

# Duluth Seaway Port Authority

SPRING 2018

NORTH STAR PORT



# THE HARBOR LINE

## Steering a steady course

There are several meanings associated with the word *interim*: Acting. Short-term. Temporary. Provisional. Transitional. Caretaker. It is that last synonym, *caretaker*, which best describes how I have seen my role here since the board asked me to serve as interim executive director of the Duluth Seaway Port Authority (DSPA).

Our previous director mentioned “new beginnings” in his last column. A change in leadership is always a new beginning of sorts for an organization. I would like to thank the DSPA Board of Commissioners for placing their confidence in me to lead the Port Authority while the search is under way for a new chief executive. It has been an honor to serve in this capacity. During this transitional time, my main priority is *to steer the steady course*.

At the end of March, we celebrated the one-year anniversary of the CN Duluth Intermodal Terminal. The mix of containers through the terminal has already exceeded first-year projections. At this pace, we expect annual volumes to triple by the end of 2018 and to exceed 30,000 containers annualized at the end of five years.

Also in March, officers were reelected at the annual meeting of the board. This bodes well for the continuity of decision-making for our entire organization.

It is an exciting time to be in business on the waterfront! We have assembled an exceptional staff and have nearly \$8.4 million in infrastructure projects on the horizon, most of which will be completed over the next two years:

- Altec Expansion (15,000 sq. ft.) & Leasehold Improvements
- Intermodal Container Terminal Expansion
- New Duluth Seaway Port Authority office space (*Yes, we're moving!*)
- Three grant projects: Intermodal Terminal Expansion, Fendering on Berths 5-7 and Storm Damage Repairs on Berth 11. We will hold on the completion of Berth 10 until 2020-2021 (*see full story about these projects on p. 8*).

Being involved in so many projects, it is important that we stay focused on our mission to best serve clients, tenants and the greater Twin Ports community: “*Bringing business to the port and economic development to this region.*”

Thanks for your well wishes during these past months of transition. Your support means the world to me and to my colleagues. By the time this magazine is printed, we expect the search process will have surfaced some exceptional candidates for the top position. You should know that my name will not be among them. After careful thought, I have decided not to apply for the job. My skills and energies are best suited to my role as chief financial officer. Once a new executive director is aboard, I will move back into my CFO chair full time and continue to manage cash flows and long-term growth. It is in that role that I can help steer a steady course for the Port Authority's future.



Kevin Beardsley

## We're moving!



After 56 years of being located on the Clure Public Marine Terminal (inset), the Duluth Seaway Port Authority is moving its offices to the Lincoln Park neighborhood in June/July to make way for Altec Industries, its largest tenant, to expand. This location keeps staff close to terminal operations and to the rest of the working waterfront. The DSPA board voted at its April meeting to sign a two-year lease at 2305 W. Superior Street. Although terms of the lease could be extended, the new space is meant to be a temporary home while the board continues to explore more permanent real estate options. The snail mail address will change, but phone numbers and e-mail addresses will remain the same.

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**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 Kelly Katzmarek



Charles Howard Smith

**HarborLookout.com**

The start of the new season saw the launch of a brand new website that lists ship arrivals and departures for Duluth, Superior, Two Harbors and Silver Bay plus a map with clickable icons that display even more details for ardent boatnerds. The site, sponsored by the Lake Superior Marine Museum Association (LSMMA), was created and donated by Saturn Systems.

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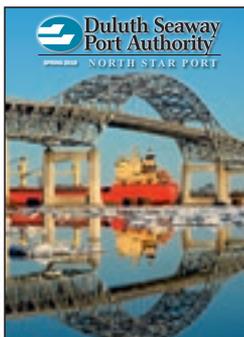


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David Schauer

**On the front:**

The Port's first saltie of 2018, the *Federal Weser*, departs at sunset April 19, loaded with wheat for Algeria.

**On the back:**

A busy night: *Michipicoten* and *Joseph L. Block* at CN Duluth, *Erie Trader* at Hallett, and *Great Republic* at MERC in Superior.



David Schauer

# The story of the SS *William A. Irvin*

## A past proudly moored to Duluth

BY KELSEY ROSETH



DSPA

The *William A. Irvin* remains an iconic tourist destination thanks to local visionaries.

### The “Pride of the Silver Stackers” sets sail

Our story begins in the late 1930s, with the SS *William A. Irvin*'s maiden voyage across the Great Lakes. Named after the U.S. Steel president, the commanding 610-foot-long freighter was powered by 2,000-horsepower steam turbine engines and burned 2,400 pounds of coal per hour. It weighed 14,000 tons when fully loaded – and it was a remarkable ship.

Nine officers and 32 crew members worked on the bright red vessel, once known as the “Pride of the Silver Stackers.” It was the flagship of U.S. Steel's Great Lakes Fleet, and carried iron ore, coal and limestone to Great Lakes ports for more than 40 years. The magnificent craft was retired in 1978, once it became too small to compete with the newly introduced 1,000-foot lakers. The out-of-service freighter sat unused in the shallow backwater of St. Louis Bay.

### Priming the pump for the *Irvin*'s acquisition

Flash-forward to 1983, when Duluthians began a quest to locate an exhibit vessel to add interest to the Duluth waterfront and celebrate the Twin Ports' storied shipping history. Duluthians Don Shank and Julia Marshall were hoping to create

a highly visible presence on the waterfront allowing visitors firsthand contact with that history.



Don Shank



Julia Marshall

Lake Superior Railroad Museum

College of St. Scholastica

The pair began scheming how to bring a ship to the Twin Ports. Shank (1919-1993), the former vice president and general manager of Duluth, Missabe and Iron Range Railway, held a reverence for industrial transportation and was dedicated to sharing the story of our local industries. Marshall (1896-1994) was a local philanthropist and artist whose family fortune derived from her father's hardware company, Marshall-Wells. She and her sister, Caroline, devoted their lives to Duluth, enhancing its civic and cultural life as well as its physical aesthetic.

In 1985, the Minnesota Legislature approved a \$16 million grant for a convention center addition to Duluth's Arena-Auditorium. Around that

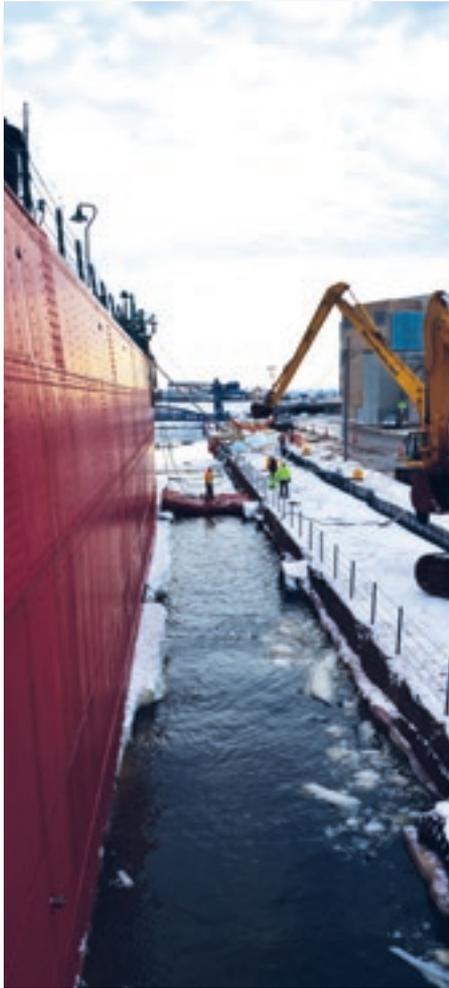
time, Bob Heimbach, a Duluthian and account executive at Duluth's Otis-Magie Insurance Agency, was appointed to the convention center board. When he discovered that the *Irvin* sat untouched, he began trying to convince the board to use some of the grant to buy the ship and restore it as a museum, with hopes that it would serve as a billboard for the new convention center.

“The active working waterfront draws people to Duluth,” said Heimbach in 2017. “[The *Irvin*] is authentic in every way and gives people the experience of getting on one of the big boats.”

That's where Marshall comes back into our story. In her own words, “I never did anything in the conventional way.” Marshall lunched with a group of individuals discussing the *Irvin* acquisition and development of Bayfront Park, including Bill Buhrman (1930-2012) of U.S. Steel's Great Lakes Fleet; Bob Bruce, former executive director of the Bayfront Park Development Association; and Nick Smith (1936-2007) a local lawyer, venture capitalist and founding chairman of Lake Superior Center, now known as the Great Lakes Aquarium.

By all accounts, Marshall primed the pump for the *Irvin* to serve as a floating museum by writing a check for \$5,000 to purchase an option and stay its scheduled scrapping. The purchase price was to be determined by scrap prices. When a friend of Marshall's dropped by the table, she announced, “I just bought an ore boat.” The remaining purchase money of more than \$100,000 and refurbishing costs of nearly \$300,000 were secured by the newly-established Duluth Entertainment Convention Center (DECC). Then Shank and individuals at the Bayfront Park Development Association helped the ship become community property.

With vessel artifacts and valuables intact, the *Irvin* was towed



The *Irvin* was moved last winter for the first time since 1986 for repairs to be made on failing seawalls.

to Canal Park for its opening in 1986. In its first year, guides gave tours to 67,000 people.

### Sharing our maritime heritage

Since the 1980s, the *Irvin* has served as a visible, iconic tourist destination for Duluth, and more than 1.5 million guests have walked its decks. Perhaps even more impressive is the dedication and commitment from its part-time team of guides who keep coming back, year after year.

“I just like the people mainly... and I love boats, so I love talking about the *Irvin*,” said Cedric Woodard, a Duluth resident and 25-year tour guide who has sailing in his blood. He set sail at 17, and both his father and brother worked in the industry. “By the time I was 15, I knew every boat on the Great Lakes,” said Woodard. “I’m just a fanatic about boats.”

Each season, about 30 guides enthusiastically lead locals and tourists, mainly from the Midwest and Canada, on tours through the *Irvin*.

“You have to give a great tour,” said Steve Rankila, talking about the in-depth training process for guides. Rankila has served as the *William A. Irvin* museum director for 23 years. “The guides have a love of the history of the Great Lakes, of the *Irvin*; they love to tell the story. They love to see a smile on guests’ faces. It never gets old for them.”

Visitors tour the entire ship, including the engine room, which got up to 120 degrees Fahrenheit on hot summer days during its operation. Guests learn how the ship was the third boat on the Great Lakes to have steam turbine engines, and how the engine room telegraph, or chadburn, worked. Visitors are brought through ornate staterooms and the dining room that once hosted U.S. Steel dignitaries and guests, and through the impressive pilothouse to learn how the ship operated.

A small year-round maintenance team keeps the freighter, with an annual operating budget of more than \$570,000, looking shipshape—even shining its brass seven days per week. An additional team of volunteers is also brought on board to serve as actors on the Haunted Ship—a giant, floating tradition begun by the University of Minnesota Duluth theater department.



Extended family toured the *Irvin* during their Julia Newell Marshall 2017 reunion.

### Change is coming

Today, positive change is taking place on the *William A. Irvin* as efforts are being made to fix the failing, 1880s-era seawalls of the Minnesota Slip, which support the ship’s berth. For the first time since it was docked there in the late 1970s, the majestic ship was moved 10 feet for crews to begin repairs.

The bright blue pedestrian bridge at the end of the Minnesota Slip is freshly painted, and Rankila said once the tourist season ends, the *Irvin* will potentially get dry-docked at Fraser Shipyards for a fresh coat of paint on its hull for the first time in 32 years.

After the seawall is fixed, contaminants in the Minnesota Slip from industrial activity more than 150 years ago will most likely be capped with a clean layer of sand by the Minnesota Pollution Control Agency. Much depends on coordination between all involved agencies. During this process, the city plans to revitalize the area as well.

“Their goal is to add a walking path and bike path that will extend the Lakewalk all around the *Irvin*,” said Rankila. “Not only cap the contaminants and fix the seawall, but they’re actually going to beautify the area.”

This planned link from the Lakewalk to Bayfront Festival Park will connect attractions and further help visitors enjoy the waterfront.

# A mariner in the making? Nurturing the passions of a pint-sized boatnerd

BY ADELE YORDE



Lindsay Kern

Reagan Kern was all smiles with some Great Lakes Fleet swag.

The creation of a ‘boatnerd’ starts innocently enough—in this case, at age 5—with a little girl sitting on a grandfather’s lap reading a book about the *Titanic*. That was the first in a series of books about shipwrecks that Reagan Kern checked out from the Piedmont Elementary School library.

“One day, I think I was in second grade, my dad suggested that I read and learn more about the ships on the Great Lakes,” said Reagan, “the ones we can see from our window!” Since then, Reagan has kept a daily log of ships entering and leaving the harbor.

Thanks to generous parents, grandparents and friends, her fascination with all things maritime has been nurtured through the years as evidenced by all of the movies, posters and shipping-related keepsakes that adorn her room.

But the maritime motif has spilled into the living room of their home where a telescope is now permanently trained on the Duluth-Superior harbor. While they cannot see the Aerial Bridge or ship canal from their hillside location, they have a clear view of the harbor and the working waterfront. Reagan has absorbed what she can from the Lake Superior Maritime Visitor Center, discovered the *Duluth Shipping News* website, and has had her parents download Marine Traffic and Ship Finder apps to the family’s cell phones.

These days, when not in school, at play practice,

in ballet class, singing or tap dancing, Reagan (who is now 10) is working on learning more about the smokestacks of visiting vessels, thanks to a poster her Grandpa recently bought, and on identifying ships by their unique whistles.

During shipping season, as outdoor temps allow, the Kerns leave a window open near the telescope so Reagan can actually hear what ships are on the move. “It’s like a 15-minute process every time I hear a ship’s whistle,” said Reagan, grinning sheepishly. “I yell, ‘ship in the harbor,’ and run to the computer to check the Duluth Harborcam—thank goodness for Dennis

O’Hara!—to see what ship is coming in. Then, I run back to the telescope to watch it in real time.”

Her family is accustomed to having meals and conversations interrupted by that pronouncement; so are her close friends who patiently stop whatever they’re doing to indulge Reagan’s passion.

## A meeting of the minds ... and hearts

When a Port Authority PR director happens to meet a pint-sized boatnerd with this much enthusiasm for the maritime world, it is only fitting to arrange a meeting with another who shares that same passion *and* who actually sails these inland seas. Ellora (Hammerberg) Martin, a young woman also from Duluth, once dreamed about the very same things and, today, is third mate aboard the *Edwin H. Gott*.

On the very day Ellora stepped off the *Gott* in January for winter layup, she graciously spent part of her morning with Reagan and her mom, Lindsay Kern. Over breakfast, the two ‘boatnerds’ talked almost more than they chewed. Reagan came prepared with a notebook full of questions, and she asked everything from how it feels to be the only woman on a ship and why she decided on that career path to what her room on the ship is like. Ellora described getting hooked on maritime in one of her jobs during high school at the Vista Fleet. For a girl who, at one time thought about being an FBI agent, that experience pointed her in



Reagan Kern and Ellora Martin

a totally different direction and toward the Great Lakes Maritime Academy in Traverse City, Mich. She told Reagan about her exercise regimen to stay strong and the kinds of special training they do onboard like donning orange survival suits and practicing emergency preparedness drills.

“Reagan soaked it all in,” said Ellora. “She was so passionate about the industry. There are a lot of people fascinated by shipping, but to be such a *young* lady and to be so interested and know so much already ... it reminded me of myself when I first realized this was the career path for me.”

Many times during their meeting, Ellora asked questions of Reagan. “I’d listen to her talk about how she got interested, what her favorite ships were, how she can tell the different ships apart based on their whistles. It was like sitting across the table from a younger version of myself.”

Reagan turns 11 in July and heads to middle school this fall, but there appears to be little diminishment in her appetite for learning more about ships and the folks who work on them. She’s already thinking about possible career paths and, while meeting Ellora definitely inspired her to keep up on her maritime mastery skills, she still is drawn to stories about shipwrecks and thoughts about being a marine biologist. She has a few years to make a final career choice, but is more focused than ever on her plans to take scuba lessons next year to get acquainted with what lies *beneath* the surface of these Great Lakes.

It’s difficult to tell which of these young women came away from that breakfast meeting more inspired. Reagan was almost breathless in recounting all of the topics they discussed and how encouraging Ellora had been about her research pursuits. By the same token, Ellora came away beaming.

“It’s awesome to see people interested in this field, especially at such a young age. Reagan is going to go far no matter what she chooses to do. She is extremely motivated, full of enthusiasm, very smart and has such a great personality. She’s definitely going to do big things!”

And, who knows? Maybe one of those ‘big things’ might just be on a big boat ... a 1,000-footer perhaps.

## Thinking about a career in the maritime industry?

Ellora Martin, whose husband Marcus also sails for Great Lakes Fleet, offered a few thoughts and words of encouragement to other young people thinking about sailing the Lakes as a career.

“The crew is the part I enjoy most about sailing on the Great Lakes. I sail with such a great group of guys. There are a lot of great aspects to sailing—awesome ships, steady runs, change of seasons, being able to get home in an emergency in a reasonable amount of time. But spending months on end with your coworkers, work becomes fun if you’re with the right people!

For middle and high school students interested in the career, talk to your guidance counselors, reach out to the maritime academies, contact the shipping companies and express to your parents and family that you’re interested. There are lots of ways to start planning and working toward this career at a young age, so reach out and ask questions, do your research and make connections.

Last season, I was the third mate on the *Gott*, but also sailed as a second and first mate at times, when needed. No matter the position, it is a great learning experience! I love my job, love the fact that although it’s the same in a lot of ways each day ... it’s different enough that it keeps challenging you. You are constantly learning.”

The Great Lakes Commission created a great new website with all kinds of information about jobs and career opportunities in the maritime industry. Check it out!

<https://greatlakesmaritimejobs.org/>

The *Edwin H. Gott*, on which Ellora Martin is currently third mate

# Transformational investments in Port infrastructure

Dennis O'Hara/Northern Images Photography



The orange shaded area in the foreground indicates where the Intermodal Expansion Project is taking place.

Several major construction projects are underway or on deck for the Duluth Seaway Port Authority, thanks to millions of dollars in recently secured funding. Planned investments nearing \$7.3 million will expand and enhance the CN Duluth Intermodal Terminal, install replacement fenders on three critical berths, add vessel mooring and storage capacity to the Port's Clure Public Marine Terminal, and repair a berth on the Clure Expansion that suffered severe storm damage in October 2017. Combined, they represent federal, state and local recognition that the Port is a driving force for economic growth and stability in America's heartland.

## Intermodal Terminal expansion

The CN Duluth Intermodal Terminal has been open barely a year and already is exceeding projections. A proposal to expand the facility and increase its capacity has been awarded nearly \$1.9 million in FY 2019 through the Minnesota Highway Freight Program (MHFP). The amount is roughly 80 percent of the \$2.4 million estimated cost of the planned project. It will extend rail tracks and install an additional rail turnout, resurface six acres of terminal space, address stormwater management issues and enhance security through a check-in gate, fencing and lighting.

These improvements will support the potential for significant growth in traffic and lift counts at the new intermodal terminal, which opened for service in March 2017. The expanded intermodal terminal will accommodate a projected five-year volume of over 30,000 annualized containers.

MHFP was created by the Minnesota Department of Transportation (MnDOT) to direct federal FAST Act funds to appropriate projects. One goal is to improve surface transportation necessary to facilitate direct intermodal interchange, transfer and access into or out of a public or private freight rail or water facility.

Because the funds must be administered by a state aid entity, the City of Duluth will receive and administer the grant with design engineering and specifications prepared by the Duluth Seaway Port Authority. A similar arrangement was used to complete Helberg Drive in 2007 to service the Garfield Avenue waterfront.

## Additional mooring and storage: Berth 10

A \$2.27 million MnDOT Port Development Assistance Program (PDAP) grant will help put the finishing touches on the recently redeveloped, 26-acre pier known as the Clure Terminal Expansion (formerly called Docks C & D). The funds provide about half of the \$4.4 million needed to complete Berth 10. The project will provide additional vessel mooring and storage, allow for dredging to full Seaway depth, and stabilize existing timber and concrete dockage. The Port Authority will furnish the remaining \$2.1 million, with construction planned for 2020-2021.

Completion of Berth 10 was among four projects announced by MnDOT in January that will receive a total of \$5 million in grants through PDAP. All support freight movement on Minnesota's waterways.

"One of Minnesota's strongest assets when it comes to economic development is its infrastructure," said



Repairs to Berths 10 and 11 are on the docket for the 26-acre Clure Terminal Expansion.

MnDOT Commissioner Charlie Zelle. “The projects selected under this competitive program have demonstrated local governments’ willingness to invest in the transportation system and private sector partners’ commitment to job creation.”

**Fendering project: Berths 5-7**

Vessels docking at Berths 5, 6 and 7 on the Clure Terminal will find improved accommodations this shipping season, thanks to a \$450,000 fendering project. Marine fenders absorb the kinetic energy of a berthing vessel and prevent damage to both the vessel and the dock. The three berths are located along the outer edge of the planned intermodal terminal expansion.

PDAP funds leftover from a prior year were awarded to the Duluth Seaway Port Authority to complete the project. White oak timbers arrived in early February as contractor Wren Works prepared to install the fender. The project faced nominal delays due to high water levels on Lake Superior. Those levels have since dropped sufficiently to allow crews to complete reconstruction.

**Storm damage repairs: Berth 11**

The Port Authority has secured State Disaster Public Assistance funds to repair and restore Berth 11 on the Clure Terminal Expansion deck, which suffered severe erosion damage due to a violent windstorm in late October 2017. The Minnesota Department of Public Safety Division of Homeland Security and Emergency Management declared a local disaster in the wake of the storm, which caused significant damage along the waterfront.

Port Authority staff estimated Berth 11 repairs at \$22,450 and applied for the funding. Their request was approved in January, providing just under \$16,000, or about 75 percent of the cost to restore that berth to its pre-disaster condition.



Old fenders on Berths 5-7 are removed.



New white oak timbers arrive for installation.



New fenders are in place for the 2018 season.

# Another strong shipping season forecast



Robert Welton

First out: the *Erie Trader/Clyde S. VanEnkevort*



Nick Stenstrup

The *Frontenac* makes an early season visit.



The *James R.*



Terry White

Iron ore is loaded into the *Cort* at BNSF in Superior.



David Schauer

Meeting of the mines: the loaded *Philip R. Clarke* and a light *Cason J. Callaway* in Duluth.

More ore! Enough ice! Those two messages were heard loud and clear across the Great Lakes as the 2018 shipping season got under way.

The Port of Duluth-Superior had experienced such a strong surge in iron ore shipments last year that terminals were anticipating momentum would carry over to an equally robust start to the 2018 season.

Just as fleets were completing fit-out, late winter storms slammed the Great Lakes—compressing ice, clogging harbors and nearly grinding vessel traffic to a halt along key sections of the waterway. Thanks to the orchestrated efforts of Canadian and U.S. Coast Guard cutters, ships eventually got moving, albeit slowly, and were able to resume near-normal operations by the end of April.

First out of winter layup in the

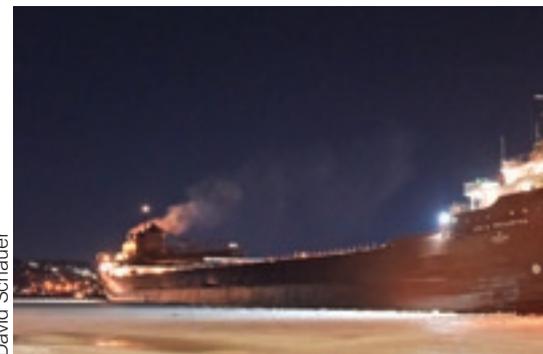
Twin Ports was the *Erie Trader/Clyde S. VanEnkevort*, which exited the Duluth Ship Canal March 20. Three days later, fleet mates *James R.* and *Kaye E. Barker* departed, just 20 minutes apart. The *Edwin H. Gott* left the next day. Eventually loaded with iron ore, all made their way to the downbound queue at the Soo.

The Soo Locks opened at 12:01 a.m. Sunday, March 25, with the upbound passage of the *American Century*. She was followed by the *Philip R. Clarke* and *Edgar B. Speer*. The first passage was greeted by nearly 300 fans gathered in Soo locks Park and on the observation deck, opened specifically for the event by the U.S. Army Corps of Engineers.

The 60<sup>th</sup> season for the St. Lawrence Seaway opened on Thursday, March 29, with the transit of the *Algoma Niagara*.

## Firsts of the Season

First Outbound	<i>Erie Trader/Clyde S. VanEnkevort</i>	March 20
First Inbound (thru Soo)	<i>Philip R. Clarke</i>	March 26
First Canadian	<i>Baie St. Paul</i>	March 27
First Saltie	<i>Federal Weser</i>	April 12



David Schauer

A freshly painted *Lee A. Tregurtha* makes her way out



Paul Scinocca

*Barker* heads out March 23; fleet mate, *Kaye E. Barker*, would depart just 20 minutes later.



Duluth March 26.

- 12:04 p.m.
- 4:38 a.m.
- 9:31 a.m.
- 9:46 p.m.

Tim Miodzyniec



The *Federal Weser*, first saltie of 2018, arrives April 12.

### First saltie welcomed

On Thursday, April 12, boatwatchers welcomed the first saltie of the 2018 season—the *Federal Weser*—as she sailed in beneath the Duluth Aerial Lift Bridge at 9:46 p.m.

The following Monday, two dozen maritime industry leaders and elected officials joined Captain Umesh Sharma and his crew aboard the ship at the CHS grain elevator in Superior for a formal First Ship Ceremony.

Several individuals provided words of welcome and presented gifts to the captain including representatives from the U.S. Coast Guard, City of Superior, Douglas County, Twin Ports Ministry to Seafarers and the Duluth Seaway Port Authority.



Terry White

Mayor Jim Paine welcomes Captain Sharma to Superior.



of layup at Fraser Shipyards.

Charles Howard Smith



The *Roger Blough* also sports new paint for 2018.

The winner of the 2018 First Ship Contest also was announced. From over 2,600 entries, Linda Hanby of Middleton, Wis., had the closest guess of 10:05 p.m. April 12, just 19 minutes off the official time. She won a grand prize package that included a hotel stay, restaurant gift cards and passes to Duluth attractions. This marked the 35<sup>th</sup> annual contest cosponsored by Visit Duluth and the Port Authority.

# Superior firm designed new port in Haiti

BY JULIE ZENNER



Artist rendition of the proposed port prior to construction.

The grand opening of Haiti's new Port Lafito in July 2015 marked a major milestone for the Caribbean island nation. Five years had passed since a magnitude 7.0 earthquake rocked Haiti, killing thousands of people and crippling the capital city of Port-au-Prince, including its busy seaport. Port Lafito represented a new era of commerce and trade for the battered nation and surrounding region.

The multipurpose bulk and container port featured state-of-the-art equipment and technology. It also was Haiti's first Panamax port, built to accommodate the largest vessels passing through the Panama Canal. AMI Consulting Engineers, P.A., a firm based in Superior, Wis., played a major role in Port Lafito's design and is part of ongoing efforts to fortify the port's infrastructure and ensure its future stability.

At the time of Haiti's earthquake, AMI had a growing reputation in the Gulf of Mexico, where it was involved in the design of dive support systems and underwater pipeline rehabilitation for the oil industry. That experience positioned the company to participate in the continuing saga of Port Lafito.

The \$65 million Port Lafito project is the centerpiece of a larger

\$300 million development, the Lafiteau Global integrated economic zone, a private, public and international partnership between the Haitian government, the Haitian private sector and several international financial institutions. It is led by GB Group, a diversified group of industrial and trading companies in the Caribbean.

When the quake severely damaged Haiti's already congested main seaport at Port-au-Prince, GB Group and its partners saw both a need and an opportunity to establish a Free Trade Zone in Lafiteau, a small industrial town north of the capital, and build a new Panamax port.

Developers needed detailed environmental assessments and

engineering plans in order to secure funding through the International Finance Corporation (IFC), part of the World Bank Group. AMI got the job, thanks to a connection with a contractor who was helping in Haiti's recovery efforts.

"Relationships are everything in business," said AMI President Chad Scott. "Providing high quality, on-time services led to this opportunity. We had done work for this contractor in the Gulf of Mexico ... and (through that connection) we were provided an opportunity to bid for the work. This would be AMI's largest single design project to date."

Site preparation at Port Lafiteau was already underway before AMI got involved, resulting in some damage to a local reef.

"We had to determine the impact and come up with dredging plans to mitigate damage done and prevent future harm," Scott said. "We did a number of environmental assessments, checking baseline water quality of streams, testing wells in the community, and evaluating impacts of noise and dust."

The waterfront docking facilities designed by AMI included a seismically resistant quay wall with enhanced depth to support Panamax vessels. AMI also designed a new power plant for the surrounding economic zone. In 2014-2015, the company completed its work onsite. Construction management oversight was handled locally.

"We continued to do some design remotely for the larger building development," Scott said, noting AMI



Part of the quay wall remains unfinished in 2018.



Part of the battle at the start of emergency repairs was getting equipment fixed and working.

did not return to Port Lafito until about three-quarters of the way through the dock construction. “One of the investors asked us to come back to reevaluate construction and quality. We found some conditions that did not match original design—changes made during construction that affected the facility’s capacity, strength and resistance to seismic events.”

AMI provided a plan for emergency and permanent repairs and rehabilitation. Its sister company, NORDIC Group, Inc., was hired to complete emergency repairs. In winter 2016-2017, a team from NORDIC, including metal workers, divers, concrete workers and other tradespeople, traveled to Haiti. The crew repaired equipment, fixed holes and splits in the sheet pile wall, and made stormwater improvements.

“Through NORDIC, we were able to take skilled laborers who were laid off here (in the Twin Ports) because of winter conditions and put them to work in Haiti,” Scott said. “It provided them with continued income through the winter and stabilized things at Port Lafito until permanent repairs can be accomplished.”

For now, Port Lafito is open for business. It is the largest port in Haiti, offering 12.5 meters of draft and 450 meters of berth. Scott is proud of the part AMI and NORDIC have played and will continue to play in the port’s ongoing development—helping to restore commerce in the earthquake ravaged country.

“Port Lafito is an operational port, and it is making money,” Scott said. “In some respects, what has been accomplished is a huge feat and designed to be better than anything they had in the past.”

**AMI is well known on the Twin Ports’ industrial waterfront.**

Founded in 2006 by Chad Scott and Craig Jouppi, the company specializes in structural, civil, mechanical and marine engineering along with environmental services. It has worked on many construction and rehabilitation projects in and around the Port of Duluth-Superior, including projects at Pier B Resort, Graymont, Arrowhead Pier, Hallett Dock No. 8 and Barkers Island Marina, plus several repair, construction and dredging projects at the Clure Public Marine Terminal.

Scott and his colleagues are widely recognized for their pioneering work to address the highly corrosive conditions in the Duluth-Superior harbor. They first identified the issue of accelerated corrosion in underwater structures in 2001 and worked collaboratively with industry leaders and scientists to develop best practices for new construction and maintenance of existing steel structures.



NORDIC crews perform emergency repairs at Port Lafito.



All photos courtesy AMI

## Lake Assault Boats begins work on emergency response vessel

Courtesy Lake Assault Boats



The bottom hull shell is fit to the keel.

Construction has begun on a customized All-Hazard Quick Response Vessel to serve the Duluth-Superior waterfront. Generous support by the maritime community and other donors allowed the City of Duluth to release funds from a \$447,750 Port Security grant in March. The Duluth Seaway Port Authority helped launch the campaign with a nearly \$15,000 pledge.

“The fire departments of Duluth and Superior have been working for the past year to raise the remaining non-federal 25 percent match to move forward,” reported Duluth Fire Chief Dennis Edwards. “While pledges of just over \$40,000 are still needed, commitments to date have topped the \$100,000 mark, enabling construction to get under way.”

The 32-foot state-of-the-art vessel is being built by Lake Assault Boats in Superior. It will feature twin 300-horsepower outboard motors, side-scan sonar for underwater searches, enhanced radar and GPS, a thermal imaging night vision camera and robust equipment to pump and discharge water for firefighting. The boat will provide high tech fire suppression, environmental response, search and rescue and enhanced emergency medical services for the Twin Ports’ waterfront.

Delivery is expected later this year. The vessel will dramatically improve emergency response

capabilities throughout the Duluth-Superior harbor. It will be docked in the slip adjacent to Pier B Resort. The names of contributors will be proudly displayed on/near the vessel.

“We are deeply grateful to the companies and individuals who’ve stepped forward to support this project,” added Superior Fire Chief Steve Panger. “We all look forward to having this vessel in service and providing protection to our Port.”



Donations can be sent to:  
City of Duluth-Finance Department  
c/o All-Hazard Vessel  
411 W. 1st Street, Duluth, MN 55802

## Ships honored for weather observations

The National Weather Service in Duluth is honoring six Great Lakes vessels for regularly transmitting weather observations during 2017 (see table). NWS meteorologists rely on information from ships to provide accurate marine forecasts on the Great Lakes and presents awards each year to the top reporters.

“Our weather buoy observations are very limited, and we know that over land structure doesn’t show the entire weather picture either,” said Ron Williams, port meteorological officer, NOAA/NWS, Duluth. “Ship weather reports make all the difference in forecast accuracy.”

Top VOS Reporters–2017	Total Observations
<i>American Century</i>	2,043
<i>Roger Blough</i>	1,972
<i>James L. Kuber</i>	1,360
<i>Edwin H. Gott</i>	1,197
<i>Edgar B. Speer</i>	1,024
<i>Tug Defiance (honorable mention)</i>	912

A growing number of vessels participate in the National Weather Service’s Voluntary Observing Ship (VOS) program, resulting in nearly 100,000 transmitted weather observations per year. Communications charges, observing equipment and reporting supplies are provided by the NWS, so there is no cost for vessels to participate.



Top VOS reporter, the *American Century*

Matt Silverness

# Stay and Stay Safe

BY SHARON MOEN

A group that includes the University of Minnesota Sea Grant Program, the U.S. Coast Guard, the Duluth Seaway Port Authority and others has rallied around the concern that recreational boaters are often unaware of how dangerous it is to sidle up to a ship in the Duluth-Superior harbor or in Lake Superior. Of equal concern, some paddle boarders, kayakers and motor boaters engage in the risky business of crossing in front of a moving oar boat or exploring docks meant for lakers and salties.

Based on public safety messaging in other multiple-use harbors, a survey of recreational boaters, best practice recommendations and multiple discussions, the group is poised to launch a multi-year harbor safety campaign unique to the Duluth-Superior harbor. The message is a simple one:

## Stay in this Working Harbor and Stay Safe! STAY BACK • STAY ALERT • STAY SMART

Getting in front of the campaign, University of Minnesota Duluth journalism student Rachel Watchler created a podcast uniting voices from the Duluth Seaway Port Authority, the shipping industry and UMD's outdoor recreation program. Tom Beery, Minnesota Sea Grant's resilience specialist who conducted the survey of recreational boaters, has been sharing the survey results with local recreational groups. Prototype visuals are being refined for use on social media platforms and websites.



Alison Gimpel

Stay Safe! Commercial vessels and recreational watercraft share this harbor.

If you have comments or suggestions about this work, contact Sharon Moen at Minnesota Sea Grant, [smoen@d.umn.edu](mailto:smoen@d.umn.edu) or 218-726-6195.

Read the recreational boater safety survey results:  
[http://www.seagrants.umn.edu/downloads/survey\\_results\\_boater\\_safety\\_2017.11.pdf](http://www.seagrants.umn.edu/downloads/survey_results_boater_safety_2017.11.pdf)

## \$1.7 million grant to shore up CHS dock walls

The largest grain terminal in the Twin Ports soon will be better equipped to handle commodities thanks to a \$1.7 million grant awarded to the City of Superior through the Wisconsin Harbor Assistance Program (HAP). The money will help CHS replace a deteriorating dock wall at the company's terminal near the Blatnik Bridge. Work is being done by Roen Salvage and is scheduled to be completed by the end of July. The City of Superior is serving as a conduit between the state and CHS to administer the funds.

"CHS places a high priority on employee, community and environmental safety, and the grant will be used to make necessary improvements and repairs to one of the older dock walls at its Superior grain export terminal," said Richard Carlson, terminal manager, CHS Global Grain Marketing, Superior. "The dock wall renovation will

further improve CHS operational efficiencies when loading vessels with wheat and other grains for destinations in Europe, the Middle East and North Africa."

The Wisconsin Department of Transportation (WisDOT) awarded about \$8 million in HAP grants statewide to improve transportation and access at ports and harbors. That money is expected to leverage additional investment. For example, the CHS dock project could cost \$3.26 million according to media reports.

"This investment shows that CHS considers its Superior grain terminal a valuable asset and one that it will be holding onto for many years to come," said Jason Serck, Superior's economic development,

planning and port director. "The City of Superior has seen millions of dollars of investment in our port due to grant dollars that continue to be made available by the State of Wisconsin. These investments probably would not have happened but for the Harbor Assistance Program."



Courtesy AMI

Dock walls and laydown areas will be improved at CHS.

## DeLuca chosen for elite Department of Defense program



Deborah DeLuca

A key figure at the Duluth Seaway Port Authority has been chosen to participate in a prestigious conference designed to raise public awareness

of national defense policies and programs.

Government and Environmental Affairs Director Deborah DeLuca will join the 2018 Joint Civilian Orientation Conference (JCOC), June 10-16. She and other business and community leaders from around the country will meet with senior

military and civilian officials at the Pentagon, followed by visits to multiple U. S. military installations. Participants will learn about global security threats, budget implications and the challenges faced by our men and women in uniform, as well as their families.

The JCOC is the oldest public liaison program in the U. S. Department of Defense and is sponsored by the Secretary of Defense. DeLuca was chosen from among hundreds of applicants due to her demonstrated leadership and involvement in institutions and organizations that communicate with diverse audiences. She was the only person selected for the program by the U.S. Coast Guard (USCG), according to Cmdr. Erin E. Williams

of the USCG Marine Safety Unit in Duluth, which announced the honor.

“My personal exposure to the armed forces is limited,” wrote DeLuca in her JCOC application, noting that no one in her immediate family has served in the military, but she knows many people who have. “As an avid reader of history, I am very aware of the role that the armed services have played in the history of this country and their importance to the welfare of our nation.”

DeLuca plans to raise public awareness of the armed services and national defense through presentations to civic and school groups, press coverage of her JCOC experience and informal discussions with friends and colleagues.

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## McDougall retires from Clure Terminal operations

Denise McDougall has retired as manager-administration at Lake Superior Warehousing, a key partner in Duluth Cargo Connect. McDougall (then Denise Sazama) began her waterfront career in 1981 as office secretary at North Central Terminal Operators, which was operating the Clure Public Marine Terminal at the time. She was appointed terminal office manager in 1987 and remained through transitions that led to Lake Superior Warehousing Company, Inc., (LSW) being hired to operate the Port Terminal in 1991.

“LSW co-founder Gary Nicholson established an amazing new always-positive outlook on business here at the Port Terminal, and together we worked relentlessly to see it become known worldwide for its ability to handle literally any project,” McDougall said. “We accomplished that goal!”

In all, McDougall enjoyed 37 years at the Clure Terminal, recently helping to rebrand operations as Duluth Cargo

Connect. Concurrently, she served the country with a 21-year career in the Minnesota Air National Guard’s 148<sup>th</sup> Fighter Wing in Duluth, retiring in 2009. She also owns Northern Lights Driver Education, a business she plans to continue.

One of her biggest port-related adventures was a weeklong trip in August 1994 aboard the American Steamship Company’s *Walter J. McCarthy Jr.*, accompanied by her husband and two daughters.

McDougall announced her retirement in April 2017, and her last day at work was March 26, 2018. She plans to stay busy traveling and spending more time with family, friends and gardens—as well as teaching young people to become licensed drivers.

“No grass will grow under this girl’s feet,” she said. “I leave you with a phrase I coined some time ago: Today only happens once in a lifetime. Make it count!”



Denise (Sazama) McDougall with Gary Nicholson in 1994

DSPA

## Officers elected at Port Authority annual meeting

The Duluth Seaway Port Authority has elected officers for the fiscal year that began April 1, 2018. Commissioners reelected to their posts include: Ray Klosowski, president; Rick Revoir, vice president; Tony Sertich, secretary; Yvonne Prettner Solon, treasurer; and Norm Voorhees, assistant treasurer. Together with fellow board members Patrick Boyle and Pete Stauber, these commissioners oversee the Port Authority's financial and organizational affairs.

## A Victory lap around the Port



Bruce Nierenberg, chairman of Victory Cruise Lines, visited Duluth in early April to familiarize himself with the Port and some of the city's main attractions, including the Lake Superior Railroad Museum. He is pictured (far left) with Kim Kervina, sales manager at Visit Duluth; Kate Ferguson, Duluth Seaway Port Authority director of business development; and Stephen Burnett, executive director of the Great Lakes Cruising Coalition (GLCC). The Port Authority and Visit Duluth have been longstanding GLCC members. They are working collaboratively with other Great Lakes ports, U.S. Customs and Border Protection plus the St. Lawrence Seaway Development Corporation to streamline plans for passenger cruising in 2019 and beyond.

## Winning photos capture maritime magic

Here at *North Star Port*, we appreciate talented photographers and fresh perspectives on maritime commerce. The annual photo contest sponsored by *Lake Superior Magazine* is a great place to find them. Folks from the Duluth Seaway Port Authority help judge entries in the Maritime category. Here are the 2018 top winners.



### First Place, Maritime

"Frosty Morning on the Lake"

Location: Two Harbors, Minn.

Photographer: Jodi Nelson, Richfield, Minn.



### Second Place, Maritime

"From Aboard the *Paul R. Tregurtha*"

Location: Whitefish Bay, Mich.

Photographer: Jason Kahler, Superior, Wis.

### Honorable Mentions, Maritime



"Herbert's Home!"

by Craig Jacquart, Woodbury, Minn.



"That's a Lot of Bread"

by Bruce Symington, Thunder Bay, Minn.



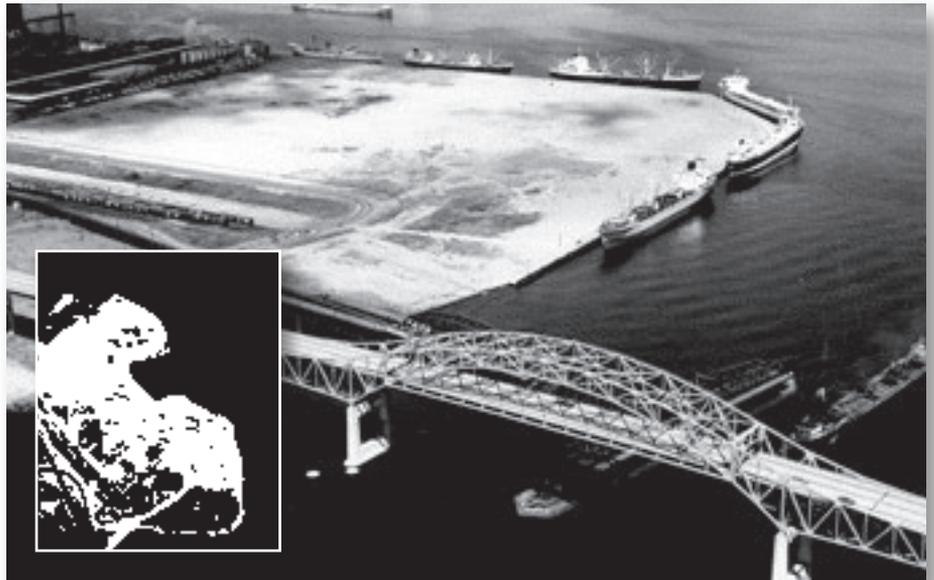
"Sunrise Silhouette"

by Yvette Schneider Little, Duluth, Minn.

## “Point” to ponder

Twin Ports locals and other geography buffs may know that the Duluth Seaway Port Authority’s Clure Public Marine Terminal is located on land known as Rice’s Point. Here’s a bit of trivia to impress friends, family and visiting mariners. It is found in *Collections of the Minnesota Historical Society, Volume XVII, “Minnesota Geographic Names: Their Origin and Historic Significance”* by Warren Upham, Archaeologist of the Society. The book was published by the Minnesota Historical Society, St. Paul, 1920. Parenthetical information is from other online sources:

*“Rice’s Point, a district of Duluth, between the harbor and St. Louis Bay, was named in honor of its pioneer landowner, Orrin Wheeler Rice of Superior, Wis., who was a younger brother of Henry M. (one of Minnesota’s first two U. S. Senators) and Edmund Rice (Minnesota U. S. Senator, U. S. Congressman, and St. Paul mayor), very prominent citizens of St. Paul. He was born in Waitsfield, Vermont, October 6, 1829, and died in Minneapolis, March 9, 1859 (at the age of 29). He filed a land claim for this point in 1854, and was a member of the first town council of Duluth in 1857. The first election in St. Louis County was held at his house on this point in September, 1855.”*



Rice's Point in 1956 (inset) prior to the state allocating \$10 million for development of the Clure Public Marine Terminal. Photo above was taken in 1964.



An aerial view of Rice's Point as it looks 50 years later.

## PORT PASSINGS

**Arlo “Bob” Pfahl**, 89, of Esko, died Feb 6, 2018, at his home. Born in Butte, N.D., he graduated from Glenwood High School in Glenwood, Minn., then enlisted in the U.S. Navy, serving on the USS *Kidd* during the Korean War. Pfahl went on to attend North Dakota State University, where he met MaryAnn Brouns. They married Sept. 7, 1957. Pfahl retired from management with the Minnesota Department of Agriculture Grain Inspection after 39 years in service. His entrepreneurial spirit also led him to venture into many small businesses over the years. He is survived by four daughters and three sons, 26 grandchildren and 13 great grandchildren.

**Gary D. Anderson**, 66, of Duluth, died March 26, 2018. He was a longtime boater and yachtsman with a U.S. Coast Guard issued captain’s license. Starting at the age of 16, he sailed for Pittsburg Steamship Company and Cleveland-Cliffs Steamship Company for 5 years. Anderson held many jobs on the waterfront, including longshoreman, grain miller and shipyard worker. He worked for the DM&IR Railway for 35 years, loading ore carriers on the Two Harbors docks, and retired in February 2009. Anderson is survived by his wife, Mary Lou, a sister, and other relatives and friends.

# IN FOCUS: Terry White

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

Photographer Terry White was born and raised in Superior, Wis., and grew up playing around the docks and waterfront. Now retired from a career that included stints as an electrician, extra longshoreman and construction millwright, White remains busy. He serves on the Douglas County Board of Supervisors, volunteers with multiple organizations, and captures beautiful images with his trusty camera.



Terry White



## **How did you get started in photography and what draws you to Great Lakes shipping/the working waterfront?**

I started out in photography while hiking along the West Coast and the Sierra Nevada and Cascade Mountains in the mid to late 1970s. I still enjoy landscapes and wildlife photography as many do in this beautiful area. After retiring, it was a natural transition to work the docks and waterfront with a camera trying to get different angles and views that many people have not been exposed to (in their lives).

## **Are most of your shots planned or spontaneous?**

Just about all my shots are planned to some extent. Having good light is the primary decision in where to shoot... photographers of the shipping community are very blessed with locations to set up good shots.

## **Is there a favorite time of day or season when you get your best shots?**

My favorite times to shoot are low light times, when the water is very still for the reflections or when the wind is coming out of the northeast as it makes for good water splashing off the bow as ships come out of the (Duluth Shipping Canal). I try to get the boat in a sense of motion or with a colorful background to really make the photo pop out ... Everyone likes that wow factor.

## **How would you describe your approach to photography?**

I've always used the analogy that photography is a lot like fishing. You must be there, put in your time, and, as much as you plan, you never know what you are going to catch.

## **Is there an elusive shot that you keep trying to get?**

The shipping industry is at yet another turning point as the fleets are upgrading and replacing some of their older boats, and I try to make at least one trip to different ports (each season) to capture the ones that don't come this way. The new boats get the job done efficiently, but the older ones do it with a style that may be lost to future generations. Luckily there seems to be a growing population of shipping photographers recording this history.



Photos by Terry White



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