



Duluth Seaway Port Authority

Winter 2012-13

NORTH STAR PORT



Dig a little deeper, shout a little louder

Our climate here in the Midwest has been classed recently as warmer, dryer and fraught with more extremes than ever before. Heat waves, floods, droughts — all in the same year — have affected drafts, tonnages, ice conditions and costs.

Here in the Port of Duluth-Superior, we finished the 2012 shipping season with the lowest grain tonnage totals since the opening of the St. Lawrence Seaway. Last year's regional drought brokered not only poor grain yields but also record low water levels across the Great Lakes and upper reaches of the Mississippi River.

The Harbor Line
Adolph Ojard
Port Director



We have read and seen a plethora of news coverage recently about low water levels on the river and the effect it's having on commercial barge traffic there. Legislators and governors from all Mississippi River states are demanding increased flow from the upper Missouri River and the expedited removal of rock in the shipping channel south of St.

Louis (between Thebes and Grand Tower) to deepen the channel and eliminate draft restrictions on tugs and barges.

The maritime industry on the Lakes is battling the same issue, but without the same level of news coverage. And light loading due to restricted drafts in small ports and shallow channels is adding to our costs. However, rallying around the maritime industry in a show of support is something that few elected officials in our Great Lakes states have been willing to muster.

For the Great Lakes this is not a new problem. The U.S. Army Corp of Engineers has been reporting Lake levels well below average for at least 13 years. We could foresee record lows at the start of this past shipping season. But, unlike the immediate federal reaction to Mississippi River problems, there has been no national response to deepen our Great Lakes channels.

As Lakes Michigan and Huron have shallowed so, too, have the upper reaches of the St. Marys River, where exposed rock ledges and isolated boulders are keeping our ships from loading to full capacity. Similarly, just as with river barges, we are paying the price for leaving tonnage

behind. On the Mississippi, public officials have raised a public outcry. But not on our bi-national waterway up north.

The Corps should immediately undertake a program to identify restrictions within the Great Lakes system and eliminate, one-by-one, those impediments in order to maintain historic drafts and safe under-keel clearances.

A ship leaving Duluth, at the western end of Lake Superior, carrying cargo for a customer in Buffalo, N.Y. (at the eastern end of Lake Erie), would travel 986 miles. During that transit, that vessel would navigate 130 miles of connecting channels and encounter only 10 miles of draft-restricted areas. So a concentrated effort to deepen just those 10 miles of channels — identical to

Simply put, we need to deepen channels and extend the shipping season. These two issues are critical to Great Lakes commerce.

the deepening project below St. Louis on the Mississippi River — would free up freighters to load a full two feet deeper. The cost/benefit analysis of this project is tremendous and the savings to the consumer equally robust.

One final note: Warm weather has reduced winter ice on all five Great Lakes. Over the past 30 years, we have seen water temperatures on Lake Superior warm a full six degrees. While this has dramatically reduced the cost and need for ice-breaking, rapid evaporation rates have contributed to even lower water levels. There are only two ways to deal with reduced vessel cargo capacity in these conditions: 1) deepen the channels and/or 2) extend the shipping season and take advantage of warmer winters and reduced ice conditions.

To extend the shipping season we need to complete, as soon as possible, the planned renovations of the Poe Lock at Sault Ste. Marie, Mich. Until these major construction projects are compressed, accelerated and completed, the current two-month winter shutdown will continue to be an impediment to maximizing what may be the only advantage of climate change in this region.

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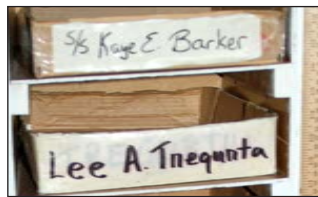
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Duluth tracker-bander takes birding to a whole new level



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Through inevitable ups and downs, iron ore remains a steadfast economic force



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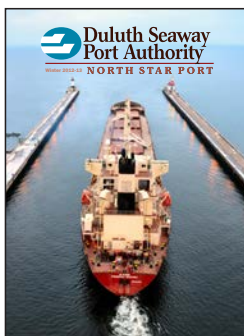
Travis Chadwick

Correction

We gave an incorrect photo credit on Page 5 of our fall 2012 issue.

This beautiful shot of the *Federal Schelde* was actually captured by local freelance photographer Travis Chadwick. We regret the error.

On the covers



On the front:

The *Federal Sakura* closes the Duluth-Superior international shipping season with her departure on Dec. 19.

On the back:

The *John G. Munson* is swathed in ghostly sea smoke as she rests at anchor off the Duluth piers.



Robert Welton

A Snowy Owl rests patiently, or at least seems to, as birder and bander Dave Evans checks its feathers.

A hobby with a wing span of 40 years

Some of our hobbies are competitive ones, like golf, tennis and curling. And some interests and activities we pursue simply for pleasure, like wood-working, gardening and gourmet cooking.

Then there's the pastime of raptor tracker and bander Dave Evans.

He cites 1974 as the year he began studying Snowy Owls in Duluth-Superior, study that includes counting and banding the birds and tracking their migratory patterns. His four decades of meticulously kept, handwritten journals and computer-generated spreadsheets (from more recent years) make it clear that what started as a hobby has become his life's work.

His interest in raptors was sparked in college (he was pursuing a degree in agriculture), when he helped a researcher band Red-tailed Hawks near Milwaukee, Wis. The following year, he climbed trees to band eaglets in their nests for that same scientist.

Evans headed to Duluth in 1972 to explore a bit more of the north-land before being drafted. An injury precluded military service, though, and the lure of Duluth's famed Hawk Ridge rooted him here. So did his marriage to a hawk counter named Molly, whom he met tracking raptors during the birds' fall migration along the North Shore. He intended to put



his college degree to work one day, but "this bird stuff just got way out of hand!" quips Evans.

Through the years, he has worked on several contracts with the Wisconsin Department of Natural Resources, studying eagles, ospreys and other raptors. But it's his winter activity and the more than 400 Snowy Owls he's banded through the years that are his true legacy.

Also known as the Arctic Owl or Great White, Snowy Owls are mostly white with sparse dusky spots; males tend to get whiter with age. They have keen eyesight, great hearing and sharp talons, all of which make for great hunting prowess. Unlike most owls, which are nocturnal, Snowy Owls are active both day and night.

While these magnificent creatures live in the Arctic tundra and sometimes remain year-round in those northern breeding grounds, they frequently migrate south when birth

rates rise and food supplies diminish. Most arrive in the Twin Ports near the end of November and stick around to mid-March, says Evans.

Approximately 14,000 pairs of Snowy Owls are estimated to exist worldwide (and have been counted during migrations across Canada, the northern U.S., Asia and Europe). Evans caught and banded 20 Snowies last winter in Duluth and Superior. He figures twice as many moved through the area, spending at least some time along the waterfront.

Evans uses a pair of starlings for bait — safely enclosed in a handmade wire cage — to snag an owl momentarily in order to affix a Fish & Wildlife Service leg band and a numbered wing tag before releasing it to the wild. He can then read those tags with a spotting scope on return visits. Of the hundreds of owls tagged through the years, about 10 percent have made return visits.

Banding the owls with unique alpha-numeric IDs has made it possible to track their travels. Owls banded in Duluth-Superior have been identified in South Dakota, Minnesota, Wisconsin, Illinois, Indiana, Michigan, Manitoba, Ontario, Quebec and Nunavut.

Here is an account of one visitor from Evans's 2011-12 report:

V70, juvenile female. First seen, and caught, on 01/09 at the north end of the Superior BNSF yard near the green AMSOIL east building. She stayed in that area until the end of January, when she moved to the Superior airport. Mostly



Cold companions — raptor bander Dave Evans and a Snowy Owl.

stayed at the airport, but ranged north to the Superior Middle School, east to the Stinson CP/Soo railroad yard, and visited her old haunts at the north end of the BNSF yard a few times. Seen a total of 29 times, with the last on 03/19/12.

His study area is about 30 square miles; excluding residential areas that are infrequently used as habitat, it's closer to 25 square miles. Evans says that the number of winged visitors was a lot higher in the 1970s, upwards of 60 to 70 each winter, when the Twin Ports moved millions more



Tracking raptors is all about meticulous record-keeping.

tons of grain than the volume of today. “Spillage from grain trucks helped boost rat, mouse and vole populations, which meant a much greater supply of prey for the owls staying in the harbor area,” he said.

Through the years, Evans has worked out agreements with terminal operators in the Port to gain access to properties on which to count and band the owls. He studies not only their return rates but also the sizes and dimensions of their territories. He says the owls are patient hunters and keenly territorial when it comes to their food sources. Each year, he furnishes a final report with all of those statistics to the terminals along with a note of appreciation for granting access. He also communicates regularly with a couple of guys performing similar territorial studies in Canada and Finland.

The annual migration of Snowy Owls and other raptors through the Twin Ports provides great opportunities for birders and photographers alike. Ironically, Evans rarely carries a camera in his van and has taken few photos of his subjects. “I count them, tag them and track their return rates. Some I even name, but am just not interested in pictures,” says Evans. We’re grateful that he allowed a photographer to tag along and capture just a few images for this report.

One dictionary definition of the term “hobby” includes these words: “Engaging in a hobby can lead to acquiring substantial skill, knowledge and experience.”

Case in point: Dave Evans.

— Adele Yorde

Everything about iron ore mining and transportation is done on a grand scale, from shovels that take monstrous bites out of the earth to 100-car unit trains that haul ore from mine to port to 1,000-foot ships that carry iron ore pellets from port to steel mills on the Lower Lakes. Here, a shovel at Hibbing Taconite loads a 240-ton production truck. Four shovel loads and the truck is full – the shovel digs about 60 tons per scoop.

Iron ore prices can soar; they can plummet. Demand can rise; it can slump. Mines can run full-out; they can slow down. In the worst of times, they can shut down temporarily.

Through it all, year after year, decade after decade, mining on Minnesota's famed Iron Range remains robust and steadfast, an invaluable producer of pellets and jobs.

The industry's eight active mines in Minnesota are capable of producing more than 40 million tons of iron ore

pellets annually. In the Twin Ports, pellets are unloaded from trains and then loaded onto bulk carriers at the CN/DMIR dock in Duluth and the BNSF dock in Superior. Iron Range pellets also are shipped out of Two Harbors and Silver Bay on Minnesota's North Shore of Lake Superior. Other pellets are moved by rail to steel mills far to the south.

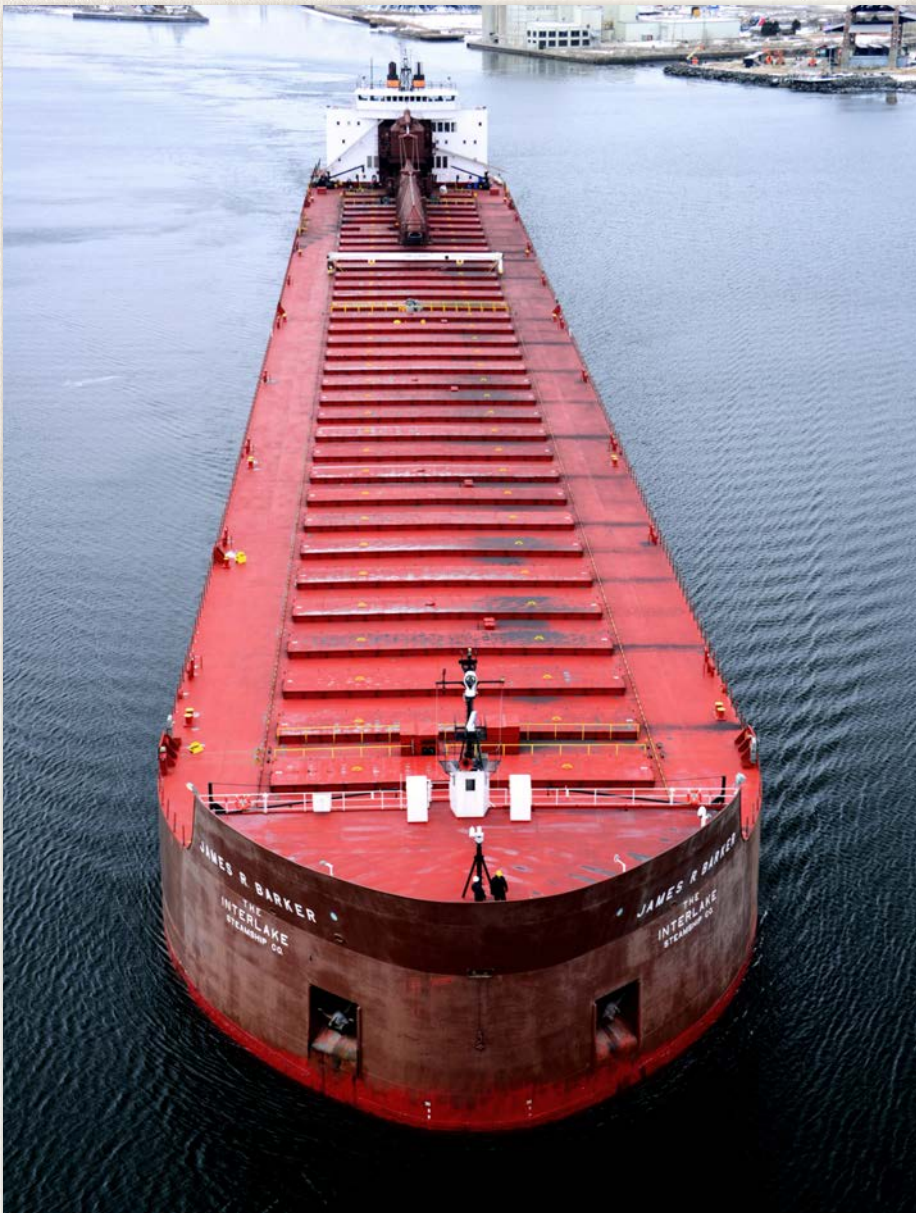
In the season just ended, the Twin Ports shipped 17.6 million short tons of pellets, up 3 percent over the sea-

son before. Companies that operate on the Iron Range include ArcelorMittal, Cliffs Natural Resources, Magnetation, Steel Dynamics and U.S. Steel.

These two words can be applied to Minnesota iron mining: absolutely essential. Iron mining is an enormous economic positive force, whether in the cities and towns near the mines, in the states in which the mines operate (now Minnesota and Michigan), in the U.S. and the world.

According to the Iron Mining

Iron ore pellets thunder into the hold of the Baie St. Paul at the CN/DMIR dock on Dec. 22.



The 1,004-foot *James R. Barker*, here winning honors on Jan. 13 as the last ship out of Duluth-Superior for the 2012 shipping season, is one of the Great Lakes' heavy haulers of iron ore pellets and coal.

Association of Minnesota: Iron mining has a \$3.2 billion annual impact, according to a study just released by the Labovitz School of Business and Economics at the University of Minnesota Duluth. The mines directly employ 4,200 men and women. The average wage and benefit of those workers is \$100,000 per year. Companies that support the mines employ an additional 13,000 people.

Northshore Mining Company has shut down one production line and laid off 125 workers because one of its customer's orders are lagging. That

isn't expected to be an industry-wide situation.

Additional jobs are on the horizon as Magnetation ramps up its concentrate production and Essar Steel works toward completion of its mine and pellet plant.

Even more jobs could come with the mining of nonferrous base and precious metals (not iron ore) in northeastern Minnesota. The body known as the Duluth Complex holds what might be the world's largest deposit of copper, nickel, cobalt, gold and other metals. If those resources

are developed, mining's overall economic impact would jump to \$7.7 billion and 27,000 jobs, the UMD study concluded.

At least two companies — including Polymet and Duluth Metals — propose to mine those ores in separate locations. The deposits lie in environmentally sensitive areas, however, and permitting for the ventures, even though robustly supported by the Minnesota Chamber of Commerce, the Minnesota Building and Trades Council, labor unions and some local lawmakers, seems yet to be years away.

Meanwhile, the Twin Ports and Minnesota's iron mines will continue to work together, just as they have for more than a century, even as global economics cloud the picture. That picture would be clearer if China's financial path were more certain. (To be sure, other countries also influence the global market, but China is the 800-pound gorilla in this story.)

The vast majority of Minnesota iron ore is consumed in the U.S.; only about 3 percent is shipped overseas. But China has become the world's No. 1 consumer of iron ore and steel. Thus, as goes China, so goes the world, and that market influence ripples all the way to northeastern Minnesota.

Craig Pagel, president of the Iron Mining Association of Minnesota, said in a statement that coincided with the release of the UMD study: "Based on overall employment and broad economic impact, it's clear that mining is extremely important to the economy of the entire state of Minnesota. Regionally, mining remains the single largest contributor to the health of our economy."

— Larry Fortner

Transportation fueled America's growth

By C. Patrick Labadie

If not for the discoveries of iron ore in remote areas of Minnesota and Michigan — and the powerful system that was created to move that ore on the Great Lakes — America might never have gained world prominence. That's one of the key contentions of the book *Iron Ore Transport on the Great Lakes, The Development of a Delivery System to Feed American Industry*.

Author W. Bruce Bowlus offers new insights into the significant role that effective and cost-efficient Lakes transportation played in the remarkable growth of American industry in the 19th and early 20th centuries.

Bowlus, professor of history at Tiffin University in Ohio, argues that the United States might not have earned world prominence during that period except for the movement of raw materials on Great Lakes ships, a fact consistently overlooked by even the most noted historians.

He observes that “many of the changes involved in the mining and transportation of Lake Superior iron ore coincided with the rise of American industrialization during the period. But more than that, this transformation was instrumental in fostering the industrialization itself.”

The author goes beyond the common topics of ship evolution and sensational tragedies, offering a big-picture view of the transportation system that evolved here. He says, “If scholars of Great Lakes history by and large focused on single themes, I discovered that historians outside of the region have underestimated or ignored altogether the importance of

the region's maritime history.”

Bowlus notes for instance, that “other historians viewed the growth of railroads as the key element spurring industrialization,” totally ignoring the fact that the nation's railroads were built of iron and steel almost exclusively derived from Lake Superior's mines.

Bowlus begins his discussion with a careful analysis of the nation's economic and political status before the



The tug *Defiance*/barge *Ashtabula*, on her first visit to the Twin Ports, plays her role in transport history, loading at the BNSF dock in Superior.

mid 1840s, when iron and copper ore (and silver) in the “remote wasteland” of Michigan's Upper Peninsula first became widely known. Native Americans and French missionaries had described the rich deposits there almost 200 years before, but the ores were long believed to be “in places far too distant and hard to reach.”

Before 1850, however, speculators in increasing numbers were drawn to the Keweenaw Peninsula in search of copper and silver, while the demand for iron ore developed slowly in the years that followed. In those days, ore for Pittsburgh's foundries was largely taken from fields in Missouri, but construction of the St. Mary's Falls Ship Canal in 1855 changed that pattern forever. Bowlus observes: “By 1900 Lake Superior iron ore shipped to various southern ports totaled 19,059,393

tons ... five years later the volume ... grew to 34,252,225 tons, roughly 80 percent of all the iron mined domestically...”

Iron Ore Transport on the Great Lakes documents the state of Michigan's construction of the Soo Locks and their eventual takeover by the federal government. The book ushers its readers through more than a hundred years of improvements to Lakes ports and connecting channels and the complex federal legislation that made them possible.

Bowlus, an accomplished diver, describes with particular authority the generations of ship types and commercial fleets that developed to so efficiently meet the requirements of America's industry. He skillfully integrates into his text the spread of railroads across the nation, technological improvements in mining, evolving methods of cargo handling, regulatory changes at a national level, industrial diversification and growth and other factors often overlooked in popular texts.

Most important, the author makes clear the utter dependence of the nation — yesterday, today and into the future — upon the Great Lakes transportation system. The book is a must read for anyone interested in our ships and ports.

Iron Ore Transport was published by McFarland & Company; 272 pages, with 27 photos; \$45

Pat Labadie, former director of the Lake Superior Maritime Visitor Center in Duluth, has retired (mostly) as the resident historian at the Thunder Bay Marine Sanctuary and Underwater Preserve in Alpena, Mich. He is a former regular contributor to *North Star Port*, and it is a pleasure to welcome him back, if only on this one-time basis.

The Twin Ports – 2012 at a glance

Travis Chadwick

The *Stuart J. Cort*, here arriving on March 25, was the first upbound laker of the 2012 season through the Soo locks and first into Duluth-Superior.

Layups

Seven lakers tied up in Twin Ports for layup

VESSEL	ARRIVAL	CARRIER	BERTH
<i>Mesabi Miner</i>	1/10/13	Interlake Steamship Co.	Midwest Energy
<i>American Century</i>	1/11/13	American Steamship Co.	Port Terminal Berth 1
<i>Indiana Harbor</i>	1/11/13	American Steamship Co.	Enbridge Dock
<i>American Spirit</i>	1/12/13	American Steamship Co.	Elevator M
<i>John J. Boland</i>	1/12/13	American Steamship Co.	Fraser Shipyards
<i>Roger Blough</i>	1/16/13	Great Lakes Fleet/Key Lakes	Fraser Shipyards
<i>John G. Munson</i>	1/25/13	Great Lakes Fleet/Key Lakes	Port Terminal Berth 4

*Not included are the *American Victory* and *Edward L. Ryerson*, which did not sail in 2012 and remain in layup at Fraser Shipyards.

Firsts & Lasts

Notable 2012 passages

First Laker out	3/16/12	<i>Mesabi Miner</i>
First Laker in	3/25/12	<i>Stuart J. Cort</i>
First Saltie in	4/06/12	<i>Arubaborg</i>
First Grain out	4/10/12	<i>Arubaborg</i>
Last Saltie out	12/19/12	<i>Federal Sakura</i>
Last Laker out	1/13/13	<i>James R. Barker</i>
Last Laker in	1/25/13	<i>John G. Munson</i>

The *Roger Blough*, aided by a brace of tugs, enters Port on Jan. 16 for winter layup.

2012 season comes to a close

Except for the snap and crackle of shifting ice, the 2012 shipping season came to a quiet close in the Port of Duluth-Superior on Jan. 25 as the *John G. Munson* glided into the harbor beneath the Aerial Lift Bridge at 12:34 p.m.

With two Heritage Marine tugs and the Coast Guard cutter *Alder* opening up channels in the harbor, the *Munson* was able to fuel upon arrival at the Calumet Superior Marine Terminal and then move to Berth 4 at our Port Terminal for winter layup.

“Despite natural disasters and severe weather that impacted cargo movement here at home and across the Great Lakes — floods, drought, hurricanes, blistering temps, below average snowfalls and record low water levels — total tonnage figures for the 2012 commercial shipping season in the Port of Duluth-Superior wound up just shy of 37 million short tons,” said Adolph Ojard, executive director of the Duluth Seaway Port Authority.

Iron ore closed out this season strong, up almost three percent from a year ago at nearly 17.6 million tons, reflecting a strong, steady upward trend after the global economic downturn of 2008. Coal movement was up ever so slightly from the previous year, reflecting overseas shipments from Midwest Energy’s Superior terminal. Though the market remains flat, the coal terminal is looking at perhaps 200,000 additional tons in 2013.

Our Port Terminal witnessed a surge in project cargoes during 2012 — climbing from just six shipments in 2011 to 24 this past year. Two-thirds of those cargoes were wind turbine components moving in anticipation of Production Tax Credits sunseting at year’s end. The industry was widely expected to slow or halt new wind farm installations if the credits lapsed. Congress, however, did extend the credits, and we’re hoping to see project cargo pick up again by late summer or early fall of 2013.

However, grain shipments for this past season bottomed out at less than 1.1 million short tons, their lowest level since the opening of the St. Lawrence Seaway in 1959.

According to Ron Johnson, Port Authority trade development director, the demand for spring wheat and durum wheat — the Port’s leading outbound agricultural commodities — was sluggish. “International market conditions, freight rates and the nation’s drought all had an impact on U.S. grain shipments in 2012,” Johnson said. “Our volume was down primarily because there was good quality and sufficient quantity of wheat available much closer to customers in Europe, North Africa and the Middle East. Transportation costs are lower when you can ship those commodities to a neighboring country rather than across the Atlantic.”

Johnson also pointed out that grain exports are cyclical and that when any one or more of the factors change — financial markets, weather patterns, crop yields and freight rates — so do international trade patterns. “When Russia and the Ukraine experienced drought and wildfires and quit exporting two years ago, then our U.S. grain markets went crazy,” he said. We could handle more “crazy” this season.



Diane Hilden

The *John J. Boland*, escorted by the G tug *North*



Robert Welton

The *Baie St. Paul*, CSL's new Trillium Class beauty
Baie St. Paul loaded 30,004 short tons of pellets



Carolina, slips into Port in near darkness on Jan. 12.



The *Cason J. Callaway* appears to ride a wave into Port as she arrives on Nov. 11.

Diane Hilden

, takes on her first cargo of iron ore pellets at the CN/DMIR dock on Dec. 22 while fleetmate *Atlantic Erie* bides her time.
for Quebec. *Atlantic Erie*, on deck in this picture, then loaded 26,001 short tons, also bound for Quebec.

New owners take the helm at Allouez Marine

Jim Banks, once owner, president and CEO of Allouez Marine, now is pretty much none of the above.

Yes, he still has office space in the company's operations center on Superior's East Itasca Street in the shadows of the BNSF ore docks. But that desk of his. Its top is so clean, its drawers so tidy. Clearly this is the desk of a guy who has (cheerfully) relinquished the responsibilities of ownership to his successors, Doug Nelson and Scott Johnstad.

Under Banks' sparkly-clean glass desktop is a scrap of faded yellow paper that has helped him keep a healthy sense of perspective over the years. On that scrap are these words: *Today a rooster, tomorrow a feather duster.*

But don't assign this guy to the dustbin just yet. Banks will serve on the company's board for a bit longer. And he isn't fading away. He's still active with several nonprofits, among them the Twin Ports Ministry to Seafarers and the just-for-fun Harbor Club of the Twin Ports and nearby maritime communities

And Allouez will not be short on institutional memory in Banks' increasing absence. Between them, Johnstad and Nelson represent more than 60 years of service with Allouez. What they don't have is a hangup on titles. "We're just co-owners," says Nelson.

"Supplying ships is a unique business," Nelson says. That's what

Allouez has done well for decades.

Under one banner or another, Allouez Marine has been in business since 1890, originally as Duluth Marine Supply and its Superior branch, Allouez Marine Supply. Banks and Bill Rogers, then his partner, bought the business in 1988. Three years later Allouez acquired Duluth-



Allouez has a time-tested system for tracking orders.

Superior Ship Chandlery, which had been launched in 1959.

Before going into the chandlery business, Banks had sailed on saltwater and on the Great Lakes. His saltwater career included a stint as an able-bodied seaman with the U.S. Merchant Marine and duty on an old Victory Ship that in 1968 hauled explosives to Vietnam. Later, on land, he served in the U.S. Army, also during the Vietnam era. His sailing days ended in 1976, when he came ashore for good.

Allouez, like Banks, has always been a low-profile outfit, preferring to make its mark through service rather

than making headlines.

Allouez Marine Supply and its staff of seven — maybe nine in peak months — is a provisioner. The company fills orders for whatever a ship and its crew need. Food stuffs like T-bone steaks, frozen bread dough, chicken whole or quartered. Rope, lubricants, brass and stainless steel fittings and chemicals. Allouez stands ready to deliver all that and more.

Allouez isn't the only marine supplier on the Lakes and has competitors at the Soo, Chicago, Alpena, Cleveland and Montreal. Chandlery can be unforgiving business.

With a sense of pride forged over decades of top-notch performance, Nelson said, "We take care of our customers really well." He added, "If we don't, they'll find someone who will."

Banks thrived under that unrelenting pressure for many years. Now the native son of Wisconsin's rural Douglas County is easing back into the more relaxed pace of life on his 100-acre farm in Maple.

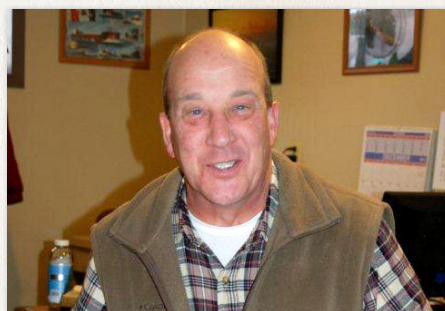
And back on the waterfront, Allouez Marine Supply will carry on.

As Banks says, "We're blessed with a shop full of good attitudes and long-time employees. They know their business, and they like what they do."

New owners Scott Johnstad and Doug Nelson couldn't have said it better.



Stepping down: Jim Banks.



Stepping up: Doug Nelson ...



... and Scott Johnstad.

Revoir reappointed to Port Authority board

Rick Revoir has been reappointed to the Duluth Seaway Port Authority board for a six-year term by the Duluth City



Revoir

Council effective Oct. 8, 2012. Revoir has served as assistant treasurer since last March. An assistant professor in the School of Business and Technology at the College of St. Scholastica since 2004, Revoir was recently named director of the College's Sandbulte Center for Ethical Leadership. He continues to teach healthcare finance and accounting courses.

Dahlberg named county board chair

Chris Dahlberg was named the new chair of the St. Louis County

(SLC) Board of Commissioners at its first meeting of the New Year, on Jan. 7. His election to the post is part of the traditional rotation between commissioners who represent the northern and southern tiers of the county.



Dahlberg

Dahlberg and last year's SLC chair Steve Raukar also serve as Duluth Seaway Port Authority commissioners. Raukar is Port Authority board chair.



Lynn Wegner

Boatwatchers greet the *Arubaborg*, the first saltie of 2012, at 12:38:14 on April 6.

If you have a good idea of the exact date and time the first oceangoing vessel of 2013 will arrive in Port beneath the Aerial Bridge, then submit an entry and see if you come close enough to win a Duluth Getaway prize package. Each year, the Duluth Seaway Port Authority and Visit Duluth co-sponsor the First Ship Contest. Rules and deadlines at www.visitduluth.com.

New director at Fraser Shipyards

In early December, Fraser Shipyards, Inc., named Tom Curelli its new director of operations. Before joining the company in 2010, Curelli had been senior naval architect at Burger Boat Company and director of engineering with Skipperliner Industries. For 24 years before that he worked in the Marine Safety Program while serving in the U.S. Coast Guard.

He has degrees from the USCG Academy and the University of Michigan in naval architecture/marine engineering. For more than 22 years, Curelli has called the Great Lakes his "home port" and has a deep appreciation of the region's heritage and maritime service.

In a related announcement by CEO Todd L. Johnson, the Shipyards' parent company changed its name from Reuben Johnson and Son, Inc., to Capstan Corporation.



Curelli

Sundbom Otterson joins LSMMA

Tammy Sundbom Otterson joined the Lake Superior Marine Museum Association (LSMMA) as its new executive director in December. She has years of experience in advertising, marketing, promotions and public relations, having worked in account services with two local ad agencies and, most recently, 11 years with Advanstar Communications. A native of Duluth, Sundbom Otterson is grateful to be a part of the LSMMA's mission. "Lake Superior is what makes this community great," she said, "and to be a part of educating and preserving our rich heritage is an honor."



Sundbom Otterson

Thom Holden moves into retirement mode

Thom Holden, owner of one of the Twin Ports' more distinctive mustaches and a fixture at the Lake Superior Maritime Visitor Center for 35 years, is moving on to the retired life. His last day as director of the center was Jan. 31.

Holden succeeded C. Patrick Labadie as director more than a decade ago. Holden came to the Visitor Center in 1977 on a one-year appointment and stayed. He and his wife, Cindi, moved to the Twin Ports from Greenwich, Conn., where he was working for the National Audubon Society.



Holden

The Visitor Center is operated by the U.S. Army Corps of Engineers. And Holden says, "Working for the Corps has been an interesting experience. It is a big agency with great responsibilities on a local, regional and national level. It is under-appreciated.

"You don't hear much about them, except when the water is too shallow, but its engineering responsibilities began before our country became the United States, back in 1775. Its work is often almost invisible, hidden beneath the waters of harbors and connecting channels or its piers and jetties forming the base for many lighthouses and even lighthouse design and construction."

Holden will continue to volunteer at the Marine Museum and also will work on some writing projects, among other retirement activities.

Park Ranger Denise Wolvin is serving as interim director.

A heartwarming farewell to DSMA

When a door closes, a window opens. That is the case with the Duluth-Superior Maritime Association (DSMA). The group, which began in 1960, recently voted to dissolve the association, but members found good in the situation. They continued DSMA's long tradition of contributing to causes that benefit the Twin Ports, using the organization's final funds to supply various maritime establishments with automated external defibrillators (AEDs) and making cash donations to other nonprofits. The Duluth Seaway Port Authority and Lake Superior Maritime Visitor Center were just two of the waterfront sites to be given AEDs. Staffs have been trained in the proper use of the device to be able to help anyone experiencing a heart attack on their premises.

Synergy marks growth at Port Terminal and Duluth Airpark

To accommodate business growth, A.W. Kuettel & Sons, Inc. — a Duluth-based industrial metal fabricator, mechanical and roof contractor — is in the midst of a \$1.8 million expansion and relocation from leased space in the Industrial Building on the Port Authority's Clure Public Marine Terminal to its own building, currently under construction at Duluth Airpark.

Another tenant in the Industrial Building, Altec HiLine, LLC, will be adding equipment and expanding into the space soon to be vacated by Kuettel. Altec HiLine manufactures the highest-reaching vehicle-mounted aerial devices in the country for the electric utility, telecommunications, tree care, construction, and lights and signs industries. The dual development initiative involved both companies working collaboratively with the city of Duluth, St. Louis County, the Port Authority, the state of Minnesota and other agencies on funding, relocation and expansion plans.



Jerry Bielecki

Nearly 330 people attended the 25th annual Gales of November on Nov. 2-3 in Duluth. The two-day event featured exhibitors, lectures, keynote speakers, breakout sessions and a silent auction. Winners of the Cruise of a Lifetime raffle were Christine Whetstone of Middleton, Wis. (who plans to take her sister Karen Sturdevant of Maplewood, Minn.), and Cheryl and Darrel Dahlberg of Superior. All four will sail during the summer of 2013 aboard the *Edwin H. Gott*, compliments of Great Lakes Fleet. Visit www.LSMMA.com.

Inspector winds down a 35-year grain career

As 2012 wound to a close, so did Carl Avery's 35-year career with the Wisconsin Department of Agriculture. Avery started as a grain weighing technician and has held many positions through the years. He retired on Dec. 28 as grain operations manager. David Martin was named to that post.

Inspectors like Avery test grain samples that are taken while ships are being loaded. Each sample is taken to a lab and divided into control and file samples; small portions are weighed and tested to ensure that content and quality match what customers have ordered. For shipments going overseas, bagged samples will be held for as many as six months in case questions arise. Through the years, Avery's office has tested everything from flax, corn, spring wheat and durum to soybeans, barley and sunflower seed.

Avery has spent his entire life around grain. His dad worked for the Peavey/Globe Elevator for 40 years,



Avery



Inspectors hang on to bagged grain samples for up to six months.

which is where Carl started as a laborer in 1973. "I've always been fascinated by the sheer volume of grain we grow in this country," Avery said recently. "I was amazed the first time I saw a ship loaded, grain pouring into that metal valley and people walking on top."

He leaves behind a staff of 15, yet Avery recalls close to 300 full and part-time workers when he started, back when as much as 8 to 10 million tons of grain was shipped each year.

He will miss the people. "Teaching has been my favorite part of this job. After a little while, you see 'a light come on' ... and you've got yourself a grain inspector," he said.

A few things he won't miss, like wearing a phone on his belt 24/7 and missing partridge season because of being on call. He plans to pick up his camera again, get a couple of dogs trained for hunting and tend to a few home repair projects on his wife's growing to-do list. Best wishes, Carl!

Port Authority names new director of industrial/economic development

Jeff Borling has been named the Port Authority's director of industrial/economic development. For nearly seven years, Borling helped drive regional development with



Borling

APEX (Area Partnership for Economic Expansion). Beginning in 2010, he worked as APEX director of Itasca business development under contract with the Itasca Economic Development Corporation, headquartered in Grand Rapids, Minn., and later served as the organization's interim president

and CEO. Borling now brings his expertise to the Port Authority, where he will spearhead waterfront development initiatives as well as business expansion at Duluth Airpark, another property managed by the

Port Authority. He succeeds Andy McDonough, who retired from the Port Authority in October.

"To help advance the vision of the Port Authority and the economic vitality of the Port of Duluth-Superior is an exciting challenge, one that I am humbled to accept," said Borling. "I look forward to applying my skills in a more focused manner, while remaining an integral part of our regional economic development team."

A native of Stoughton, Wis., Borling earned a B.A. in English Literature and Linguistics from the University of Wisconsin-Stevens Point, an M.A. from the University of Minnesota Duluth in 2007 and will complete a Certificate of Non-Profit Administration from UW-Superior in May. He will continue to serve in other business-related roles in the region.

To contact him: jborling@duluthport.com.

Robert Welton



The *James R. Barker* provides a massive, and fitting, backdrop for Minnesota Congressman Rick Nolan's visit with Port Director Adolph Ojard (left).

Congressman visits Port Terminal

Before heading to Washington, D.C., to join his colleagues in the U.S. House of Representatives, Minnesota Eighth District Congressman Rick Nolan visited Port Authority leaders. They updated him on the Port and the critical issues facing the Great Lakes maritime industry. Nolan takes office with a distinction rare for a House rookie: six years of seniority. The Democrat was elected to the first of his three previous consecutive terms in 1974. He was elected again in 2012, defeating incumbent Chip Cravaack. Nolan has been appointed to two key House committees: Transportation and Infrastructure plus Agriculture.

River Quest set for May

Sponsorships are rolling in for the 21st annual St. Louis River Quest, set this year for May 13-16. Since 1992, more than 16,000 sixth-graders and their teachers have participated in this hands-on outreach educational program. Another 1,200 are waiting in the wings this year to jump onboard the *Vista Star* and visit stations set up at the DECC to learn about the St. Louis River ecosystem and the interrelationships of the harbor's commercial, industrial and recreational activity. Together,



the students will come away with a greater appreciation for their roles in sustaining the environmental health and economic vitality of these resources — the world's greatest Great Lake and our beloved St. Louis River. www.seagrant.umn.edu/riverquest

Heritage Fleet tug gets new powerplant

The *Edward H.*, one of three tugs in the locally owned Heritage Marine fleet, has undergone a complete engine replacement. Gone is the original Enterprise eight-cylinder diesel that served for 68 years; in its place is a 12-cylinder EMD powerplant and a Renges hydraulic transmission.



Bob Horn

A new powerplant is lowered into the *Edward H.*

Owner and skipper Mike Ojard reports that the new gear will run cleaner with the latest medium-flow, low-smoke injectors. The tug is drydocked this winter for the installation of ice plates on the hull and a larger propeller.

Boatnerds will notice that the tug's stack is five feet shorter and that her funnel is gone. The tug also will have new windows installed at the rear of the pilot house.

Study under way on shipping crude from Port

The owner of Calumet Superior's refinery is exploring the feasibility of building a crude oil loading dock in the Twin Ports to load vessels with heavy Canadian and light Bakken crude oil for shipment through the Great Lakes St. Lawrence Seaway.

For nearly a century, and as recently as 1992, petroleum moved by water in and out of Duluth-Superior. With an oil boom taking place in the Bakken and raw materials already moving from Canada and North Dakota to the Superior refinery, taking the next step to move product by water through this Port may once again make business sense.



The new terminal's sweeping roof brings to the mind's eye a wave on Lake Superior. The airport posted its second-busiest year ever in 2012 with a passenger count of 322,208 – a nine percent increase over 2013.

New airport terminal takes flight

The first flight out of Duluth International Airport's new \$78 million terminal departed on the morning of Jan. 14. Just days before takeoff, community leaders and thousands of attendees celebrated the milestone event with open houses at the terminal. People were wowed.

Visitors were allowed behind the scenes to tour the TSA screening area as well as the tug tunnel through which trailers move items between TSA and baggage claim.

Huge glass panels rising to a 40-foot sloped ceiling help illuminate the 110,000-square-foot terminal. Gleaming white pipes in the tunnel showcase the terminal's new geothermal heating system, which helped the project earn LEED (Leadership in Energy and Environmental Design) certification. The airport, much like the Port's Aerial Lift Bridge, provides a spectacular gateway to this community.

The modern terminal, whose wave-shaped roof was designed to represent Lake Superior, also features Northland imagery. Demolition of the old terminal and construction of a parking ramp is targeted for fall completion.

Werner leads airport authority

Thomas J. Werner has been the executive director of the Duluth Airport Authority since October 2012. He succeeded Bryan Ryks. Werner previously held other positions with the authority, most recently as operations director. In that role he oversaw the final construction phase of the new \$78 million passenger terminal.



Werner

Before becoming the operations director, Werner held the position of airside manager. Six straight years, under Werner's leadership, Duluth International received zero deficiencies during its annual airfield inspections.

Werner is an 18-year member of the Army Reserve and is a veteran of both Iraq and Afghanistan. During his most recent deployment, he was recognized for his leadership with the Bronze Star medal.

Werner's efforts over the next few years will be to focus on the growth of air service, economic development and the aviation sector in the region.

Website highlights Duluth-area history

Zenith City Online celebrates historic Duluth and western Lake Superior with daily features about Duluth plus references to milestone historic events from around the region. The site evolved from research that went into a recently released book, *Lost Duluth: Landmarks, Industries, Buildings, Homes and the Neighborhoods in which they Stood*, by local historians and authors Tony Dierckins and Maryanne C. Norton. www.zenithcity.com

Blessing of the Port set for April 4

Twin Ports Ministry to Seafarers has set its annual Blessing of the Port ceremony for April 4 at 5 p.m. at the Lake Superior Maritime Visitors Center in Duluth's Canal Park.

A musical tribute to mariners will be followed by a forecast for the 2013 shipping season and a brief ceremony of blessing for all involved in the maritime industry. Refreshments will be provided. The service is open to the public.

For information, call (218) 727-5897.

AND THE WINNER IS ...

Selecting the winning photo for the Port Authority's wall calendar each year is a difficult task, to say the least. For 2013, the process began in August with our staff judging nearly a hundred submissions from a long list of photographers who expertly capture images of commercial shipping activity all year long. First the pool was narrowed to 25 images, then eight, then three ... and finally the winning photograph.

This year's calendar features a photo of the *Lee A. Tre-gurtha* arriving in the Port of Duluth-Superior beneath the famed Aerial Lift Bridge. The unique perspective was captured by photographer Dennis O'Hara using a remote-controlled Mikrokopter, which allows him to take low-altitude aerial pictures in and around the Twin Ports.

What started in 1992 as a way to share a "picture of the week" online in the early days of the Internet evolved into an avocation and eventually a vocation for Dennis O'Hara

and his business, Northern Images Photography. It was for the pure enjoyment of sharing the beauty of Duluth and the Lake Superior Region that www.northernimages.com was born.

After a 29-year career with Minnesota Power, O'Hara retired in 2006 to pursue his love of photography full time. Though he specializes in capturing the beauty of nature, he has added the skills of commercial and aerial photography, Virtual 360 and now Mikrokopter photography to his list of endeavors.

His first book, *Picture Duluth, Photographs of the Zenith City* was published in 2010. He also shares his love of Lake Superior, the city and its harbor via his website: www.duluthharborcam.com.

Other finalists for 2013 were Diane Hilden, Robert Welton, Jerry Bielicki and Glenn Maxham. Thanks to them and to all who submitted entries this year. We look forward to seeing more of their handiwork later this year.



Port Passings

Donald C. VanNispen, 78, of Duluth, died on October 28, 2012. He served during in the U.S. Navy during the Korean War. He was the owner of Lake Superior Divers Supply and School for over 50 years. He was preceded in death by a son, Terry; brothers Richard and Lloyd; and a sister, Jean Smith. He is survived by his wife, Jeanine; two daughters, two sons, a brother and a sister in addition to nine grandchildren and six great-grandchildren and many other members of a large and extended family.

George Edward Head of Duluth, 92, died on Nov. 23, 2012. He attended the University of Manitoba-St. John's College before serving in the Royal Canadian Artillery from 1939 to 1940. His post-college career also included work at the Dominion Bank Reliance Grain Company. He moved to the United States in 1951 eventually settling in Duluth, where he resided for more 50 years. He served as a vessel agent for a few years in the mid 1960s. He retired as a land agent from Minnesota Power in December 1981. He is survived by his wife, Marie; a son, two daughters, 11 grandchildren and 21 great-grandchildren.

Larry Oakes never covered the waterfront during his career as a reporter at the *Duluth News Tribune* and, later, the *Star Tribune* of Minneapolis. But he did report on many stories about the shipping industry, and his work was marked by his professionalism and personal charm. Moreover, he had an abiding passion for Duluth and Lake Superior. Larry died in Duluth at the age of 52 on Jan. 4, 2013. He is survived by his wife, Patricia Behning Oakes, a son and two daughters, his parents, a brother, a sister and an extended family that included many colleagues who loved him as a person and deeply admired his work.

A Turkish twist on American hospitality

By Ken Newhams

The Istanbul-flag *Duden*, owned, operated and crewed by a Turkish crew, arrived in the Twin Ports on October 10, 1996. Frequent readers of my maritime writings have learned that I enjoy sampling food from the wide variety of cuisines found on the ships that visit Duluth-Superior each year. So, knowing little about Turkish cuisine and assuming that my readers would share my curiosity, I visited the *Duden* the next day to talk to the cook.

Instead, I met third mate Enis Ozturk and his wife, Ilkay, and found myself giving them a tour of Duluth. Late in the afternoon, we arrived at my office in Canal Park, just next to the Aerial Lift Bridge.

Ilkay wanted to try a Subway sandwich so we walked over to the shop in Canal Park. After finishing three sandwiches, we returned to the ship, where Ilkay invited me up for Turkish coffee, an after dinner treat to wash down the sandwiches. But before she returned with the coffee, I was sitting at a feast at the other end of the pilothouse.

We had arrived just as a dinner honoring Sencer Under, a local cargo inspector, was about to start. He saw me, and soon I was invited to join what turned out to be a three-hour Turkish feast. My sandwich turned out to be just an appetizer.



Enis and Ilkay Ozturk, at the top of the *Duden* gangway in 1996.

I don't know what happened to the coffee Ilkay made for me, but I got another chance to sample her hospitality the next day when the ship's departure was delayed a day and I invited them to my house. I thought I could find something we could eat, but Ilkay insisted on preparing the evening meal. She sent us outside while she prepared dinner using whatever she could find in my kitchen. Happily, I had some frozen ravioli to which she added a little bit of a lot of things



Pictured above, from left: Ilkay Ozturk, Jamie and Rand Sola and Enis Ozturk.

From Rand and Jamie Sola's blog: "After a short ferry ride between continents, Enis met us and took us to their home, where Ilkay cooked an incredible multi-course Turkish dinner for us. The kicker is that she is a food writer and photographer for Turkish magazines and websites! Course after course of delicious Turkish cuisine, drinks and desserts. We ate and talked until well after midnight, when we had to say goodbye, all too quickly, to our new friends. Now I have to keep Ken thinking we did him a favor." For more: <http://www.randandjamie.blogspot.com/>

she found, some of which I didn't know I had and some I hadn't seen in years.

They left the next day, and I haven't seen them since although we sometimes visit via the Internet using Skype.

A couple months ago, when two friends of mine, Rand and Jamie Sola, told me they were going on a three-month trip around the world, I suggested that they look up Enis and Ilkay when they were in Istanbul. Enis had assured me that any friend of mine was a friend of theirs. Rand Sola is co-owner, with other family members, of the South Pier Inn, Original Coney Island and the South Pier Inner Light.

A couple of weeks later, Enis drove down to the ferry dock on the Asian side of the Bosphorus to pick up Rand and Jamie when they arrived from Europe. Ilkay was home putting the finishing touches on her own Turkish feast which included lentil soup, Kofte (made of minced lamb and potatoes), Yaprak sarma (grape leaves filled with spicy rice, pinos and black currants) and muhallebi (a Turkish pudding made from milk, flour, sugar and vanilla).

I was able to join them on Skype, virtually of course, and I did help with the guest list. But virtual feasts are not so filling. I could have used an actual sub sandwich with this Turkish meal.

Ken Newhams is the founder and proprietor of Duluth Shipping News: www.duluthshippingnews.com.



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