

Duluth Seaway Port Authority

FALL 2016

NORTH STAR PORT



HERBERT C. JACKSON

THE
INTERLAKE
STEAMSHIP CO.



One agency, one set of uniform ballast standards

Among the stack of bills in Washington, D.C., awaiting Congressional action by the end of the year, there is one piece of legislation which both parties can and should endorse: a long-awaited, commonsense reform to this nation's ballast water treatment regulations.

Ballast water is essential to maritime commerce. Empty ships cannot sail without it. Ships pump in water to maintain stability and limit structural stress when they are not fully loaded and pump water out as they are being filled.

Currently, ballast water is regulated through a snarled patchwork of incongruous state and federal regulations. This is fast becoming an impediment not just to international and interstate commerce but to environmental protection, as well, particularly on the Great Lakes and the St. Lawrence Seaway. Our maritime industry has been advocating for nearly a decade to create one universal set of enforceable ballast water rules under the authority of one federal agency.

Congress is now working on just such a bill: the Vessel Incidental Discharge Act (VIDA). VIDA strengthens key environmental protections that keep invasive species out of our waters and streamlines management by consolidating the disparate regulations of two federal agencies and over two dozen states. VIDA also empowers states to petition the U.S. Coast Guard to toughen standards as technology evolves for new treatment systems aboard commercial ships.

Current standards have been successful in limiting the introduction and spread of non-native invasive species in the Great Lakes. Oceangoing vessels have been following binational regulations by conducting mid-ocean ballast water exchanges prior to entering the St. Lawrence Seaway—allowing the saltwater to kill any freshwater organisms

in the ballast tanks. All tanks are checked for compliance upon arrival in Montreal prior to transiting the rest of the waterway. Since this practice was adopted in 2006, not a single new non-native aquatic species introduced by ships has been detected in the Great Lakes. *However, we can do more.*

Beyond implementing those highly effective prevention practices, the industry has been stalled at a crossroads—waiting for multiple states and regulating agencies to unravel the tangle of inconsistent rules and often unenforceable standards and reach consensus on exactly which ballast water treatment systems will be acceptable in all U.S. ports and waterways. Shipping companies recognize the challenge and are willing to comply with environmental protection standards, however, they cannot justify spending millions of dollars to install treatment systems aboard their ships unless and until they are approved by the U.S. Coast Guard.

The Coast Guard is the only federal agency with the requisite capability and experience regulating vessels in U.S. waters and, as such, is a natural fit to be the lead authority on enforcing ballast water rules and regulations for ballast water.

Commercial planes and trains don't have to meet variable equipment requirements for each state they serve or pass through; instead, they are required to meet a single set of federal standards. Passage of VIDA legislation will enable commercial vessels to finally navigate U.S. waterways within a similar regulatory environment.

The shipping industry is an important economic engine. Cargo shipments on the Great Lakes St. Lawrence Seaway system account for 225,000 jobs, \$33.5B in business revenues and \$14.1B in personal income each year.

Consolidating all ballast water regulations under U.S. Coast Guard authority provides certainty and clarity to ship owners eager to comply. VIDA is well-reasoned, commonsense legislation that will finally move forward efforts to strengthen protections for America's waterways and provide a stable regulatory structure for interstate and international maritime commerce.



Vanta E. Coda II
Port Director



The *Volgaborg* departs Sept. 15 loaded with grain from CHS.

Jon Dyess

1200 Port Terminal Drive
Duluth MN USA 55802-2609
Tel: (218) 727-8525 | (800) 232-0703
Fax: (218) 727-6888
E-mail: admin@duluthport.com

Commissioners

Steve Raukar, Hibbing, president
Ray Klosowski, Duluth, vice president
Rick Revoir, Duluth, treasurer
Chris Dahlberg, Duluth, assistant treasurer
Norm Voorhees, Duluth, secretary
Tony Sertich, Duluth
Yvonne Prettner Solon, Duluth

Administration

Executive Director: Vanta E. Coda II
Chief Financial Officer: Kevin Beardsley
Planning & Resiliency: Jim Sharrow
Public Relations: Adele Yorde
Government & Environmental: Deb DeLuca
Business Development: Kate Ferguson
Facilities Manager: Jason Paulson

Clure Public Marine Terminal Operator

Lake Superior Warehousing Co.
1310 Port Terminal Drive
Duluth MN USA 55802
Tel: (218) 727-6646
Fax: (218) 727-6649
www.duluthcargo.com

About North Star Port

This magazine is produced by the Duluth Seaway Port Authority, Adele Yorde, publisher. Editorial assistance provided by Julie Zenner; graphic design by Erin Makela.

Inside your
NORTH STAR PORT

Fall 2016 / Volume 48, Number 3



4 Waterfront Trades
Careers for skilled workers who keep vessels afloat



6 Historic Lighthouses
Lighting the way for maritime history



8 Goldish Legacy
Lifesaving stories of a humble hero retold



10 Season Outlook
Grain shipments and construction projects mark milestones



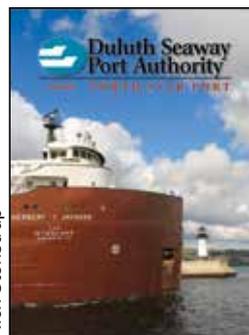
19 In Focus
Profiling the photographers who capture life on the Great Lakes



Doris Stimpson

The *American Integrity* salutes an enthusiastic crowd upon arriving to load coal at the Superior Midwest Energy Terminal.

On the covers



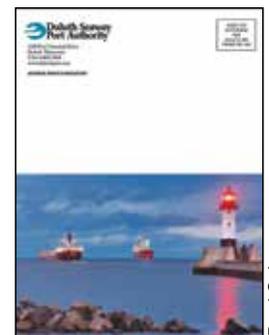
Nick Stenstrup

On the front:

A repowered, freshly painted *Herbert C. Jackson* sailed back into Great Lakes service on Sept. 25.

On the back:

The *Federal Biscay* arrives to load grain as the *Cedarglen* departs. Duluth's historic lighthouse illuminates the way.



Paul Scinocca

Trades drive the waterfront workforce

BY JULIE ZENNER

Growing up in Superior, Wis., 36-year-old Jason Glaus never thought much about the Great Lakes carriers and oceangoing “salties” that visit the Twin Ports. He never imagined that today he would be one of two full-time marine electricians working in the Port of Duluth-Superior and among a handful of these specialized tradesmen on the entire Great Lakes.

Glaus is employed by Benson Electric, a Superior-based company that was founded in 1912 as a manufacturer of marine equipment. It evolved through the years into a full service electrical contractor but has continued to provide services for winches, steering gear and other

“I think the trades are misunderstood. People don’t realize how smart and computer savvy you need to be in this work.”

—Blair Mahan, president of Benson Electric

specialized controls to the marine industry.

“I started at Benson Electric right out of high school, delivering parts,” said Glaus, noting that he soon entered an apprenticeship program and began studying to become an electrician. “I knew I wanted to work with my hands, and I wanted to use my head, too. This was perfect.”

In 2001, Glaus got his first taste of work on the boats, assisting with automation of the engine room on the *Cason J. Callaway* at Fraser Shipyards in Superior. It took awhile for him to make a full-time transition to marine work, but he was hooked.

“Once I finally got on the boats, I knew this was what I wanted to do,” said Glaus, who recently paused

for a few moments near the docked *Indiana Harbor* to visit about his work. His dizzying “non-schedule” has no set hours during the shipping season but stabilizes in the winter when vessels are laid up. He responds when and where he is needed to keep commerce flowing, often traveling to Marquette, Detroit or Sault Ste. Marie for work. “It’s hard, but it pays well, and it’s a great gig. I love it.”

Many trades keep vessels afloat

Electricians are just one group of tradespeople with vital roles on the Port’s working waterfront and its visiting vessels. Pounding waves, crushing ice and a compressed shipping season take heavy tolls on ships that navigate the Great Lakes. When winter layup rolls around, most are in need of maintenance, repairs or major overhauls.

Fraser Shipyards has worked overtime in the past year with the recently completed repowering of the *Herbert C. Jackson*. The coordinated effort required dozens of union welders and fitters from Boilermaker Union Locals 117, 107 and 647, plus machinists, sheet metal workers, electricians, HVAC and insulation specialists, other skilled workers and general laborers—all working on the same boat. There were up to 13 specialized subcontractors onboard throughout the project.

Fraser’s core workforce is made up of welders and fitters of structural steel, people with skills required for heavy metal manufacturing. It subcontracts with outside companies like Benson Electric or Central Sheet Metal for services related to electronics and automation, ductwork, insulation, abatement and propulsion control systems.

“Foundational skills in most trades are transferrable to the shipyard, but how you lay out pipe or the techniques you use in welding are different on vessels than they are in



Rolf Hagberg

Jason Glaus replaces one of the boom motor feeders from the controller and resistor grid on the *John G. Munson*.



Robert Welton

A winter work crew hired through Key Lakes Port Services works on re-fitting gaskets on all water-tight doors and portholes aboard the *Phillip R. Clarke*. The trio tackling that task during layup at the end of last season included (from left) Mark Beals, Travis Avey and Rob Seagal.

other industrial settings,” said Tom Curelli, who recently retired as vice president of Fraser Shipyards. “It takes experience and good mentors.”

“Stick welders are essential at the shipyard, because we are always working on old boats,” said Allen Rivord, who oversees personnel and labor relations for Fraser. Welders hired at the shipyard have to pass American Bureau of Shipping and U.S. Coast Guard tests as well as demonstrate specific skills. Even so, much of the training is on the job. “Welding in below zero temperatures is an art because steel shrinks in cold weather and expands in hot. If you don’t learn to adjust for it, you weld one day and come back to a gap the next. Old-timers have tricks and techniques they can share.”

Demanding work ... but full of opportunities

Work on the vessels is physically demanding, and conditions are often harsh. A shipyard is not the place for those who prefer a comfortable office or a nice warm shop. “The boats are a tough environment. You have to be willing to work in brutal cold and in very high temperatures,” Rivord said. “You can’t be claustrophobic or afraid of heights. There are lots of tight places to crawl through and ladders to climb—and steel is heavy. It takes a special person.”

Finding skilled tradespeople is a challenge both on and off the boats, but Fraser Shipyards and contractors like Benson Electric work with local unions and schools to

ensure a strong workforce as long-time workers retire.

“Fraser Shipyards is a homegrown company and prefers a local workforce,” said Curelli. “We have worked with Wisconsin Indianhead Technical College to develop courses within their welding and fitting programs to complement Fraser’s needs for skills like stick welding.”

“We attend all of the job fairs and have representatives talk to students about being electricians—our industry needs both men and women,” said Blair Mahan, president of Benson Electric. “I think the trades are misunderstood. People don’t realize how smart and computer savvy you need to be in this work and the problem-solving skills required. There are tremendous opportunities for young people who want to work on or around the waterfront.”

“I would tell high school students to learn math, take shop classes like welding or woodworking, and learn how to read blueprints and schematics,” Rivord said. “There is opportunity here.”

One of the biggest challenges facing the trades and those who depend on them is pressure on high school graduates to pursue four-year degrees. That mindset is slowly changing as college costs rise and student debt skyrockets.

“Some people are starting to realize there is more money in the trades,” Glaus said. “The work can be hard and sometimes you have to get dirty, but the trades are a great place to work. It is working with your head and your hands.”



Julie Zenner

Jason Glaus of Benson Electric takes a break from his work near the *Indiana Harbor*.



Tom Curelli



Al Rivord



Rolf Hagberg

A pipefitter cuts an old ballast pipe section being replaced in a freighter.

Great Lakes Fleet celebrates 115 years of service

Great Lakes Fleet (GLF) reached a milestone this year, celebrating 115 years transporting bulk cargoes on the Great Lakes. Formed in 1901 by the U.S. Steel (USS) Corporation, the Cleveland and Duluth-based Pittsburgh Steamship Company brought together 112 vessels from six different steamship companies into one line. It was the largest commercial fleet in the world at the time.

Great Lakes Fleet, as we know it, was actually formed in 1967 when USS merged its two Great Lakes Marine divisions: Pittsburgh Steamship Company and the Bradley Fleet, headquartered in Rogers City (Calcite), Mich. The Pittsburgh fleet was historically all straight-deckers engaged in transporting iron ore, whereas the Bradley fleet was comprised of self-unloaders that mainly hauled limestone.

GLF remains a central player in Great Lakes shipping and the American steel industry. For over a



Terry White

The *Cason J. Callaway* unloads limestone at the C. Reiss Terminal in Duluth on Oct. 18. She was the last of a trio of “AAA” class vessels built for Pittsburgh Steamship Company that entered service during 1952 and 1953. The others—the *Philip R. Clarke* and the *Arthur M. Anderson*—are also still sailing for Great Lakes Fleet.



century, its iconic “Tin Stackers” have expertly navigated the waters between Duluth and port communities across America’s fourth seacoast—carrying Minnesota iron ore and wheat, Michigan limestone and, more recently, Montana coal.

Duluth-based GLF operates nine vessels, including three thousand-footers—*Edgar B. Speer*, *Edwin H.*

Gott and *Presque Isle*—plus six others with names familiar to Twin Ports boat watchers: *Roger Blough*, *John G. Munson**, *Arthur M. Anderson*, *Cason J. Callaway*, *Philip R. Clarke* and *Great Republic*.

*Note: The sole surviving Bradley boat is the *John G. Munson*.

Historic lighthouses placed on National Register

Two Duluth lighthouses and one in Presque Isle Harbor, Mich, have been added to the National Register for Historic Places. The Duluth Harbor North Pier Light (1910) and South Harbor Breakwater Outer Light (1901) were built to help vessels navigate Duluth’s shipping canal. Both

were upgraded with modern LED beacon lights in 2014. The Presque Isle Harbor Breakwater Light (1941) was constructed to assist in shipping iron ore mined in Michigan’s Upper Peninsula.

All three of the newly listed lighthouses are still operational. Adding

them to the National Register opens the door for the lighthouses to be donated to a nonprofit or sold to a private owner. This would transfer the high cost of maintaining the lighthouses away from the U.S. Coast Guard, while preserving them as part of a rich maritime history on the Great Lakes.



Jon Dyess

The *Stewart J. Cort* enters the Duluth Ship Canal in September framed by two lighthouses, now recognized for their historic significance.

Dredging + habitat restoration = innovation award

Annual dredging of the federal navigation channel in the Duluth-Superior harbor is providing material to restore critical aquatic habitat near 21st Ave. West. The “win-win” project, spearheaded by the Minnesota Pollution Control Agency (MPCA), recently won a State Government Innovation Award from the University of Minnesota Humphrey School of Public Affairs and the Bush Foundation.

It has been a busy year for dredging in the Twin Ports as crews kicked into high gear, removing years of back-logged sediment that had accumulated in the federal shipping channels and depositing the dredged material in the water near 21st Ave. West. The goal is to improve habitat at the site by creating gradually sloped shorelines, adding shoals or islands within deep water flats to improve habitat diversity, and reducing exposure of large open areas to excessive wave energy. It follows a three-year pilot program that determined the material was clean and safe enough to recycle back into the water for this purpose.

The project is one of several efforts in progress to restore habitat and clean up historic contaminated sediment at sites within the harbor and the St. Louis River estuary. The



(Top) Dredging in the harbor continues as a backlog of nearly 400,000 cubic yards of material is being removed from federal shipping channels this year. (Bottom) MPCA's Dan Breneman (left) accepts the State Government Innovation Award from Jay Kiedrowski, senior fellow at the Humphrey School.

state award recognizes agencies that deliver better government services to Minnesotans through creativity, collaboration and efficiency.

St. Louis River was designated an Area of Concern (AOC) in 1987 under the Great Lakes Water Quality Agreement. In 2013, the MPCA and the Wisconsin Department of Natural Resources adopted an aggressive St. Louis River Remedial Action Plan. It aims to have the St. Louis River delisted as an AOC by 2025.

“This partnership approach represents a cost-effective method that balances time, materials, money and



scientific outcomes to improve an area impacted by historical alteration and pollution,” said Dan Breneman, MPCA project manager. “This approach not only satisfies the unique requirements of the St. Louis River Remedial Action Plan restoration goals, but also meets the needs of the shipping industry and community.”

“A true win-win scenario,” said MPCA Duluth Region Manager Suzanne Hanson.

Sharrow part of resiliency panel on Capitol Hill



Jim Sharrow on Capitol Hill

Jim Sharrow, Port Authority director of planning and resiliency, was one of three speakers invited to Washington, D.C., on Sept. 21, to address a Capitol Hill briefing on coastal community resiliency, sponsored by the Sea Grant Association in cooperation with the Senate Commerce, Science and Transportation Committee.

Sharrow spoke about the Port's successful work with the Wisconsin and Minnesota Sea Grant programs on both the beneficial reuse of dredged material and finding answers to the issue of freshwater corrosion

of steel structures in the Duluth-Superior Harbor.

Joining him on the panel were Herb Malone, president and CEO of the Alabama Gulf Coast Convention and Visitors Bureau, and Ian Jeffords, owner and general manager of Penn Cove Shellfish in Washington State. They presented concrete examples of how communities along the nation's coasts, including the Great Lakes, can effectively rebound from negative impacts on human, environmental and economic health and build resiliency for the long term.

Courtesy SeaGrant

Courtesy Steve Kuchera, Duluth News Tribune

Courtesy MPCA

The heroic legacy of Captain S. L. Goldish lives on

BY JULIE ZENNER

Retired Duluth physician Dr. Robert “Bob” Goldish, grew up hearing tales of his father’s adventures as a young captain of the packet *L. Goldish* in the 1910s and 1920s.

S.L. Goldish was a well-known figure on the early Duluth waterfront, transporting fish, supplies and occasional passengers along the north and south shores of Lake Superior in his family’s 65-foot vessel. He also led five daring rescues that saved the lives of at least 29 people—a record for western Lake Superior that still stands.

Despite this impressive legacy, the modest son of Lithuanian Jewish immigrants never thought of himself as a hero.

“When Dad would tell us stories about the rescues, it wasn’t braggadocio, it was just family lore,” said Bob Goldish in a recent interview on Minnesota Point, not far from the historic waterfront location where S.L. Goldish and his family operated Lake Superior Fish Company. “He’d tell us what happened in an even tone and not get excited.”

Only as an adult did Bob realize his father’s true heroism. The two were looking through old newspaper clippings that his aunt had collected, and he said to his dad, “You were a hero—a real hero. I saved a few lives (as a doctor), but that was my job; I was never at risk. You put yourself at risk.” The elder Goldish just smiled.

According to Bob, S. L. (who formally signed documents with his initials but was known to family and friends as “Cap”) was a man of integrity and quiet wisdom. While he counseled his son, “Being a mile off is better than a foot too close,” Cap personally never hesitated to move toward danger when lives were at stake.

Captained by fate ... or destiny

Family recollections, historic newspaper accounts and a variety

of more recent publications tell a story of astonishing heroism.

Fate put Cap at the helm of the *L. Goldish*. His older brother, Louis, was supposed to captain the sturdy, semi-diesel-powered packet built in 1913 by Charles Hill of Larsmont for Lake Superior Fish Company. Sailing the vessel fell to S. L. and his younger brother, Harry (who served as chief engineer), when Louis unexpectedly died after a severe leg injury. The boat was named *L. Goldish* to honor the memory of Louis.

“The Goldish kids” exaggerated their ages to meet U.S. licensing requirements and were the youngest licensed officers on Lake Superior at the time. Whether driven by the invincibility of youth or depth of character, Cap and Harry quickly established themselves as seamen with bravery beyond their years.

A brave heart and steady hand

A local newspaper item from June 1916 tells how the *L. Goldish*



Bob & Selma Goldish

sighted a disabled launch “drifting helplessly in the heavy seas ... practically filled with water” about six miles out of Bayfield, near Oak Island. On board was a family from the nearby Red Cliff Reservation with three small children. It reportedly “required some maneuvering on the part of



Ice and frigid temps never daunted the crew or occasional passengers of the *L. Goldish*. Cap Goldish (far left) proudly stands in the bow.

Robert Goldish

Captain Goldish” to bring his craft alongside and transport the family to shore.

Another describes Cap “in the role of lake hero” after he discovered the packet *C. W. Turner* disabled near Eagle Island on Nov. 23, 1916. The *C. W. Turner* was owned by a competitor, Booth Fisheries Company, but Cap braved the storm and came to its aid—saving 13 men in the process. The line broke four times as the *L. Goldish* towed the *C.W. Turner* to Bayfield at the height of the storm. Cap told family he had his first taste of alcohol that day. He broke open a bottle of whiskey that was kept on the vessel for medicinal purposes after a frightened deckhand said it was “only right to have a drink” before they died.

As an adult, Bob and his father

marked the anniversary of the *C.W. Turner* rescue each year with a toast.

“My dad and I would each have a small shot of whiskey,” Bob recalled. “We would clink our glasses in memory.”

More life-saving heroics

On Thanksgiving Day, 1917, *L. Goldish* was involved in another rescue. The fishing craft *Herring King* caught fire near Sand Island with the captain and engineer on board. Cap, Harry and their crew answered the distress call. A report in the *Bayfield Press* noted: “Despite the intensity of heat and flames of the burning craft, they ran the *Goldish* to within 30 feet of the boat and endangered their own lives by running the chance of their own boat catching fire, or from an explosion on the *Herring King*.” The *Herring King’s* engineer made it to safety, but the captain sank before he could reach the lines the *L. Goldish* crew was throwing.

A number of other rescues ensued before the Goldish brothers sold the packet in 1924, bought the first delivery truck in Duluth, and refocused the family business on land transportation. One of the last occurred on March 28, 1924, while Cap’s wife, Hattie, was home with their infant son, Bob. A rugged storm had rendered the Aerial Bridge inoperable, and emergencies were arising

on Minnesota Point. Cap bucked the wind, waves and ice, maneuvering the *L. Goldish* between the mainland and a dock on the Point. He transported a pregnant woman about to give birth and an elderly man with appendicitis to shore so they could receive medical attention, and he delivered life-saving food and supplies to other stranded residents.

Bob suspects his mother, Hattie, played a strong role in Cap’s decision to stop sailing.

“She was a strong willed individual and very afraid of the water,” Bob said. “Now that they had a child, she no longer wanted to keep worrying about Cap drowning. My mother always remembered the fright, fear and worry. Dad never went out on the water again.”

Family recollections

Melanie and Sue Goldish, two daughters of Bob and his wife, Selma, listened attentively as their dad shared his memories of Cap, interjecting a few of their own.

“He was really kind, and he smelled like fish and cigars,” said Melanie, an advertising executive. “He would put us on his knee and sing songs and tell us poems.”

“Growing up, we knew about the heroics,” said Sue, a speech pathologist. “We heard stories about Louis, who lost his life.”

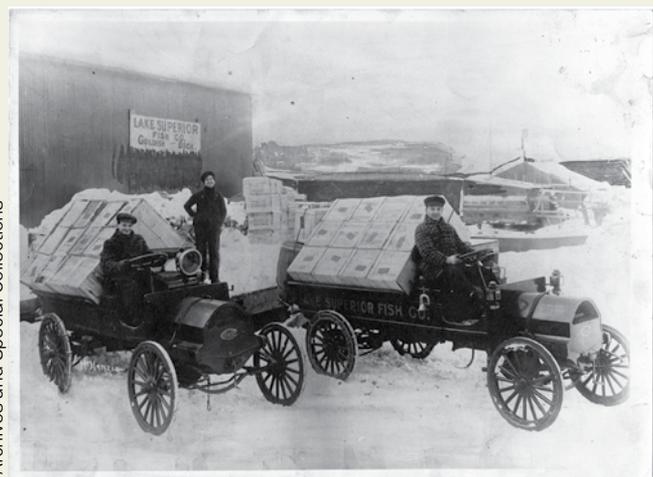
In September, Bob and Selma Goldish moved from Duluth’s Minnesota Point, packing treasured family photos and carrying their memories of Cap, Hattie, and the *L. Goldish* legacy, to the Twin Cities. Yet, Bob said he will always feel a deep connection to Lake Superior.

“Every time it storms and I see the waves, I wonder emotionally at the fact that Dad could navigate through those conditions and make it safely to shore,” Bob said. “He was my hero.”



Robert Goldish

In the summer, the packet *L. Goldish* sometimes did double-duty as a sightseeing boat.



UIMD Kathryn A. Martin Library Archives and Special Collections

In 1924, the Goldish brothers sold the packet and anchored the family business, Lake Superior Fish Co., on dry land with the purchase of the first delivery trucks in Duluth.

Season Outlook: 2016 recovery spurred by fall grain surge, Port redevelopment project and infrastructure investment on the Iron Range

When it comes to providing a season update, this definitely is a good news/bad news story.

Let's start with the good news. The Port Authority's \$18 million dock redevelopment project was completed on-time and on-budget [see story on pg. 12].

There also have been a few signs that the iron mining industry is coming back, albeit slowly. United Taconite (UTAC) restarted its facilities in Eveleth and Forbes in August with its full workforce of nearly 500 returning to work. That same week, Cliffs Natural Resources hosted a groundbreaking for Project Mustang—announcing a \$65 million investment in upgrades and additions to UTAC to produce custom superflux pellets for steelmaker Arcelor-Mittal starting next spring.

Grain shipments through the Port of Duluth-Superior continue to run ahead of 2015 and a full 25 percent above the Port's five-year average. In fact, records were broken twice in just two months as the Port's two heaviest grain loads shipped to Canada aboard the same vessel, the *Algoma Harvester* [see story on pg. 11].

Unfortunately, the positivity drops dramatically when comparing tonnage totals for most other commodities that move through the Twin Ports. Monthly tallies for iron ore and coal, for example, were off nearly 20 percent in September, though YTD shipments reflect an uptick over August.

"Five out of six large pellet producers are back up and running on Minnesota's Iron Range, but the industry is not back to full strength," said Kelsey Johnson, president of the Iron Mining Association of Minnesota. "While it is promising to see people getting back to work, we need to remember that more than half our mines are still idled (Keetac, Mesabi Nugget, Mining Resources and Magnetation), and 1,000 workers in the industry are still laid off."

"Economic recovery on the Range and vessel traffic through the Port of Duluth-Superior still has a way to go,



Courtesy Cliffs National Resources

Construction of Project Mustang is underway at UTAC's pellet plant.

but we appear to be making steady progress as we wait for global commodity markets to stabilize," added Vanta Coda, Port Authority executive director. "The progress made this fall in production, productivity and expanding general cargo handling capacity certainly spurs a measure of hope as we look ahead to 2017."



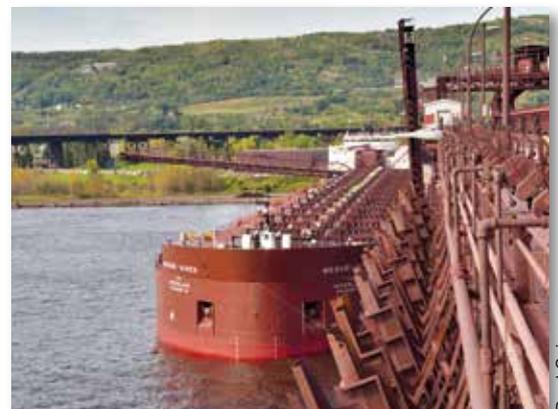
Terry White

Production of flux pellets would be impossible without the limestone that moves by rail from the Port to the Iron Range.



Terry White

The *Great Republic* discharges a load of limestone at Hallett Dock No. 5.



Paul Scinocca

The *Mesabi Miner* loads iron ore at the CN Duluth Dock.

Loads of grain records for 2016

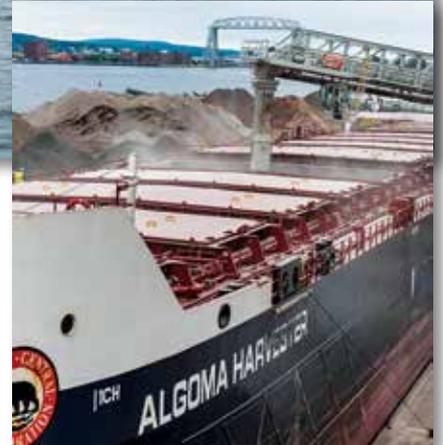
The Port of Duluth-Superior set two grain records this season. In July, an all-time Port record of 30,000.045 metric tons was loaded on the Canadian-flag *Algoma Harvester*. Less than two months later, that was bested.

“On September 7, we loaded her with 30,007.542 metric tons (1,102,639 bushels) of spring wheat bound for Canada,” said Ben Herstad, superintendent of Ceres Terminals. “That pushed the record just a little bit higher.”

“The *Algoma Harvester* was our ninth vessel of 2016,” said Jim Lehto, facility manager at Duluth Storage, the elevator that handled both record-setting loads. “Riverland Ag Corp and our parent company, Ceres



The *Algoma Harvester* takes on a record load of grain at Riverland Ag/Duluth Storage on Sept. 7.



Global Ag Corp, are committed to finding new opportunities to increase volume through our Duluth Storage facility—not only for 2016, but going forward.”

Capt. Tom Mackay

Robert Welton



Terry White



Terry White

A steady stream of salties loaded grain at elevators in the Twin Ports this fall, including the *Resko* (above) at Gavilon Grain and the *Federal Seto* (below) at CHS in Superior.

Paterson

Lake Michigan

Courtesy Know Your Ships

Prior to this summer, the Port record for grain dated back to 1996 when the *Paterson* (top), a carrier built for N.M. Paterson & Sons, loaded 28,942 metric tons of soybeans. She is now the *Pineglen*, owned by Canada Steamship Lines (CSL).

According to Ceres Terminals, the Port’s record load of grain for an *ocean-going* vessel still stands from 2004 when 25,772.210 metric tons were loaded aboard the *Lake Michigan* (bottom). That vessel, also purchased by CSL, was later renamed *Mapleglen*; sadly, it is now being scrapped overseas.

A maritime masterpiece: Clure Terminal expansion ready for 2017

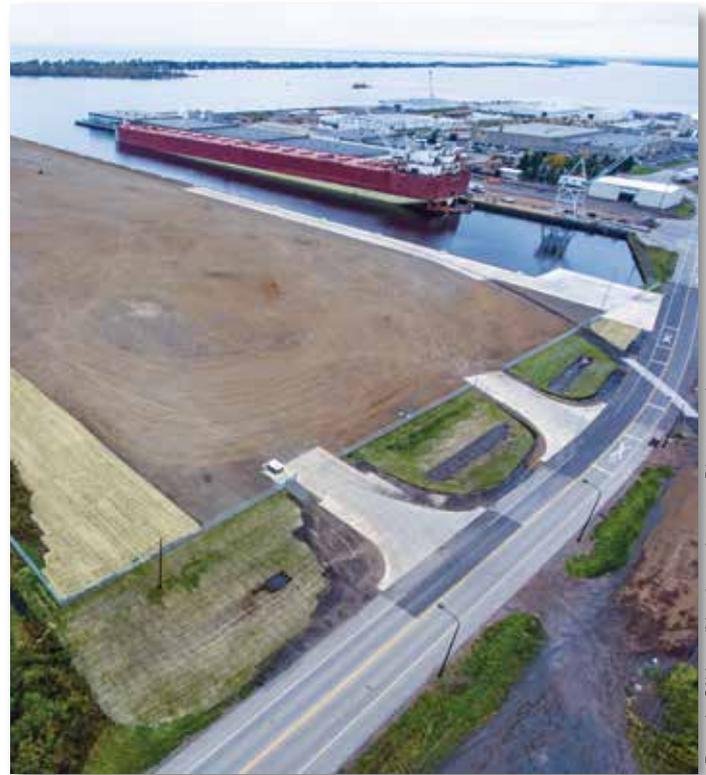
Construction on the \$18 million Port of Duluth Intermodal Project is now finished. Contractors met the substantial completion date at the end of September, and Lunda Construction is expected to 'turn over the keys' to the Duluth Seaway Port Authority in November.

To casual passersby on Helberg Drive, the reinforced, newly resurfaced 26 acres may look more like a huge, fenced parking lot, but, to the owners and operators of the Clure Public Marine Terminal, this expansion is a masterpiece of maritime workmanship.

"Completion of this major rehab project triples our Terminal's outdoor storage capacity," said Port Authority Executive Director Vanta Coda, "plus the new, reinforced dock doubles our heavy-lift cargo handling capabilities."

A brand new rail spur was built, bollards have been installed, lighting and security fencing are in place, the Ro-Ro dock and reinforced heavy lift dock are finished, and the slip has been dredged to 29 feet.

While seeing salties docked at those new berths may have to wait until the 2017 shipping season, it will be a U.S.-flag vessel—one of American Steamship's thousand-footers—that will spend winter layup tied up to those shiny new yellow bollards.



Dennis O'Hara/Northern Images Photography

The Clure Terminal expansion was completed this fall.

Lake Guardian connects class to the Great Lakes

Fifteen Great Lakes-area educators spent part of the summer aboard the Environmental Protection Agency's research vessel *Lake Guardian*, assisting in research projects on Lake Superior. The group included four from the Twin Ports: Lori Danz, Superior School District; Krystal Reil Maas, Duluth's Marshall School; Samantha Smingler, school programs coordinator, Great Lakes Aquarium; and Deanna Erickson, education coordinator, Lake Superior National Estuarine Research Reserve.

Minnesota Sea Grant and Wisconsin Sea Grant helped select participants for the six-

day floating workshop, sponsored by the Center for Great Lakes Literacy and the Great Lakes Restoration Initiative. Participants explored lake ecology, geology, geography, water quality and weather. They gained knowledge and resources to bring back to their classrooms and inspire student interest in the Great Lakes.

Kristin TePas (left) from Illinois-Indiana Sea Grant, Samantha Smingler (right) from Great Lakes Aquarium, and another educator prepare to deploy a rosette—an underwater sampling device that collects water from Lake Superior at various depths to generate a water quality profile by measuring everything from pH, dissolved oxygen and light transmission to pressure, temperature, suspended solids and fluorescence.



Deanna Erickson



Deanna Erickson

Aqua Kids dive into a Great Lakes adventure

An award-winning television series that educates young people about ecology, wildlife and science features the Twin Ports in episodes airing in November and December. Producers and young stars of *Aqua Kids* took part in a Great Lakes adventure this summer. They worked with staff and partners of the Lake Superior National Estuarine Research Reserve in Superior to film several programs. The episodes cover topics such as Lake Superior Tribal Heritage-Wild Rice, Invasive Species, Bogs & Fens, Water Quality, Fishing and Fisheries, Microplastics and Storm Water Management. Check your local television listings for show times or stream programs at www.aquakidstv.org.



Courtesy George Stover/Adventure Productions

Aqua Kids (from left Andrew Pidduck, Selena Paredes and Drew Bostwick) in the Miller Creek tunnel. City of Duluth was installing a rubber inflatable plug into an old storm sewer that was abandoned in the late 1960s. This abandoned storm sewer section is about 70 ft. long and has an unknown petroleum product that weeps into the pipe then into the creek. The City is working with the MPCA to bulkhead the inlet permanently sealing it. The City of Duluth employee pictured far left is Tim Andrews, utility maintenance worker.

Merger strengthens Canadian voice for commercial shipping

The Chamber of Marine Commerce and the Canadian Shipowners Association (CSA) announced a merger agreement on Sept. 29 that creates a strong, unified voice for commercial shipping in Canada and the U.S. Based in Ottawa, the newly merged entity will be called the Chamber of Marine Commerce.

Subsequently, the board announced the appointment of Ray Johnston as interim president, effective Oct. 1, 2016. He will oversee the implementation of the merger and lead the association until the recruitment process for a new president is completed.

Johnston has more than 35 years of experience in the marine industry. He served as president of the Chamber of Marine Commerce between 2000 and 2013. Prior, he was president and CEO of Montreal-based Canada Steamship Lines.



Ray Johnston

Canada Announces Khawar Nasim as Consul General in Minneapolis

Canada announced the arrival of Khawar Nasim as Consul General in Minneapolis, responsible for a five-state region including Minnesota, Iowa, Nebraska, North Dakota and South Dakota.



Khawar Nasim

Appointed by Prime Minister Justin Trudeau, Nasim leads a team building two-way trade and investment ties, engaging decision-makers and citizens on a range of issues important to both countries, and helping Canadians in the region.

Nasim served most recently as counsellor (commercial) at the Canadian Embassy in The Hague, Netherlands, and has previously served in Rome and Barcelona. Nasim succeeds Jamshed Merchant, who had served as Consul General since 2012.



Shipping, sanctuaries & shipwrecks headline Gales

Mark Barker, president of Interlake Steamship Company, delivered the keynote address on Friday, Nov. 4 to kick off the 29th annual Gales of November fundraiser for the Lake Superior Marine Museum Association.



Mark Barker

Barker is a decisive leader with a clear, strong voice on industry issues. Ohio-based Interlake Steamship Company operates a modernized fleet of nine Great Lakes vessels, including four 1,000-foot, self-unloading bulk carriers which are capable of carrying up to 252,600 tons of cargo. Interlake just wrapped up a 10-year, \$100 million fleet modernization with the re-powering of the *Herbert C. Jackson* at Fraser Shipyards. It has upgraded its entire fleet with exhaust gas scrubbers to reduce emissions.

NRRI receives \$2.6M for Mining Innovation

An effort to improve the long-term viability of Minnesota’s mining industry got a \$2.6 million boost this summer. Funding for “Mining Innovation Minnesota,” an initiative of the Natural Resources Research Institute (NRRI) at the University of Minnesota Duluth, was included in the supplemental budget bill signed by Governor Mark Dayton. The funding enables NRRI to explore ways to increase iron ore yields and expand the region’s minerals portfolio by adding high value mining products, plus help survey technologies to reduce water contamination and minimize environmental impacts.



Herbert C. Jackson is baaaack!



Terry White

After nine months of extensive work at Fraser Shipyards, the re-powered *Herbert C. Jackson* is back in service on the Great Lakes. The crew aced their U.S. Coast Guard fire and abandon ship drills on Sept. 21 (above). Then, after successfully completing sea trials, the newly diesel-powered, freshly painted freighter departed the Twin Ports on Sept. 25. The *Jackson* stopped in Silver Bay to load iron ore and arrived in Cleveland on the 29th, completing her first trip since arriving for winter layup in December.

Rooftop marketing meeting



DSPA

When two representatives responsible for marketing the Great Lakes St. Lawrence Seaway system visit the Port of Duluth-Superior, where do you take them to get a great perspective of the working harbor? Rooftop at Riverland Ag/Duluth Storage was the perfect vantage point when Adam Schlicht (left), Great Lakes representative for the D.C.-based St. Lawrence Seaway Development Corporation, joined counterpart Vince D’Aimco, from the Ontario-based St. Lawrence Seaway Management Corp., and Kate Ferguson, Port Authority director of business development, for a tour of that grain elevator and meetings with a host of waterfront leaders and terminal managers during their three-day visit in August.

Veterans tour aboard *Nels J*

Bernice and Jim “Doc” Dougherty had offered to host their 24th annual USS *Benham* (DD-796) reunion in Duluth this fall. The neighbor of one member in Illinois heard about the trip and suggested contacting his friend, Mike Ojard, who operates a tugboat service in the Duluth-Superior Harbor. Ojard offered to take the group of 20 veterans and family members for a 90-minute tour of the Port in gratitude for the veterans’ service to this nation.

Members of the group came from far and wide, representing over a dozen states. Only one veteran from WWII was able to attend; the rest were from the Korean War era. Their ship—a Fletcher-class destroyer, was decommissioned in 1961, so the group gets smaller with each passing year.

“They talked about the tugs before we got underway. Mike’s whole crew mingled with us and answered all of our questions about their boats, their work and the history of the area,” said Doc Dougherty. “Some of us spent time in the wheelhouse with Mike; we were amazed at his knowledge and learned so much. We can’t thank him and his crew enough.”

Odds are Mike and his crew learned a lot too. “It was an honor to have them onboard!” said Ojard. “It was our way of thanking them for their service.”

Bernice Dougherty



Mike Ojard hosted a reunion group of veterans for a 90-minute Port tour aboard his Heritage Marine tug, the *Nels J*.

Duck wrangling with Heritage Marine

Mary T. George



The whereabouts of Mama Duck, the 61-foot-tall rubber duck that “bobbed” into town for Tall Ships Duluth 2016, were kept under wraps until appearing in the harbor for the Parade of Sail on Aug. 18. Now we know, she was hiding out with the Heritage Marine tugs in Superior.

Curelli’s ship has set sail

Tom Curelli is proud of advances that helped Fraser Shipyards in Superior land the repowering of the *Herbert C. Jackson*. Curelli retired September 15 as Fraser’s vice president of engineering, environmental services and government affairs. He joined the company in 2010 and was named director of operations in 2012, a position he held until his promotion to vice president in August 2015.



Tom Curelli

“We developed a relationship with the industry and a level of trust that led Interlake Steamship Co. to select us for the repowering,” Curelli said. “Fraser Shipyards has done a lot of projects over the years, but nothing this size since the 1980s. The industry recognized our investments in infrastructure and organizational capabilities, and we demonstrated them. I’m proud of everyone involved.”

The successful repowering project capped a career that spanned more than 46 years, including 24 years with the U.S. Coast Guard (USCG) Marine Safety Program.

He also had served as senior naval architect at Burger Boat Company and director of engineering at Skipperliner Industries prior to joining Fraser Shipyards.

“Growing up on the East Coast, I developed a healthy appreciation and love for anything maritime,” said Curelli, who entered the Coast Guard right out of high school and earned degrees from the USCG Academy and University of Michigan in naval architecture/marine engineering. “Being in shipyards, doing vessel inspections and working on technical reviews with the Marine Safety Program led me to shipbuilding.”

Curelli and his wife are retiring to a new home on the shore of Lake Michigan. He plans to unwind by traveling, riding Harleys and flying radio control model airplanes. He also may stay involved in maritime organizations and issues on a limited basis.

“I will miss the shipyard,” Curelli said. “I love the technical challenges of working on boats, and the people are great, especially customers. It feels like a maritime family.”

NEW FACES

Minnesota Sea Grant has new PR specialist

Marie Thoms has joined Minnesota Sea Grant as the program's public relations and communications specialist. She will work with Sea Grant and University of Minnesota staff, media, the public, special interest groups and others to provide information about the organization's aquatic science, events and opportunities. Thoms, a native of Ohio, spent the 13 years as communication and web manager at the Institute of Arctic Biology, University of Alaska

Fairbanks. She holds a master's degree in professional communication from the same university, plus degrees in biological sciences from Western Michigan University and natural resources and environmental communication from Ohio State University. Her other professional experience includes positions at a daily newspaper, state natural resources and parks departments, the Environmental Protection Agency and the American Red Cross.



Marie Thoms

Kolenda joins the Fraser Shipyards family

Fraser Shipyards has a new general foreman. **Leroy Kolenda** joined the team in Superior on Sept. 1. Most recently, Kolenda was a port engineer for Key Lakes/Great Lakes Fleet, having served as a marine engineer for the company earlier in his career. A graduate of the Great Lakes Maritime Academy in Traverse City, Mich., he put almost a decade on his license before taking on the supervisory landside role

with the fleet. As a past chief and first engineer, he is well versed in engine rooms and propulsion systems as well as with loading/unloading and ship control automation systems. Kolenda has a breadth of experience with structural issues specific to Great Lakes vessels and has become very familiar with regulatory agencies and survey requirements, as well as repair and welding standards.



Leroy Kolenda

Port Authority's DeLuca joins Chamber Board

The Duluth Seaway Port Authority's director of government and environmental affairs was among five new members recently elected to the Duluth Area Chamber of Commerce board of directors. **Deb DeLuca** brings a wealth of expertise in redevelopment projects and environmental policy to the position, as well as insights into Port and maritime industry issues and priorities.

DeLuca joined the Port Authority staff in July 2014 with over 25 years of public and private

sector experience. She was a founding member of Minnesota Brownfields, a nonprofit established to ensure the effective use of brownfield sites, and spent 14 years as principal of DeLuca Strategies, a consulting firm that served public, private and nonprofit sector clients.

Other new board members are Matt Baumgartner (Grandma's Restaurant Co.), John Koski (J. Koski Co.), Jessica Stauber (St. Luke's) and Lynnette Steen (Lynnette's Portrait Design).



Deb DeLuca



DSPA

A group of 21 grain buyers from more than a dozen countries visited the Port on Sept. 19 as part of a Grain Procurement Management for Importers course offered by NDSU's Northern Crops Institute in Fargo. After a port overview by Kate Ferguson, Port Authority business development director (far left), the group toured the CHS grain terminal in Superior then hopped aboard the *Vista Star* for a harbor tour. Vessel agent Steve Sydow, Daniel's Shipping Services (far right), and National Cargo Bureau senior surveyor Carsten Brueninghaus (third from right) joined in the presentation.

New president at Midwest Energy Resources Company

Jeff D. Papineau was recently named president of Midwest Energy Resources Company (MERC). Papineau took over the reins Oct. 17 when Fred Shusterich left for retirement. Papineau served as MERC vice president and controller for the last nine years. In that position, he was responsible for managing the company's financial and administrative functions. He also assisted in marketing and general management with a focus on contract administration for coal and transportation services.

Prior to joining MERC in 2007, Papineau held various financial and tax management positions for a medical de-

vice manufacturing company. He holds a bachelor's degree in accounting from the University of Wisconsin-Superior and obtained CPA certification from the State of Minnesota in 1999.

MERC is a wholly owned subsidiary of DTE Electric Company, which owns and operates the Superior Midwest Energy Terminal, the largest capacity coal transshipment facility on the Great Lakes.



Jeff Papineau

New head of engineering and tech services at USACE Detroit

Marie Strum, P.E., has been named chief of engineering and technical services (ETS) for the U. S. Army Corps of Engineers (USACE), Detroit District. She succeeds Mike O'Bryan, who retired in July.

As ETS chief, Strum, who has been with the Corps for 17 years, now oversees the execution of civil works and military missions in the Detroit District in engineering, design and construction; Great Lakes hydraulics and hydrology; and regulatory and emergency management. She also manages the Great Lakes Navigation Team, a regional team comprised of Buffalo, Chicago and Detroit district staff that focuses on budgeting, maintaining and operating the Corps' Great Lakes navigation infrastructure as one interdependent system.

Strum, a Detroit-area native, graduated from Michigan State University with a degree in civil engineering and

received her master's in environmental systems engineering from Clemson University.

Strum's professional career includes 12 years with CH2M HILL, where she managed a wide-variety of water resources projects for public and private sector clients, including watershed studies, water allocation studies, master planning, water quality evaluations, environmental impact studies and outfall design and analysis. She joined the USACE Detroit District in 1999 as a hydraulic engineer. Since then, she has served in many positions, including chief of watershed hydrology, acting deputy district engineer and deputy chief of ETS.



Marie Strum

PORT PASSINGS

Harlan Eggert, 82, of Duluth, died July 9, 2016, at Solvay Hospice House. Eggert graduated from Central High School in 1952 and joined the U.S. Navy shortly after his marriage to Mavis Weiland in 1954. He was in an elite corps of submariners, and his love of boats and pride in being a U.S. Submarine Veteran continued through his life. After 10 years in the Navy and Naval Reserves, he joined the U.S. Army as a mechanic. He retired from the Reserves in 1994 as

Chief Warrant Officer 4. Eggert continued to be an active member of Submarine Veterans, Duluth Sail and Power Squadron, the Elks Club, and Sand Point Yacht Club. He also was one of the local ROMEOS (Retired Old Men Eating Out), a group of retirees that meets weekly to swap stories of their lives and times in the maritime industry. Eggert is survived by his wife, Mavis, three daughters, nine grandchildren, seven great-grandchildren and other relatives.

Capt. Brian Michael Laffey Sr., 75, of Ashtabula, Ohio, died July 20, 2016. Laffey worked on the Great Lakes for 37 years, spending the last 10 years of his career as a captain with Interlake Steamship Company. He piloted the *James R. Barker* before his retirement in December 2000. Laffey also was a veteran of the U.S. Navy. He served as a radio-man and was stationed in Washington, D.C. He is survived by his wife, Mary Ann, four adult children, eight grandchildren, two sisters and other relatives.

PORT PASSINGS

E. B. “Skip” Gillham, 75, of St. Catharines, Ontario, Canada, died July 27, 2016. Gillham was a local historian, marine enthusiast and retired educator. Gillham taught high school for 33 years and worked as a guidance counselor and phys ed instructor. When he retired in 1997, he continued coaching track and cross-country for another decade.

Gillham loved ships, the Great Lakes and the Welland Canal and wrote on these topics for a variety of publications over several decades. He wrote close to 60 books in addition to thousands of articles for newspapers, historical journals, newsletters and on-line websites including a daily ‘Look-back’ series for BoatNerd.com. His “Ships that Ply the Lakes” column ran in the *St. Catharines Standard* from 1970 to his final submission this past summer. Gillham sought to live out his Christian faith through his church, as a board member of the Welland Canal Mission and in all aspects of life.

“People respected the abundance of knowledge paired with endless enthusiasm that he provided,” said Roger LeLievre, publisher of *Know Your Ships*. He credited Gillham with keeping alive the history of Canadian shipping through his many books that detailed even the most obscure companies. “Those stories would have been lost to time if somebody like Skip hadn’t come along who had a passion for it. He made it his work to write them down.”

Gillham is survived by his wife, Carol, two sons, five grandchildren, a step-sister and two step-brothers. He will be deeply missed by family, friends and a wide circle of fellow marine enthusiasts.

Jerome T. Bonk, 78, of Duluth, died July 17, 2016, at Essentia Health-St. Mary’s Medical Center. Bonk grew up on Park Point, graduated from Central High School in 1957, and spent much of his career on the Great Lakes. He sailed as a deckhand on the *Benjamin F. Fairless* and the *James R. Barker* before being hired by the U.S. Army Corps of Engineers and assigned to the seagoing tug *Lake Superior*. Bonk earned his license to operate larger

vessels. He was promoted to first mate and served as acting captain for the last five years of his career. He retired in 1996 after 33 years with the Corps. Bonk was active in many car clubs and organizations, including Shipmasters Lodge #12, where he served two years as president. He is survived by his wife, Brenda, two sons, two daughters, three grandchildren, three great-grandchildren and others.

William E. Duffy, 87, of Superior, died Aug. 5, 2016, at Solvay Hospice House. Duffy served in the U. S. Navy during World War II. After his discharge, he sailed on the Great Lakes from 1948 to 1960, then spent 10 years sailing relief work for M.A. Hanna. He was proud to be chosen for crews taking two new ships out of the

shipyard: the *Ernest T. Weir* and the *George M. Humphrey*. He later became a licensed boiler engineer and retired as chief boiler engineer for Bayer & Co. Duffy is survived by his wife, Letty, eight adult children, three siblings, 17 grandchildren, 24 great-grandchildren and nieces and nephews.

Donald E. “Smitty” Smith Jr., 59, of Superior, died Sept. 3, 2016, at his home. “Smitty,” as he was known to family and friends, was a maintenance supervisor with Superior Public Museums and kept the museums well maintained, especially the SS *Meteor* Whaleback Ship Museum. He was a member of the Great Lakes Shipwreck Preservation Society (GLSPS) and played a huge role in annual SS *Meteor* Preservation Project work weekends, particularly wrapping up unfinished tasks at the close of each project.

He is survived by his companion of over 40 years, Becky Jo Sturtevant; three daughters; his mother, Darlene Carlson; three siblings; six grandchildren and other relatives.

“Don was always there to answer any questions or lend a helping hand at a moment’s notice,” said Phil Kerber, GLSPS president. “He was a very kind man and so easy to work with. I’ll never forget his hard working ethics and kindness to others. He will be missed by all of us!”

Leroy R. Patnaude, 84, died Sept. 19, 2016, at Essentia Health. He had retired in 1987 from the Port Authority after 25 years as a Clure Terminal mechanic. He owned and operated Patnaude Trucking, was a member

of the Proctor Loyal Order of Moose and had served on the Proctor School Board. He is survived by his companion of many years, Alice Ash, a daughter, seven sons, 21 grandchildren and seven great-grandchildren.



Jon Dyess

IN FOCUS: Dennis O'Hara, Northern Images Photography

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

Born on Park Point and raised in West Duluth, Dennis O'Hara is one of the region's most experienced professional photographers. As a native Duluthian, O'Hara has a lifetime of images that depict the beauty and activity in and around this city. He has mastered the process of capturing images produced by light, and his powerfully dramatic shots of ships and waterfront commerce often appear in *North Star Port* magazine and other publications.

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

I started taking scenic photos of Duluth and the Lake Superior region in the early 1990s, after I retired from flying F4C Reconnaissance missions in the Minnesota Air National Guard. I would post one a week to www.northernimages.com.

What draws you to the Great Lakes and the working waterfront?

Shipping is one aspect of the waterfront but it really ties together with lighthouses, Lake Superior, wildlife, weather and bridges to form part of our nautical heritage. Once that nautical heritage becomes part of you, it never leaves.

Do you focus on other specialty areas?

I also do aerial photography using aircraft and drones. I do commercial photography, from architecture to large wind turbines and everything in between.

Are most of your shots planned or spontaneous? Do you know immediately when you get a great one?

Most shots are somewhat planned, but I remain flexible if possible until the weather or light is right. A combination of weather, dramatic lighting and activity can become a nice shot, and you know it right away.

How would you describe your approach to photography?

I see the hand of God in all creation around us and hope that my work



Dennis O'Hara

in some ways gives Him the glory.

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

Photography around the harbor and lake shore seems to have grown lately, and I really enjoy seeing others out taking great pictures.





1200 Port Terminal Drive
Duluth, Minnesota
USA 55802-2609
www.duluthport.com

ADDRESS SERVICE REQUESTED

PRSR STD
US POSTAGE
PAID
DULUTH, MN
PERMIT NO. 492

