

Duluth Seaway Port Authority

Summer 2013

NORTH STAR PORT

After a decade, bidding a fond farewell

To call this the end of a career would be a misnomer. For Adolph Ojard, who will quietly exit the very public stage of maritime leadership in September, it simply will be the start of another chapter in a storied journey. A journey that traces the adventures of an 8-year-old Knife River herring choker on his grandfather's fishing boat in Lake Superior ... to a teenager's accounts of working with his father aboard the historic steam tug *Edna G* ... to four years in the English literature and history departments at the University of Minnesota Duluth coupled with memories of reciting Chaucer aloud while working midnights shoveling iron ore at the docks ... to moving up the corporate ladder at U.S. Steel with executive positions in rail, inland barging and Great Lakes shipping ... and, finally, to the director's chair at the Port Authority and the many leadership roles accepted on behalf of the maritime industry. Now it's time to lay down new memories, to continue the journey at a slower pace and focus more on family, particularly the new generation of Ojards – five grandchildren who love the water as much as Grandpa.

It's never easy to step away from something you love doing. But we all know when it's time for a change of watch.

It has been a quick 10 years for me, though maybe not as quick for my wife. I'm not sure she knows exactly what she's

The Harbor Line
Adolph Ojard
Port Director



getting into with me retiring! I don't deal well with idle time; I am not much of a "sitter." But, nonetheless, the time has come to step back ... and step out.

First let me say what an honor and

a privilege it has been to serve our Port and this community. While I didn't know at the time I started loading boats at the DM&IR ore docks during college that my career would end 43 years later at another terminal here in the Twin Ports, little more than a mile away. It wasn't quite what I'd envisioned in my teens, but it has been a tremendous career with many opportunities, the last being able to wind it up here at home.

While my successor has not yet been named, I know that he or she will be af-

forded the same opportunity — to work in a community steeped in maritime history and shipping savvy. I was always amazed when I heard stories from other port directors about having to navigate difficult public relations issues surrounding port projects and harbor activities. Maybe it's our history, our culture or having a local tourism industry focused on ships — or the fact that almost everyone is afforded a view of the Lake and a working harbor as they move about their daily lives. The only time I ever heard concerns was when an unusual event was taking place in the harbor or ships sat at anchor for a long time, and folks would call to see what we could do to get them moving again.

Lately, I have been asked, what have been the biggest changes I've witnessed in the last 40 years? First would be the transition from the small coal-fired steam ore boats operating in the 1970s to the wide-beam, diesel-powered 1,000-footers today. Each 1,000-footer replaced five older ships. Also, during that same period we saw the wholesale conversion of the bulk-er fleet to self-unloaders, effectively eliminating shore-side unloading costs.

These two events significantly reduced the cost of transporting bulk cargoes on

the Great Lakes. And, over the next 10 years we will witness the conversion to liquefied natural gas (LNG) on many of the ships, further improving efficiencies and reducing exhaust emissions.

And while these technological improvements are critical to the maritime industry remaining competitive, it was the improved messaging and collaboration of the maritime industry with Great Lakes stakeholders that has had the most profound impact ... and in which I am most proud to have played a role.

As a highly-regulated mature industry, maritime for years stayed out of the public eye and went about its business under the radar. Silent running implied "no comment," which was a poor statement to deliver in the world of instant messaging. So, in recent years, we have begun an intense process of education and collaboration. We have stood up organizations and working groups with a broad cross-section of interests to deal with serious policy issues at the local, regional and national levels. We have initiated and, in some cases, funded highly reputable, peer-reviewed studies to develop data critical for the public to better understand the maritime industry and for government to draft and enact well-reasoned policy. Today we see a movement by the eight Great Lakes states and two Canadian provinces working to synchronize regulations and leverage economic development to the benefit of the Great Lakes-Seaway. Even more will be accomplished in the years ahead.

So as I prepare to leave, I feel confident the Port of Duluth-Superior, the Duluth Seaway Port Authority and the Great Lakes maritime industry are on a steady course. And, in true seafaring tradition,

*I wish all of you ...
fair winds and following seas.*

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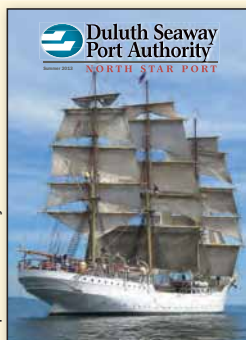
Patrick Lapinski

A little R & M for the *John G. Munson* in dry dock at Fraser Shipyards.

About North Star Port

This magazine is produced by the Duluth Seaway Port Authority; Adele Yorde, PR manager.
The magazine is prepared for publication by Fortner WordWorks; Larry Fortner, editor.
North Star Port is printed by Service Printers of Duluth and mailed by BarCodes Plus of Superior.

Capt. Tom Mackay



On the front:

The *Sorlandet* was a crowd favorite at Tall Ships® Duluth 2013. The Norwegian vessel was piloted by local Captain Shawn McKenzie.

On the back:

After loading nearly 62,000 tons of coal at the Superior Midwest Energy Terminal, the *American Century* makes quite a splash on her way out the Duluth Ship Canal.

Paul Scinocca



Inside your
NORTH STAR PORT

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On the covers

Build a gas liquefaction plant in the Twin Ports?

Exploring supply and demand, risk and reward

There has been a great deal of discussion recently across multiple industries — mining, agriculture, trucking, rail and marine — not only about the potential use of liquefied natural gas (LNG) as a primary fuel source for heavy equipment, truck engine, rail and vessel operations, but also whether there is sufficient base load demand in a 250-mile region to warrant development of a liquefaction plant and LNG transport, storage and distribution network in Duluth-Superior.

With the current meteoric rise in shale/natural gas production in the U.S. and soon-to-be-enforced stricter standards in Emission Control Areas along the Great Lakes-Seaway, port communities are exploring ways to capitalize on this new, relatively inexpensive energy source by establishing reliable supply chains for LNG bunkering — strategi-



Paul Scinocca

The Interlake Steamship Company has announced plans to convert its entire fleet to LNG. That will include the *Lee A. Tregurtha*, pictured here as she enters Port. (For more on Interlake, see Page 14.)

cally locating liquefaction and storage sites plus distribution hubs along the waterway — to supply gas-powered ships and shore-based industry.

But when ... and where?

On May 21, the Great Lakes Maritime Research Institute (GLMRI), along with support from the Duluth Seaway Port Authority, hosted a meeting at the University of Wisconsin-Superior (UWS) that brought together nearly 100 leaders from the natural gas industry, current LNG users plus government and industry leaders to explore the development of a liquefaction plant in the Twin Ports area. A decision to proceed will depend, to a large extent, on growth in demand from the marine, rail, trucking and mining sectors.

Participants gathered at the GLMRI conference for a series of panel discussions and informal roundtables throughout the day. Dr. Richard Stewart, GLMRI co-director and chair of the UWS business department, outlined why this particular region would be a prime location for a natural gas liquefaction plant, pointing out that it is a multi-modal transportation hub for pipelines, highway/truck, Class I rail and marine traffic. Those transportation modes could

not only be potential LNG users but also provide the distribution network necessary for LNG to benefit mining, off-pipeline power generation and agricultural entities.

Morning presenters provided insights into a variety of LNG projects including Shell's efforts in Sarnia and Calgary to supply LNG fuel to the Great Lakes; potential conversion of mining trucks; profit margins in the supply chain; getting LNG to non-traditional, more isolated, small markets; and a growing network of alternative fueling stations for truck traffic.

The afternoon panel, which was moderated by Port Authority director Adolph Ojard, covered planning requirements for a liquefaction plant with a review of infrastructure considerations, funding sources and rates of return for each role in the LNG supply chain.

Subsequent meetings have been scheduled to discuss infrastructure and equipment needs to move forward the siting of a liquefaction plant in this area that could reach out to a 250-mile radius from the western end of the Great Lakes. Presentations from the meeting are available at www.glmri.org/research/

Marine already moving on LNG

Marine is already blazing an LNG trail elsewhere along the Great Lakes corridor. In March, Shell announced plans to invest in a small-scale liquefaction unit at its Sarnia Manufacturing Centre in Ontario. Shell will become sole supplier of LNG to Interlake Steamship Company, which announced plans in May to convert its entire fleet to LNG beginning in the spring of 2015. Those announcements provided a compelling backdrop to the GLMRI meeting.

When converted, Interlake's vessels are expected to be the first LNG-powered ships on the Great Lakes and among the first in the U.S.

Kaolin clay

New product adds a little bulk and shine

A new commodity is moving through the Twin Ports, extending a supply chain from Brazil to North America via the Port of Duluth.

The connection was established near the end of the 2012 shipping season when just over 15,000 metric tons of kaolin clay were discharged from the Liberia-flag *Cornelia* at the Port Authority's Clure Public Marine Terminal. Not only was it the first shipment into Duluth for the IMERYYS company but also the *Cornelia's* first transit of the Great Lakes-Seaway system.

A second shipment of 17,000-plus metric tons of kaolin arrived onboard the *Yulia* (also flying the flag of Liberia) in early June of this year; additional shipments are planned for 2013-14.

Kaolin is a hydrated aluminum silicate crystalline mineral used as a bulking agent or filler in a variety of industries including ceramics, paper, paint, plastics, rubber, sealant, adhesive and chemicals manufacturing. This particular clay adds gloss/shininess in papermaking and is being mined, refined and shipped by IMERYYS.

The world's largest producer of quality kaolin, IMERYYS has deposits and production plants in the UK, U.S., Australia and Brazil. The product arrives in bulk as a powder, which is conveyed indoors to a building at the Port Terminal for further processing into a slurry for final delivery by tanker truck to customers in the region.



Above: The season's first cargo of kaolin arrived from Brazil on the *Yulia* in June.

Left: The dry bulk product is offloaded by a clamshell into a hopper and then conveyed indoors for processing.

Below: The slurry is then delivered by tanker truck to kaolin customers.

Photos by Robert Welton



On the move ... Duluth Airpark

Moving in:

In an amazing interior transformation, **Border States Electric** took over food-manufacturing space at 4451 Airpark Blvd. in the Duluth Airpark and, in just over 60 days, created a fully operational electrical service and supply distribution center.

BSE completely retrofitted 17,000 square feet of space once occupied by soup kettles and freezers from Bruno's Old World Soups, installing new computer networks and a walk-in city desk/service counter plus row upon row of products — electrical boxes, fuses, transformers, conduit and other supplies — to serve contractors and utilities in the Arrowhead region.

Why a site in Duluth Airpark? “No one else, no other electrical supplier, was up here,” said Marc McLennan, BSE Duluth branch manager. “We like to consider ourselves unique. There’s a growing market in the Airpark, in the Hermantown area. It’s a great location for a distributor seeking to serve the Iron Range, the Twin Ports and the north and south shores of Lake Superior.”

As a manager, McLennan brings with him a decade of distribution experience with Viking Electric Supply and, most recently, years of contracting work that enable him to see the business from both the company’s and customers’ perspectives.

Eight people are currently on staff at the Duluth branch of BSE, with plans to expand as the business grows. “We’d like to see 15 to 20 people working here eventually,” said McLennan. “Customers will find that BSE is a great place to do business; being a 100 percent employee-owned company, we pride ourselves on being responsible, honest and accurate.”

Starting at a single location in Grand Forks, N.D., in the early 1950s, BSE has evolved into the ninth largest inde-



The Duluth branch of Border States Electric opened for business on May 20. Pictured behind the distribution center’s city desk is Duluth branch manager Marc McLennan (center), flanked by customer service representatives Kurt Goodermote (left) and Jacob King.



Border States held a grand opening celebration at its Duluth branch on June 25, and Duluth Mayor Don Ness was on hand to assist with the official ribbon-cutting. Pictured, from left: Paulette Christianson, BSE operations; Ken Rowland, BSE vice president NE Region; Ness; Marc McLennan, BSE Duluth branch manager; Gary Miller, BSE president; Mike Lundstrom, Hermantown Chamber of Commerce executive director; and Jessica Albrecht, BSE Duluth operations manager.

pendent electrical distributor in the U.S. With the opening of the Duluth branch, BSE now has 55 locations in 13 states.

“We are thrilled to welcome Border States Electric to the Airpark,” said Jeff Borling, director of industrial and

economic development for the Duluth Seaway Port Authority, which manages the light manufacturing industrial park. “BSE is a great fit with other businesses that have chosen to locate here.”

Moving up:

In the middle of a snowstorm on April 12, **A.W. Kuettel & Sons** moved its entire operation — offices and fabricating shops — from leased space at the Clure Public Marine Terminal up the hill into its newly built headquarters at 3930 Airpark Blvd. in the Duluth Airpark. And they managed the entire move without ever stopping production.

In the weeks and months since, they've been busy installing new high-tech equipment (including a high-definition plasma cutting table and two 10-ton cranes), erecting new signs, paving a wrap-around parking lot and hosting an open house to celebrate the latest chapter in this four-generation saga.

Alfred William Kuettel established the company in 1924 and set up shop on Michigan Street in downtown Duluth. The company later moved to Canal Park, where the Inn on Lake Superior now sits. When A.W. ("Grandpa") died, the building was sold, and his three sons — Bill, Chuck and Tom — moved their industrial metal fabricating and mechanical/roofing contracting business into 30,000 square feet of space leased from the Duluth Seaway Port Authority on the Clure Public Marine Terminal.

Today, Tom still serves as company president and project manager for Kuettel's sheet metal division. He is the last of the third generation still working in the family business. His brother Bill retired eight years ago and his brother Chuck in 2010.

But there's a new "band of brothers" onsite these days. Bill's son Adam, who started with the company's HVAC operation in 1999, moved into sheet metal work and eventually became roofing project manager and vice president



A plasma cutting table is among the new pieces of equipment now in place in A.W. Kuettel & Sons' fabricating shop at its new Airpark location. Note the welder at work in the background.

following Uncle Chuck's retirement. Adam's brother Jason now serves as plumbing and pipe-fitting manager, and their brother Luke is apprenticing in the sheet metal shop.

Kuettel's new building, situated on five acres in the Airpark purchased from the Port Authority, is smaller than its former location but boasts a much more efficient use of space, having been built specifically to accommodate the workflow of all three divisions plus a new fire protection department. The 20,000 square-foot structure offers three drive-through garage doors and separate bays for light fabrication and heavy industrial work, plus 5,000 square feet of additional storage space on a second floor above its office center.

The company currently employs about 50 workers, though that number often expands to as many as 80 or more during construction highs. "In fact," said Adam, "we're coming off our best year ever, having hit a total of 101 employees at our peak in 2012."



With its move complete, Kuettel flies its company colors from a new location

Citing the company's solid reputation for service and the decades of experienced leadership in all departments, Adam added that the family is excited about what the future holds. "This is a great city in which to do business. We were able to make major investments thanks to incentives offered by the state's JOBZ program, funding through the city's 'Build in Duluth' program and a good deal on land provided by the Port Authority. We appreciate the support of our customers and this community."

Congressional leaders go to bat for Great Lakes agenda

Robert Welton



From left: Gregg Ruhl, Great Lakes Fleet managing director; Adolph Ojard, Port Authority director; Duluth Mayor Don Ness; and U.S. Senator Amy Klobuchar at a May press event in Duluth.

When it comes to sustaining the integrity and competitiveness of the Great Lakes–Seaway system, Congressional action is needed to ensure that the money collected for the Harbor Maintenance Trust Fund is fully used for its intended purpose.

In letters, phone calls, emails, personal visits and testimony on Capitol Hill, the maritime industry has been delivering that message to elected officials in all eight Great Lakes states. As a key piece of legislation — the Water Resources Development Act of 2013 (WRDA) — makes its way through Congress, the Port of Duluth-Superior is fortunate to have several members championing our cause in their respective chambers.

Minnesota Senators Amy Klobuchar and Al Franken teamed up with their Great Lakes colleagues during Senate consideration of the WRDA bill early this summer to champion increased funding for Great Lakes ports. Congressmen Sean Duffy (WI-7) and Rick Nolan (MN-8) continue to advocate for a “Great Lakes agenda” as the WRDA bill advances in the House.

Klobuchar visited the Port in May to cite the dredging crisis in the Great Lakes. “The Port connects our businesses to the rest of the world,” said Klobuchar, “The Port serves as the cornerstone of this region’s economy. When ships on the Great Lakes have to light load ... because channels are not deep enough, our economy suffers.”

At that press event, she invited shipping representatives, including Port Authority executive director Adolph Ojard and Gregg Ruhl, Great Lakes Fleet managing director, to talk about the loss caused by clogged channels and a \$200 million

dredging backlog on the Lakes. Ruhl, who serves as chair of Lake Carriers’ Association, said that when a ship has to light-load, it must leave behind as much as 10,000 tons of iron ore pellets at the dock on each trip. “That represents 15 percent of a ship’s capacity. Over a season, it amounts to millions of dollars of lost revenue. That cost is passed on to mining companies, to steelmakers and eventually on to consumers,” he said.

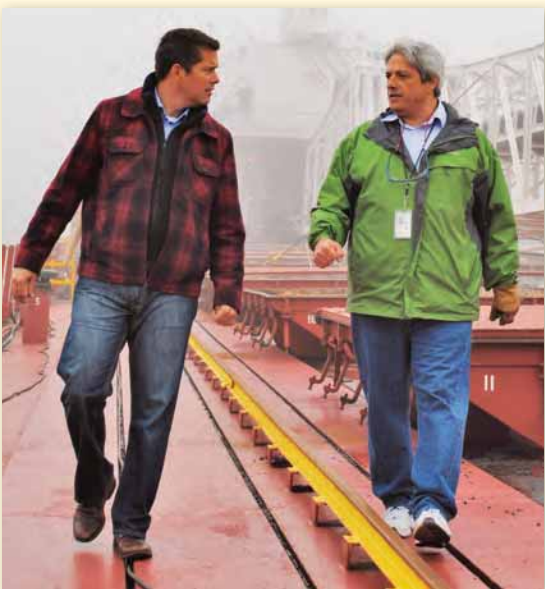
More recently, the maritime community had a chance to drive home the point once again, when Wisconsin Congressman Duffy hosted a roundtable in Superior with Port leaders to discuss major infrastructure projects and the need to support the Great Lakes agenda. Following the meeting, Duffy toured the *John G. Munson* in dry dock at Fraser Shipyards after which he reiterated his support of full federal funding for Great Lakes dredging.

Duffy and Nolan co-sponsored H.R. 2273, the Great Lakes Navigation System Sustainability Act of 2013. Language in this companion bill to WRDA strengthens the case for full use of HMT by treating the Lakes as a single budget item, an integrated navigation system, for prioritizing Corps of Engineers’ projects; it would also establish a program to fund operations and maintenance to address the dredging backlog in the system.



Congressman Sean Duffy (far left, facing participants) hosted a Port roundtable discussion in Superior on May 30 with (from left): Phil Marquis, Graymont (WI) Superior Lime; Jim Sharrow, Port Authority; Kevin Soucie, CN; Ted Smith, Marine Tech; Capt. Bill Peterson, Key Lakes/Great Lakes Fleet; Tom Curelli, Fraser Shipyards; Adele Yorde, Port Authority; Fred Shusterich, Midwest Energy Resources Co.; Mike McCoshen, Hallett Dock Co.; and Jason Serck, city of Superior planning and port director.

Photos courtesy Congressman’s office



While in Superior, Congressman Duffy (left) visited Fraser Shipyards to tour a Great Lakes freighter, the *John G. Munson* then in dry dock. Guiding the foggy-day tour was Ken Gerasimos, port captain for Key Lakes/Great Lakes Fleet.

Got boats?

In flush times and lean times the Duluth-Superior Harbor sees its fair share of lakers and salties, sailers and motorers, tugs and barges, dredge boats, pilot boats, speed boats and fishing boats. Got boats? Oh yeah.



Zealand Julianna gets a tug assist to her berth.

Robert Welton



The pilot boat Sea Bear heads out to a waiting saltie.

Diane Hilden



Diane Hilden

A bit of Great Lakes shipping history was recorded in real time on Aug. 5 as the Port of Duluth-Superior bid farewell to Mr. Walter J. McCarthy, Jr., former CEO of Detroit Edison who died in late July at the age of 88. As his namesake, the 1,000-foot *Walter J. McCarthy, Jr.*, loaded with coal, approached the Aerial Bridge, she sounded a formal captain's salute in his honor (3 long and 2 short blasts); the Bridge returned the salute. Our fall edition will include a full story about Mr. McCarthy. Listen to audio and read remembrances at www.duluthshippingnews.com

St. Louis

A whole



Diane Hilden

Energy abounds as a River Quest class races for the *Vista Star*, led by education coordinator Kathy Peterson.

Take four days in May, add 1,400 sixth-graders and 100 adult volunteers, 16 unique learning stations, a harbor cruise, some sun, the 12,000-acre St. Louis River Estuary and what do you get? A whole lot of fun. And some truly incredible learning experiences.

This marked St. Louis River Quest's 21st year. Students and teachers came to the waterfront on May 13-16. They were divided into small groups, and their 2½ hour blocks of time were filled with mini-adventures — learning about the St. Louis River ecosystem at stations staffed by volunteers who covered topics ranging from pollution prevention and stopping aquatic invaders to boating safety and commercial shipping. In addition to six learning stations onboard the *Vista Star*, the kids also visited six more landside at the DECC, switching venues half-way through their visits.

Afterward, students were encouraged to submit essays or poems about their experiences as part of the 2013 Captain Ray Skelton River Quest Writing Contest, named in honor of one of the program's founders,

mariner and longtime Port Authority staff member. Awards were presented on June 4 at the schools whose entries took top honors.

Anna Chelseth from Ordean-East won first place in the essay competition with her entry, *Where Does Your Water Go?* Milly Timm from Marshall School took top honors in the poetry division with her poem, *Of*

Freshwater and Ships.

Runners-up were Gillian Mann from St. James School and Katelin Olson from Superior Middle School in the essay and poetry categories, respectively. Winners received a traveling plaque that will remain on display at their schools for the next academic year. Prize packages included gift certificates to attractions, plus T-shirts and promotional items from several of the program's sponsors.

"This is an exceptional outreach education program," said Adele Yorde, Port Authority public relations manager and River Quest coordinator. "It continues to evolve and expand, even after two decades. This year, for example, learning station sponsors worked directly with educators to more closely align concepts being presented with Minnesota State Science and Social Studies Standards, which made the whole experience an even more effective teaching tool."

See Page 12 for more River Quest



Robert Welton

A Fishy Physics demonstration has students using water bottles to understand buoyancy and density.

River Quest

lotta learnin' goin' on



Diane Hilden

Long-time volunteer Joe Zajac and Denise Wolvin, Corps of Engineers, wind up their day. The red coolers were a hit as students at their station stuck their arms into ice water to feel how fast hypothermia can set in.



Diane Hilden

Jesse Schomberg explains color-coded flags that warn swimmers of rip current dangers.



To learn about cargo-handling in the Twin Ports, kids try their hands at adding ballast water to stabilize a ship at the Port Authority's station.



Our Quest

River Quest's mission is to enhance student awareness and understanding of the St. Louis River ecosystem and interrelated commercial, industrial and recreational activities. Since its inception, in 1993, this outreach program has served more than 17,000 students in the Duluth-Superior area.

This year, with the support of nearly 40 organizations, River Quest involved 55 teachers and students from 16 schools, plus homeschoolers, and as many as 100 volunteers. For program details and classroom resource materials or to read essays and poems, visit www.seagrant.umn.edu/riverquest.

Excerpts from the winning entries

From "Where Does Your Water Go?"

By Anna Chelseth, Ordean-East



Storm water is the water that flows down into our storm drains or culverts. This water doesn't get treated anywhere, and it flows directly into the lake or river.

One major concern with storm drains is that people seem to think that it is O.K. to dump anything into them. These things include: car oil, soap from washing cars, garbage, fertilizer, leaves and grass clippings. It is never O.K. to dump anything into the storm drains because you could end up hurting fish and other inhabitants or users of Lake Superior.

From "Of Freshwater and Ships"

By Milly Timm, Marshall School



*I rise and fall to the rhythm of the waves
Like a fish balancing Water and air
To float And sink
To the depth of the frozen lake
And a cargo ship
Releasing ballast,
Sighing almost,
After a long journey.*



Nate Zuk, a volunteer from the MinnAqua Program, uses fish bladders as a visual aid to help students understand the physics of how fish float.



Sappi intern Sarah Mulville explains how the company burns waste water treatment plant residuals as renewable fuel to produce steam and power.

2013 River Quest Learning Stations

- Cold Hand Lake (Hypothermia & Water Safety)* U.S. Army Corps of Engineers
- It Floats; You Don't. Wear Your Life Jacket!* Duluth Sail & Power Squadron
- Break the Grip of the Rip* Twin Ports Rip Currents
- Bringing Back the Piping Plover* St. Louis River Alliance
- Get Habitattitude!* Minnesota Sea Grant Program
- Pollution & the River Watershed* U.S. Environmental Protection Agency
- What Is the Es-chew-air-ee?* Lake Superior Nat'l. Estuarine Research Reserve
- The Difference Between Storm & Sanitary Sewers* City of Duluth Public Utilities
- Sustainable Forestry* NewPage
- Bacteria: The Real Workers at WLSSD* Western Lake Superior Sanitation District
- We Catch all Fugitives* Midwest Energy Resources Co.
- Great Lakes Cargo Capital* Duluth Seaway Port Authority
- Industrial Water Use: Reduce, Reuse, Recycle* Sappi Fine Paper
- Protecting the Environment during an Oil Spill* U.S. Coast Guard & USCG Auxiliary
- Stream Table* USDA Forest Service-Superior National Forest
- Fisby Physics* Great Lakes Aquarium/MnDNR MinnAqua Program



What is an es-chew-air-ee? Which sample is from the St. Louis River? Eager students are ready with answers.



A network of pumps and tubes with different colored water enables students to learn the difference between storm and sanitary sewers.

2013 River Quest Donors

Platinum \$1,000+

BNSF Railway Foundation, Duluth Public Schools, Duluth Seaway Port Authority, Vista Fleet

Gold \$500+

Graymont (WI) LLC, Holcim (U.S.) Inc., Lake Superior National Estuarine Research Reserve, Marine Tech, Minnesota Power, Minnesota Sea Grant Program, NewPage, Sappi Fine Paper, U.S. Army Corps of Engineers, USDA Forest Service – Superior National Forest, Western Lake Superior Sanitary District

Silver \$250+

Azcon Corporation, Gavilon Grain LLC, Hallett Dock Co., Midwest Energy Resources Co.

Bronze \$100+

Allouez Marine Supply, Grandma's Restaurant Co., Lynn Williams Graphic Design

New ship. First cargo.

Great fit for coal export trade

Around the Port



Diane Hilden

The *Whitefish Bay*, CSL's brand new, 740-foot Trillium Class vessel, departed July 26 on the first leg of her journey along the Great Lakes Northern Corridor to a transshipment facility in Quebec City. From there, the coal will move to Rotterdam via saltie for distribution in Europe. Coal loading (below) at MERC.

Canada Steamship Lines' *Whitefish Bay* completed her maiden voyage into the Great Lakes-Seaway, arriving in the Port of Duluth-Superior to take on her first cargo — 32,500 short tons of low-sulfur coal for export from the Superior Midwest Energy Terminal.

“Midwest Energy is excited to participate in the first leg of the *Whitefish Bay's* voyage via the Northern Corridor to Europe,” said Fred Shusterich. “In our trade, we are especially excited about the advent of these new ships — the high caliber of these state-of-the-art vessels equates to increased efficiency and lower costs for our customers, all of which bodes well for continued export business.”

The *Whitefish Bay* is the second of four new Trillium Class vessels to join CSL's Great Lakes fleet. Conceived and built as part of CSL's ambitious fleet renewal program, Trillium ships are equipped with the most advanced, sustainable and safe technologies available on the market. The company's third and fourth Trillium Class self-unloaders, *Thunder Bay* and *Baie Comeau*, will soon see Great Lakes-Seaway service. CSL's *Baie St. Paul* has been a regular visitor to Duluth-Superior since it began operating in December. Construction continues on CSL's two new Trillium straight deck bulk carriers, expected to join the fleet in 2014.



Robert Welton

More new ships headed this way



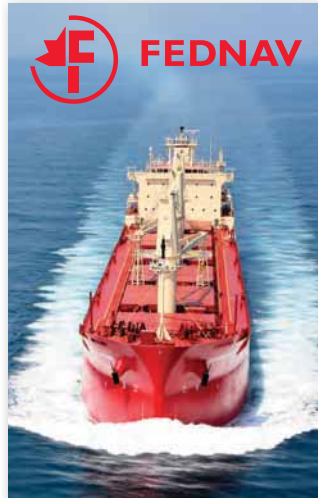
Algoma Central continues its fleet renewal program with the christening of its newest bulk carrier, *Algoma Equinox*, on April 7 at the Nantong Mingde Heavy Industry Group in China. This is the first Equinox Class carrier ordered by the company. This new gearless bulker is part of an eight-ship order, four of which will be self-unloaders.

Fednav fleet to grow by six

Fednav Limited is in the process of adding six newly built vessels to its fleet. The environmentally advanced ships, with 28 percent fuel and emissions savings, will be built in Japan's Oshima Shipyard. The 34,000-ton bulk carriers will be built to the dimensions of the St. Lawrence Seaway and will be equipped for navigating in ice.

The ships will be delivered from May through November 2015 as part of a series of 27 new ships added to Fednav's fleet since January 2012. Of the new vessels, 14 are lakers. Fednav operates more than 80 ships, half of them owned, and has the largest fleet of ice-class vessels in the world. These ships can navigate along the St. Lawrence Seaway, in the Baltic Sea and in the Arctic.

"This investment highlights Fednav's commitment to the Great Lakes and to our customers and partners in the industrial heart of North America," said Paul Pathy, Fednav president and co-CEO.



Federal Satsuki

Courtesy Fednav

Hallett receives Excellence Award



(From left) Mike McCoshen; Lonnie Reynolds, Compass Minerals/North American Salt; Julie Porter; Larry Demenge; Leroy Kiminski from Hallett.

Hallett Dock Co. has received a 2013 Service Excellence Award from Compass Minerals.

The award was given to just 15 U.S. and Canadian companies that distinguished themselves through superior customer service and innovative logistics solutions.

The award was presented to Mike McCoshen, president/COO, and his team in July.

"This award really belongs to our Dock No. 8 scale operator and front-end loader operators for their openness to problem-solving and flawless service to customers," said McCoshen. "These dedicated employees were willing to do whatever it took to meet the high demand for salt this past season."

The company transloads, stores and delivers a variety of bulk commodities via ship, rail and truck across the Upper Midwest, along the Great Lakes-Seaway and to Europe.

Interlake celebrates its first century

With the consolidation of all vessels formerly managed by Pickands Mather & Company under a variety of fleet names, The Interlake Steamship Company was launched. The year was 1913. The new fleet numbered 39.

Since then, the company has been, well, making waves. In 1916, Interlake built its first 600-footer. Six more followed in the 1920s, among them the Str. *Harry Coulby*. When commissioned, in 1927, it was the largest of any other lake freighter at 631 by 65 feet and the first to carry more than 16,000 tons. Harry Coulby, who managed the fleet, was instrumental in Interlake's formation in the early 20th century.



Over the following decades, Interlake's sure hand on the wheel has been marked by removing uneconomical vessels, acquiring more-efficient ships, lengthening and modernizing others and building some to increase and diversify the fleet. Recent major upgrades include millions of dollars worth of new, more environmentally-friendly and efficient diesel engines in the *Lee A. Tregurtha* (2006), *Hon. James L. Oberstar* (2009), *Paul R. Tregurtha* (2010) and *Kaye E. Barker* (2012).

The Interlake Steamship Company, headquartered in Ohio, sails four 1,000-footers — the *James R. Barker*, *Mesabi Miner*, *Paul R. Tregurtha* and *Stewart J. Cort*.

Change of command for U.S. Coast Guard Marine Safety Unit Duluth

Coast Guard Marine Safety Unit (MSU) Duluth conducted a change-of-command ceremony on June 6 at the Depot Great Hall, during which Cmdr. Alan H. Moore Jr. relieved Cmdr. Kenneth R. Bryan as commanding officer.

Moore assumed command after having served as MSU Duluth's executive officer for the past two years. He attended Maine Maritime Academy and was selected for the Maritime Academy Reserve Training Program, graduating with a B.S. in nautical science and a USCG Third Mate's Unlimited Tonnage License in 1997.

His career highlights include tours as: commercial fishing vessel safety assistant national program manager at headquarters office of compliance (1997-99); marine inspector/investigator with fleet-up to assistant chief inspections & investigations department at MSO Portland

(1999-2003); chief, inspections & investigations division at Sector Detroit (2003-07); mission management system lead



A pair of Cmdr. Moores — Alan Jr. and Alan Sr. after the change of command.

auditor at headquarters office of traveling inspectors & quality assurance (2007-09); and domestic vessel compliance national program manager at headquarters office of vessel activities (2009-11).

Through the Coast Guard's advanced education program, Moore earned a master's degree in quality systems management in 2003, and participated in the USCG marine industry training program in 2011, landing an internship in the Twin Ports at the Duluth Seaway Port Authority.

As the former executive officer of MSU Duluth, Moore is no stranger to the Twin Ports. His father, now-retired Coast Guard Cmdr. Alan Moore Sr., had served as MSU Duluth's commanding officer from 1996 to 1999. And, in fact, it was his father who conducted the commissioning ceremony on the Aerial Bridge when Alan Jr. first joined the Coast Guard in 1997.

Bryan, the departing commander, has been assigned to the 5th Coast Guard District, Portsmouth, Va., where he will serve as chief of the inspections and investigations branch.

Gavilon sale to Marubeni is complete

Marubeni Corp. said on July 5 that it has completed its previously announced purchase of Gavilon Holdings LLC, with the exception of its energy business. Marubeni paid \$2.7 billion for the company.

Marubeni's grain business operates as part of its Food Materials Division. Leveraging internationally competitive grains, the division not only provides Japan with a stable grain supply, but also is building a structure for flexibly supplying grain to meet growing global demand.

Gavilon had been established in 2008 with the sale by ConAgra Foods Inc. of its trading and merchandising business to Ospraie Management LLC. The business was renamed Gavilon LLC. According to the 2012 *Grain & Milling Annual*, Gavilon was the third largest grain storage company in the U.S. The grain terminal in Superior will continue doing business under the Gavilon name.



Polsteam's *Miedwie* takes on grain at the Gavilon elevator in Superior.



Jonathan Lamb (center) and Fred Shusterich (right) accept the 2012 Pacesetter Award from Craig Middlebrook, acting administrator of the Saint Lawrence Seaway Development Corporation.

Port earns 2012 Pacesetter Award

Craig Middlebrook, acting administrator of the Saint Lawrence Seaway Development Corporation, presented a 2012 Pacesetter Award on May 8 to the Port of Duluth-Superior. The award was accepted by Jonathan Lamb, vice president and general manager of Lake Superior Warehousing, Inc., and Fred Shusterich, president of Midwest Energy Resources Co. — operators of two of the terminals that contributed significantly to the Port's 20 percent increase in international tonnage through the Seaway during the 2012 season.

Finders of the *Henry B. Smith* to speak at Gales of November

The discoverers of the long-lost *Henry B. Smith* will be among the speakers this fall at Gales of November, the annual signature event of the Lake Superior Marine Museum Association. This year's event will be on Nov. 1-2 in Duluth.

The 525-foot *Smith*, a Great Lakes freighter, was launched in 1906 and sank in a vicious 1913 storm. Until earlier this year, its whereabouts were unknown.



But three dedicated shipwreck seekers — Jerry Eliason of Cloquet, Minn., Kraig Smith of Rice Lake, Wis., and Ken Merryman of Minneapolis —

found the wreck on May 24, using data analyzed by Eliason and his wife, Karen, to pinpoint a specific search area. The ship lay deep under Lake Superior about 30 miles north of Marquette, Mich. Convincing video shows the name of the ship on its stern.

The shipwreck seekers will be joined by many other speakers and presentations at Gales. For info: www.LSMMA.com

Lake Superior Fish Classic

Cook-off and tasting event set for Oct. 4

Get your forks ready! It's Minnesota versus Wisconsin as 10 top professional chefs — five from each state — compete in a cook-off and tasting event on Oct. 4, from 5-7:30 p.m. at the Depot Great Hall in Duluth.



The Lake Superior Fish Classic is a tribute to the people involved in managing, harvesting, selling, studying and preparing commercially-caught Lake Superior fish. Tickets are \$15. Attendees will be able to sample up to ten different recipes incorporating Lake Superior herring and whitefish prepared by the competing chefs.

Top tier culinary judges will evaluate the entrées and announce a winner at the close of the evening. Jason Davis (noted *On the Road* TV journalist) will be one of the celebrity judges. Minnesota legend Michael Monroe will be on hand performing vocals with guitar accompaniment on instruments crafted with wood retrieved from the bottom of Lake Superior.

The Duluth Seaway Port Authority is a major sponsor of the event, which is co-sponsored by the Minnesota and Wisconsin Sea Grant Programs and *Lake Superior Magazine*. www.seagrant.umn.edu/fisheries/classic

Graphic: UW Sea Grant Institute

Great Lakes Towing marks 115th



Diane Hilden

The Great Lakes Towing Company and Great Lakes Shipyard recently celebrated its 115th anniversary with the delivery of two new 4,640-hp tugs. The company houses four of its trademark red and green "G" tugs in the Port of Duluth-Superior, including the *Minnesota* and *Kentucky* pictured here.

Simonson wins Headliner Award

Mike Simonson, Duluth resident and reporter for KUWS Radio in Superior, won a National Headliner Award in April. The Headliner is one of the nation's



Simonson

highest honors in the world of radio and television news. Simonson's documentary — *Forever Ace: The Richard Bong Story* — received a first place in the documentary or public affairs category.

The program, which first aired on Veterans Day 2012, was a 10-year labor of love for the reporter, who wrote and produced the show. It was narrated by Wisconsin Public Radio's Jim Packard, who died a year ago at 80.

Bong, a farm boy from Poplar, Wis., became America's WWII flying Ace of Aces, credited with at least 40 kills, most in his fearsome P-38 Lightning.

Changes at helm of Superior refinery

Calumet Specialty Products has announced two changes in its management team. Dave Podratz, who served as refinery manager in Superior for the past 13 years, accepted a new position with the company as manager of the Dakota Prairie Refinery being constructed in Dickinson, N.D. The new diesel refinery is a joint venture of Calumet and Montana Dakota Utilities.

Kollin Schade, who has served as operations manager at Calumet Superior, LLC, for more than 13 years, has been promoted to refinery manager. The Superior refinery employs 180 people.

Podratz will lead the organizational development, startup and commissioning process of the Dakota Prairie Refinery, the first refinery built in the U.S. since 1976. It is expected to produce about 8,000 barrels of diesel fuel per day.



Staff member Rosy Bray, aboard one of the first two boats in the Canal Park Boat Rental fleet.

Rental fleet opens in Duluth's Canal Park

A new fleet has reported for duty in the Port of Duluth. It's a fleet of two — soon to expand to three — and it sails under the banner of Canal Park Boat Rental. The fleet is headquartered at the base of the blue pedestrian bridge in the heart of Duluth's touristy Canal Park area. The 18-foot boats are fit out with carpet, awnings, interior wood trim and console steering. They are powered by batteries and powerful German-made Torqeedo electric motors that deliver the equivalent of 6 horsepower.

The rental company is owned by Tom Althaus, who spent 9½ years as a test pilot for Cirrus Aircraft and now provides tech support for the company.

Rent starts at \$69 for an hour, with other options available. The boats can go anywhere in the harbor but not under the Aerial Lift Bridge and into Lake Superior. Althaus says the rentals already have drawn satisfied customers from many countries around the world, and he could add one or two boats in 2014. For information: **(218) 341-3429**

Set sail in the Twin Ports

A new charter company recently set sail in the Duluth-Superior Harbor and it, too, is in the Minnesota Slip in Duluth's Canal Park, right next door to Canal Park Boat Rental.

Moon Shadow Sailing offers comfortable, fully equipped sailboats skippered by friendly, knowledgeable, licensed captains. Be as involved as you wish — rig sails, take a turn at the helm or just sit back and enjoy the ride. Boats are licensed to accommodate up to six passengers. Four 2½-hour sails daily are offered throughout the summer on Lake Superior or in the harbor as well as 3½-hour sunset cruises on Thursday, Friday and Saturday evenings. Charters for special occasions also can be arranged. For information: www.moonshadowsailing.com



Courtesy Moon Shadow Sailing

Aerial Bridge under new watch

Ryan Beamer, supervisor of Duluth's famed Aerial Lift Bridge since 2005, has stepped off the bridge and will resume his pursuit of a nursing degree. His last day on the job was May 17, 2013.

Beamer was succeeded by Dave Campbell, most recently a master electrician with Sappi Fine Paper in nearby Cloquet, Minn. Campbell had been at the mill

since 1995 (when it was owned by Potlatch) — first in the production line and later in the electrical maintenance department. So he's accustomed to working on huge, heavy machines. "And that's what the Aerial Bridge is," he noted, "a big machine that operates with similar drives, gears, cables and motors. It just happens to be the biggest elevator in town."



Ken Newhams/Duluth Shipping News

Ryan Beamer (left) is going back to school to pursue a nursing degree, so lazing around won't much be in his future. But he and Dave Campbell took advantage of a quiet moment to discuss Campbell's new supervisory role.

That "elevator" makes an average of nearly 4,000 lifts in a single navigation season, so maintenance is key to ensuring safe transit for not only the commercial vessels and recreational boats that pass beneath, but also for the pedestrians, cyclists and drivers who cross its deck every day. You could say that it's the ups and downs that keep the job challenging for Campbell and the five seasoned lift operators on his team.

What will Beamer miss most about his job high above the Duluth shipping canal? "Why, blowing the whistle, of course!" he told Zenith City Online. He also said, "It will be nice being able to enjoy the ships coming and going without looking at it as 'work.'" Full story at: <http://zenithcity.com/last-day-for-bridge-boss-beamer/>

Lake Superior Day

Activities took place along all four of its shores on July 21 as its fans celebrated Lake Superior Day.

New events for the day in the Twin Ports included a free showing of the movie *Mysteries of the Great Lake* plus a Blessing of the Fleet for commercial and recreational boats.

In Superior, at the very event he founded and has championed, longtime environmental advocate Bob Browne was honored for his work to protect and preserve the Lake.



A family looks over a Forest Service exhibit at the Lake Superior Maritime Visitor Center in Duluth on Lake Superior Day.

Twin Ports celebrates National Maritime Day

U.S. Merchant Marine veterans, current seafarers and folks from all segments of the maritime community celebrated Maritime Day with the Propeller Club of Duluth-Superior at the DECC on May 22. The event included blessings and prayers from the Rev. Tom Anderson of the Seafarers Center of Duluth and a solemn memorial ringing of a ship's bell by Capt. Ed Montgomery.



Steve Fisher

Steven Fisher, executive director of the American Great Lakes Ports Association, delivered the event's keynote address, with an insightful and upbeat talk titled "Marine Delivers!"

"The 85 active freight-handling ports along the Great Lakes St. Lawrence Seaway operate as an integrated transportation system, moving some 180 million short tons of cargo annually to destinations across North America and around the world," Fisher said. He added, "Marine transport creates 227,000 jobs and generates \$35 billion in business revenue each year."

Dionne Quintuplets update

Jerry Sandvick's story in the spring issue of *North Star Port* about the christening of five ships by Canada's famous Dionne Quintuplets in 1943 sparked a flurry of inquiries. Prominent among them: Are any still alive?

Sandvick's reply: As of June 2013, two of the quints — Lillian Marie and Cecile Marie Emilda — were living. Emilie Marie Jeanne died in 1954, Marie Reine Alma in 1970 and Yvonne Edouilda Marie in 2001.

Aviation ‘belongs in the discussion’

True, *North Star Port*, the quarterly magazine of the Duluth Seaway Port Authority, ordinarily focuses on maritime news. But on this page, in this issue, we interrupt our usual programming to bring you a word about aviation — an increasingly important factor in the local and regional economy.

“The aviation sector needs to be in the economic discussion along with the Port, mining, education and medicine,” says Mike Lundstrom, executive director of the Hermantown Area Chamber of Commerce and chair of the Northern Aero Alliance. (NAA). “Aviation has a \$1.3 billion economic impact in this region, and it’s growing.”

Lundstrom goes down a virtual bullet-point list of the aviation anchors of the region — the power-packed 148th Fighter Wing of the Air National Guard, Duluth International Airport and its sparkling new terminal, Cirrus Aircraft, AAR Corp., Kestrel Aircraft, Kernz & Co. and many vital support companies. (For example: SCS Interiors, Northstar Aerospace and American Precision Avionics located in Duluth Airpark, which is managed by the Duluth Seaway Port Authority). With all those organizations to point to, Lundstrom flatly states: “Our region is clearly the aviation center of the upper Midwest.”



Courtesy Cirrus Aircraft

Seen here are Cirrus Aircraft’s SR22 (lower) and SF50 Vision Jet (above). Cirrus has produced over 5,500 SR20/SR22 aircraft delivered to over 50 countries and is working through FAA certification on the SF50 jet, expecting first deliveries to customers in late 2015.

To bolster his message, Lundstrom points to regional employment built by aviation — as many as 7,000 regional jobs in the next three years.

Since being formed in 2007, the NAA has become a clearinghouse for support companies, often helping them collaborate on bidding and negotiating contracts. The Alliance also serves as a forum for vendor relations and as a catalyst for identifying and completing new projects.

“There was a need for us to work together,” Lundstrom says. “With NAA in place, we’re doing that.”

He is quick to point to “good partners” the NAA is fortunate to have: Monaco Air, Minnesota Power, APEX and the cities of Duluth and Superior.

As with their maritime counterparts in the Twin Ports, Lundstrom says, ZIP codes are irrelevant to the region’s aviation entities. “The economy doesn’t have borders, state lines or city limits,” he says. “People travel both ways over our bridges to go to work, to study and to shop. That’s true with aviation, too.”

No industry is without its challenges, and for aviation in the Twin Ports region the No. 1 challenge probably is workforce development. Virtually every local major aviation employer would hire now if the right highly skilled employee sent in a resume and applied for a job. Billboards on Twin Ports highways make that point vividly clear by announcing:

Cirrus Aircraft – NOW HIRING

Thus, Lundstrom points to the importance of emerging workforce training programs, including:

- The new composite-technology program at Wisconsin Indianhead Technical College in Superior.
- Pilot training and airframe and powertrain (A&P) mechanics certification at Lake Superior College in Duluth.

Lundstrom says, “We tell businesses, ‘You come to our region and you’re going to get a qualified, well-educated, dedicated work force.’ That’s the story we tell, and it’s the story we’ll continue to tell.”



Founders of the NAA

148th Fighter Wing · American Precision Avionics · Cirrus Aircraft · Duluth International Airport · Greystar Electronics · Hangar 10 Aero · Hermantown Area Chamber of Commerce · HYDRO solutions · Monaco Air · Lake Superior College · NorthStar Aerospace · SCS Interiors

Since its founding, the NAA has grown to 35 members in northeastern Minnesota and northwestern Wisconsin.

‘Our region is clearly the aviation center of the upper Midwest’

— Mike Lundstrom, chair, Northern Aero Alliance





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