

# Duluth Seaway Port Authority

Summer 2012

**NORTH STAR PORT**



# Mother Nature disrupts Port's work ...

By Adolph Ojard  
Port Director

June 20, the longest day of the year, was the scene of what for many in our region was an endless downpour — a record-setting rainfall that caused over \$100 million in damage to public infrastructure and untold damage to private homes and commercial property.

The National Weather Service reported a record 10.10 inches of rain in just 24 hours in parts of Duluth during what has been categorized as the largest rainstorm in local history. On June 19-20, torrents of water filled and overflowed creeks, rivers and storm sewers across the Twin Ports. Rail service to and from the harbor was interrupted for a couple of days, which meant limestone had to be trucked north to Iron Range pellet plants while crews repaired sections of track.

Some have called the deluge a “100-year” or even “500-year” flood. Still it caused only minor flooding and brief interruptions in service around the Port, with one major exception: Midwest Energy Resources Co. in Superior, the largest coal terminal on the Great Lakes, had extensive flood damage to electric motors, switch gear and electrical controls as well as to its offices. Crews worked round the clock to dry, clean, repair and test all equipment and circuitry. The rail side was up and running nine days later, but it was July 8 before MERC could load ships again.

On average, Midwest Energy loads a 1,000-foot vessel every day during the navigation season. This is a significant amount of cargo for the Great Lakes, both in terms of tonnage and even more so in terms of vessel-day requirements due to long travel times to and from the Lower Lakes.

As a result, vessel owners, both U.S. and Canadian, had to find alternate cargoes for their fleets to cover the 18-day void caused by flood damage at the coal terminal. There was an immediate shift to iron ore to cover the shortfall. Over the balance of the navigation season, coal receipts



Runoff from the June storm and flood turned our blue waters brown.

Bob King Reprinted with permission, Duluth News Tribune/duluthnewstribune.com

and shipments will be made up and, fortunately, no cargoes will be lost.

## ... raises the level of Lake Superior

The saturation and amazing runoff from the Lake Superior basin swelled streams that empty into Lake Superior. At the height of the storm, strong currents through both the Duluth ship canal and the Superior Entry caused navigation difficulties. Captain Mark Blatnik, a Duluth local son, reported that outgoing currents slowed the *Roger Blough* to 1 mph as the ship approached and passed through the Duluth Entry.

Within a matter of 10 days, water levels had risen five inches on Lake Superior. Ironically, water levels in the other Great Lakes, the rivers and Seaway to Montreal are all down, and continuing drought conditions this summer will drive those levels even lower.

## ... and adds to dredging woes

We have all seen pictures of the devastation to roads, bridges and property in our region, and some of the most dramatic photos showed the heavy silting in the Duluth-Superior harbor [above] and the far western end of Lake

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**About North Star Port**

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Carole Lent

The *American Integrity* is an eye-catching sight as she departs through the Duluth Entry on May 7.

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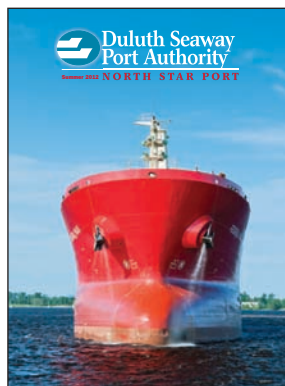


**10+** **Duluth handles it**  
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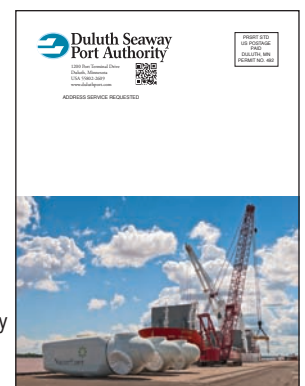
Robert Welton

**On the front:**

The *Federal Maas* arrives on July 25 with potash mining equipment for Saskatchewan.

**On the back:**

Nacelles from Spain were discharged from the *HHL Amazon* on June 22 and then dispatched to a wind-energy project in Montana.



Robert Welton



# Her ship has come in ... oh ... many times

Carol Carrasca has facilitated the sales of hundreds of millions of dollars worth of wheat and other agricultural commodities during her long career in the Twin Ports, and she has barely gotten her fingers dusty.

She doesn't shovel grain. She dots i's and crosses t's.

She goes about her work in a precise manner. If she doesn't, grain designated for Spain or Italy or Morocco or some other far-flung destination doesn't go anywhere. That would make sellers and buyers and carriers and markets most unhappy. That's why Carrasca simply does not let that happen.

She is a freight forwarder. She has worked in essentially the same capacity for Lakeshead Forwarding, a subsidiary of Guthrie-Hubner based on the Duluth side of the Twin Ports, since July 1, 1971. (Before that, she worked for Cargill and Peavey. Yes, she knows the grain trade.)

Here's how she defines her job:

"We solve problems before they become problems. We take care of the details."

Even a routine sale can build a formidable stack of paperwork — pages and pages of it that merchants, accountants, bankers, insurers and government trade officials on both sides of the ocean will pore over in excruciating detail. The documents have to be written right.

"It's that demanding," Carrasca said. "If I've made a mistake, somebody doesn't get paid."

The forwarder's job is also about putting pieces of a trade together. You've got a ship coming into Port with a cargo and you don't want to leave light? Her office may find you an outbound cargo. You've got dam-

aged grain somewhere on the ground in Canada? Her office will assist with the paperwork you need to move this by truck or train. "That's what we're here for," Carrasca said. "We know the grain companies. We know the railroads and trucking companies. We handle things very smoothly."

Carrasca has contacted embassies and consulates to help secure visas.



Carol Carrasca

She has helped arrange trips to doctors and dentists and the return of remains when a sailor has died here. She has put up sailors in her house for a night or two. (She has a very understanding husband.)

She has put in 100-hour weeks, week after week, months on end. She has spent 40-plus years in constant contact with phone and fax. She has done business with people all over the world. Don't challenge her to a geography contest.

"We once had a shipment of wheat destined for Algeria," she said. "My customer was surprised by a mysterious spontaneous tax increase when the ship arrived there. That customer was able to find a new destination and buyer but needed every document reissued and dispatched before the

vessel arrived at the new destination. With the good cooperation of all offices and government agencies, we were able to get this done in record time and well before the ship reached its new destination. It was a great team effort."

She has never, ever failed to solve a problem. "Not yet," she said. "They have to be solved."

•••

If there has been a secret to Carrasca's success in what for years was the male-dominated world of global grain trade, it might be that she has learned to mix it up with the guys.

"I can cuss with the best of 'em," she said. "I can laugh at their jokes. It's a job requirement. And I can tell my own — absolutely."

•••

These days Carrasca is learning how to kick back. Her employer has helped by taking away her desk, her phone, her fax and her computer. And hiring two people to take over for her.

"Sometimes I go home early," Carrasca said with a wide-eyed smile. She plans to be fully retired by the end of this year.

She'll find other ways to pack her 100-hour weeks. She knits and crochets. She'll "pull a weed or two." She'll tend her perennials and shrubs.

She has been a cancer survivor since the age of 35 and is involved as a volunteer in cancer-related activities, such as Relay for Life.

She has been deeply involved in hospice-care activities at Duluth's St. Luke's Hospital, too, and may decide to go back to that. "I never left there sad," she said.

But many others will be sad to see her leave the grain trade.

- Larry Fortner



# A familiar face

By Ken Newhams

Tim Dayton is the captain of In-terlake Steamship Company's *Paul R. Tregurtha* — at 1,013 feet, 6 1/2 inches the largest boat on the Great Lakes. When in the Twin Ports, Dayton and the *Tregurtha* most often call on Midwest Energy Resources in Superior to load the vessel's five cargo holds with 64,000 tons of coal.

Her primary destinations are the Detroit Edison, St. Clair and Monroe power plants on Lake Michigan. She makes 40-plus visits a season, almost always arriving light and only occasionally loading iron ore pellets instead of coal.

This massive workhorse, which features a 260-foot self-unloading boom, was launched in 1981 as the *William J. Delancey*.

While the *Tregurtha* is being loaded, Dayton might find some time to read the *Duluth News Tribune*. Several years ago, he found an error I had made in the shipping report I used to write for the paper.

I found out about having made the mistake a couple of weeks later while I was reading letters to the editor and saw the captain's letter pointing out my mistake. His comments reminded

me that sailors who come frequently to Duluth-Superior are really members of the community, not just visitors.

I was also in the pilot house on another occasion. I had published a deck of cards with a picture of a different boat on each card. Shortly after the cards came out, I got a call from a young fan. He was delighted to point out to me that I had made a mistake on the *Paul R. Tregurtha* card. (I had a typo in the length of the vessel.) Fifty-two cards and I made my mistake on the *Tregurtha*. I did not want to read about this one in the morning paper. I needed to get to Dayton before he found me.

On his next trip here, I went to see him and showed him the deck of cards and pulled out the *Tregurtha* card. I wanted to get it over with quickly.

The captain was gracious; he was happy to pose for a picture holding the card for all to see. Now I just have to make sure I don't make a mistake in this article.

Dayton likes Duluth but prefers the weather he has at home on the Gulf of Mexico in Florida. He comes up here in March to start the season and is usually on board when the sea-



Ken Newhams

Captain Tim Dayton holds a playing card that features information about the *Paul R. Tregurtha*.

son ends the following January. Those months in Duluth-Superior mean cold weather and ice. Not many people choose to spend winter months in the Twin Ports and take their vacation in the summer in Florida.

Occasionally during the season, delays give Dayton some time to take his bike off the boat and get some exercise on solid land. I recently visited him while the ship was at the Calumet fuel dock. From the pilot house, we had an expansive view of Duluth and Superior. He pointed to many of the places he has biked in both cities. He told me, "Every once in a while, you have to get on a bike and ride 50 miles or so."

Ken Newhams is the founder of Duluth Shipping News: [www.duluthshippingnews.com](http://www.duluthshippingnews.com)



Robert Welton

**Frequent flyer:** The *Paul R. Tregurtha* — longer than three football fields — loads coal at Midwest Energy in Superior 40-plus times a season.



Patrick Lapinski

Once loaded with her 64,000 tons of coal, she sails down the Lakes to offload, as here at the Detroit Edison St. Clair Power Plant on the St. Clair River.

# St. Louis RIVER QUEST ... from lunch to launch 20 years ago

It was **John Goldfine** (part of the Duluth family that for decades owned and operated the Vista Fleet here in the Twin Ports and the *Southern Belle* Riverboat in Chattanooga, Tenn.) who initiated a pivotal conversation in 1993, recalls **Kurt Soderberg**, who at the time was executive director of the Western Lake Superior Sanitary District. “John called me on the spur of the moment to go to lunch,” Soderberg said in an interview for this story. “We talked about the St. Louis River, the efforts we were taking to clean it up and a unique educational program that the Goldfines had initiated in Chattanooga to get people there re-connected to the Tennessee River.

“He strongly suggested that WLSSD take the lead and work with others interested in the preservation of the St. Louis River to get kids out to see how important the river was to this region. So, it was John who gave the waterfront community the germ of an incredible idea and left the rest of us to run with it.”

Nearly 20 waterfront-related organizations, including the Duluth Seaway Port Authority, jumped at the chance to create and sponsor what would become the first St. Louis River Quest in May 1993. **Ray Skelton** helped shepherd the program through the years in his role as Port Authority special projects/environmental and government relations director until his death in 2006. The Port Authority remains the anchor agency for River Quest.

Almost 800 sixth-graders from Duluth, Hermantown, Proctor and Superior participated in the inaugural excursions onboard Vista Fleet boats.

The purpose as described in that first year remains much the same today: *to help young people become more environmentally conscious ... to increase their awareness of industrial and recreational impacts on the environment — and realize that thoughtful partnerships between industry, government and the public can result in safe use of our natural resources.*

“For WLSSD, River Quest gave us the opportunity to focus an educational program on the most important cleanup — the dramatic improvement



John Goldfine



Kurt Soderberg



Deb (Rapp) Saunders



Jerry Fryberger

in water quality in the St. Louis River — as a result of the treatment plant construction,” said Soderberg. “River Quest tours gave us the chance to show the science behind cleaning up contamination and keeping the river clean for future generations.”

**Deb (Rapp) Saunders** served as WLSSD’s representative on the River Quest planning committee for its first five years. “It was so exciting to help create this very interactive, hands-on initiative,” recounted Saunders recently. “The kids loved the learning stations. And committee members

were just as excited to see who came up with different activities each year. Our message then was ‘reduce, reuse, recycle’ so we created a groundwater model through which students could see a cross-section of colored liquids that would seep through the ground and end up in Lake Superior if thrown in the trash or down the sink rather than recycled.”

What Saunders recalled most fondly, however, were the people — the other volunteers with whom she served. “Working with founding members like Ray Skelton from the Port Authority and Jerry Fryberger from Hallett Dock Company was a delight,” added Saunders. “Both stand out in my heart; they were the nuts and bolts of River Quest.”

When contacted recently, one of those “nuts and bolts,” **Jerry Fryberger**, reminisced about his company’s continuing commitment to River Quest and his years of service as its volunteer treasurer. “Duluth-Superior harbor had a great story to tell about the commercial shipping industry — that millions of tons of coal, iron ore, limestone, grain and other commodities moved in and out of this port each year. We wanted students to know where those items were coming from and where they were headed, why the 1,000-foot ore carriers could not go through the St. Lawrence Seaway and how the Soo Locks worked.

“Hallett felt that, being part of this maritime community, we had a responsibility to participate in telling that story with an exhibit... and by financing the program, which continues to this day,” Fryberger said. “As River Quest treasurer for nearly



15 years, I had great support from the maritime community as well as other businesses such as Minnesota Power, WP&RS Mars and DM&IR Railway, to name just a few.”

The waterfront community lost River Quest champion **Ray Skelton** in 2006, but his memory lives on in what has become the annual *Captain Ray Skelton River Quest Essay Contest*. Student essays highlight lessons learned during their River Quest experience. In addition to cool prizes, the winner gets his or her name added to a traveling plaque that remains on display at school for a year.

For more about River Quest:  
[www.seagrant.umn.edu/riverquest](http://www.seagrant.umn.edu/riverquest)

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## Program celebrated in poetry and prose

Nearly 1,200 sixth graders participated in River Quest 2012, the hands-on learning program that raises awareness of the St. Louis River ecosystem and its interrelated commercial, industrial and recreational activities. Winners of the 2012 Captain Ray Skelton River Quest Essay and Poetry Contest were announced in June, honoring students who best expressed their experiences during the 20th annual St. Louis River Quest. Marina Melby, of Marshall School, won first place in the essay contest; and Grace Cannon, from Woodland Middle School, took first-place poetry honors. [Photos below.] River Quest 2012 featured 14 learning stations, sponsored by local businesses and organizations:

- What is the Difference Between Storm & Sanitary Sewers?** – City of Duluth Utility Operations
- Pollution & the River Watershed** – U.S. Environmental Protection Agency
- Bacteria: The Real Workers at WLSSD** – Western Lake Superior Sanitary District
- Sustainable Forestry** – NewPage
- Great Lakes Cargo Capital** – Duluth Seaway Port Authority
- Living Lands & Waters** – Sappi Fine Paper
- Oil Spill Cleanup** – U.S. Coast Guard & USCG Auxiliary
- Stream Table** – USDA Forest Service – Superior National Forest
- “Cold Hand Luke” Hypothermia & Water Safety** – U.S. Army Corps of Engineers
- Fish Families** – Great Lakes Aquarium & Minnesota DNR MinnAqua Program
- It floats; You don’t. Wear your life jacket!** – Duluth Sail & Power Squadron
- What is the Es-chew-air-ee?** – Lake Superior NERR
- Get Habitattitude!** – Minnesota Sea Grant Program
- Break the Grip of the Rip** – Twin Ports Rip Currents



Diane Hilden

At the ‘Cold Hand Luke’ station, sponsored by the U.S. Army Corps of Engineers, students learn first-hand about the dangers of icy water.



Lynn Wegner

Using an interactive model, forest acquatics biologist Jason Butcher helps students understand how humans can affect habitat and streams.



DSPA

River Quest Essay Contest winner Marina Melby, Marshall School, is pictured with her parents and science teacher Dave Johnson.



DSPA

Poetry Contest winner Grace Cannon, Woodland Middle School, celebrates with her parents (far left and right), River Quest curriculum coordinator Kathy Peterson and science teacher Peter Froehlingsdorf.

## New exhibit opens at Marine Museum

A new exhibit at the Lake Superior Maritime Visitor Center explores the wreck of the whaleback freighter *Thomas Wilson*, which sank just off the Duluth Ship Canal nearly 110 years ago. The ship was designed and built in the Twin Ports in 1892 specifically for the iron ore trade. It was lost in a collision with the *George Hadley*, on June 7, 1902.

The exhibit includes artifacts acquired by the Lake Superior Marine Museum Association along with pho-



From left: Thom Holden, director, Lake Superior Maritime Visitor Center; Lila Stevens, vice president LSMMA; Lt. Col. Michael Derosier, commander, Detroit District Corps of Engineers; Denise Wolvin, park ranger.

Beth Duncan / Lake Superior Maritime Visitor Center

tos and illustrations from the Lake Superior Maritime Collection at the University of Wisconsin-Superior.

Related note: the 25th annual Gales of November event is set for Nov. 2-3 in Duluth. Visit [www.LSMMA.com](http://www.LSMMA.com)

### Storm and flood from Page 2

Superior. Natural rainwater runoff and scour from swollen streams and rivers carried huge quantities of native soils into the harbor basin and out into the Lake. These soils then settled out over a wide area.

Within days of the flooding, the U.S. Army Corp of Engineers began surveying the commercial harbor's shipping channels. The Corps reports that the shoal in the navigation channel directly in front of the mouth of the Nemadji River accumulated about 100,000 yards of new sediment as a result of the flood. Based on initial results, the dredge program for 2012 could potentially double. The Corps is requesting special emergency funds to handle the overage.

### Dredging: Building the case for in-water placement

In the late 1970s the Corps constructed Erie Pier, a confined disposal facility, on Port Authority property at 40th Avenue West to contain and store legacy dredge contaminants that had been deposited in the early years of industrial development in the Port

and did not meet the standards of the 1972 Clean Water Act. This program allowed for disposal of dredged material deemed not suitable for open water placement by the Minnesota Pollution Control Agency and Wisconsin Department of Natural Resources.

The two states established policies prohibiting open water placement of the materials. The result was, other than limited beach nourishment, 100 percent of harbor maintenance dredged material had to be placed in Erie Pier, which is now nearing its capacity. A new disposal site must be developed, but this time it will require a 35 percent local match; the costs to city governments and local agencies could be millions of dollars.

Over the past decade, the Corps has tested and state agencies have certified the dredged materials (both construction sands and organic fines) for general use in Minnesota and Wisconsin. While reuse has extended the life of Erie Pier, it has not completely eliminated the need for a new disposal site.

As part of developing a 20-year management plan, the Corps' Detroit District planning office issued a pro-

posal on July 18 requesting approval for in-water dredged material placement at deepwater sites both within the harbor and in Lake Superior. After significant testing of samples from the navigation channels taken in 2011, results according to federal standards show that sediments will not cause adverse impact on biota or water quality.

Concurrently, at its July meeting, the Duluth Seaway Port Authority Board of Commissioners passed a resolution supporting continued scientific evaluation of in-water placement of dredged materials. The Harbor Technical Advisory Committee also is convening a sub-committee of stakeholders to examine the issue.

This in-water alternative to confined disposal may prove to be both good environmental stewardship and responsible government. It is a common sense approach to dredged materials management. Common sense would tell us — as Mother Nature so vividly demonstrated in June — that sediments moving from the rivers and settling out in the harbor are the same sediments already found naturally in Lake Superior.



# Hallett Dock No. 8 rehab under way

Hallett Dock No. 8, located on the Superior side of the harbor, is undergoing a second phase of dock wall rehabilitation this summer thanks in large part to a grant from the Wisconsin Harbor Assistance Program (HAP), which will cover 80 percent of the \$3-plus million project cost.

In 2007, the outer 800 feet of the dock was rehabbed through a similar funding mechanism. The company, with operations in Duluth and Superior, rehabilitated an additional 300 feet of the dock on its own later that year after a 180-foot section collapsed. (Repairs were made to 60 feet on either side of the affected area for reinforcement.)

The total dock length is 2,300 feet. The current rehab project will address the remaining 945-foot and 262-foot sections of the original dock wall — a total of 1,207 feet. The old wall had just timber crib and concrete caps or platforms supported by round wood pilings. The project is expected to be completed in early November.

“Once completed, we’ll be able to dredge our part of that slip to Seaway draft,” said Mike McCoshen, president of Hallett Dock Co. “That will open up the full length of the dock for vessel discharge and storage, rather than just the outer edge.”

Hallett Dock No. 8 is used primarily for storage of inbound commodities such as salt, limestone and liquid



Courtesy AMI Consulting Engineers

Once-crumbling dock walls at Hallett Dock No. 8 (inset) are being rehabilitated in a \$3 million project.

calcium chloride for dust suppression on roadways. All those products are discharged by lake carriers and then moved by truck or railcar to final destinations. With several mining projects in the works in Minnesota and Wisconsin, having the dock wall complete opens up the potential for this Superior dock to handle limestone for the mines plus aggregate and propant for the oil shale fields in North Dakota.

With its two Duluth docks included, Hallett handles a total of nearly 20 different kinds of bulk commodities including limestone, bentonite clay,

salt, reductant and anthracite coal, blast furnace trim, sinter feed, scrap steel and specialty fertilizers, among other cargoes.

HAP funding for this project was secured through a collaborative effort with the city of Superior. Through a public bidding process, Marine Tech, LLC, was selected as general contractor. AMI Consulting Engineers P.A. is providing design engineering and project oversight.

Since 1979, when the state’s Harbor Assistance Program was created, more than \$73 million in grants has been awarded to Wisconsin ports.

## Ryks leaves Duluth International for Michigan

The Duluth Airport Authority bid farewell to longtime Executive Director Brian Ryks in June. Ryks left Duluth to take the same post at the Gerald R. Ford International Airport in Grand Rapids, Mich. Over the past 10 years, Ryks has led successful efforts to attract Allegiant Air and United Airlines, advanced the region’s aviation industry and championed construction of a new \$77 million terminal, expected to open in early 2013. The regional transportation industry and local business community will miss his enthusiastic leadership.



Ryks



## Breakbulk cargo handling surges

Duluth's Clure Public Marine Terminal — this port's only breakbulk terminal — has seen a surge in general cargo shipments this year, attributable in large part to companies rushing to complete wind energy development projects before the possible sunset of federal production tax credits at year-end.

Beginning with the arrival of the *Morraborg* in early May, Berths 1 and 4 at the terminal have seen heavy inbound — and outbound — traffic. Nacelles, power units, hubs and blades have been moving to wind projects in Montana, North Dakota and Iowa. In addition, two shipments of blades manufactured in North Dakota have been exported to Brazil, with two more to follow later this year.

But energy shipments are only part of the breakbulk story. Duluth has become a designated route for shippers of all kinds of dimensional and project cargo. And it seems the cargoes being handled at the Port Authority dock are as distinctive as the visiting vessels themselves. Crews from Lake Superior Warehousing Co. have discharged and/or loaded everything from huge, heavy-lift steam turbines and generators to mining machinery, pallets, containers, crates and baled wood pulp. In the weeks ahead, they will be offloading even more machinery, wind components, supersacs and steel.



# Breakbulk Project cargo Heavy lift

**Duluth handles it all**

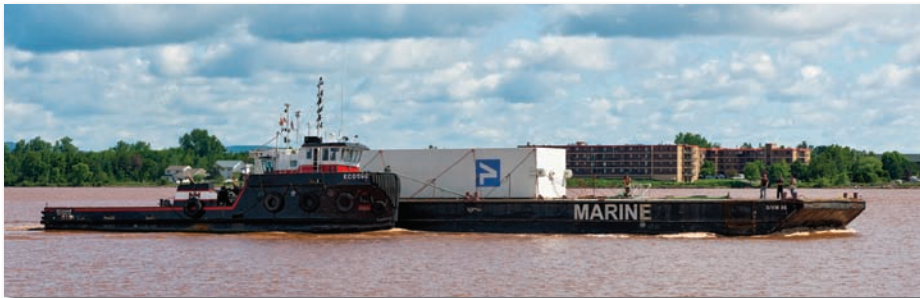




This Mitsubishi steam turbine generator was one of six heavy-lift components discharged from the *Clipper Gemini* in Duluth in early May. The ship, on its maiden voyage, had left Kobe, Japan, on Feb. 23 and made her way around the globe to Duluth. From here, the components moved via specialized railcar and truck to the ENMAX Shepard Energy Center in Calgary, Alberta.



Workers from Lake Superior Warehousing Co. load wood pulp from Sappi Fine Paper in nearby Cloquet, Minn., aboard the *Marietje Marsilla* on June 8. The cargo was bound for Turkey.



A cooling box bound for British Columbia arrives on a barge at the Port Terminal in Duluth on June 21 with the help of the Canadian tug *Ecosse*.

All photos on Pages 10-12 by Robert Welton



Grinding equipment for Essar Steel is offloaded at Lake Superior Warehousing.

## Grinders arrive for Essar

Massive grinding-mill shells for the Essar Steel Minnesota project in Nashwauk, on Minnesota's famed Iron Range, moved through the Port of Duluth in June. It was the first of several cargoes being transloaded here en route to the construction site.

Grinding mills reduce taconite rock (in which iron is embedded) from a few inches in size to a fine powder before pelletizing. The shells arrived from Spain on June 19 aboard the Dutch-flag *Alamosborg*. Startup of the Essar operation is expected in mid-2013.

Specialized equipment for potash mining (above and below) arrived in Duluth on July 25 on the *Federal Maas*. The gear was quickly discharged and safely dispatched to its final destination in Saskatchewan, Canada.



The multimodal connectivity of this Port is most visible at its breakbulk terminal. Here a Mitsubishi gas turbine generator discharged from the *Clipper Gemini* on May 7 leaves for Calgary on a specialized 20-axle railcar.



# Duluth is a strategic link in global wind energy market

The Port of Duluth has become a strategic link in the global wind energy supply chain. On June 29, the first of four Brazil-bound shiploads of wind turbine blades manufactured in North Dakota left Duluth aboard the Dutch-flag *Alamosborg*. (The same ship only days before had delivered a wind-energy cargo bound for North Dakota.) The 37-meter blades were manufactured at LM Wind Power's plant in Grand Forks. They arrived in Duluth on tractor-trailers and were staged at the Port's general cargo termi-

nal awaiting delivery to IMPSA Wind's CEARA II project in Ceara, Brazil. Dozens of blades were visible on the top deck of the 469-foot *Alamosborg* as she departed beneath the Duluth Aerial Lift Bridge.

"North Dakota is fortunate to have an international seaport close to our state," said Andy Peterson, president and CEO of the North Dakota Chamber of Commerce. "We appreciate the access to global markets afforded by the Port of Duluth."



Wind turbine blades from North Dakota leave Duluth aboard the *Alamosborg* bound for Brazil.

Paul Scinocca

## IMPSA Wind leads hot Brazilian market

By Mark Del Franco

The Latin American wind market, led by Brazil, is surging. Latin America is expected to reach 46 GW of total installed wind capacity by 2025, according to a market study by IHS Emerging Energy Research. Brazil will lead the Latin American region with 31.6 GW installed by 2025, representing 69 percent of the total Latin America installed capacity.

IMPSA, the Argentinian company that is one of Brazil's largest developers, has no plans to curtail development anytime soon. "Of all the markets where IMPSA operates, the main and most important is Brazil. It accounts for more than half of IMPSA's revenue," said Santiago Miles, corporate communications manager. The wind division of IMPSA

manufactures 1 MW direct-drive permanent magnet wind turbines, which operate without a gearbox. The company's manufacturing plant



Blades from North Dakota soar to new heights at the CEARA II wind-energy project in Brazil.

is in Pernambuco, in the country's northern region. A second plant is planned for Rio Grande do Sul to the south. With no signs of a slowdown in sight, IMPSA's continued focus in Brazil means more opportunity for the Port of Duluth, Miles said.

"We decided to move the blades through the Port of Duluth because of its proximity to LM Wind Power manufacturer's plant in Grand Forks, N.D. Duluth's nearness helps to reduce our carbon footprint," said Miles.

"Duluth has an excellent port infrastructure, spacious road access, expertise in handling oversized pieces and ample storage space. IMPSA is 100 percent committed in the development of green projects, which comprise renewable energy such as wind power and hydropower."

Courtesy IMPSA Wind

## Region explores LNG center

Could the region support a liquefied natural gas (LNG) transport, storage and distribution center in or near the Twin Ports?

That question was posed during a June meeting convened by the Great Lakes Maritime Research Institute and the Duluth Seaway Port Authority at the University of Wisconsin-Superior.

Potential LNG and CNG (compressed natural gas) fuel users from the mining, agriculture, trucking, rail and maritime sectors attended the event, along with representatives of the natural gas industry. The group discussed fuel costs and emissions challenges along with infrastructure needs and investment costs for users and developers.

The goal was to help determine whether there is sufficient base load demand in a 200-mile region around the Twin Ports to warrant developing a regional LNG liquefaction and distribution center.



Diane Hilden

Polsteam's *Irma* loads wheat bound for Europe at the CHS grain terminal in June.

## No rain delay for international wheat team

Torrential rains and historic flooding did not stop an international trade team of grain millers, bakers and purchasers from Spain and the U.K. from visiting the Port of Duluth-Superior on June 20. Part of a visit sponsored by U.S. Wheat Associates (USW) and Minnesota Wheat Growers, the team met with grain exporters, inspectors, vessel agents and stevedores and Port Authority Trade Development Director Ron Johnson before touring the CHS grain terminal, where wheat bound for Europe was being loaded aboard the *Irma*.

“We want to demonstrate to these executives that the United States has a reliable supply chain for the high quality wheat and durum they need,” said Goris van Lit, USW European regional director. “They get to see that they can trust the products, the people and organizations that we represent.”

## ALLETE VP on Seaway Advisory Board

A Twin Ports business leader is among the newest members of the St. Lawrence Seaway Development Corporation Advisory Board. ALLETE Senior Vice President Dave McMillan was appointed by President Barack Obama and sworn in on June 12.



McMillan

“This is an outstanding federal appointment,” said Adolph Ojard, executive director, Duluth Seaway Port Authority. “As the largest tonnage port on the entire Great Lakes St. Lawrence Seaway System, it is incredibly valuable to have this region represented on the Seaway’s advisory board by someone with Dave McMillan’s experience and leadership acumen.”

Duluth has many historic connections with the St. Lawrence Seaway Development Corporation.

Lewis Castle, a Duluth banker, was the first Seaway administrator, and David Oberlin, Duluth Seaway Port Authority director from 1967 to 1969, served as Seaway administrator for 14 years, starting in 1969. The region also was represented on the SLSDC Advisory Board in the 1980s and 1990s by Conrad “Mack” Fredin, a Duluth attorney and Port commissioner.



Castle



Oberlin



## Emotional change of command for Coast Guard cutter *Alder*

Robert Welton



Cmdr. Mary Ellen Durley, Rear Adm. Michael Parks, commander of the Ninth Coast Guard District, and Lt. Cmdr. Anthony Maffia during the *Alder* change of command ceremony.

The U.S. Coast Guard Cutter *Alder* has a new commanding officer. Lt. Cmdr. Anthony Maffia took the helm on June 22 during a formal change of command ceremony in Duluth. He relieved Cmdr. Mary Ellen Durley, who had held the position since 2009.

Durley called the *Alder* the “best assignment of my career.” She delivered an emotional speech, expressing her pride in serving a great crew.

Durley has headed to Washington, D.C., where she now serves as chief of the Aids to Navigation and Icebreaker Capabilities Division in the Office of Cutter Forces.

The *Alder’s* primary missions are aids to navigation, ice breaking, law enforcement, and search and rescue on the Great Lakes.

Maffia is a 2000 graduate of Officer Candidate School and has served aboard USCG cutters *Bramble*, *Wrangell* and *Cypress*.

## Altec HiLine celebrates 10 years

A growing company that manufactures some of the country’s highest-reaching aerial devices is celebrating 10 years of being at Duluth’s Clure Public Marine Terminal. Altec HiLine, LLC, is a fully owned subsidiary of Altec, Inc., a worldwide leader in vehicle-mounted aerial devices, digger derricks, cranes and other specialty equipment for the electric utility, telecommunications, tree care and other industries.

Altec expanded to Duluth in 2002 and established Altec HiLine as part of a global operation that serves more than 100 countries. Over the past 10 years, the company has grown its Duluth operations, creating jobs for skilled workers and strengthening the waterfront’s manufacturing base.

Altec HiLine—reaching higher.

## Local tugs on History Channel

Twin Ports tugboat operators are featured in a new History Channel reality series called *Great Lake Warriors*. Production crews spent several weeks this spring filming tugs from Heritage Marine in Duluth and other regional operators.



Bob Hom

Heritage tugs go prime time.

## Changes in TWIC renewals; a new Duluth location

If your Transportation Worker Identification Credentials (TWIC) card expires before the end of 2014, new reforms may affect you. U.S. citizens who have a qualifying TWIC now can pay just \$60 to acquire a three-year Extended Expiration Date (EED) card instead of a new standard five-year card.

Visit [www.tsa.gov/twic](http://www.tsa.gov/twic) or the Duluth TWIC office.

Seaway Building, 802 Garfield Ave., #101, Duluth (218) 727-2367  
Office hours: Tuesdays, 12 to 4 p.m. | Wednesdays, 9 a.m. to 1 p.m.



Left: A youngster learns about invasive species. Above: Two visitors created colorful Lake Superior fish.

## Lake Superior Day is cause to celebrate

Did you know Lake Superior holds 3 quadrillion (3,000,000,000,000,000) gallons of fresh water? That's about 10 percent of all the fresh surface water in the world. That's just one reason to celebrate this remarkable natural resource. Each year, the Lake Superior Binational Forum encourages residents of the Lake Superior Basin to recognize the third Sunday in July as Lake Superior Day. This summer, a variety of family-friendly activities, concerts and special events were held July 12-15, in Duluth, Superior and along the nearby shores to honor our "Great" Lake.

## Port Passings

**William "Bill" Bernard Buhrmann**, 82, died June 17, 2012, in Duluth. His career began with U.S. Steel at Homestead Steel Works in Pittsburgh in 1952. He advanced through many positions with U.S. Steel, leading to Duluth as general manager of operations of lake shipping in 1973. In 1993, after 41 years of service, he retired as president of U.S. Steel Great Lakes Fleet, Inc. He is survived by his wife, Lurene, a son, two daughters and six grandchildren.

**Homer Harold Caldwell**, 75, of Kissimmee, Fla., died Oct. 25, 2011. He was born in Danese, W.Va., served in the United States military and was an oiler on Merchant Marine ships in the Great

Lakes. Survivors include two sisters and a brother.

**Evaristo Del Zotto**, 98, formerly of Duluth, died May 11, 2012, in Virginia, Minn. Born in Cordenons, Italy, he worked with his father putting in terrazzo floors before working at the U.S. Steel Plant, where he was a foreman until it closed. He then went to work at Fraser Shipyards as a foreman. He is survived by four children, ten grandchildren, nine great-grandchildren, four great-great grandchildren, two sisters and many nieces and nephews.

**Dwight Keith "Dutch" Meyer**, 83, of South Range, Wis., died June 29, 2012, in Duluth. He was a veteran of the U.S. Army and a maritime engineer, sailing the Great Lakes for 44 years. He is survived by two sons, five grandchildren, two great-grandchildren and many other relatives.

**Walter Hermann Rauschenfels**, 86, died June 25, 2012, in Duluth. He was born in Chicago and moved to Duluth in 1936, where he graduated from Central High School. He began his sailing career on the Great Lakes in 1942 and transferred to the Merchant Marine in 1943. He sailed on Texaco tankers during World War II and later switched to freighters, sailing until 1948, when he retired as master. In 1955, he established his own Certified Public Accounting firm. He also formed Lake Superior Compass Service and repaired and adjusted compasses on ships of the Great Lakes. He is survived by three sons, two daughters, eight grandchildren and one great-grandchild. His wife Alyce died just two weeks later at the age of 88.

**Gerald Roy "Jerry" Sime**, 81, died June 21, 2012, in Duluth. He was a 1949 graduate of Denfeld High



## Tregurtha article drew on Strupp book

The *Lee A. Tregurtha* article in the Winter 2011-2012 edition of *North Star Port* drew some material, including brief direct excerpts, from the book by Jon L. Strupp, *King of the Oilers: The Story of the USS Chiwawa AO-68*. We apologize for failing to give proper attribution to Mr. Strupp and his book. (By the way, Mr. Strupp's father, James O. Strupp, at one time was a crewman on the *Chiwawa*, so the author had an excellent first-hand source.)

Mr. Strupp's book, a very good one, was published by Beaver Pond Press in Edina, Minn.

[www.BeaverPondPress.com](http://www.BeaverPondPress.com)

To place retail and credit card orders: (800) 901-3480

[www.BookHouseFulfillment.com/](http://www.BookHouseFulfillment.com/)

It's also available from the author:

[j\\_strupp@hotmail.com](mailto:j_strupp@hotmail.com)

School. He served in the U.S. Air Force during the Korean War and later enlisted in the Minnesota Air National Guard, working at the Duluth Air Base as a fireman and retiring in 1986 as assistant fire chief. Sime was very involved with the Twin Ports Ministry to Seafarers and was active in the Lake Superior Marine Museum Association. He is survived by his sister-in-law, four nephews and a niece.

**John "Leonard" Wuotila**, 85, of Duluth, died May 18, 2012. He was raised in Floodwood, Minn., and entered the military as a seaman with the U.S. Navy after high school. He worked for the USDA's plant protection and quarantine department in Duluth for 35 years, inspecting foreign arrival ships for insects. He is survived by his wife, Marion, two children, a sister and two grandsons.

## Holcim turns 100, cementing a century of success

Holcim, Ltd., one of the world's leading suppliers of cement and aggregates, is celebrating its centennial in 2012. The Swiss company and its U.S. subsidiary, Holcim (US) Inc., have a site on Duluth's Clure Public Marine Terminal. It handles bulk cement that arrives by ship from Mississauga, Ontario, and leaves in rail cars or trucks. The terminal, built in 1980, measures 284 feet from the ground to the top of the superstructure and is the tallest building in the Twin Ports.



Holcim Cement, here unloading the *Quebecois* in May 2011, boasts the tallest structure in the Twin Ports.

Lynn Wegner

## Japanese firm acquires Gavilon

Marubeni Corp., an entity described as a "Japanese trading house" by *The Wall Street Journal*, says it has agreed to buy U.S. grain handler Gavilon Group LLC. The newspaper said the deal could be worth as much as (U.S.) \$5.6 billion including \$2 billion in assumed debt.

Gavilon President and CEO Greg Hickman said in a statement, "We are pleased that our strategic review process has resulted in an agreement to become a wholly owned subsidiary of Marubeni. As part of a larger trading organization, Gavilon will be well-positioned to more efficiently connect supply with growing global demand." Hickman also said, "We anticipate minimal changes to our organization and operations." In the Twin Ports, the company is represented by Gavilon-Superior/Connors Point, which has 21 employees. The local manager is Mick Sertich.

Gavilon, which was spun off from ConAgra about four years ago, employs more than 2,000 people and owns a variety of businesses internationally, including grain elevators, fertilizer storage and energy enterprises.

The grain industry is no stranger to change, whether globally or locally. ConAgra acquired Gavilon's predecessor, Peavey Co., in 1982. Peavey operated the storied Globe Elevator in Superior for many years.

The Marubeni acquisition of Gavilon will provide hungry Japanese markets greater access to U.S. grain, especially corn.



# When boats flew

By Jerry Sandvick

This is the story of how flying boats came to Duluth.

In 1926 Congress passed a law allowing the U.S. Post Office to contract with private companies to carry airmail. Several Civil Airmail routes (CAMs) were drawn and one of them, CAM 9, was from the Twin Cities to Chicago.

A Chicago aviation enthusiast named Charles Dickenson (known better as “Pop” because of his prominent gray beard) made the successful bid for CAM 9, and in spring 1926 began airmail flights with leased biplanes painted with a Northwest Airways logo. The flights lost money, however, and in September Dickenson surrendered the contract to the post office.

The idea of airmail service resonated, though, and a prominent St. Paul man, Louis H. Brittin, assembled a group of investors and took over CAM 9 and Northwest Airways, headquartered in St. Paul. (The name would change to Northwest Airlines in 1934 and remain one of America’s legacy airlines until its absorption by Delta Airlines in 2008.)

From the first, Northwest had its eye on expansion. Aircraft of the time simply could not carry enough passengers to make a profit and, thus, government airmail payments were vital. The formula for these subsidies varied but was essentially calculated according to a combination of pounds carried and the distance flown.

Expanding routes and promoting the use of airmail was clearly in the interest of the early airlines. Destination cities were added and dropped frequently as business dictated, but Northwest was quick to expand. A 1931 timetable shows Northwest flying from its Twin Cities hub to Milwaukee, Chicago and many smaller cities in southern Wisconsin and northern Illinois. The airline also reached as far west as Bismarck and north to Winnipeg.

In the spring of 1931, Northwest added Duluth to its network. The city had seen aviation activity for nearly 20 years, ranging from amateur homebuilts that barely flew to Air Corps flights and even some early passenger and mail service to the Twin Cities.

With a population of over 100,000

Duluth was larger than many cities already served and was a logical candidate for Northwest. The problem was the lack of a suitable airport.

Duluth’s Williamson-Johnson Airport (the present Duluth International Airport) had been dedicated in September 1930, but its runways were not paved, passenger accommodations were less than comfortable and it was not convenient to downtown.

An obvious solution was to use the bay. The waters were protected from the big lake, it was near downtown business activity and the Duluth Boat Club was willing to provide passenger and ticket office space and equipment.

Seaplanes had used the bay before, most notably in the summers of 1913 and 1914 when Julius Barnes, a wealthy Duluth businessman, brought a single-engine flying boat to the city. Emblazoned with the name *Lark of the Lake*, it carried only a pilot and one passenger and was based at the Boat Club, where rides were given during a community festival.

Northwest flights would begin on Memorial Day, May 30, 1931, a Saturday. It was agreed that Northwest would use Duluth’s Boat Club as the terminal, a ramp would be built for seaplanes to taxi in and out of the water and that the city’s Memorial Day celebration would center on the arrival of the first flight.

Scheduled flights during the ice season would use the new airport and fly Northwest’s Hamilton Metalplane, a single engine, seven-passenger land-based aircraft.

In April, Northwest acquired the flying boat to do the job, the



A Sikorsky S-38 prepares to depart from the Duluth Boat Club ramp. Three years of service ended in 1933.



Sikorsky S-38. Founded in 1925 by Russian immigrant Igor Sikorsky, the company has been a major maker of helicopters since after WW II, but during its early years Sikorsky designed and built several types of land and seaplanes. The latter, commonly called “amphibians,” had a boat-shaped hull and landing gear to allow for either land or water operations. The S-38 had two air-cooled radial engines, carried a pilot, co-pilot and up to 10 passengers and could lift about 4,000 pounds. It cruised at a bit over 100 mph with a range of 600 miles. The airplane clearly met the requirements for passengers and mail hauling from the Twin Cities to Duluth.

Northwest bought a second S-38 for \$15,000, licensed it with the number NC-303N and put it into Duluth service, and for three seasons the two amphibians flew the route daily. A timetable shows that flights left St. Paul at 9 a.m., hopped to Minneapolis, leaving there at 9:15, and arrived in Duluth at 10:59. The southbound trip left Duluth at 4:30 p.m., arriving Minneapolis at 6:07 and St. Paul a few minutes later.

On Monday, May 25, the Sikorsky flew over Duluth for the first time on a test flight. Passengers included the airline’s chief, Louis Brittin, and other officers plus post office officials. Brittin met with the chamber’s Aviation Committee, which had arranged the details of the first flight celebration. He and the post office men declared themselves pleased with Duluth and the Boat Club and then flew back to St. Paul.

The Memorial Day weather could not have been better. The sky was partly cloudy with light northeast winds and a high of 62. The newspapers estimated that 5,000 people lined the shore to watch as “the huge Sikorsky mail plane dropped out of the sky at 10:40.”

The U.S. Airmail Superintendent, Earl Wadsworth, had come from Washington to join Brittin and other company officials on the historic flight. Passengers and mail bags were offloaded at the Boat Club, the mail being ceremoniously handed to Mayor Snively and then to the Duluth

land plane, and Duluthians were constantly urged to pay a few cents extra and send their letters via airmail.

In the spring of 1932, the Sikorsky amphibians resumed service to the Boat Club, where a ramp now allowed the aircraft to taxi up for easier unloading and boarding.

The air link to Duluth continued into 1933, but September 15 was the end of it; the last S-38 flight departed that afternoon. Mail volume had simply not reached the minimum that the Post Office required, and the Duluth to Twin Cities line would no longer receive mail subsidies. Passenger



In the Great Depression, Duluth enjoyed daily passenger and mail service to and from Minneapolis and St. Paul.

postmaster. The Naval Reserve band played patriotic music, the field artillery reserve fired off salutes, the flag was raised and a wreath dropped in the ship canal to honor the war dead.

With that, as the *Duluth Herald* put it, the city assumed “its place among air mail cities.” The return flight took off for the Twin Cities at 4:30 carrying guests and about 300 pounds of mail, an estimated 15,000 letters.

The inaugural flight was a great success, and air service settled into the routine of daily flights. There were a few weather delays and even fewer mechanical problems or accidents. Come winter, service was shifted to the municipal airport using a

fares (\$15 round trip) were not sufficient to pay the way, and Northwest dropped its service to Duluth. In the next months the S-38s were sold to other operators.

Northwest would resume Duluth service in 1940 with different aircraft using an improved Williamson-Johnson airport.

The Boat Club and the waters of the Bay never again hosted airline service, but for three brief seasons, Duluth boat watchers could see hundreds of boats sail in and out, and a few of them even flew.

Jerry Sandvick is a history professor emeritus. Photos courtesy Northeast Minnesota Historical Center at the University of Minnesota Duluth.



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