

Duluth Seaway Port Authority

Fall 2013

NORTH STAR PORT



Bare feet. Boat shoes. Steel-toed boots.

Shoes are personal. One selects shoes for a variety of reasons: for function, for form, for style and for purpose. Shoes recently became a point of reflection for me. I was told coming into this job that I had some BIG SHOES to fill. It made me wonder why a person would ever want to wear someone *else's* shoes.

Adolph Ojard heard similar comments and faced the same situation in the spring of 2003 when accepting the position I now hold. Adolph was taking the helm from Davis Helberg, who'd held that post for 24 years. His tenure encompassed a lot of history and, I'm sure, at least a few pair of well-worn shoes. I wonder what Adolph thought about trying to slip into those size elevens.

At the board meeting in September at which I was introduced as the Port

The Harbor Line

Vanta E. Coda II
Port Director



Authority's new executive director, I was asked to make a few comments. On my way to the podium someone interjected, "Watch out, those are big shoes to fill."

"I plan on going barefoot," was my immediate reply. It was literally the first thought that came to mind and, in hindsight, conveyed exactly what I felt. I will certainly follow Adolph's lead, but never attempt to walk in his shoes. Adolph made his own way as an effective executive director, and I look forward to doing the same. I will go barefoot until I have rightfully earned my own pair of "boat shoes."

What is old is new again. Change will come to the Port Authority as it does in every organization. For an agency that's been as well-managed as this,

I expect changes to be small and incremental. They will be variations in style, not structure. The Port Authority, thanks to decades of adept leadership at both the board and administrative levels, has remained focused on a smart, straightforward mission.

With a board that is long-tenured, well-versed and solidly grounded, the priorities of this organization remain the same:

- To promote the maritime industry and Great Lakes-Seaway as the greatest gateway to the region, the basin and the world.

- To focus our energies on a *regional* commitment to facilitate opportunity and sustainability.

- And, most important, to seek and provide fertile ground for waterborne commerce and multimodal business expansion to serve the greater community.

I bring to these established priorities a stewardship approach: Recognize the wide stakeholder interest in the Port community. Seek to serve the best outcomes for all. Maintain the current Port structure and position it for sustainability long after *my* shoes have worn out.

So back to shoes. I've already started shopping for the pair that feels most comfortable.

Personally I like work boots — the kind that lace up with steel toes. And I think the waterfront is the perfect place to break in a brand new pair.

Richly experienced in multi-modal transportation and logistics

Vanta E. Coda II was appointed executive director of the Duluth Seaway Port Authority on Sept. 19, 2013. During his career he has developed expertise in transportation marketing and sales, pricing and financial analysis while working with a wide array of customers across many commodity lines including coal, aggregate, chemicals, petroleum, steel, wind generation and heavy-lift. He has had the responsibility for moving products via inland waterways (brown water) and oceans (blue water) alike, as well as by rail and truck across North America.

Coda, who is a graduate of the University of Kentucky and "unapologetically a Wildcat basketball fan," began his career in 1993 with the Illinois Central Railroad, becoming director of sales and marketing upon its merger with the Canadian National Railway. In 2000, having played a key role in CN's strategic planning for chemical transport, he was hired by the Westlake Group of Companies to manage logistics for its vinyls subsidiary. Five years later, he was recruited by American Commercial Lines to be director of regional sales in the Gulf. During that time he managed an international account portfolio that included expansion of its project cargo business, including the company's first wind generation project. Then came his work as director of fuel transportation for Dynegy Inc. in Houston, Tex. Most recently he was Director of Global Logistics for Nabors Industries, also in Houston.

Vanta is sometimes called "the 2nd" because his father is still active in the coal industry. One of "the 2nd's" sons is Vanta E. Coda III, as the family's Italian heritage extends to a new generation.

The new director (his first name is pronounced VAWN-tah) has been joined in Duluth by his wife, three sons and two yellow labs.

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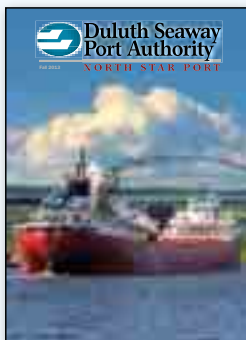


Savvy reader Bob Andrews of Carmel, Ind., caught our error in the caption for this photo of the *Lee A. Tregurtha* in our Summer 2013 edition. Our caption said the ship was *entering* Port when in fact she was *leaving*. Two things reveal the truth: this ship's pilothouse is at its forward end, from where this photo was taken, and the lift bridge is in the down position. If the ship were approaching, the bridge would already be up.

About North Star Port

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Robert Welton



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On the covers

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The *Arthur M. Anderson* heads into Port on June 8 to discharge 20,000 tons of sugarstone at the C. Reiss dock before heading to Two Harbors to load blast furnace trim.

On the back:

What a view from the pilothouse of the *Solina* as she enters Port on Aug. 28 to load grain at CHS in Superior.

Researchers cook up a recipe for success

Pilot project studies beneficial reuse of dredged materials in harbor

Place a 1,600-foot silt curtain, a giant mixing bowl (actually a materials transfer box), barges, hydraulic pumps and huge clamshell buckets in one of Duluth's shallow bays. Mix in a host of civil engineers, scientists and dredge operators. Scrape hundreds of thousands of yards of sediment off the bottom of the rest of the harbor and pump a slurry of that material directly into that target area so plants will eventually grow, fish will spawn, birds will nest and people will picnic.

That's the "recipe" being followed in the 21st Avenue West Pilot Project in the Duluth-Superior Harbor — an exciting three-year pilot restoration study being coordinated by the U.S. Army Corps of Engineers in collaboration with several researchers and multiple state and federal agencies including: Minnesota Pollution Control Agency (MPCA) and the Department of Natural Resources (MnDNR).

This pilot project was designed to study the efficacy of reusing dredged materials to re-establish flourishing shallow bay habitat in the St. Louis River. This year alone, crews from Roen Salvage of Sturgeon Bay, Wis., are removing well

over 100,000 cubic yards of sediment from shipping channels in the harbor, moving the material by barge to the project site where it is mixed with water and pumped directly into the 21st Avenue West embayment area to enhance vegetation and improve aquatic habitat.

The entire process is being carefully monitored every step of the way by the Corps with additional monitoring being coordinated by the MPCA with funds provided by the U.S. EPA through the Great Lakes Restoration Initiative. Planners envision creating a wild area with viable fish, benthic and avian habitat in what is currently a "dead" corner of the harbor. Hopeful that results from the pilot prove positive, planners anticipate being able to use a similar method of hydraulically placing dredged material in several more shallow bay areas in the harbor in the years ahead, restoring about 1,700 acres of shallow water bays within the St. Louis River estuary.

Extending the life of Erie Pier

What it means for the Duluth-Superior Harbor is that for the next three years sediment dredged from the main shipping channels will be placed in this shallow embayment area; that's over 100,000 cubic yards each year that will *not* be added to Erie Pier. Originally built as a Confined Disposal Facility (CDF), the 89-acre site is currently being managed by the U.S. Army Corps of Engineers and the Duluth Seaway Port Authority as a Placement and Reuse Facility (PRF).

"Not only will this project extend the life of Erie Pier for at least five years, it will also eliminate the need to build a new \$30 million CDF any time soon," said Steven Brossart, area engineer for the Corps.

"While this pilot project is under way, tons of coarse sand and fine material already stockpiled at Erie Pier can be trucked off-site and used in landside projects such as road construction, mine land reclamation, landfill cover, top soil creation for parks and golf courses in



Photo courtesy MPCA

A clam-shell bucket — just part of the gear that is deployed in the 21st Avenue West pilot project — takes a big bite out of the harbor.



Here's the heftiest mixing bowl in the Twin Ports. (Pilot project researchers call it a materials transfer box.)

addition to habitat restoration,” added Jim Sharrow, Port Authority facilities manager. “That will free up much needed storage space for materials placement at the facility in the future.”

On the path to delisting the St. Louis River AOC

Success in the pilot project would mark a major milestone in the plan to restore the St. Louis River estuary. The estuary is one of the nearly 40 Areas of Concern remaining on the Great Lakes as identified in the Great Lakes Water Quality Agreement between the U.S. and Canada.

In August, natural resource officials announced \$16 million in new grants to design the road map to restore natural ecosystems in and around the river — from areas near Fond du Lac to the shoreline of Lake Superior, a 20-mile section hit hardest by human activity and industrial development over the past 100-plus years. The U.S. Environmental Protection Agency and Minnesota Clean Water Fund committed a combined \$3.3 million in June toward the planning stages of the restoration effort. New funding announced in August included additional money from the fed-



Slurry materials make a splash as they land in the target area of the harbor-restoration pilot project.

eral Great Lakes Restoration Initiative, the National Oceanic and Atmospheric Administration, the Minnesota Clean Water Land and Legacy Fund, Minnesota Outdoor Heritage Fund, U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service and more.

“This is one of the largest river cleanup projects on the Great Lakes,” said Rebecca Flood, assistant commissioner of the Minnesota Pollution Control Agency. “Not only do we have an excellent plan ... we have the resources to kick-start the effort.”

The restoration plan now in place outlines projects that will clean up areas of contaminated sediment, restore on-shore and water habitat, reduce erosion, restore wild rice beds and remove sources of contaminants. Successful completion of this aggressive plan will be no small task, however, requiring an estimated \$300 to \$400 million to complete the full scope of work by the 2025 target date.

Significant work has already been done to restore the AOC since the first Remedial Action Plan was created in 1978, with well over \$420 million invested since then in infrastructure upgrades, remediation and habitat restoration projects including, among others: the federal Superfund project at Stryker Bay, sturgeon restoration, creation of the Western Lake Superior Sanitary District and Hog Island/Newton Creek cleanup.

Diane Hilden



The Hon. James L. Oberstar clears Duluth's Aerial Lift Bridge on Aug. 31.

Lynn Wegner



Polsteam's Resko takes on grain at Gavilon on Sept. 10.

Aiming for a strong, steady finish

With about two months remaining in the 2013 navigation season on the Great Lakes — and just a few weeks left for oceangoing vessels to clear the St. Lawrence Seaway before its locks close on Dec. 26 — overall tonnage here in the Port of Duluth-Superior is tracking close to last year's total.

In fact, it's pretty much a dead heat at 25.3 million short tons through September. While iron ore was slightly off its

2012 pace, there was a flurry of grain activity late this summer, and limestone shipments were up, as were coal exports to Europe through Superior's Midwest Energy Terminal.

With four ships delivering heavy-lift transformers, another carrying crane parts and still another arriving with kaolin clay from Brazil, the Port Authority's breakbulk terminal has seen its share of marine activity this fall, too.

"We're aiming for a strong finish to the shipping season," said Ron Johnson, Port Authority trade development director. "Harvests are coming in with good-quality wheat here in the Upper Midwest, freight rates are holding steady and, according to the *Old Farmer's Almanac*, the weather looks fairly mild — at least through mid-January. All in all, the Port should wind up handling a total of somewhere near 37 million short tons, just about on par with last season."

Peter Lapinski



The Edwin H. Gott enters Port on July 18 with a raucous gull escort.

Robert Welton



Call it a maritime *pas de deux* as the tug/barge *Lakes Contender/Ken Boothe Sr.* and the *Whitefish Bay* maneuver near the Superior Midwest Energy Terminal.

Paul Scinocca



The CSL *Baie Comeau*, latest in its Trillium class, clears Superior on Sept. 8.

Riding the ups and downs

Steve Sydow's home perches on a stunning piece of real estate high on Duluth's central hillside and commands a glorious view of Lake Superior and the Twin Ports. Sydow himself, like his home, takes the long view of the maritime shipping industry.

This one-time world-class ski jumper has seen high times and low times in his family's business. He professes to have no idea whatsoever about how to predict the ebbs and flows of the international grain trade.

"When I was a ski jumper, I knew I was going to start up here," he says, stretching a hand high over his head, "and I knew I was going to land down there. But with the international grain trade, it's such a complex matrix that when it's down you don't know when it will go up.

"Crops get hit with diseases, floods, drought, and that affects markets all over the world," Sydow says. "Political issues affect markets. The grain trade is nearly impossible to predict."

At least one thing, however, is certain: When their ships come in, the Sydows of Daniel's Shipping Service — father Dan and sons Steve and Luke — will drop everything else in their collection of diverse, unrelated businesses and spring into action on behalf of the visiting ship, its owner and crew. Daniel's Shipping is the exclusive Twin Ports vessel agent for Fednav and also provides related maritime services in other Lake Superior port cities.

Dan began his maritime career in 1965 in Milwaukee and worked in Chicago and Detroit



Being a vessel agent does not mean working at a desk. Here, the staff of Daniel's Shipping Services — Dan at left, Luke at the top of the ladder, Steve far right — leaves a client vessel, the *Federal Shimanto*.

before coming to Duluth in 1974. Once established in the business, he encouraged Luke and Steve to pursue other professions. Luke went off to earn a master's in landscape design and operates a business in that sector when he isn't working the waterfront or training for Iron Man competitions. Steve earned a master's in public administration and worked as a city administrator in Minnesota before being lured back into the family business. Though no longer a ski jumper, Steve is active in judging U.S. and international competitions in the sport.



Steve Sydow



Dan Sydow



Luke Sydow

And for all three Sydows — for Dan, for Luke, for Steve — the Lake is always there.

So is Karen Sydow — wife of Dan, mother of Luke and Steve and keeper of the books. Dan says, "She is the glue that keeps us on the straight and narrow."

Steve's preferred titles for Karen would be "Bill of Lading and Manifest Guru."

Karen is "quite an expert in export documentation," Steve said. "And accounting is a big part of this business. You're entrusted with the money of shipowners, and they know they can trust Karen."

Dan Sydow embraces the unforgiving demands of his chosen profession. "Ships come in bunches," he said in a story in *Lake Superior Magazine* in 1989. "They don't keep regular hours. You may have to adjust to a schedule on London time or the Far East, where it's not even the same day. Because a ship's owners and crew have varied needs, a vessel agent has varied duties providing for those needs."

Steve Sydow keeps a collection of radios on a shelf in his living room high above the Twin Ports waterfront so he can monitor and communicate with inbound vessels. His smartphone is stocked with several shipfinder apps. He knows that vessel agents work absurd hours under outrageous pressures. They survive by learning to love the work, the challenge. Says Steve, "Jobs get juggled. We are three people. We each have two arms, two legs. We make it happen. And we have very understanding wives."

A perfect fit: Orders roll in for custom boats

Much like a larger-than-life-size 3D jigsaw puzzle, each watercraft produced at Lake Assault Boats in Superior is custom-cut and assembled with interlocking pieces of aluminum — each scribed with reference lines or text to ensure an exact fit.

By the end of this calendar year, Lake Assault Boats (LAB) will have designed, manufactured and delivered 14 brand-spanking new mission-specific boats to customers across the U.S.

Those new-builds include an anti-terrorism boat for law enforcement officers in Tennessee and two fire-rescue units delivered to upstate New York to aid in fire suppression on land and water and dive/rescue missions.

Locally owned by the Capstan Corporation, Lake Assault Boats operates as a division of Fraser Industries. Currently staffed by roughly 15 full-time employees, LAB specializes in the design and construction of rugged, mission-specific boats made of all-welded aluminum. Its crews include individuals

with specific skill sets including welders, fabricators, electricians, pipefitters and mechanics.

“What separates us from other builders is our diversity,” said Chad DuMars,



In these two scenes at Lake Assault Boats, a custom hull is being moved (upper photo) onto its blocks where further assembly will continue (lower photo).



This anti-terrorism boat was built for law enforcement work in the Nashville area of Tennessee.

depending on how complex the boat is.”

LAB uses its high-definition CNC (computer numeric controlled) plasma table to scribe and cut aluminum plates, which makes assembly more efficient and eliminates the need for a lot of production drawings in the fabrication process. “LAB is unique in this industry in that we are able to engineer and cut our aluminum plates entirely in-house,” added DuMars, “with no need to outsource any major components. At upwards of \$400,000 per unit, our customers appreciate having that personalized attention to detail every step of the way.”

While most of LAB’s customers are in the fire/rescue industry, the company also produces recreational watercraft and workboats for a variety of industries. During 2013, crews produced two landing craft style jet boats powered by twin 5.7 liter V8 gas engines. These boats were designed for use in pollution containment.

Since LAB was acquired from its founder and moved to Superior

in December 2010, the company has designed, built and commissioned a total of 38 custom boats. www.lakeassault.com

LAB managing director. “We are dynamic enough to start with an existing design or with a blank piece of paper. Each build is unique and has its own challenges. Design to delivery takes roughly 90 days,

Photos courtesy Lake Assault Boats

Goodbye to an old friend of the Great Lakes

By Ken Newhams

Walter J. McCarthy, Jr. was born in New York City in 1925, six years before the George Washington Bridge opened. That bridge replaced the Dykeman Street Ferry, a vessel McCarthy's father owned and on which Walter Jr. rode many times as a child.

In 1990, when McCarthy retired as CEO of Detroit Edison, American Steamship Company renamed its 1,000-foot *Belle River* after him. That gave him a free pass to enjoy his retirement on the boat, just as he had enjoyed his childhood on his father's ferry.

Walter J. McCarthy, Jr. made his name in nuclear power in the 1950s and '60s and was CEO at Detroit Edison from 1981 to 1990. He was also a long-time board member of the Detroit Symphony Orchestra and once was a guest conductor.

When he died this past July, I lost a friend, and the Twin Ports lost a regular visitor. He and his wife, Linda, visited the Twin Ports many times during their annual trips on "his" boat.

The 1,000-footer has been coming here to load coal at Midwest Energy Resources in Superior for a long time, and I often wrote about it in my newsletter, *Duluth Shipping News*. At first, I needed background information on him, so I introduced myself during his summer trip in 1997. He invited me up to his quarters at the top of the boat to talk. The next year, I visited him again. He needed to do some shopping, and I offered him a ride. At some point I mentioned that the boat might be leaving soon so we should get back. He assured me that when they name a boat after you, the boat doesn't leave without you.

The McCarthys usually flew to Detroit to board the boat for the trip



Left: Walter J. McCarthy, Jr. joined boatwatchers as his boat came in. Right: He waves from the Aerial Lift Bridge.

to Duluth and back. Some years ago, he called to tell me that they would start in the Twin Ports and wanted a place to stay where they could watch the boat traffic. I suggested South Pier Inn, right on the ship canal. They stayed there many times before departing on the boat for their annual trip.

One year, McCarthy walked across the bridge and came into my building and asked my helper, Sue, where I was. She asked something like, who should I say is looking for him? When he said Walter McCarthy, she didn't believe him. She finally relented and brought him to my office, and I verified his identity for her. He and I had a good laugh; I do not recall her laughing.

He was a humble man and wary of my camera. Happily, though, he never made me promise not to *write* about him.

When we went out with all the other

tourists to see his boat come in, I pleaded with him to let me share with people that he was Walter J. McCarthy, Jr. watching the *Walter J. McCarthy Jr.* come in the Duluth ship canal. He said no. But he was no different than any other tourist: He asked me to take a picture of him watching his boat; he just didn't want anybody else to know who he was.

Fittingly, many visitors were out on the Duluth ship canal on August 5, 2013, when the *Walter J. McCarthy Jr.* approached the Lift Bridge and sounded a formal salute to the bridge in his honor. The bridge returned the salute, and we said our final goodbyes. A few days later, a recording of that salute was played at his memorial service in Carmel, Calif., where many more people said their goodbyes.

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



The 1,000-foot *Walter J. McCarthy Jr.* leaves Port on Aug. 5 after a salute to her namesake.

Photos by Ken Newhams

G-r-r-r-e-a-t!

Port awarded \$10 Million TIGER grant

Intermodal project will build a foundation for the Port's next 50 years of growth

With the news that \$10 million is on its way, the Duluth Seaway Port Authority is prepared to change the face, and use, of an important piece of Duluth's waterfront. The project will result in a major adaptive reuse and redevelopment of Garfield Pier that will not only re-establish the pier's structural integrity but also connect its 28 acres to existing road access and rail infrastructure. The project will resurrect a dying dock and put it back into service. Once complete, the new platform will markedly expand the Port's general cargo handling capacity and afford a much needed platform to encourage new industrial development.

"The award represents a major investment in this region's multimodal transportation system," said Vanta E. Coda II, Port Authority executive director. "The Port of Duluth-Superior is strategically positioned to serve the heartland of

North America. Returning this valuable parcel of land to the development stream allows it to once again become a productive community asset. It will offer strategic support to serve expansions in multiple core industries in the years ahead from the region's nonferrous, iron mining and steel industries to the pulp and papermaking sectors while adding new incentives for entrepreneurial investment."

Cargill donated the property — Garfield Pier/Docks C&D — to the Duluth Seaway Port Authority in 1989. The Port Authority has since spent nearly \$3 million to demolish the old elevators and prepare the site for upgrades. Located across the slip from the existing Clure Public Marine Terminal, the pier is currently used for the temporary storage and staging of wind turbine components and other project cargo.

The grant program gets its name from Transportation Investment Generating Economic Recovery (TIGER) grants and dates back to the program's launch in 2008. Administered by the U.S. Department of Transportation, it is the only general funding source for port-related and other transportation infrastructure projects across the nation, so this award represents a crucial investment in regional job creation, expansion of export capacity and overall economic competitiveness. There was nearly \$474 million in TIGER discretionary funds available for 2013.



In essence, this is a capacity-building project. This site represents the largest of just a handful of remaining parcels of land situated on Seaway-draft channels in this harbor. Once the project is complete, the Port will have a new, competitive platform from which to address future development opportunities.

This redevelopment project represents a major undertaking for the Duluth Port. The total price tag is \$16 million. In addition to the \$10 million TIGER grant, costs will be covered by nearly \$3 million from the Minnesota Port Development Assistance Program, with the balance committed by the Port Authority itself.

Highlights

Once the award is officially presented by the U.S. Department of Transportation, the Port Authority staff will complete the specific construction timetable. Preliminary engineering design work to stabilize and upgrade the site has been completed.



Courtesy MARAD

Paul "Chip" Jaenichen, acting MARAD administrator, was in Duluth on Sept. 5 for the grant announcement.



Dave Witt



LHB Engineers & Architects

Architect's rendering of how the fully redeveloped and operational multi-modal Garfield Pier could look.

The plan has several components:

- **Dock reconstruction replacing corroded sheet piling and deteriorated wooden dock walls**
- **Augmenting heavy-lift capacity**
- **Resurfacing the property**
- **Constructing a roll-on/roll-off dock**
- **Dredging adjacent waters for ship berths**
- **Installing road/rail infrastructure links**
- **Making safety and security enhancements**

“We will bid the project and be ready to start construction next shipping season,” said Coda, referencing the site plan and artist’s rendering included in the grant application.

He noted the competitiveness of the TIGER process, stressing that the Port Authority had submitted a proposal in each of the four previous years and rose quite high in final rankings, but never made the final cut ... until now. Echo-

ing remarks made earlier by his predecessor, Coda added, “This is a project endorsed and supported by public and private sectors alike for the value it adds to the Port and to the greater business community.

“We are grateful for the long-standing support of Minnesota’s Congressional delegation as well as for the support received from Mayor Ness, local civic leaders and industry stakeholders who endorsed this project from the outset. And our thanks to MARAD for the support

and guidance they provided throughout this process.”



Heavyweight performance

Port of Duluth sets record with specialized rail haul to Canada

The Port of Duluth is about to break another record — this time for a transformer project that is lining up to set a record for the highest count of independent, over-dimensional trains used for a single heavy haul project.

A total of 16 huge electrical transformers — each weighing upwards of 300 tons — were shipped from Antwerp and discharged in the Port of Duluth during the 2013 shipping season. Those transformers are headed to the Canadian province of Alberta for a major power transmission line that will run from north of Edmonton to south of Calgary.

The German-built transformers arrived in Duluth in succession aboard Hansa Heavy Lift vessels and were discharged, along with nearly 500 crates of smaller components, at the Clure Public Marine Terminal in Duluth by crews from Lake Superior Warehousing.

The first shipment arrived aboard the *HHL Mississippi* on July 16; she returned with four more transformers and dozens of crates on Sept. 3. An additional shipment arrived aboard a sister ship, the *HHL Amur* on Oct. 14, and a final batch is due within the month.

The first two transformers loaded out on rail in September. The remaining units will move from now through the end of the year on a series of trains scheduled with Canadian Pacific, using specialized 16-axle railcars.

There are just four such specialized railcars in all of North America able to handle cargo of this size along this route, and

two of them are owned by Fracht USA, project logistics providers, handling the turnkey logistics for the entire transmission line project. Those two KRL16800 series cars, the latest generation in rail engineering, are being coupled with CP locomotives and flatcars to move the large converter transformers safely to their final destination.



The *HHL Mississippi*, here unloading transformers at Duluth's Clure Public Marine Terminal in July, was built in 2009 and made her first trip to the Twin Ports in May of this year to load grain.

Robert Weitton

“Time seems to be on our side,” said Benjamin Liewald Sr., VP of Projects for Fracht USA. “We worked on refining the design and engineering on our cars for almost two years to bring out the best product possible. It was worth taking the extra time and working with the leading railways in the country on what they like to see on their bridges for supersized loads such as this.”

Liewald added, “Between the light weight steel and high load capacity of 800,000 pounds, it is a new generation of railcars, and we were pleased that this project started only a few months after the railcars rolled out of Kasgro’s factory. We are very excited to work with the professionals at Port of Duluth as well as Canadian Pacific who are both a great part of providing Fracht’s client with a safe and smooth operation.”



Robert Weitton

One of Fracht’s new, specialized railcars loaded in Duluth prior to departure.

Green Marine verifies best practices in Duluth

Smaller footprint, greener future

Green Marine has achieved remarkable results in just five years since launching its voluntary environmental performance evaluation program in 2008 for marine industry participants across the Great Lakes and St. Lawrence Seaway.

“The Duluth Seaway Port Authority has participated in this sustainability initiative since day one. We were one of its first members,” said Jim Sharrow, Port Authority facilities manager. “The American Great Lakes Ports Association also embraced Green Marine from its inception.”

The Port Authority started by earning a “1” across the board (on a scale of 1 to 5, with 1 being lowest). The annual self-evaluation covers everything from having measures in place to minimize greenhouse gases and prevent spills to addressing community issues and demonstrating leadership in environmental stewardship.

“Being that this is a process of continuous improvement, there was only one way to go from that first evaluation ... and that was up,” quipped Sharrow. During the course of the past five years, the Port Authority has made steady strides in all areas. “By the end of 2011, we’d reached all “2s” and, following an onsite audit this year, the Port Authority was awarded a “3” in the areas of dry bulk handling and storage plus environmental leadership,” Sharrow said.

The Port Terminal recently started receiving a dry bulk commodity, kaolin clay. This is stored and handled entirely within one of Lake Superior Warehousing Co.’s warehouses. Dust is monitored dockside during unloading, and equipment controls have been installed to handle subsequent shipments. The Port Authority adopted a water and land pollution plan related to bulk handling, updated its storm water prevention plan and adopted an environmental policy plan — all of which led to attaining a level “3” in dry bulk handling and storage for 2012.

In making the independent verification of achievement, the Green Marine auditor awarded a level “3” to the Port Authority, recognizing the Port Authority’s environmental leadership in trying to identify invasive species on DSPA property, plus its long-standing support of the Great Ships Initiative, Great Lakes Maritime Research Institute, support of a private company’s work to sterilize garbage from

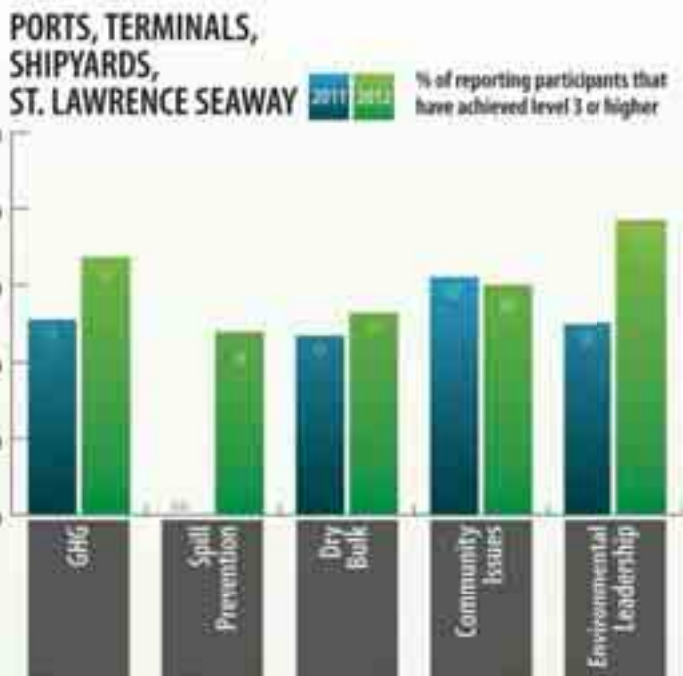
foreign-flagged vessels and its collaborative work with the Minnesota and Wisconsin DNRs and St. Louis County to identify, eradicate and control invasives.

Green Marine is westward bound!

Green Marine membership has more than doubled since the program was first launched. As of May 1, 2013, there were 186 members, including 72 participants, 58 partners, 44 supporters and 12 associations across Canada and the U.S.

The program recently expanded on the West Coast, and on Oct. 16 Green Marine and the American Association of Port Authorities signed a memorandum of understanding signaling a new collaboration to advance environmental protection at all seaports in the Western Hemisphere.

“The Green Marine environmental program is tailor-made for all sectors of the marine transportation industry,” said Green Marine Executive Director David Bolduc. “The detailed framework provided by Green Marine can serve as guidelines for ports and terminals of all sizes to, first, measure their environmental footprint and then take concrete actions to improve performance.” www.green-marine.org



Graph shows progress being made via Green Marine.

American Steamship and Shedd team up

American Steamship Company (ASC) and Chicago's John G. Shedd Aquarium share a common goal of protecting the Great Lakes — and now they're taking that message to communities along the shores. One of ASC's 1,000-foot vessels, the *Indiana Harbor*, is displaying each organization's logo along with the slogan "Working Together to Keep the Lakes Great."

The vessel travels throughout the Great Lakes, including ports in western Lake Superior, and southern Lake Michigan, Detroit and Cleveland. ASC is actively researching ways to stop the spread of non-native aquatic species. In an effort to address the issue, ASC has been exploring methods for



American Steamship Company

The *Indiana Harbor* and the Shedd Aquarium are taking an environmental message to the Great Lakes.

treating ballast water on ships that operate exclusively on the fresh waters of the Great Lakes. Working with Isle Royale National Park, the United States Geological Survey, the Great Ships

Initiative and other support agencies, full-scale trials have been conducted aboard the *Indiana Harbor* over the past three years.

Ship Masters meet

The Port of Duluth-Twin Ports Lodge 12 of the International Ship Masters Association had a "Cruise You Can't Buy" raffle this year to raise money for the Capt. Ray Skelton Scholarship Fund and for the local lodge, which will host the 2015 International Ship Masters meeting. Three lodge members met on July 24 in Superior to draw the names of the winners, and they announced the Ship Masters had raised \$5,000 for the scholarship fund. First prize was a trip for four, donated by Interlake Steamship Co., aboard a Great Lakes freighter. Second prize was a ferry ride on the S.S. *Badger*.

Former submariner Skelton served for many years as the special projects director for the Duluth Seaway Port Authority. A scholarship fund was established shortly after his death in 2006. It is administered and granted solely by Ship Masters Twin Ports Lodge 12.



Jeannie Montgomery

Captains Joe Walters, Bob Libby and Ed Montgomery announced winners of the Ship Masters' raffle.

Washburn named NERR manager

Erika Washburn was named manager of the Lake Superior National Estuarine Research Reserve (Lake Superior NERR) effective



Erika Washburn

Oct. 1. She comes to the University of Wisconsin-Extension after working as a coastal conservation planner with The Nature Conservancy in Michigan and a planner

with the National Oceanic and Atmospheric Administration. She also has experience with the Environmental Protection Agency and the Great Lakes Historical Society.

The Lake Superior NERR is within the St. Louis River freshwater estuary in Superior and became the 28th member of the NERR system in 2010, the second to be named in the Great Lakes and the first in the upper Lakes.

Coast Guard tests large-scale emergency response plans

A ship aground and an oil spill with a potential security risk ... Welcome to Operation Peeking Duck, two days of simulated disasters and serious drills in the Duluth-Superior Harbor that tested the effectiveness of port security and pollution-response plans as well as emergency communications systems.

This was a U.S. Coast Guard training exercise that involved 10 Coast Guard units and 50 law enforcement and rescue agencies from Minnesota and Wisconsin plus federal and tribal officials. It also was the first time the Port's new Maritime Transportation System Recovery Unit, headed up by Port Authority Facilities Manager Jim Sharrow, was included in an exercise.

The exercise included an intriguing faux crisis as a foreign vessel — played by the research vessel *Kiyi* out of Ashland, Wis. — lost power, hit the Blatnik Bridge, went aground on nearby Bird Island and started releasing oil. (Remember, please: this was only make-believe.) Next, a Coast Guard security team boarded the grounded vessel and found most suspicious surveillance equipment. Thus, yes, “peeking.”

Carhartt films in Twin Ports

Duluth-Superior is developing quite the reputation as a site for filming commercials about rugged outdoors-wear. Must be because Duluth-Superior is a rugged kind of place.

In 2011, it was Red Wing boots that came for a few days of shooting at Hallett Dock Co. This year it was Carhartt, the manufacturer of a wide range of outdoors work clothes and footwear. The commercials were filmed at Fraser Shipyards, the Duluth Timber Company, the Duluth Depot and an alfalfa field in Wrenshall.

Randy Meza, Carhartt's director of marketing, said, “We chose to shoot in Duluth because there are a lot of industries and hard-working people to showcase, including rail and shipyards. The shoot was three days in early September. “We used locals for the shoot. Once we landed on the sites, our production team contacted each business and explained that we were interested in filming real people doing



Pollution-containment equipment is placed around the *Kiyi* during a Coast Guard training exercise.

Bryan Murdock, Bay West, Inc.

Other goals of Peeking Duck included testing communications, providing a unified response and strengthening partnerships. “Readiness is a key point,” said Lt. Judson Coleman of the Coast Guard. “We have plans in place that we need to exercise periodically to ensure that we’re ready for a large-scale event ... and for us to identify ways in which we can improve.”



A Carhartt logo discreetly shows behind a load of line as a worker wheels it away during the filming of a commercial at Fraser Shipyards.

Courtesy Carhartt

their jobs. Then it was a matter of selecting a crew and making sure we had enough Carhartt to go around. All of the workers (all real of course, no models) were fantastic. Helpful, friendly and proud of the work they do.”

Commercials were scheduled to air nationally Nov. 4-18. Local retailers may run them any time through Dec. 31.

Ojard retires, with best wishes for fair winds and following seas

Jeff Frey photos



These smiling faces belong to former Port Authority directors Davis Helberg (left) and Adolph Ojard. They gathered — along with many others — at a retirement party in Ojard's honor on Sept. 18.

For the record, Helberg was Port director in 1979-2003, Ojard in 2003-2013.



Ojard visits with Ray Johnston, Chamber of Marine Commerce executive vice president, who flew in from Ottawa to surprise him.

It was shore to please

Seven chefs (and their helpers) honed their knives, cranked up their stoves and let their creative juices flow as the Lake Superior Fish Classic unfolded on Oct. 4 at the Duluth Depot. This was a competition and an event designed to highlight Lake Superior's sustainably managed fisheries. It was put on by the Minnesota and Wisconsin Sea Grant programs.



Seth VanderLaan

The competition, which focused on creating an entree out of lake herring (cisco) or whitefish or both from Lake Superior, ended before the public event, but then the fun and eating began.

Chef Seth VanderLaan and his team from the Potawatomi Bingo Casino in Milwaukee won \$1,500 for first place. The second place Superior Award of \$750 went to chef Scott Graden with the New Scenic Cafe in Duluth.



Chris J. Benson/Minnesota Sea Grant

This scrumptious-looking creation was Scott Graden's Fish Classic offering: root vegetable hash with lake herring.

Port Passings

Robert "Bob Browne, 76, died on Aug. 1 in Superior. He served in the U.S. Air Force for three years as a jet mechanic. After his discharge, he sailed on the Great Lakes for two years and was an iron worker for three years. He worked with the Boiler Makers Local 647 for 50 years before retiring in 1999. He also served on the Douglas County board and Superior city council. Notably, he also was the founder of Lake Superior Day and was a leader on water quality issues in the Lake Superior region.

He is survived by daughter Linda Kastner; sons Greg, Shawn and Dennis Browne; numerous grandchildren and great-grandchildren.

David Vern Larson, 56, longtime Superior-area resident, died July 20, 2013, at his home. He had served as first mate on board the tug/barge combo *Undaunted/Pere Marquette 41*.

He married Emily Anne Wiley on Jan. 12, 1980. He served in the U.S. Navy and the merchant marine. He held a USCG license as an unlimited master and worked as a mate/wheelsman on several boats. He also earned a degree in radio broadcast journalism.

Richard M. "Dick" Olson, 87, died on Sept. 8, 2013, in Duluth. Dick entered the U.S. Navy in February 1943 and during the war served as a boatswain's mate aboard the heavy cruiser *Tuscaloosa*. He also served three tours in the Middle East, African and European theaters and two in the Asian, Pacific and Philippine theater. He was in the chase for the *Bismarck* and saw battle at Normandy and Iwo Jima. After his discharge, he returned home and attended the Great Lakes Naval Training Center in Illinois. Later, he sailed on the Great Lakes for Hanna Mining Company. He served on the



Moving day

Two Twin Ports icons in long-term layup, freighters *Edward L. Ryerson* and *American Victory*, were towed to new berths over the summer. Both venerable vessels had been tied up at Fraser Shipyards. But, with Fraser needing access to those dock walls to continue a major improvement and expansion project, the boats had to find new homes. Here, the *Ryerson* gets a tow from the tug *Helen H.* on Sept. 6 to the Barko Hydraulics dock.

Idled Northshore lines to restart

Cliffs Natural Resources will restart two idled production lines at its Northshore Mining Co. plant in Silver Bay, Minn. The lines were idled in January, affecting about 125 employees.

New contracts with two U.S. customers will allow the company to restart the lines. Cliffs expects its North American mines to operate at near capacity during 2014. Cliffs operates three iron ore/pelletizing plants in northeast Minnesota: Hibbing Taconite, United Taconite of Eveleth (mine) and Forbes (plant) and Northshore Mining of Babbitt (mine) and Silver Bay (plant).



Weir, Falk, Thompson and *Carnahan* and became captain on the *Humphrey*. He retired as captain of the *George A. Stinson*. During a severe storm in 1953, he went over the side of the *Thompson* to rescue men from the sinking *Steinbrenner*.

He and Elizabeth Cooper were married in 1949 and raised three children in Duluth. In 1983, Dick married Arlene Strom. In his retirement they traveled extensively in their motorhome and enjoyed their boat, the *Spiffy Lady*. He is survived by his son, Daryl Olson; daughters Sharon Moe and Maureen Olson; and several grandchildren and great-grandchildren.

Thomas Clifford Havron Jr., 75, died in Hermantown, Minn., on Sept. 16, 2013. He retired in 1998 from Bethlehem Steel as a first mate and relief captain. He is survived by his wife, Sharon; son Brad; daughters Beth Weiderhold and Colleen Havron and Tracy Havron; his grandchildren and a great-grandchild. He is also survived by a sister, Debbie Goodreau.

Richard Koepsel, 68, died Oct. 8, 2013, in Duluth. He was born in Wausau, Wis., and grew up in nearby Eland. After high school, he joined the U.S. Coast Guard, serving on the cutter *Woodrush*. Upon leaving the Coast Guard, Richard worked as a letter carrier for

many years and enjoyed his hobby of collecting and using antique tools.

Richard was preceded in death by his wife, Eunice. He is survived by sons, Duane Madison, Dale Pagenkopf, Wayne Bolen, James Madison, and Bradley Madison; daughters Donna Libal, Lynn Johnson, Jan Berguson, Georgann Madison and Sally Madison; 20 grandchildren, and 28 great grandchildren.

Operation Inland Seas, and romance in Duluth

Bob Woodbury, back in 1959, was a young swabbie from Waterville, Maine, and one of thousands of sailors who was participating in Operation Inland Seas. Twenty-eight U.S. Navy ships took part in Inland Seas, which marked the official opening of the St. Lawrence Seaway.

Five of those vessels — four destroyers and a submarine — traversed the inland waterway all the way to Duluth-Superior to drive home a message: The Seaway was open, and Duluth-Superior was an international seaport. Make no mistake: The Navy's Operation Inland Seas was a big deal.

The *Duluth News-Tribune* published a special Sunday edition of 100,000 copies — 22,500 over its usual press run — to celebrate Inland Seas and the ceremonial opening of the Seaway. (Oceangoing freighters had begun arriving on May 3.)

Four Navy vessels arrived in Duluth-Superior on July 12. They were the destroyers *Forrest Sherman*, *Forrest Royal* and *C.H. Roan* and the submarine *Corsair*. A fourth destroyer, the *S.B. Roberts*, arrived on July 14 via Ashland.

As the vessels approached the Duluth piers on the 12th, the foghorn bel-

lowed and thousands of Twin Ports residents, two marching bands, beauty queens from their respective cities and fire boats spraying water in festive displays flocked to the Duluth entry to witness the arrival of the ships and to greet the sailors with cheers, hospitality and offers of friendship and home-cooked meals. During the Navy's stay, Duluth's downtown streets were filled with sailors and admiring locals. It was a like a big block party.

More than a thousand men and officers were aboard the ships, and

they hosted more than 50,000 local residents who visited with the sailors and toured the vessels. Capt. Philip Hauck, commander of the *Sherman* and the small squadron, told the newspaper, "We've never had a welcome like this. Our reception here in the Twin Ports has been magnificent."

Hauck's ship also played a role, along with Fred Seaton, secretary of the U.S. Department of the Interior, in formally dedicating Duluth's just-completed Clure Public Marine Terminal.



The *Forrest Sherman* leaves Port on July 15, 1959. Once out on the Lake, the visiting naval fleet performed maneuvers, much to the delight of boatwatchers on shore.

Lake Superior Maritime Archives / UW-Superior



The *Forrest Royal*, with young seaman Bob Woodbury on board, prepares to dock in Superior.

Courtesy Patrick Lapinski

Bob Woodbury, who had arrived on board the *Royal*, vividly recalls the cheering crowds, the excitement — and the shore leave that changed his life forever. Guided by unerring instinct, Woodbury and a buddy decided to go to Duluth's NorShor Theatre to see a movie. Not because they were shot full of the prospect of seeing *John Paul Jones*, the feature film. But because they figured that's where the girls would be.

They watched the movie, and sized up the girls, from the balcony. It provided a great vantage point, Woodbury recalls. After the movie, the sailors approached the two young women who most attracted them, and one improbably successful opening line — “Hi, girls, what'chya doing?” — set the stage for Woodbury's life-changing moment. (“We needed to be subtle,” Woodbury recalls.)

One of the young ladies was Duluth Central grad Marion Johnson, then a Northwestern Bell operator and customer service representative. She and the sailor from Maine hit it off. Over Woodbury's too-brief time in Duluth-Superior, he and Johnson spent every possible moment together. Over the next year and a half they wrote, they called (Marion had, and still has, what she calls “impeccable telephone manners”), they fell in love and one day decided without hesitation to get married. That mission they accomplished 53 years ago this October, in Duluth.

Bob left the Navy shortly after his trip to the Twin Ports and went on to a civilian career back East in local radio, television and newspapers. At one point he was Ringmaster Bob to Bangor, Maine's, Bozo the Clown. Marion and Bob have maintained strong family and friend connections to Duluth, and they still make an annual pilgrimage back to Marion's hometown. They also still reflect on how Operation Inland Seas and a night at the movies brought them together forever.

— **By Larry Fortner**



Bob Woodbury as a young sailor back home.



Marion and Bob Woodbury's wedding photo.



In the summer of 2013, Bob and Marion Woodbury revisited the NorShor Theatre, where they met in 1959.

Robert Welton



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