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Duluth Seaway Port Authority

Winter 2014-15

NORTH STAR PORT

Is an 'A' grade worth \$7.2 trillion?

When was the last time you celebrated your child or grandchild bringing home a D+ on a report card? How about the last party you attended for your favorite sports team finishing the season in 25th place? But we're not talking grades or sports here. Welcome to America's infrastructure reality.

The American Society of Civil Engineers (ASCE), in its most recent 2013

The Harbor Line

Vanta E. Coda II
Port Director



assessment, gave our U.S. infrastructure darn near a failing grade. A report produced by the World Economic Forum that same year, in which global competitiveness was ranked, showed that the U.S. dropped 20 positions

in 10 years to 25th place. Our Canadian neighbors are faring somewhat better, having ranked in the top-20 at No. 15.

For a person who has spent his entire adult career working in transportation and logistics (an extremely infrastructure-intensive pursuit) these findings are depressing. As a citizen who drives on public roadways, consumes domestic and imported products and otherwise wanders through a wonderful life sustained by efficient, yet obviously decaying infrastructure, these rankings are scary.

Do we expect, as a maritime and supply chain community, the powers that

be to wake up and rectify the lack of infrastructure investment? Well, I have learned an important lesson in my career: hope is not a strategy.

We, as a maritime community, must voice our concerns and promote our capabilities. A great deal of our operating infrastructure is coming to the end of its design life, and we are applying Band-Aids to get "just a little more life" out of it. Real discussions need to be had on modernizing structures and systems and upgrading to 21st-century technical advances in navigational efficiency.

Life's under no obligation to give us what we expect.

— Margaret Mitchell, author of *Gone with the Wind*

We in the Opportunity Belt of the Great Lakes-Seaway system understand the urgency of our failing infrastructure. We recently quantified our commitment to this waterway, outlined in a study released by the American Great Lakes Ports Association and the Canadian Chamber of Marine Commerce. This collaborative report highlights investments of \$7 billion in asset renewal and redevelopment projects – \$4.7 billion from 2009 through 2013, plus another \$2.2 billion on the books through 2018.

What we say with these public and private dollars speaks loud and clear. Our system has an attractive return on investment. We are preparing our ports, fleets

and waterway assets for the increased freight-handling capacity that North America will need in the not-so-distant future. The Great Lakes region is again an engine of economic growth.

The theme of infrastructure renewal is strong, particularly as it relates to global competitiveness. The president of the United States has given air time to our nation's ports in his past three State of the Union addresses. The vice president made a point to give the keynote address at the American Association of Port Authorities annual convention. The state of

Minnesota has also made transportation infrastructure a priority in this legislative session.

We all need to champion these efforts because one of America's key pillars of success is at stake. Consider the potential outcome estimated by the ASCE that for every \$1 invested in infrastructure, the U.S. receives a GDP benefit of \$2. The ASCE study revealed that the United States needs nearly \$3.6 trillion worth of infrastructure work. Imagine the opportunity that awaits this nation if we can capture the concurrent boost in GDP of \$7.2 trillion!

Let's dare to dream big ... of rising to No. 1 ... of bringing home a report card with an "A!"



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About North Star Port

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Blessing of Port: April 16

This year, the Blessing of the Port will take place on April 16 at the Lake Superior Maritime Visitor Center in Canal Park. The ceremony, hosted by the Twin Ports Ministry to Seafarers, is scheduled to begin at 5 p.m.

The annual event will include a musical tribute to mariners, plus remarks about the 2015 shipping season and a brief ceremony of blessing for all involved in the maritime industry.

Doors will open at 4:30 p.m. Refreshments will be provided. The service is open to the public. For information: **(218) 727-5897**

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New fuel standards in North American waters



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Miles and smiles to last a lifetime



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Stuffed animals line bridge support.
Why? Apparently, just for fun

On the covers



Robert Welton

On the front:

In dry dock at Fraser Shipyards for her five-year inspection, the *Kaye E. Barker* gets the once-over from stem to stern.

On the back:

Duluth's Bentleyville Christmas display lights the way for a double lift on Nov. 28 for the *Great Lakes Trader* and *CSL Thunder Bay*.



Bryan Hansel

Full funding on deck for Duluth Dock C&D



Groundbreaking will happen May 27 on a \$16 million project that will enhance the Duluth Seaway Port Authority's intermodal capabilities and help attract new cargo.

The long-awaited rebuild and expansion of Dock C&D will get under way this spring. A recently announced \$990,000 Contamination Cleanup Grant from the Minnesota Department of Employment and Economic Development (DEED) will kickoff Phase 1 of the project.

"Cleanup is the first step in rehabilitating this old dock, which was formerly privately owned and operated but has sat vacant and underutilized for over 20 years," said Deborah DeLuca, government and environmental affairs director for the Duluth Seaway Port Authority (DSPA). "The funds will be used to clean up and manage contaminated soils at the dock."

The Minnesota DEED grant augments a \$10 million U.S. Department of Transportation TIGER grant, awarded last year, \$2.75 million in Minnesota Department of Transportation Port Development Assistance Program funds and an additional \$3.6 million investment by DSPA.

The project will replace corroded sheet piling and deteriorated wooden dock walls, resurface the deck, enhance heavy-lift capacity and construct a new roll-on/roll-off dock. It also will dredge adjacent waters for berths, install key infrastructure links for road and rail and enhance safety and security. Port officials expect the reconstruction to be completed by fall 2016.

Vessel tracking sites keep you up to speed

There are some great online resources to help boat-watching hobbyists and fanatics alike track vessels using cool AIS (Automatic Identification System) technology. Some enthusiasts want quick answers; others want to follow every nautical mile of a ship's transit across the Atlantic, into the St. Lawrence Seaway and/or across the Great Lakes.

If you haven't become an armchair boatnerd yet, these sites can get you hooked. We're sure you'll find at least one that suits your interests and online search habits. And if we've missed a favorite of yours, please let us know by dropping a note to: admin@duluthport.com.

www.ais.boatnerd.com

www.sailwx.info/shiptrack/greatlakesandsea.phtml

www.greatlakes-seaway.com/en/navigating/map/index.html

www.lakesuperiornews.com/Shipping/DuluthSuperior.aspx

www.ais3.siitech.com/VTSLite/AView.aspx

www.vesseltracker.com

Smart phone apps

BTW, for those who live with a smart phone in hand, there are a couple of similar mobile apps that give up-to-the-minute AIS maps of ships in port and/or on the move. Free downloads are available, but higher-priced versions like the two noted below provide a bit better coverage and much more information about the vessels themselves when one clicks on the ship icons.

Ship Finder \$3.99 **Marine Traffic \$3.99**

Either app is valuable for landside travel, as well. Folks who live and work in Duluth, for example, often check to see if ships are approaching or preparing to leave so they can avoid getting "bridged" in their vehicles when the Aerial Lift Bridge is about to be raised for commercial vessel traffic.

Curious just to know ships' anticipated arrival/departure times here in the Port of Duluth-Superior?

Check out: www.duluthboats.com

or Boatwatchers' Hotline (218) 722-6589



Chris Mazzella

Keeping it clean

Ships face new, low-sulfur emissions rules



Interlake Steamship Co. is one of many companies exploring scrubber systems to comply with ECA standards. During winter layup, two exhaust gas scrubbers are being installed aboard its *Hon. James L. Oberstar*.

The New Year brought with it a new set of emissions standards for ships trading along the Great Lakes-Seaway system, as well as for commercial vessels trading along all North American coastlines.

Stricter rules regulating engine exhaust emissions went into effect on Jan. 1, 2015, mandating that ships trading in any designated Emissions Control Area (ECA) must use on board fuel oil with a maximum sulfur content of 0.1%. That's a significant reduction from the 1.0% limit previously authorized through the end of 2014. The rule also specifies reductions for NO_x emissions beginning in 2016.

ECAs are 200-mile zones extending from the shore in which ships must use fuel that complies with specific, lower emissions standards designed to limit pollutants affecting human health.

The standards pose a challenge for those vessels that spend a significant amount of time operating inside an ECA. They must purchase ultra-low sulfur

diesel at a much higher cost — anywhere from a U.S. half-dollar to a dollar more per gallon. Seaway-sized salties may burn up to 5,000 gallons of fuel per day, while 1,000-foot lakers consume nearly 10,000 gallons daily.

An alternate means of compliance is to apply for an exemption and install an approved Exhaust Gas Cleaning System, or “scrubber,” to remove the sulfur (SO_x) from stack gasses, which allows the ship to continue operating on heavy fuel oil.

Creation of the North American ECA was requested by Environment Canada and the U.S. Environmental Protection Agency and was granted to both countries by the International Maritime Organization (IMO), an arm of the United Nations. ECAs established under MARPOL Annex VI went into force in July 2010 and currently include the Baltic Sea area; the North Sea area; the U.S. Caribbean Sea area (around Puerto Rico and the U.S. Virgin Islands); Hawaii; and the North American area.

The North American ECA:

- Covers from the Mexican border in the Gulf to about Baffin Island in the Canadian Arctic and from the Mexican border to the Aleutian Peninsula of Alaska along the western coastline.
- Extends 200 nautical miles out from shorelines, which includes the full Great Lakes St. Lawrence Seaway. Not only is the Port of Duluth-Superior included, but also vessels navigating the length of this inland waterway must operate for nearly 2,500 water miles on low-sulfur fuel on every inbound/outbound transit.
- Many oceangoing vessels do not have diesel oil tanks large enough to support the 2,500-plus-mile trek from the Atlantic to the Twin Ports, as they were designed to operate on heavy fuel. It remains to be seen if the new regulations will affect international trade patterns.
- U.S.-flag steamers and those converted to more efficient diesel engines are exempted through 2025. Other vessels with technology development plans in place may apply for transitional waivers.

Retirement wishes

LSW faces Ruth-less future

The crew at Lake Superior Warehousing (LSW) jokingly calls her “ruthless,” but there is no denying the warmth folks feel for Ruth Delich, who will retire on March 6 after nearly 13 years as the company’s administrative coordinator.

“Wonderful and ruthless,” said Operations Manager Jason Paulson. “She keeps people in order. No one has more duties around here.”

Those duties range from answering phones and greeting visitors to managing product inventory and shipping schedules, handling paperwork, directing truckers to their loads, bookkeeping and coordinating special events. Being the first person who haulers encounter when they arrive at LSW can be a bit chaotic, but Ruth is experienced in logistics. She was a travel agent before joining LSW.

“I had to learn the lingo and stop directing truckers to their ‘gates,’ but it was still dealing with ships and rail,” she laughed, her voice breaking slightly. “I get a little emotional thinking about retirement. The team here is great. It just amazes me.”

“Ruth has been a tremendous asset to LSW,” said Jonathan Lamb, president. “Often as that first voice or face that a customer encounters, she certainly sets the tone. By the nature of her role, she is pulled in more directions daily than anyone else on the team. We’ll definitely miss all that she has brought to LSW.”

Ruth is looking forward to spending more time with her seven grandchildren. She and her recently retired husband, Duane, are moving to Farmington, Minn., to be closer to family. Her family at LSW and the Port of Duluth will miss her!



Richard ‘Dick’ Shaul

One last lift for bridge veteran

A week before Duluth’s Aerial Lift Bridge closed to marine traffic for the winter, and after 17 years of operating the iconic bridge, Richard “Dick” Shaul made his last lift. On Jan. 10, the long-time operator hung up his keys to an office with a birds-eye view of the Duluth-Superior harbor.

“It has been a lot more ups than downs,” Dick quipped with a nod to his uplifting career. Except for the shift work and a few long, cold winter nights, he calls the job “one of the coolest in the city.”

“Summer sunrises are spectacular,” he said. “When the sun comes up and you’re up for a lift, you can see to the far ends of Superior and Duluth ... and miles across the Lake. I’ll definitely miss the view.”

Another half dozen skilled operators are still on Aerial Lift Bridge duty, but perhaps none whose experience dates back as far. Early in Dick’s career, he operated the old wooden Arrowhead Bridge between Billings Park and western Duluth. Then he was hired as relief operator for railroad drawbridges around the harbor, including Grassy Point.

Dick has seen a few groundings and close calls in his 35-plus years on various bridge decks, but he is proud to retire with a clean record. No broken gates. No lifts with people on deck. No boats ever hitting the bridge on his watch.

At one time, Dick aspired to be a professional baseball player. He was a drummer in a couple of high school rock ‘n’ roll bands and he ran his share of marathons. His bat, drumsticks and running shoes are stored in the attic at home, but his garage is full of tools and his list of building projects is long. There also are miles and miles to bike, skate, hike, drive and fly in 2015 and beyond. Good luck, Dick!



Ruth Delich

Robert Weilton

Robert Weilton

Retired grain inspectors weigh prospects for future

Recently retired grain inspection professionals Dave Martin, Scott Petite and Ted Respet have a lot in common. The three friends and former colleagues came from similar backgrounds. Dave and Scott were born and raised in rural Wisconsin — Dave on a working dairy farm and Scott with a few cows and horses and chickens. Ted grew up a thousand miles away, on a small farm in Pennsylvania.

Those rural roots planted within them a respect for the land and understanding of agriculture's cycles of planting and harvesting. The common roots also led the men down similar career paths in the grain inspection industry. All three retired in early January after decades of ensuring the quality and accuracy of grain shipments through the Port of Duluth-Superior, across the Great Lakes and onto distant ports.

Dave and Scott both joined the Grain Inspection Unit of the Wisconsin Department of Agriculture, Trade and Consumer Protection in the mid 1970s, starting as samplers/probers and working their way up the ranks. On Jan. 9, Dave retired as grain operations manager and Scott as head weigher — important jobs in a busy international port and at the outlying elevators and barges which they occasionally visited.

“Every pound of grain is accounted for either on the ship or dock,” said Scott. “All of the scales at the elevators are tested for accuracy.”

The inspection, weighing and grading services provided by the Grain Inspection Unit are overseen by the Federal Grain Inspection Service (FGIS) and licensed by the United States

Department of Agriculture. It was through this relationship that Dave and Scott encountered FGIS Compliance Officer Ted Respet.



From left Dave Martin, Ted Respet and Scott Petite.

Ted, whose own retirement was on Jan. 2 this year, started with FGIS in 1976 and worked in Grand Forks, Baltimore, Port-Cartier (Quebec) and Indianapolis before landing in the Twin Ports. In addition to compliance oversight, his job included outreach to visiting grain buyers and other groups interested in the grain inspection process. He also traveled to foreign countries to make presentations about U.S. grading services.

Duluth-Superior grain shipments and inspection activity have declined

from the heyday of the 1980s when around 160 people were working full-time out of the Superior office. There are 15 permanent positions today. Even though numbers have dwindled, the three say the best part of their jobs has been working together and being part of the waterfront community. Benefits outweigh the long hours and sometimes harsh winter conditions.

“It is a good group of people to work with and meet,” Dave said. His former assistant, Greg Ukola, has stepped into the role of grain operations manager and will continue the tradition.

The three retirees hope to stay in touch. In addition to spending time with family, Scott and Dave share a love for the open road and plan to continue riding their motorcycles together. Dave also raises beef cattle. That is perfect for Ted, an avid gardener, who is welcome to shovel manure out of Dave's barn for fertilizer any time he wants.

“We'll still be working together,” he said, with just a grain of salt.



While the *Tundra* was loading wheat at Riverland Ag's Duluth Storage dock in Duluth in early November, railcars, seen in the foreground, were replenishing the elevator's storehouse.

Diane Hilden

Wrapping up the 2014 season

Despite a crippling start, with all that Mother Nature threw our way and against what seemed like insurmountable odds, the Port of Duluth-Superior wrapped up the 2014 shipping season having moved a total of 37.5 million short tons of cargo – a full 2.3 percent ahead of last season.

Iron ore turned in the largest surge in tonnage – a 9 percent rise from 16.3 million short tons last season to 17.8 million. Coal came up a bit short (off 760,000 tons) primarily due to the ice and late start to the shipping season and delays in rail deliveries from western Powder River mines. Shipments of limestone, road salt and other bulk commodities ran a combined 4 percent ahead of last season, with grain holding steady at 1.3 million tons.

It was an uplifting end to a precarious season that began in March with the Great Lakes St. Lawrence Seaway still ice-clogged and reeling from a winter of record-breaking cold. Brutal conditions and paralyzing ice persisted, causing ma-

ior delays well into the new season. Less than half of the Great Lakes fleet was in service by early April.

As spring gave way to summer, crews worked around-the-clock to make up for the lost cargo, aided by high lake levels that allowed deeper draughts and heavier loads. Their efforts were stymied, however, by repeated rail delays and a shortage of truck drivers that backlogged deliveries of iron ore, coal and grain through the summer. Tonnage totals lagged behind average through October, but turned around with a late-season surge.

Nature intervened again in late December and early January. The U.S. Coast Guard launched its Operation Taconite icebreaking effort on January 2 in response to developing ice conditions in the northern Great Lakes and along the St. Marys and St. Clair Rivers.

As vessels raced to deliver their final shipments and make it to their winter berths, gale force winds and frigid weather caused an ice buildup that slowed traffic through the Soo

Locks. An emergency extension kept the locks open until January 17, allowing passage to vessels that might otherwise have been stranded above or below the locks. Based on incidents like these and harsh winters of late, the Lake Carriers' Association has called for construction of a second icebreaker to assist the USCGC *Mackinaw* in keeping shipping lanes open and commerce moving.

The *Palmerton*, flagged in Antigua, ended up being the very last saltie of the season to depart the Port of Duluth-Superior; she left shortly after midnight on Dec. 20 and cleared the Seaway well ahead of its Jan. 1 closing.

2014 at a Glance

	SHORT TONS	% CHANGE*
Iron Ore	17.8M	+8.9%
Coal	14.1M	- 5.1%
Grain	1.3M	- 1.3%
Other	4.3M	+4.3%
<small>(Stone, cement, salt, etc.)</small>		
Overall tonnage	37.5M	+2.3%
Vessel visits	901	+2.5%
<small>* Compared to 2013 season</small>		



Robert Welton

The ice that encrusts the *American Integrity* sends a clear message to maintenance crews in Port: it's time to get busy with winter layup work lists.



Paul Scinocca

The *Palmerton's* departure on Dec. 20 ended the oceangoing season in Duluth-Superior. The ship stopped in Erie to load locomotives on its way out the Seaway.



Robert Welton

The *American Integrity* was the first laker to arrive in Duluth for winter layup, her 1,000 feet encased in ice as she passed under the Duluth Aerial Bridge on Jan. 7. Two weeks later on Jan. 20, the *John G. Munson* (pictured left) sailed in, marking the official end of the 2014 season in the Twin Ports.

Winter remains a busy time in many ports around the Great Lakes as vessels arrive for winter layup and shipyard crews undertake maintenance work on dozens of lakers. A total of five vessels

are wintering in the Twin Ports this year; all should be set to sail just before the opening of the Soo Locks on March 25.

Fraser Shipyards in Superior has more than doubled its workforce to fulfill work orders in this short time. Boilermakers, welders, electricians and other skilled craftsmen are hard at work fixing and modernizing the wintering vessels. Work extends from bow to stern. Engines are being overhauled, conveyor belts replaced, hatch covers fixed, and ice-damaged sections permanently repaired.

Firsts & Lasts

Notable 2014 passages

First Laker Out	03/22/14	2:30 p.m.	<i>Cason J. Callaway</i>
First Laker In	04/09/14	4:30 a.m.	<i>Stewart J. Cort</i>
First Saltie In	05/07/14	11:51 p.m.	<i>Diana</i>
Last Saltie Out	12/20/14	12:26 a.m.	<i>Palmerton</i>
Last Traffic In	01/20/15	9:28 a.m.	<i>John G. Munson</i>

Layups

Five lakers are tied up in the Twin Ports for winter layup

VESSEL	ARRIVAL	CARRIER	BERTH
<i>American Integrity</i>	1/07/15	American Steamship Co.	Port Terminal Berth 6
<i>Kaye E. Barker</i>	1/12/15	Interlake Steamship Co.	Fraser Shipyards
<i>Indiana Harbor</i>	1/17/15	American Steamship Co.	Enbridge Dock
<i>Mesabi Miner</i>	1/19/15	Interlake Steamship Co.	Midwest Energy
<i>John G. Munson</i>	1/20/15	GLF/Key Lakes	Fraser Shipyards

NOTABLES & BOATABLES OF THE 2014 SEASON

Travis Chadwick



Last departure for the *Algoma Montreals* on Dec. 4

Diana Hildren



Joyce L. VanEnkevort/Great Lakes Trader departs Jan. 14



Robert Welton

Captain Henry Jackman approaches the Duluth entry on Jan. 5

Robert Welton



A 187-ton regenerator is off-loaded from the *Nickelena* Dec. 12



Robert Welton

A huge compactor gets a lift off the *Muntgracht* on Nov. 11 in Duluth

Chris Mazzella



Arthur M. Anderson unloads at Hallett Dock 5 on Nov. 23



Chris Mazzella

John G. Munson unloads sugar stone at C. Reiss Terminal on Oct. 14

Which will be first saltie in 2015?

The Port Authority and Visit Duluth are again co-sponsoring a First Ship Contest to see who can guess closest to the exact date and time the very first oceangoing vessel of 2015 will sail into Port beneath the Aerial Bridge.

Contest rules and fabulous Duluth Getaway prizes are posted at www.visitduluth.com.

The earliest arrival on record for a saltie was the *LT Argosy* on April 1, 1995. With ice delaying the start of the 2014 shipping season, the arrival of the *Diana* on May 8 went into the history books as the latest on record.

For photos and stories about the Port's first salties dating back almost two decades, check out the archives:

www.duluthshippingnews.com/category/first-salty-of-year/



The *Diana* becomes the first saltie to arrive in 2014 as she clears the Aerial Bridge and enters the harbor on May 8.

Around the Port

River Talks: Monthly café-style science series

Get to know the St. Louis River Estuary over a hot cup of coffee or a cold glass of beer. The River Talks, an informal monthly speaker series, is underway at Amazing Grace Bakery in Duluth's Canal Park. The series began in November with a look at how business relies on fresh water and continued with sessions on Ojibwe history and the river's formation. Check out these next sessions (all begin at 7 p.m. at Amazing Grace):

- **Feb. 18** Making the St. Louis River Hip: The River Corridor Project
- **Mar. 18** Restoring the Spirit to the River: U.S. Steel Superfund Site on Spirit Lake
- **Apr. 15** Clean it up & Cash in: Economic 'Cents' of Restoring the St. Louis River
- **May 20** So Many Questions: Researching St. Louis Estuary Mysteries
- **Jun. 17** Pollution and Poetry: Celebrating the River's Restoration through Words

How to pick a winner

The dramatic photo gracing the Duluth Seaway Port Authority's 2015 calendar happened almost by chance. Photographer John Heino was going to pick up his son from work on Dec. 30, 2013, when he got a call that his son was running late. Killing time, Heino stopped at Canal Park to check the sunset.

"As I was pulling into the parking lot, I saw the *Indiana Harbor* steaming in toward the ship canal ... a colorful sunset was developing over the harbor," Heino recalled. "I had to run as fast as I dared on the icy sidewalk to get to the harbor side of the Aerial Bridge and set up in time for this shot. It is one of my personal favorites. Had my son finished work on time that day, I would have missed it."

The Port Authority holds a spirited competition each year to find its calendar shot, drawing entries from photographers across the region. The winning image appears on 12,000 calendars, distributed across North America and abroad.



This marks the second year that Wisconsin Sea Grant and the Lake Superior National Estuarine Research Reserve have hosted this series. For details, contact Marie Zhuikov, series organizer, at Wisconsin Sea Grant:

(715) 392-3472 or mzhuikov@aqu.wisc.edu

New faces, new places

Port Authority welcomes new CFO

The Duluth Seaway Port Authority has a new chief financial officer.

Kevin Beardsley joined the staff in December 2014, bringing with him 20 years of experience in accounting, taxation, financial management and strategic planning. He succeeded John Kubow, who retired after a 28-year career with the Port Authority.



Beardsley

Beardsley, a certified public accountant, most recently served as manager of financial services for Midwest Energy Resources Co. in Superior. Before that, he oversaw financial operations and strategic planning as office manager for Cooperative Light and Power in Two Harbors. He also worked as credit manager for a Two Harbors vehicle dealership and controller at a family-owned, international manufacturing company in Saginaw, Minn., that designs custom drill rig support trucks.

“Kevin’s connection to the Great Lakes and familiarity with the energy industry, commodities movement and multimodal transportation are valuable additions to our Port Authority team,” said Executive Director Vanta Coda.

“I’m excited to use my experiences from the manufacturing and utility industries in working for a Port Authority that promotes international commerce and that owns and manages multiple commercial and industrial properties,” Beardsley said.

Sertich takes new role, remains on DSPA board

Former Minnesota House Majority Leader and Iron Range Resources and Rehabilitation Board (IRRRB) Commissioner **Tony Sertich** became president of the Northland Foundation in January. He left the IRRRB to head an organization that has provided \$57 million in loans to small- and medium-sized businesses and awarded over \$28 million in grants to nonprofits in communities across northeastern Minnesota.



Sertich

Sertich has served as a Port Authority commissioner since Feb. 25, 2013, when Gov. Mark Dayton appointed him to a six-year term. He will continue to serve in that capacity.

New AMI manager

AMI Consulting Engineers, P.A., of Superior has hired **Bryan Murdock** as biologist and environmental engineering department manager. Murdock has 26 years in environmental assessment, remediation and compliance. His experience includes real estate due diligence, industrial, agricultural and petroleum chemical assessment and remediation projects; new site and brownfield site redevelopment; water resources; hazardous waste surveys; and industrial hygiene projects.



Murdock

Duluth Shipping News celebrates 20 years

When Canal Park tourists and boat-watchers want to know when the next ship will arrive or depart, *Duluth Shipping News* has the answers. This indispensable source of information enters its 20th year in 2015, thanks to the passion and perseverance of its proprietor.

Ken Newhams started the website duluthshippingnews.com in 1995 with a few photos and captions about vessel traffic, along with links to additional waterfront-related sites.



Newhams

In 1996, he added a summer paper edition that listed ship arrivals and departures. That hard-copy handout is now published and distributed daily in the Canal Park area from Memorial Day to Labor Day.

Over the years, duluthshippingnews.com has grown to include over 5,000 web pages filled with photographs of the vessels that visit the Port and the maritime life that surrounds them. A video cam in his office window watches the Duluth Aerial Lift Bridge 24/7. The site is linked to his other website, duluthboats.com, where, in cooperation with the Lake Superior Maritime Visitor Center (Marine Museum), a daily schedule of ship arrivals and departures is maintained.

Newhams himself has become a fixture in maritime Duluth, earning respect with a wry wit, tireless work ethic and genuine interest in both the vessels and those who work on and around them. Congratulations, Ken. Here’s to clear sailing for the next 20 years!

Dishing it out, lighting it up



Allen Chesky, steward on the bulk carrier *Roger Blough* (16 years) and *Edwin H. Gott* (10), was determined to light up his Superior house for the holidays last year, despite serious obstacles. The 2012 community lighting contest winner lost both of his legs to an infection in 2013, but one year later he was back to stringing lights. “Having a handicap is not a detriment unless you make it one,” he recently told the *Duluth News Tribune*.

Chesky spent a total of 43 years “sailing about every boat on the Great Lakes,” as he often quips, including the last decade aboard the *Gott*.

Crew members remember “Big Al,” a graduate of the American Maritime Officers’ fire fighting, advanced steward (culinary) and management school in Toledo, most for his two favorite dishes: BBQ ribs and spaghetti. He can dish it out — and definitely take it, too.



Chesky

Take stock in the Opportunity Belt

Move over “Rust Belt.” The “Opportunity Belt” is a cinch to replace you.

A new logo and narrative being advanced by the St. Lawrence Seaway Development Corporation (SLSDC) promotes the potential of the Great Lakes St. Lawrence Seaway as a world-class business and cultural environment. This Opportunity Belt is home to countless educational, health care, arts, cultural and environmental institutions, including the Lakes. It is ripe for growth in manufacturing, construction, agriculture, steel and many other industries.



“The Great Lakes Seaway System tends to fly beneath the radar for the general public, but it shouldn’t,” wrote SLSDC Administrator Betty Sutton in a 2014 *Seaway-Compass* newsletter. “It contributes to businesses accounting for over a third of North America’s gross national product and provides a marine highway from the Midwest to the Atlantic Ocean ... It is, in short, a pathway to opportunity.”

Heritage Marine brightens Christmas for Boys and Girls Clubs

Two dozen children were transported by train from the Duluth Depot in December to a Norwegian Christmas Village up the North Shore in the small community of Knife River, courtesy of Heritage Marine. The tug company, based out of Knife River, is owned by Mike Ojard, part of a family with long-standing ties to the community and the shipping industry. His father was chief engineer and his Uncle Adolph captain on the now-retired tug *Edna G.* that served the North Shore iron ore trade for decades.

Heritage Marine sponsored train fare and hosted lunch for 24 youngsters from The Boys and Girls Clubs of Duluth and Superior attending the annual Julebyen (yool-e-BE-en) celebration in Knife

River. The boys and girls, ages 8-12, met Santa Claus, encountered gnomes, ate Norwegian treats, enjoyed skating and sledding, music, stories and craft projects.

Norwegian immigrants settled in

Knife River in the 1800s. The family-focused Julebyen celebration helps keep their culture and Christmas traditions alive. Ojard said his company and crew will host a children’s event again next year.



Children from The Boys and Girls Clubs of the Twin Ports disembark in Knife River for a holiday treat, Julebyen style.

Courtesy Chris Skadberg

Port Passings

Raymond Ramsay, 83, died on Oct. 24, 2014. He was widely known, admired and loved in Twin Ports maritime circles. He was the naval architect at Great Lakes Engineering Works during construction of the *Edmund Fitzgerald*. His insights into the shipyard and the design, fabrication, materials and operation of the vessel are available through his books, primarily *S.S. Edmund Fitzgerald: Requiem for the Toledo Express* and *For Whom the Bells Toll: The Unexplained Losses of S.S. Edmund Fitzgerald, M.V. Derbyshire, and Other Vessels of the Bulk-Cargo Silent Service*.

Phillip Carl Kindgren, 69, died on Oct. 25, 2014. He sailed the Great Lakes for years before retiring from the DM&IR Railway as a conductor. He is survived by his wife, Melissa, two sons, three daughters, eight grandchildren, three great grandchildren and numerous other family members.

Karen Anne (Wolochek) Sydow, 71, of Duluth, died on Nov. 23, 2014. She was born and raised in Milwaukee and met her husband, Daniel Sydow, while working in the shipping business at Raymond C. Fischer Shipping Company. In 1974, the pair moved to Duluth and founded Daniels Shipping Services, a family-owned business that continues to support the Port's international shipping industry. She served as bookkeeper for the company, which is the exclusive Twin Ports vessel agent for Fednav. She is survived by her husband, Dan, sons Steve and Luke and numerous other relatives.

Capt. Jimmie Hobaugh, 78, of Sault Ste. Marie, Mich., died on Dec. 4, 2014. Capt. Hobaugh had a 37-year career with

the U.S. Coast Guard, rising from enlisted cutter duty to Officer Candidate School and subsequent service on the Atlantic Ocean, Pacific Ocean and Great Lakes. It was during his time as commander of the USCGC *Woodrush*, a buoy tender based in Duluth, that he made his mark in Lake Superior history, when he and his crew braved a fierce storm in November 1975 to search for survivors and wreckage of the *Edmund Fitzgerald*. In July 1988, Capt. Hobaugh was named Group/Base Commander and Captain of the Port at Sault Ste. Marie. He retired in 1991 and worked as executive director for Le Sault de Ste. Marie Historic Sites for several years. He is survived by his wife, Virginia Mae, three daughters, a son, 15 grandchildren and three great grandchildren.

Albert "Albie" Patrick Colalillo, 91, died Dec. 5, 2014. In 1941, the Hibbing native sailed the Great Lakes, and, when World War II broke out, became part of the war effort as a Merchant Marine under the Coast Guard. From 1951 to 1959, he was a conductor with the Duluth, Winnipeg & Pacific Railway. He joined the International Longshoremen's Association in 1959 and was the president and business agent until 1972. He served on the Duluth City Council from 1965 to 1969 and was a two-term member of the Duluth Seaway Port Authority board. He is survived by his wife, Jane, four sons, two daughters, 14 grandchildren, six great grandchildren and many other family members.

Francis James "Rusty" Steele, 87, of Duluth, died on Dec. 26, 2014. A Hibbing native, he had a long career with Pickands

Mather and Co., operators of Interlake Steamship Co. He worked in the ore traffic department for 13 years before coming to Duluth as a manager of vessel operations. He retired in Duluth after 37 years of service. He is survived by his wife, Marilyn, two sons, a daughter-in-law and two grandchildren.

Dennis Joseph Davern, 77, of Duluth, died on Dec. 29, 2014. He held many jobs over his long career, including 37 years at Northern City National Bank (U.S. Bank) and time spent as a mechanic, delivery driver and bartender. His favorite, however, was working on the Great Lakes freighter *D. M. Clemson*. He is survived by his wife, Kathy Thorsvik, four sons, two daughters, 12 grandchildren, one great grandchild and numerous other relatives.

Ralph D. "Lucky" Hayes, 65, of Duluth, died on Dec. 29, 2014. Early in his adult life, Lucky sailed on the Great Lakes with the Pickands Mather Shipping Co. He served in the U.S. Army during the Vietnam War and later managed Holiday Stores in Duluth, worked as a welder for Husky Hydraulics in Two Harbors and then earned his RN degree and pursued a career in nursing. He is survived by a daughter, a son, three grandchildren and other relatives.

Capt. Stanley W. Rozowski, 91, of Superior, a former pilot for the Upper Great Lakes Pilot Association, died on Jan. 13, 2015. He is survived by his wife, Beverly Pierce, a son, eight grandchildren and seven great grandchildren.



Paul Scinocca

Grassy Point draws an unlikely collection

Duluth's Aerial Lift Bridge gets the glory, the fame. Its likeness — and this bridge takes a *really good* picture — is featured on postcards, posters, calendars, text messages and Facebook pages. Countless images live the digital life on untold numbers of cameras and smartphones. That's fair; the Aerial Bridge and its adjoining ship canal are after all the focal point for much of the marine traffic in and out of Port.

But another bridge — more modest but still serving a vital purpose in the Twin Ports — gets something that even the famed Aerial Bridge does not: Teddy bears. You'll find them at the Grassy Point Bridge.

The Grassy Point Bridge is a 1,645-foot-long railroad drawbridge, or steel truss swing span. It was built in 1912 and is owned now by the BNSF Railway, whose trains cross the bridge four or five times a day.

When a train is using the track on the bridge to cross to and from Duluth and Wisconsin, the bridge is closed to marine traffic except for small craft that can pass under it. When a large ship needs to pass through Grassy Point, say on the way to or from the C. Reiss Terminal, it signals the bridge operator to swing open the span.

Capt. Bob Libby traversed Grassy Point many times during his 42 years of driving massive ships on the Great Lakes. Libby capped his career as permanent captain of the *Charles M. Beeghly* from 1986 to 1992, when he retired from the Interlake Steamship Co. (The ship has subsequently been rechristened the *Hon. James L. Oberstar*.) Libby remembers the Grassy Point Bridge well and fondly.

"All the Duluth bridge operators were always courteous and professional," Libby recalls. "The Grassy Point draw operators were always some of the most cooperative. The bridge had to open on demand, but if they had a train approaching, they'd let us know in plenty

of time in case we had to check 'er down. If they had a long train, we might have to wait for 30 minutes."

As for the Teddy bears, let it be known that Capt. Libby never left behind a single one. "I remember seeing them, but I never knew how that got started," he says.

Michael Meier sees the Teddy bears too, every day of his working life. Meier works the day shift these days as a BNSF bridge operator at Grassy Point. (The railroad also operates a night shift at the bridge, but it is open and untended from midnight to 8 a.m.)

Teddy Bears — and an unlikely variety of stuffed toys and novelty items — is what you'll find tacked to the heavy wood planking at the base of the Grassy Point Bridge.



The *John G. Munson* at the Grassy Point Bridge in late October.

Paul Sainocca

For decades now, boaters and pranksters traversing the waters of Grassy Point have been leaving behind dolls and stuffed toys — anything that could be nailed down and left behind. Ask your typical Twin Ports resident how and why this practice began and you'll ordinarily get a shrug of the shoulders and an "I don't know."

The practice "started a long time ago," but that's all he knows, says Meier.

He does know that it's canoeists and kayakers and small-boat operators who leave the stuffed creatures. "Families will stop their boat and leave something once in a while," says Meier.

It could be that the mystery is solved. According to a short story in the *Duluth News Tribune* on July 12, 2012, the practice was started by bridge operator Rick McDonald. A fellow opera-

tor, Tom Sershon, who had retired by then, told the newspaper, "He [McDonald, now deceased] used to get them at Goodwill and stick them up there. Then some boaters put them up. That's how that started."

People evidently just like to leave their mark. The unlikely tradition continues to this day.

— Larry Fortner



An odd array of stuffed critters greets boaters from the bridge's wooden planking.

Northern Images/Dennis O'Hara



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