infrastructure, with large steel frames and steel braces or stiffeners. In a no-ballast condition (NoBOB), small pools of water collect in these voids. Of course the great concern would be discharging foreign freshwater ballast in our Lakes.

To deal with this concern, the maritime industry developed a ballast management plan that permitted the exchange of harbor and river ballast water with mid-ocean saltwater. Ballast water exchange (BWE) takes place at a minimum of 200 miles from land and in at least 600 feet of water. This is to insure that the tens of thousands of gallons of new ballast water being taken onboard are from an ocean's relative "dead zone" with few if any living saltwater organisms.

On unballasted ships with cargo, ocean water is pumped through the empty tanks, displacing any pooled water, and discharged. This process, often referred to, rather inelegantly, as "swish and spit," is different on most every ship due to unique designs and conditions; plus, the degree of risk is amplified as crews move ballast that affects both stability and hull stresses in open ocean wind and waves.

For the Great Lakes, the procedure is highly effective, as the saline shock kills the freshwater organisms. BWE was introduced as voluntary in 1997 and made mandatory in 2006. To ensure compliance, each ballast tank on each ship entering the Seaway is tested by a joint team of U.S. and Canadian regulatory agents for ocean salinity levels at the first Seaway lock in Montreal. Since compliance became mandatory, there have been no new aquatic invasive species discovered in the Lakes since 2006.

Fast forward to 2012. In the past six months, both the EPA and U.S. Coast Guard have established standards and protocols for the installation of ballast water treatment systems onboard international vessels discharging ballast in U.S. waters. These standards and implementation dates are closely aligned with Canadian regulations and with International



Here's Bob — or, to his neighbors, 'No, Bob!'

Maritime Organization standards. Due to the success of the ballast exchange program, these standards and protocols will remain in full force in addition to onboard treatment technology. This added level of protection for the Great Lakes helps ensure that ballast water discharged from international ships exceeds world standards and maintains the integrity of this unique binational waterway.

Bob is now in his dog-years old age, and the last chapter of his life is winding to a close. Aligning ballast water standards across the Great Lakes means that the maritime industry will soon be closing that chapter as well.

While individual states retain the
(See Bob, next page)

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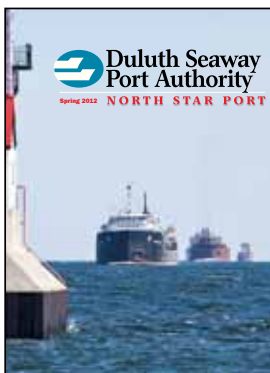
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(Bob, from previous page)

right to ask for higher standards, I am hopeful that the new national regulations will be universally adopted and we can move forward with implementation of approved ballast water treatment systems.

Within a few years, “BOB” and “NoBOB” will slowly disappear from my vocabulary both at home and at work. There will undoubtedly be other maritime issues to address — and other dogs to raise — but perhaps none more inextricably linked in my subconscious than this Doberman and this issue that we have so doggedly tried to fix.

Robert Welton



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NORTH STAR PORT**

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On the covers

On the front:

This scene, on April 6, sums up Twin Ports shipping in a single frame: approaching the Duluth entry are a Canadian laker (*Algoma Quebecois*), followed by a U.S.-flag laker (*James R. Barker*) and a saltie (Dutch-flag *Arubaborg*).

On the back:

The Canada-flag *Frontenac* steams toward the Duluth entry through storm-tossed seas on March 26.



Diane Hilden

Life on the Lakes: Captain Gil Porter

By Leslee LeRoux

Capt. Gil Porter has looked out on the water for most of his life.

Though born in the U.S., he spent his boyhood days sailing as a Sea Scout in Montreal, Canada, where his father's work had taken the family and where the mariner-to-be grew up.

When World War II broke out and the Canadian Navy turned away the young U.S. citizen, he came back to the States and enlisted in the Coast Guard, launching a career that included service in the Caribbean and North Atlantic during the war.

At 29, he took command of his first ship, the Coast Guard Buoy Tender *Basswood*, in Honolulu. Assignments in Boston, Philadelphia, Duluth and San Francisco followed.

He first sailed into the Twin Ports on the Coast Guard cutter *Woodrush*, which was under his command from 1959 to 1963. In those early years in Duluth-Superior he judged a Sea Scout project — a handmade sextant — of a young Chuck Ilenda, and he met Tony Rico, president of Upper Great Lakes Pilots Association.

The Great Lakes had begun their pull on Porter.

While he was on his last Coast Guard assignment, in San Francisco, he was contacted by Rico and asked to return to the Great Lakes and go piloting. So Porter enrolled in "cram school," got his commercial captain's

license and soon was back sailing on the Lakes.

Piloting proved to be not that different from his work on the buoy tender. "You put the boat in position with the buoy; it's like docking and un-

the water. He launched Duluth Magnetic Compass Service, providing swinging magnetic compasses on everything that sails, from 1,000-footers to private sailboats. He keeps the business active today at age 88.



The author, Leslee LeRoux, with the captain, Gil Porter.

DASA

Along the way, Porter and his late wife, Helen, raised four children — Skip, Ken, Cindy and Lani. Skip followed in his father's wake and earned his living on the water, and Porter's grandson, Logan, is a mate on Woods Hole's research ship.

Duluth has been home to Porter for more than 40 years. He remains an active member of the maritime community — attending Harbor Club, Propeller Club and Shipmasters meetings with good friends who never miss the opportunity to tell, and retell, tales of Life on the Lakes.

"There are no better sailors than those that sail the Great Lakes," Porter says. And he is among the best of the best.

■■■

Leslee LeRoux, an accomplished writer and journalist in the Twin Ports, is writing *Life on the Lakes*, a collection of stories of Great Lakes mariners.

Excerpts from these stories, which will appear in a book, will be featured occasionally in this magazine.

If you have a tale to tell, contact LeRoux at lifoonthelakes@gmail.com.

docking, 20 times a day," Porter said. When it came time for his first official job as a registered pilot, Rico wished him luck and gave him some advice. "It's just like a buoy tender. Just stop 500 feet sooner."

After piloting, Porter and his business partner, Jack Saunders, ran the Lake Carriers Deck Officers School in Duluth. They helped more than 150 pilots and deck officers pass license exams and advance their own maritime careers. The partners also made many lifelong friends.

Porter never stopped working on

River Quest marks 20th anniversary

What got off to a small but ambitious start 20 years ago has grown into an educational outreach program that has now served more than 16,000 students in the Duluth-Superior area.

Today, sponsored by nearly 40 public and private organizations concerned with the responsible use and preservation of the St. Louis River estuary, River Quest involves some 1,200 sixth-graders, 40 educators and as many as 100 volunteers each year.

This year's River Quest was presented on May 14-17 with six learning stations aboard the *Vista Star* and another six in Pioneer Hall at the Duluth Entertainment Convention Center (DECC).

The River Quest planning committee opted to expand the program for 2012 to include the landside option not only to celebrate the event's 20-year milestone but, more important, to accommodate an additional 250 students — a 25 percent increase. The expansion was made possible by financial support provided by a host of local donors this year, including:

Platinum level (\$1,000) Duluth Public Schools, Duluth Seaway Port Authority, Holcim (US) Inc., Sappi Fine Paper, Vista Fleet.

Gold (\$500) Marine Tech, Minnesota Power, Minnesota Sea Grant Program, U.S. Army Corps of Engineers, Western Lake Superior Sanitary District.

Silver (\$250) Calumet Superior LLC, Fraser Shipyards, Gavilon LLC, Graymont (WI) LLC, Hallett Dock Co., Midwest Energy Resources Co., NewPage, Subway.

Bronze (\$100) Allouez Marine, Grandma's Restaurant Co.

Steel (\$50) National Bank of Commerce.

Helping to clean up America's rivers

To kick off River Quest's 20-year milestone week, one of the program's current sponsors — Sappi Fine Paper — hosted an evening presentation by nationally acclaimed champion of environmental stewardship Chad Pregracke, founder and president of Living Lands & Waters, a nonprofit he launched at age 23 to clean up America's rivers.

River Quest founders, donors, educators and volunteers gathered onboard the *Vista Star* on May 14 to celebrate with a harbor cruise, then joined the general public at the DECC to hear Pregracke's presentation.

Along the way, attendees had a chance to experience a "River Quest sampler" by moving through the 12 learning stations much as sixth-graders had done earlier that day.

As the founder of America's only "industrial-strength" river cleanup organization, Pregracke tells a compelling and funny story about growing up

on the river and how his experiences led to his unique vision to clean up the nation's rivers. His entertaining remarks left the audience with a clear understanding that the actions of each person truly make a difference.

Visit www.livinglandsandwaters.org.



Chad Pregracke — funny guy with a serious vision.

"It isn't often you find an educational outreach program still in existence after 20 years with its core leadership team intact, let alone one that is continuing to expand," noted Adele Yorde, Port Authority public relations manager and current River Quest coordinator. "We honor those visionaries who first created River Quest and express our deep gratitude to the organizations who continue to generously support the program and shepherd its mission."

(Watch for a full feature story and photos in our summer issue.)

All hands on deck

Following in a father's footsteps

"Ladies and gentlemen and children of all ages, presenting ..."

So began the ringmaster's introduction of the highwire performances of one of the world's greatest entertainment families, The Flying Wallendas.

Well, pardon the play on names, but what a great way to introduce a story about a family of mariners — three brothers, a father, an uncle and aunt — who all chose to sail the Great Lakes.

Presenting ...

The Sailing Kolendas!

Okay, so much for comparing high wires and high seas. On with the story ... which began some 45 years ago when Duluth native LeRoy Kolenda volunteered for service in the U.S. Navy during the Vietnam

War. He followed the lead of his older brother Joe, first serving in the military and later pursuing a maritime career on the Great lakes.

LeRoy enlisted in the Navy and proudly served his country for six years; his love of the sea was set. Upon his return to civilian life, he went to work for U.S. Steel's Great Lakes Fleet, working his way up from third mate to eventually captain of the *Presque Isle*.

He worked for Upper Lakes Pilots Association, piloting foreign vessels on the Lakes during the mid-'80s. He also served as a harbor pilot in Chicago for a while before joining the reinvented Western Great Lakes Pilots Association headquartered here in the Twin Ports. "LeRoy was highly respected and known throughout the

Great Lakes for his piloting skills," said Don Willecke, current WGLPA president. "He was very popular with the foreign captains and crews because of his vibrant personality. They always asked where 'Captain LeRoy' was."

LeRoy passed away on May 11, 2008, but as stated in his obit, "Captain LeRoy will forever be sailing in our hearts."

And a part of him is still sailing the Lakes. All three of his sons attended and graduated from the engineering officer program at the Great Lakes Maritime Academy (GLMA) in Traverse City, Mich. Their mom, Mary Alice, recalls driving the boys to school year after year. "I can't count how many trips I made over the Mackinaw Bridge!"



The current generation of Kolendas on the Great Lakes: Michael, Dominic and LeRoy (the younger) with an MAK rocker arm assembly on the *Edwin H. Gott*.

Robert Welton

Wait is over — season is under way

Each year, baseball fans eagerly follow spring training in anticipation of their favored team's season opener. Anglers, likewise, wait impatiently for fishing to open. Meanwhile, we boatnerds in Duluth-Superior and at dozens of other Great Lakes ports eagerly count down to the start of the shipping season on this inland waterway.

Here in the Twin Ports, maritime traffic for the 2012 commercial navigation season got under way on Friday, March 16, with the morning departure of the 1,004-foot *Mesabi Miner*. Having wintered at the Superior Midwest Energy Terminal, the vessel was first out — loaded with coal for Presque Isle, Mich. That trip was the first of three intralake deliveries she made before the opening of the Soo Locks at noon on Saturday, March 24. The *Mesabi Miner* also claimed honors of being the first vessel to move through the Poe Lock this year, followed by the 768-foot *John G. Munson*, which had left Duluth the day before.

This marked the first time the *Mesabi Miner* had ever opened the Soo as well as the first time since 2007 that a downbound vessel opened the locks. Her Interlake fleet-mate, the *Stewart J. Cort*, became the first upbound arrival at the Soo that Saturday, which made her the first inbound vessel from the Lower Lakes to arrive in Duluth-Superior this season, followed by the venerable *Lee A. Tregurtha*.

Of the 10 vessels that spent winter layup here in the Twin Ports, seven completed their scheduled maintenance and were underway before the end of March. Among them were the: *Mesabi Miner* (3/16), *American Spirit* (3/23), *Roger Blough* (3/24), *Edwin H. Gott* (3/24), *American Century* (3/24) and *Walter J. McCarthy* (3/28). The *John J. Boland* departed on April 3. The *American Victory* and *Edward L. Ryerson* remain in layup at Fraser Shipyards, where they have rested since 2008 and 2009, respectively.



A pair of Great Lakes tugs helps the *Stefania I* into Port on April 18.

Robert Weilton



The *H. Lee White* departs Duluth on April 11 for a rare trip through the Seaway to Quebec City with a load of iron ore pellets for transshipment overseas.

Ken Newhams



The *Mesabi Miner* makes her way under Duluth's famed Aerial Lift Bridge as she departs on March 16.

Laker traffic revs up, first saltie reaches Port

While laker traffic revved up, boatwatchers started guessing when the Port of Duluth-Superior would welcome its first oceangoing vessel. They didn't have long to wait.

The Seaway locks (the Montreal/Lake Ontario section and the Welland Canal) reopened for business on March 22, and on April 6 the Dutch-flag *Arubaborg* sailed into the harbor beneath the Duluth Aerial Bridge just after noon.

The 469-foot vessel had begun her voyage in Europe, stopping in Sault Ste., Marie, Ontario, to discharge steel pipe en route to the Twin Ports. She sat at anchor for the Easter weekend before moving to the CHS grain terminal in Superior to load 11,350 short tons of durum wheat. She departed April 10 for Ghent, Belgium.

The Port Authority hosted an official First Ship Ceremony onboard the *Arubaborg* on April 9 during which a group of community leaders, maritime stakeholders and reporters officially welcomed Romanian Captain Mihail Garaiman and his crew. The captain noted that this trip was just his third on the Great Lakes (and to Duluth) — the first having been 20 years earlier and the second just last November. He said that this, however, was the very first time in his life that he'd ever been a port's "first ship."

"The Port of Duluth-Superior has had a long-standing relationship with Royal Wagenborg," said Port Authority Director Adolph Ojard. "Their vessels carry a variety of inbound cargoes to Great Lakes ports including steel, wind components and other energy-related equipment plus shipments of grain back to Europe. Wagenborg had a significant increase in vessels calling into the Lakes in 2011 — some 40 vessels — the most ever compared to previous years."

Over 1,300 people submitted entries in the 2012 First Ship Contest, an annual online competition cosponsored by the Port Authority and Visit Duluth.

This year's winner is Sheila McMahan of Newalla, Okla., who entered the contest on a whim, clicking a link while making Duluth hotel reservations online. Her "wild guess" of April 6 at 12:03 p.m., was just minutes off the *Arubaborg's* official arrival time of 12:38.14.



The *Roger Blough* leaves Port through the Duluth Entry (or Exit) on March 24.



The stately *Arubaborg* wins First Saltie into Port honors on April 6.



That made her the first outbound laker of the 2012 season.

Travis Chadwick

Early open. Strong start. Steady traffic

The Port of Duluth-Superior ended last season on a positive note — topping 37 million short tons — led by a 17 percent increase in iron ore shipments and strong deliveries of limestone, salt, cement and general cargo. “We expect to see more general cargo in 2012,” said Adolph Ojard, Duluth Port director, “with nearly 20 shipments of wind components and other project cargo on the books already. Coal volume should remain steady, even increase slightly with exports to Europe.”

The iron mining industry is still the biggest driver for shipping here in the Twin Ports. Iron ore shipments mirror domestic and global demand for steel and pellets from Minnesota’s Iron Range. Absent major changes in the world economy, plants will continue to run at capacity, and the 2012 shipping season should be steady and strong.

Grain exports face stiff competition in overseas markets. “The decline in the overall EU economy and uncertainty about a quick recovery has led to slower demand and a weaker Euro. Expectations are for some improvement in exports to the EU, and hopefully a more stable economic situation in the EU will add to those gains,” said Jim Peterson, director of marketing, North Dakota Wheat Commission.

“The spring wheat region of the Dakotas and Minnesota is experiencing an early spring, and wheat plantings are all ahead of normal,” said Dave Torgerson, executive director, Minnesota Association of Wheat Growers. “This should bode well for spring wheat yields. Growers are optimistic that this year will be a good production year for wheat. With additional acres being planted, growers should have plenty of exportable supplies.”



Robert Weitlon

The harbor bustles with activity on March 26 as the CSL *Assiniboine* loads coal at Superior Midwest Energy while the *Lee A. Tregurtha* departs Port with iron ore pellets from the CN dock.

First come, first served			
First Laker Out	March 16	1440h	<i>Mesabi Miner</i>
First Canadian Laker In (from winter layup in Thunder Bay)	March 23	1820h	<i>CSL Niagara</i>
First U.S. Laker In (First transit of Soo Locks)	March 25	1600h	<i>Stewart J. Cort</i>
First Saltie In	April 6	1238h	<i>Arubaborg</i>
First Grain Out	April 10	1348h	<i>Arubaborg</i>



Lynn Wegner

The *Arubaborg* takes on durum wheat at CHS in Superior. The ship and cargo left Port on April 10 bound for Belgium.

Courtesy Prairie Ag Communications



While the Twin Ports was busy getting the 2012 shipping season under way, farmers in the Great Plains were getting this fall’s grain cargoes in the ground.

Layup labor

Before shipping can begin each spring, there's plenty of hard work to be done, often in tough conditions. These pictures, taken at worksites around the Twin Ports during winter layup, help tell that story.



Robert Welton photos

2012 Invasive Species Awards honor Great Lakes leaders

Two of just five recipients of the first-ever National Invasive Species Awards are from the Great Lakes region. Kudos to Noel Bassett, vice president-operations for American Steamship Company, and Doug Jensen, aquatic invasive species program coordinator at the University of Minnesota Sea Grant Program in Duluth.

Both were honored for their work as part of a National Invasive Species Awareness Week ceremony held on March 1 in Washington, D.C.

Bassett, recipient of the Outstanding Invasive Species Volunteer Award of 2012, was recognized for his work with the Great Lakes Ballast Water Collaborative for innovation, creativity and courage in creating a successful coalition.

Jensen was presented the 2012 Outstanding Achievement in Invasive Species Outreach and Education Award for aquatic species, recognizing his significant achievements to advance awareness and understanding through outreach and education. He has championed two national campaigns: *Stop Aquatic Hitchhikers!*[™] and *Get Habitattitude!*[™]



Bassett



Jensen



USCG

Duluth's Aids to Navigation team shows off its well-deserved award.

Award-winning performance for Coast Guard team

For the first time since the program began in 1979, crew members of Duluth's U.S. Coast Guard Aids to Navigation Team (ANT) earned the prestigious Sumner I. Kimball Readiness Award, given to only about 10 percent of teams across the country. The award was presented at Coast Guard Station Duluth by Rear Admiral Michael Parks, Commander, Ninth Coast Guard District, and Captain Joseph McGuinness, Commander, Sector Sault Ste. Marie, Mich., on Feb. 9. ANT Duluth is based in the Port of Duluth-Superior. The 13-member crew is responsible for placement and recovery of more than 335 navigational buoys and maintenance of lights at lighthouses in a three-state area from Warroad, Minn., to the Twin Ports and across to the Black River in Michigan.

New MnDOT/District 1 engineer named

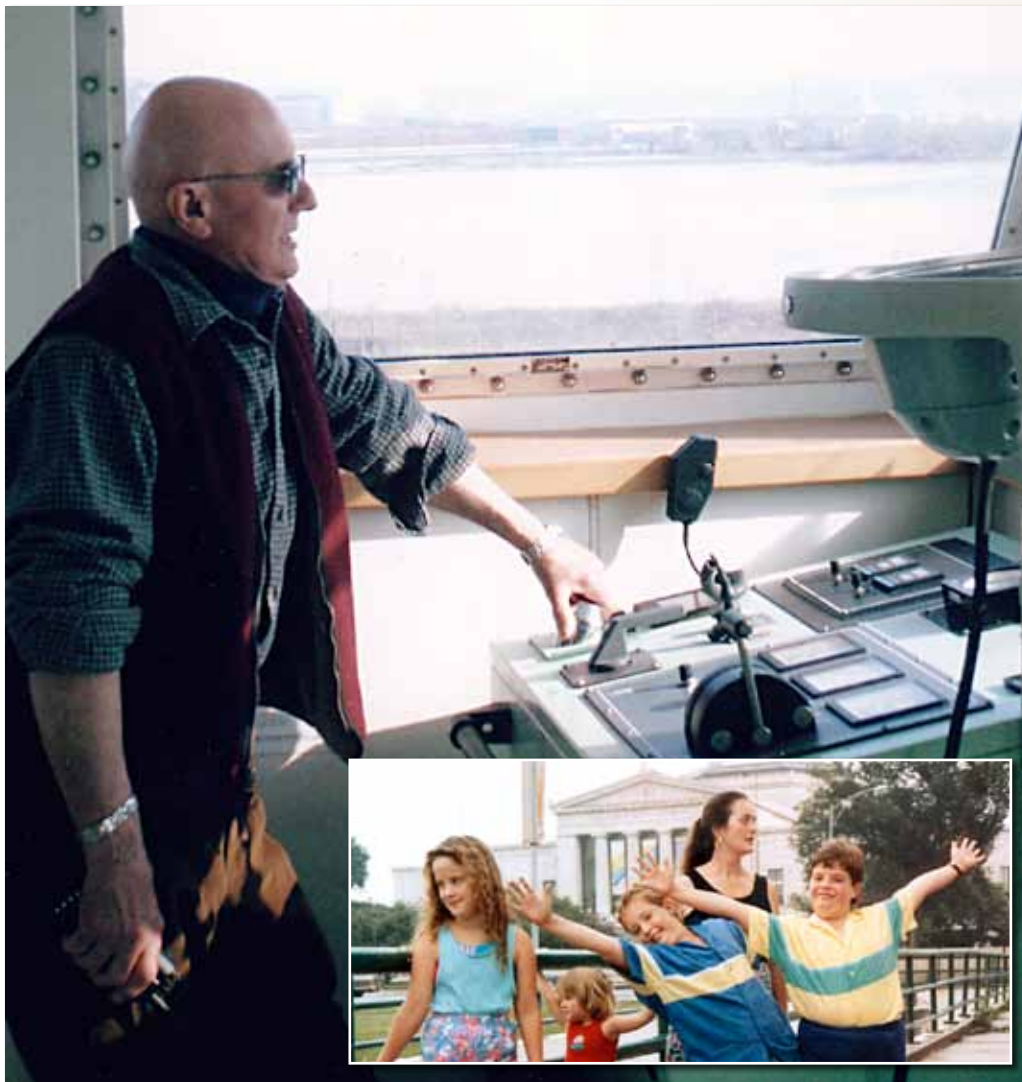
Duane Hill has been selected to serve as district engineer for the Minnesota Department of Transportation/District 1, which encompasses eight counties in northeastern Minnesota.

District 1 maintains 1,600 miles of highway and more than 600 bridges. Amr Jabr, Metro District Operations and Maintenance director, served as acting district engineer until February.

Hill began his career with MnDOT as a graduate engineer in 1991. Since then, he has served in a number of key positions, including assistant design engineer, preliminary design engineer, project engineer, bridge engineer and operations assistant district engineer since 2005. He has a bachelor's degree in civil engineering from North Dakota State University.



Hill



Capt. LeRoy Kolenda — forever sailing in the hearts of his family.
 Inset: Kolenda clan while visiting Capt. LeRoy in Chicago in 1989.

Courtesy Kolenda family

Duluth. They had a rural plot of land just off Highway 33, about as far away from Lake Superior as you can be and still get to the port in decent time. “Lee (as his wife affectionately calls him) always worked on water, but wanted to live and raise kids in the woods,” noted Mary Alice. “He liked the country life — the trees, the birds, digging in the dirt ...”

Because he was working on the boats, Mary Alice says, LeRoy missed a lot of birthdays, school activities, football and baseball games. “But we made up for lost time when he got home,” she said. “We’d leave the Christmas tree up until March so we could celebrate as a family.”

Tradition in this Italian-Irish family was so important. In addition to following in their father’s maritime footsteps, the boys

also pledged to sustain their dad’s devotion to pro football. LeRoy was a purple-hearted, die-hard Vikings fan, and his Super Bowl parties were legendary. That’s one more family tradition the boys are honoring for the next generations.

Those young people include, at the time of this printing: Vincent (11); Ryden (16 months), Gianni (5), Vienna (3) and Marcello “Marco” (3 months).

Post script: Though not interviewed for this story, Joe Kolenda had a lengthy Great Lakes career in his own right, retiring as chief of the 1,000-foot *Edgar B. Speer* in 2009. Earlier in his career, Joe had served aboard the *Roger Blough*, as did his former wife Candace, also a GLMA engineering graduate.

The boys:

LeRoy, 33, is now port engineer for Great Lakes Fleet/Key Lakes Inc., having put eight years on his license before taking on his supervisory land-side role.

Michael, 32, is currently first engineer/relief chief on the *Edwin H. Gott*. This is Michael’s third year on the *Gott*; he spent his first six years on the Lakes aboard the *Presque Isle*.

Dominic, 25, is enjoying his first Great Lakes assignment as third assistant engineer on the *Paul R. Tregurtha*, following his GLMA graduation in 2011.

Ship talk was a second language in the Kolenda household as the boys were growing up. Dad would regale them with tales of shipboard adven-

ture and the lure of the Lakes. But their collective memories drift back to the times they spent together as they all chime in, “Our mom would pile us all into the little station wagon and drive us up to Two Harbors to meet Dad when they pulled in to load [ore], just so we could spend a few hours together as a family each week during the shipping season.”

Despite being away for weeks at a time, Captain LeRoy was devoted to family. His sons (and daughter Jennifer) remember him as a compassionate and giving father. He worked hard on the boats but was happy to be on land between seasons. He was an avid gardener and poured hours of labor into his property in Saginaw, Minn., about 20 miles inland from

Port Authority Board elects officers

The Duluth Seaway Port Authority Board of Commissioners elected officers at its annual meeting held March 23, 2012: **Steve Raukar**, president; **Ray Klosowski**, vice president; **Cal Larson**, secretary; **Lowell Hellervik**, treasurer; and **Rick Revoir**, assistant treasurer. Together with fellow board members Norm Voorhees and Chris Dahlberg of Duluth, the commissioners oversee the Port Authority's financial and organizational affairs.

Ojard named to state transportation committee

Duluth Port Director Adolph Ojard is one of 14 members appointed by Gov. Mark Dayton to the Minnesota Department of Transportation Commissioner's Transportation Finance Advisory Committee. The group, led by MnDOT Commissioner Tom Sorel, includes members from the public and private sectors, representing both Greater Minnesota and the Twin Cities metro area.

"We are bringing together a cross section of some of the best in transportation and finance from across the state," said Sorel.

The committee is charged with identifying transportation investment opportunities to support a thriving economy, an inviting business environment and high quality of life for Minnesotans over the next 20 years; analyzing the potential of various revenue sources and non-traditional approaches to transportation financing; plus examining opportunities for public-private investment partnerships.

Navy veteran/Congressman keynotes National Maritime Day

National Maritime Day is celebrated across the country on May 22 — a combined salute to merchant mariners, merchant marine veterans and the entire maritime industry.

Hosted by the Propeller Club of Duluth-Superior, this year's commemorative event in the Twin Ports featured Minnesota 8th District Congressman Chip Cravaack as its keynote speaker.

A 24-year Navy veteran and third-generation military serviceman, Cravaack understands commitment to cause and country. The Congressman has been a resolute champion for the Great Lakes maritime industry on a host of legislative fronts during his first term in Congress (including dredging and Harbor Maintenance Tax issues), highlighting the importance of the Port of Duluth-Superior and the Great Lakes/Seaway system to this region's economic vitality. The title of his address was, "America's Waterways: Securing Continued Prosperity for the Future."



Cravaack

As in years past, retired and veteran mariners from the U.S. Merchant Marine Viking Chapter traveled from the Twin Cities to join Propeller Club members in commemorating National Maritime Day in Duluth. A memorial service is part of the annual event, during which time prayers are offered and a ship's bell is rung to honor those seafarers who have passed.

O, TWIC office, where art thou?

For truck drivers, mariners and other folks in maritime-related businesses who need to apply for Transportation Worker Identification Credential (TWIC) cards, finding the local enrollment center has been the most difficult part of the process. Over the past few years, the office has moved three times, but appears to have found a permanent home at Halvor Lines in Superior.

For more information: <http://twicinformation.tsa.dhs.gov/twicinfo/portinfo.jsp?id=9009>

TWIC Enrollment Center
211 Cumming Ave.
Superior, WI 54880
(715) 392-8161

TWIC Office Hours:
Tues. 8:30 a.m. - 12:30 p.m.
Wed. 12:30 p.m. - 4:30 p.m.

Yorktown to call on Port

Be on the lookout on Aug. 1 to see the 257-foot luxury liner *Yorktown* arrive in Duluth ... and depart that evening. One-hundred-plus passengers will disembark from the U.S.-flag vessel along Harbor Drive to complete a "Great Lakes Grand Discovery/The Best of the Inland Seas" cruise from Detroit



through Lakes Huron, Michigan and Superior. Another contingent will board the ship later that day to embark on a 12-day cruise back to Detroit. For details, visit www.traveldynamics.com.

The Port is blessed

Now in its fourth year, the annual Blessing of the Port keeps growing. Held again at the Lake Superior Maritime Museum in Duluth on March 22, the event celebrates and offers blessings for seafarers and all others involved in maritime commerce during the shipping

season. This year's service was led by board members of the Twin Ports Ministry to Seafarers, an agency that has been providing assistance, volunteer services and spiritual support to seafarers and their loved ones for over 40 years.

For more information or to volunteer with The Seafarers Center in Duluth, contact the Rev. Tom Anderson:

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www.seafarersduluth@yahoo.com



Tom Anderson, director of The Seafarers Center in Duluth, speaks at the annual Blessing of the Port.

DSPA

Port Passings

Elliott John Bayly, 71, died in Tucson, Ariz., on Jan. 20, 2012. He grew up in Duluth, earned an undergraduate degree in electrical engineering from M.I.T., a master's from Stanford and a Ph.D. from the University of Minnesota. In 1968, he joined the faculty of Northwestern University and taught for four years. He was known around the waterfront for his passion and expertise in wind power. Bayly is survived by his wife, Anne Lewis, a sister and brother and five nieces and nephews.

Capt. James Henry "Sledge" Schwinghammer, 69, of Lake Nebagamon, Wis., died Feb. 9, 2012, in Reno, Nev. A graduate of the Father Pierz Memorial School in Pierz, Minn., Schwinghammer served in the U.S. Navy and later worked as an ore boat captain on the Great Lakes (including a stint on the *Presque Isle*). Surviving are five siblings and their spouses, plus nine nieces and nephews and a host of maritime friends. A group of friends and lodge brothers from Lodge 12 Duluth-Superior of the International Shipmasters Association Lodge traveled to Lake Nebagamon to attend his memorial service on Feb. 18.

James E. "Jim" Shunk, 97, of Proctor died Feb. 28, 2012, in Duluth. A 1943 graduate of Proctor High School, Shunk was a World War II Navy veteran and enjoyed a 42-year career with the DM&IR Railroad, retiring as a carman in 1984. Shunk is survived by his wife, Myrtle, two sons, two sisters, five grandchildren and a great-grandchild on the way.

Dale W. Waters, 75, of Superior, died Feb. 29, 2012, at his residence. Born in Duluth, Waters worked many jobs, including employment at U.S. Steel, but spent the majority of his career on the rails. He worked for the Duluth Winnipeg and Pacific Railroad for over 47 years, retiring as a conductor at the age of 62. He was preceded in death by his parents, wife Barbara and a brother and is survived by three sons and six grandchildren.

Nelson P. Sturdevan, 79, of Port Huron, died March 13, 2012. Having served in the U.S. Army in Germany, he came back to the States and began his career with U.S. Steel aboard the *S.S. Pittsburg*. He later transferred from the fleet to offices in Cleveland, Duluth and then to Sault Ste. Marie. Sturdevan designed galley operations on many Great Lakes vessels including the *Roger Blough*, *Edwin H. Gott* and *Edgar B. Speer*. He was employed with U.S. Steel for 42 years, retiring as a general manager of the Soo warehouse in 1992. He is survived by a sister, a nephew and a niece.

Mike Metso, 57, died unexpectedly on March 17, 2012, in Duluth. Metso married his high school sweetheart, graduated with a degree in civil engineering from the University of Minnesota and began his career as a design engineer in Minneapolis. From 1981 to 1995, he held multiple positions with People's Natural Gas throughout Minnesota. He served as Bemidji's city engineer before serving in that same capacity in Duluth from 2001 to 2006. Metso began

his career with Krech Ojard and Associates in 2006 as manager of civil engineering, through which he became involved with several waterfront projects. At the time of his death he was KO's chief operating officer in Duluth. He is survived by his wife, Wendy, a son and daughter, two grandchildren, his mother, brother and in-laws.

Capt. Donald Erickson, 84, died March 26, 2012, in Dearborn, Mich. Born in Superior, Erickson began working in the merchant marine at age 15 and joined the U.S. Navy a year later during WWII. While serving in the Pacific, he operated an assortment of landing craft, minesweepers and patrol boats and was awarded the Bronze Star. After the war, Erickson began working for Ford and eventually became the youngest captain at that time on the Great Lakes. He captained several freighters during his 40-year career, including the *Henry Ford II*, but spent the bulk of his time aboard the *William Clay Ford*. Erickson retired in 1986. Survivors include his wife of 55 years, Carol, his son Eric and a sister.

CORRECTION:

The obituary for Mike Colalillo in the previous issue contained two errors. The correct name of his wife was Lina, and his survivors include a brother, Al Colalillo. Al is a two-term former Port Authority board member and was a leader of the ILA in the Seaway's formative years. We apologize for the errors.

Tug-barges

From one-time oddball to the latest new thing on the Lakes

By Patrick Lapinski

Until the past few decades, a tug-barge on the Great Lakes was something of a maritime oddball. Today, though, every fleet on the American side of the Great Lakes now operates a tug-barge, and the concept is looking like the leading edge of a trend.

The April 11 christening of the self-unloading articulated tug-barge *Ken Boothe Sr.* (the tug) and *Lakes Contender* (the barge)* in Erie, Pa., was another clear indication of the growing acceptance of this configuration in Great Lakes shipping. The tug-barge is owned by SEAJON, LLC, a partnership between SEACOR Holdings Inc. and Donjon Marine Co., Inc. The vessels will be operated by American Steamship Co.

The articulated pair was the first of its kind to be built in Erie since the *Presque Isle* was launched in 1972. The launch perhaps dealt another blow to the continued use of older

steamers, as well as hopes for single body, new-build construction for the American Great Lakes fleets.

Historically, the tug-barge on the Lakes was a carryover from the early days of the Erie and Welland canals, where special flat-hulled craft were developed for the shallow waterways. Among these craft were small wooden schooners, a design that spread onto the Great Lakes in the 1840s. A scant two decades later these ships became the connection between the early days of sail on the Great Lakes — sail's golden years — and the beginning of the steam era.

In 1869, the *R. J. Hackett*, considered to be the first bulk freighter built on the Lakes, was launched. The following year the *Forest City*, a new schooner-barge, was built for towing behind the Hackett. Generally, smaller craft were towed behind steam-powered freighters as barely manned barges,

their masts shortened to offer some general independent maneuverability in an emergency. The consort arrangement allowed owners to increase the amount of cargo they could haul with little additional costs in fuel.

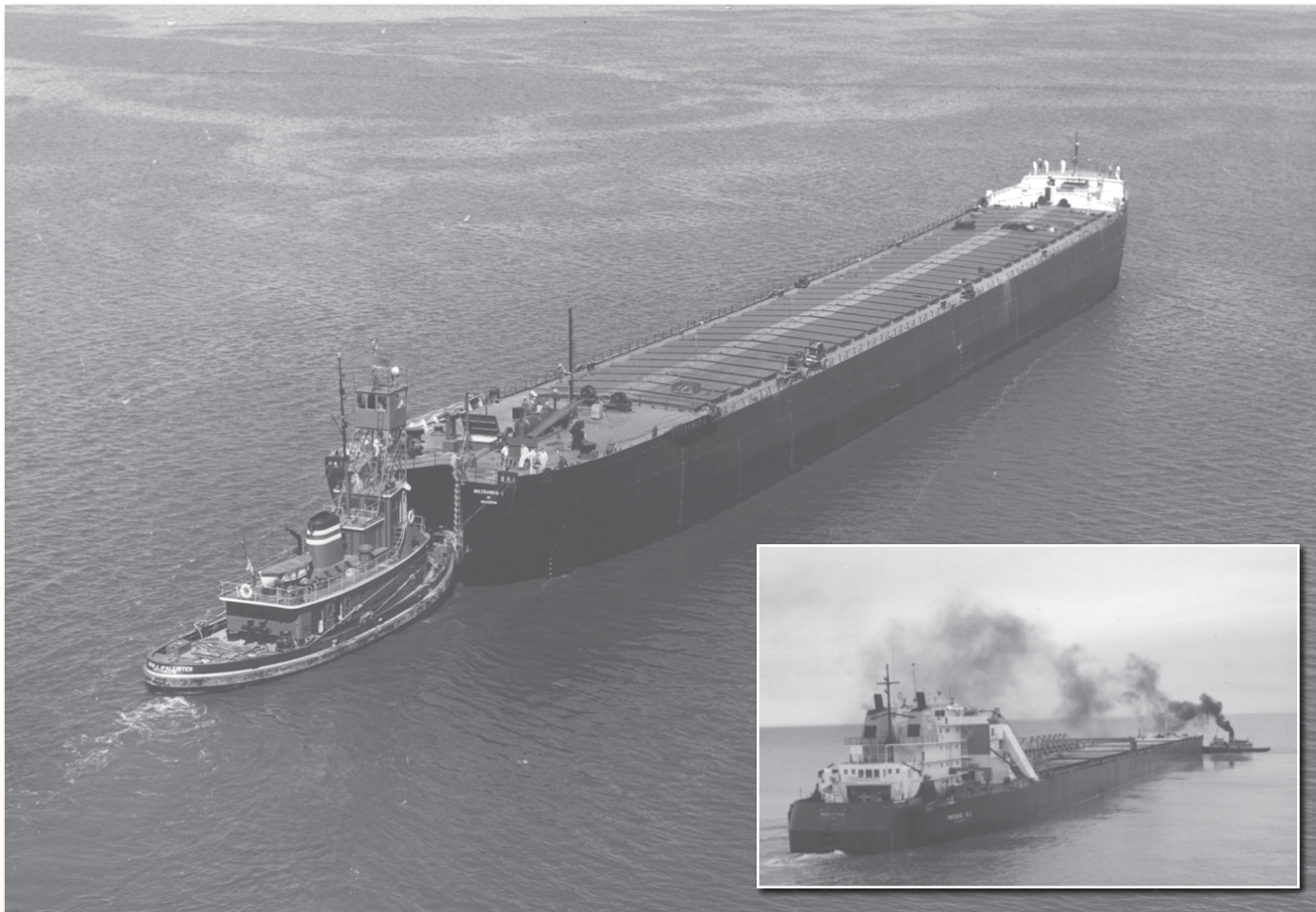
Ships heading to Duluth-Superior to unload coal or load ore would frequently drop off their barges at anchor off Two Harbors. Once the steamers resumed course, the barges would be taken to the dock by the tug *Edna G.* to load ore and then re-anchored when loaded to await the return of the steamer. The sequence was reversed on the bottom end of the Lakes where ports like Chicago, Milwaukee, Cleveland and Detroit bustled with harbor tugs.

The arrival of the age of steam meant that when the smaller schooners were gone, the larger ones were relegated to the end of a tow. The rapid rise of the number of



This view of the *Presque Isle* clearly illustrates her tug (aft) barge (fore) configuration.

Lynn Wegner



Maritime Collection Archives / UWS

The aging steamer *Horace S. Wilkinson*, once past her prime, was reduced to a barge for use with a tug. Inset: The *Edna G.* often was dispatched to aid tug-barges in Two Harbors.

schooner consorts clearly told the story of commercial sailing; simply put, sail was losing. During their peak, an estimated 25,000 sailing vessels operated on the Lakes. Most of them had been reduced to barges in the 1880s. By 1887 it was reported that only about 300 of those vessels remained.

During the early 1890s, in the midst of the scow schooner era, a Twin Ports shipyard was building steam-powered steel vessels as well as unpowered steel barges to tow behind. Alexander MacDougall brought the tug-barge concept to the modern shipyard, but because of design deficiencies, the whaleback was short-lived and soon eclipsed by the classic Great Lakes steamer. The growth in size of the modern steamship also did away with any need for a string

of tow barges. With the arrival of the new generation of steamer, the scow schooner was a thing of the past.

The big steamers dominated the industry for the next half century, carrying the country through depression, war and economic boom. The marine steam plant had no serious competition until the mid-to-late-60s when diesel engines began appearing. During this era, Fraser-Nelson Shipyard, in contract with Wilson Marine Transit, began the conversion of the aging steamer *Horace S. Wilkinson* into a barge for use with a tug. What was unique to this process was the fabrication of a notch on the aft end of the barge's hull so that a tug could be secured to push the barge in addition to towing it. Thus, long after the end of the whaleback era, our local shipyard played

a unique role in the re-introduction of the tug-barge to the Great Lakes, though somewhat ahead of its time. After nearly a century of relative absence from the lakes, the tug-barge had returned.

That first tug-barge combination, the *Wiltranco I*, ultimately failed, but the idea and the notched stern survived. Less than a decade later the results of a refined notched barge and tug arrived, in a big way. The *Presque Isle* began operation in 1973 and is still the only thousand-foot tug-barge combination on the Great Lakes. In its locking configuration, the tug and barge are coupled so that the two components ride together, as if they were one ship.

Thus, the *Presque Isle* is classified as an integrated tug-barge (ITB), the only one of its kind on the Great

Lakes. All of the other combinations are classified as articulated tug-barges (ATB), a classification based on the tug having some independent movement from the barge.

Classification of tug-barges has been a contentious issue between ship owners and mariner unions. Vessels are manned according to classification, and on the Great Lakes the operators of the *Presque Isle* were hoping for a much larger reduction in crew size than they were finally granted. Reduced manning of vessels is a hot topic across the industry, not just for tug-barges. Even without the even lower numbers they wanted, tug operators are saving by having a smaller crew. As a rule of thumb, tug-barges usually require about one-third less crew than a self-propelled vessel. Foremost among the unions' argument is that smaller crew sizes will lead to an overall increase in accidents.

Jumping ahead one generation, today's diesel engines are incredibly powerful and efficient. The refinement of the marine diesel engine has brought about the decline in the cost

effectiveness of many older steam-powered vessels. New diesel engines are cutting fuel consumption by nearly 50 percent — with reduced emissions. As a result, several trends have emerged.

One has been pairing the hull/cargo section of old steamers with new EPA-compliant diesel-powered tugs. Some examples of recent conversions are the ATBs *James L. Kubber (Reserve)* and the *Lewis J. Kubber (Buckeye, Sparrows Point)*. In these two instances, the full cargo capacity of the hull was maintained with significant savings in operating expenses from the elimination of the old steam plant. Another example is the *Pathfinder* (the hull section of the former *J.L. Mauthe*) and the tug *Dorothy Ann*, built for the conversion project.

New-build construction is another alternative. One state of the art ATB coming onto the Lakes recently, along with the *Lakes Contender*, is the *Great Lakes Trader*. In each instance the hull and the tug were newly fabricated. A few tug barge combos are in use in Canadian fleets, too — one just arriving this spring from

the Gulf Coast. But in recent years Canadian Great Lakes ship owners have opted for single-body new-build construction, principally constructed in China, to augment their fleets.

The days of the multi-vessel consort are not likely to return, but the use of tug-barges in cross lake movement of ore, grain, cement, coal and stone is significant on the Great Lakes. Like the schooner-barge consorts of a century ago, the modern cross-lakes ATB can be viewed as an adaptation to the economic forces of the industry and the region. That ability to adapt has long been one of the hallmarks of the Great Lakes maritime industry.

* Here are the specifics on the two vessels, provided by Donjon:

Tug *Ken Boothe Sr.*
135' 4" Beam, 50' Depth, 26' Draft

Barge *Lakes Contender*
740' Beam, 78' Depth, 45' Draft

Writer and photographer Patrick Lapinski is a native of Superior. He concentrates on the Great Lakes maritime industry and its history. www.inlandmariners.com



The tug *Ken Boothe Sr.* and barge *Lakes Contender* make up the newest cargo-carrying combo on the Great Lakes.

Michelle Hill, U.S. Army Corps of Engineers



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