



Duluth Seaway Port Authority

SPRING 2016

NORTH STAR PORT

THE HARBOR LINE

Here at the Port Authority, we've been going through the typical rites of spring: opening of the Soo Locks, first laker out, first one in, plus the arrival of the first saltie. We've already unloaded four huge pressure vessels at our terminal. Shipments of kaolin clay and wind turbines are on the docket. Over the winter, we expanded our warehousing capacity to better serve customers' transload needs and made great headway on our Dock C&D construction project. We are well on our way toward hitting productivity targets for 2016.

Admittedly, good news was in short supply at the end of last season. As a whole, Port tonnage totals were off 12 percent; iron ore shipments alone lagged more than 20 percent behind, tied to the dumping of foreign steel and plummeting prices worldwide. The oil and gas industry also was suffering a painful contraction. The outlook was gloomy to say the least.

Experience, however, has taught me that whether managing growth or negotiating cyclical lows, the rhythm of logistics remains virtually the same. It's much like the weather in Duluth: drizzle, clouds, fog in the morning; sunshine and soaring temps over the hill by noon. If you wait, it changes, and we all adapt.

And so it goes in our industry. What happens in logistics can be both a leading and lagging economic indicator, depending on where one sits in the supply chain. Last year, while

some docks in the harbor were feeling the impact of a deep natural resources recession, here at the Clure Public Terminal we were extremely busy handling project cargo for the energy industries. It's a reminder that what happens in the global economy eventually ends up on our doorsteps. The ups and downs of this 'new normal' in our U.S. economy weigh on my mind, especially when asked to predict what the 2016 season has in store for the Port.

There are experts across the nation trying to make predictions for the economy as a whole—studying business cycles, looking at leading and lagging indicators to predict what the future may bring. Well, I'm no economics guru, but with all that's being reported in sources like the *Wall Street Journal* and Bloomberg Radio, I'd expect 2016 to be a transitional year.

Commodity prices, which seem to have hit trading lows, are now rebounding moderately. Shipping of raw materials should improve. That will translate to firmer tonnages moving through our harbor: a *leading* indicator. However, with the oil and gas industry slowdown, those effects will now impact tonnage totals in the energy sector at our terminal this year: a *lagging* indicator. One sector on the upswing and the other in a slump. Again, think Duluth weather.

Personally, I'm excited to see this happen. I believe the commodity-led upswing helps our region by increasing our chances to get back to greater

productivity. The lagging downstream effect, while painful in the short-term, should have good implications for us in the next several years.

So what should one do in this cross-fire? Explore new options to position ourselves strategically for a challenging market ahead. I believe we continue to work our plan of expanding and promoting the port, investing in its infrastructure and developing new cargo handling opportunities.

You'll find stories in the pages ahead that speak to those efforts. We are introducing a new branding initiative—DULUTH CARGO CONNECT—to identify the working partnership of Duluth Seaway Port Authority and Lake Superior Warehousing. Same two organizations, same great people, but now a brand to more effectively market the services we jointly provide. There also is an update on our huge dock redevelopment project that will help support this transportation hub for the next 50 years.

In the end the rhythm of logistics remains the same. We adjust to the current economic realities by either managing growth or negotiating cyclical lows. Like the weather in Duluth, we adapt. We've learned to keep a sweatshirt close at hand.



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Inside your
NORTH STAR PORT

Spring 2016 / Volume 48, Number 1



4 Duluth Cargo Connect
New branding initiative identifies working partnership



6 Boatloads of jobs
Maritime workers are in high demand on land and on sea



9 Season opener
Mild winter, modest start leads to cautious optimism for 2016



14 A decade of success
Great Lakes celebrate 10 years of no new invasive species



19 In focus
Profiling the photographers who capture life on the Great Lakes

Robert Welton



U.S. Coast Guard cutter *Alder* breaks harbor ice at the start of the 2016 shipping season.

Mary T. George



On the front:
The first saltie of 2016, the *Albanyborg*, arrives on a snowy April 3 to load spring wheat for Italy at CHS.

On the back:
Two of four pressure vessels arriving from Italy on April 14 are visible on the weather deck of the *Jumbo Fairlift*.



Robert Welton

DULUTH CARGO CONNECT: What's in a name?

Everything. Especially when it comes to handling cargo for customers across North America and around the world.

DULUTH CARGO CONNECT is the name, the new branding initiative we've created to identify and market the working partnership of Duluth Seaway Port Authority and Lake Superior Warehousing. We are a full-service, efficiently operated, multimodal hub for domestic and international trade. We've simply created a new brand for the enterprise. Same great people. Same great organizations. Same great service.

The service brand capitalizes on what's already been a long-standing relationship. LSW has operated the Clure Terminal and its warehouses under contract with the Port Authority for 25 years. "Our newly expanded operating agreement aligns the energies and expertise of both organizations for the next decade and beyond," said Vanta Coda, Port Authority executive director. "We've discovered how much stronger our organizations can be working in partnership."

"By focusing on our connectivity, not only can we serve regional

industries more efficiently," added Jonathan Lamb, LSW president, "but we also can expand our growth potential in overseas markets." Both agree that this new agreement solidifies what's already become an extremely successful working partnership.



"Now, when making business calls to customers or attending conferences and trade shows here and abroad, rather than speaking as representatives from two different organizations, we've blended our marketing efforts to better reflect the synergy of this new strategic alignment," added Kate Ferguson, Port Authority director of business development.

DULUTH CARGO CONNECT meets the supply chain needs of a wide range of industries—from agriculture, forestry, mining, manufacturing and

steelmaking to construction, wind energy, oil/gas extraction and power generation—linking the heartland of North America to markets around the world.

With connections to congestion-free roads, three major freight corridors, four Class I railroads and direct access to the Great Lakes-Seaway system, Duluth delivers a heavyweight performance when it comes to moving breakbulk and heavy lift project cargo. Spanning nearly 150 acres, our terminal is engineered for large capacity jobs, secure storage and multimodal connectivity with on-dock rail, a loop track, over 400,000 square feet of warehouse space and 40-plus acres of laydown area. Coupled with the crew's long-standing expertise, we offer transloading skills second to none.

We are pleased to introduce DULUTH CARGO CONNECT to our colleagues and customers along the Great Lakes-Seaway and around the world. We can't wait to show off our new look and to encourage customers to take full advantage of the multimodal connections we have to offer here in Duluth. Be sure to check us out at: www.duluthcargo.com.

FOURTH COAST

BY JOSEPH BONNEY
Journal of Commerce, April 2016
Breakbulk & Project Cargo

No one ever was fired for buying IBM. So the saying used to go in the information technology business.

In other words, when in doubt, go with the tried, true and familiar. That way, if things go wrong, you don't have to explain to a boss who may not want to listen.

Vanta Coda, executive director of the Duluth Seaway Port Authority, sees a bit of that attitude in the logistics industry, particularly when it

comes time to decide whether to route cargo through the Great Lakes.

Duluth has developed a solid business in heavy-lift and project cargo at the western end of Lake Superior, 2,340 miles from the Atlantic. This fall, the port will open 28 acres of additional open storage and a new dock that will handle loads of 2,000 pounds per square foot.

Coda sees the Lakes as a logistics asset that's under-appreciated and under-utilized.

Yes, the system is closed two months every winter. Yes, it's farther

from open sea than coastal ports. Yes, carriers have to arrange backhauls and concentrate their calls in order to have a profitable voyage.

But Coda says that for some shipments, a Great Lakes routing can make sense for supply chain managers willing to go against the grain. The Lakes never will be a major container gateway, but there still are many



Joseph Bonney

continued next page

Tall Ship flotilla will “duck” under Lift Bridge

The “World’s Largest Rubber Duck” will sail through the Duluth Ship Canal and beneath the Aerial Lift Bridge this summer. The bright yellow, 61-foot-tall kitschy quacker is scheduled to accompany a fleet of historic galleons and schooners arriving for Tall Ships Duluth 2016, August 18-21. It first appeared during Los Angeles Tall Ships 2014 and has been a crowd pleaser at subsequent festivals around the world. More than a dozen vessels have been invited to participate in Tall Ships Duluth 2016, including a Spanish galleon, a Norwegian Viking ship and an American brig. The festival will feature ship tours, day sails and educational programming, plus will coordinate with the Art in Bayfront Park event.

Tickets: www.tallshipsduluth.com



Robert Weiton

U.S. Brig Niagara returns this summer.

Photos courtesy Draw Events

(Top) *El Galleon Andaluca* from Spain is in this year’s lineup. (Bottom) There is something for everyone at Tall Ships 2016, including a 61-foot-tall rubber duck.

FOURTH COAST continued

cargoes that won’t fit inside a box.

For shipments of energy-producing windmills or other large project cargo to the interior of the U.S. or Canada, Duluth has higher water transportation costs than an East Coast port. But land transportation is less costly, and Coda adds, “We have less than one-tenth the congestion in Duluth that they have.”

Duluth is the closest port to the biggest U.S. cluster of wind energy farms. The port has handled over-size shipments for oil fields in the Dakotas and Alberta and for mining

industries. Farther east, other Lakes ports have developed niche specialties in breakbulk and project shipments such as steel and machinery.

Oil field and mining industries are in a slump caused by low prices, but Coda is confident they’ll come back. “It’s a typical commodity cycle, something we’ve dealt with for more than 100 years,” he said. “The mines are not going anywhere, we know that. It’s a market that ebbs and flows.”

As Coda watches coastal ports spend hundreds of millions of federal and state funds to dredge har-

bors to handle ever-larger vessels, he can’t help notice the contrast with untapped capacity on the Lakes.

So what would it take to increase Lakes utilization?

Coda thinks it’s largely a question of awareness, and persuading supply chain managers to consider Lakes routings. He says that’s difficult in an era when companies have downsized and the remaining managers try to play it safe and stick with the familiar — even if there may be a better alternative.

Reprinted with permission

Boatloads of jobs: Demand for maritime workers is high

BY JULIE ZENNER

An endless expanse of water stretches before the *Joseph H. Thompson Jr./Joseph H. Thompson* as the tug barge moves steadily across Lake Erie in April 2016. The onboard crew includes 23-year-old Henry Roningén, a Duluth, Minn., native and 2014 graduate of the Great Lakes Maritime Academy (GLMA) at Northwestern Michigan College.

As a marine engineer for VanEnkenvort Tug & Barge, of Escanaba, Mich., Roningén's job is to operate, maintain and repair the main propulsion, power generation and auxiliary systems aboard the vessel, which transports bulk cargo on the Great Lakes. He is part of a new generation of trained mariners with opportunities as far as the eye can see.

"Every cadet in my graduating class had high paying job offers while still in school, and all had accepted positions within a month of graduation," Roningén wrote in an e-mail from the vessel. Stretches of time on the water can get long for this self-described "adrenaline junkie," but the pay is good and he enjoys working in his field. "I like the daily work and learning from the older guys with lots of experience."

That transfer of knowledge from one generation to the next is vitally important as many seasoned Great Lakes mariners near retirement and the industry faces a potential shortage of skilled, available workers.



Henry Roningén

Marine engineer Henry Roningén enjoys life at sea.

ACADEMIES TRAIN QUALIFIED OFFICERS

GLMA is one of seven regional maritime academies working to meet the growing demand for licensed mariners. Students earn a Bachelor of Science degree in Maritime Technology and U.S. Coast Guard licenses as Standards of Training, Certification and Watchkeeping (STCW) qualified deck or engineering officers. Students in the deck officer program must sit for their Great Lakes pilotage exam, as well.

The curriculum blends classroom lectures with

Employment projections for water transportation workers, 2014-2024

The Bureau of Labor Statistics, U.S. Department of Labor, Occupational Outlook Handbook, 2016-2017 Edition projects a strong job outlook for water transportation workers.

The report says a rising demand for bulk commodities such as iron ore, grain and petroleum will increase the need for these workers—and job growth is likely to

be concentrated on inland rivers and the Great Lakes.

Job prospects for shipboard positions are further improved because many workers eventually take positions on shore. High regulatory and security requirements also limit the number of applicants for maritime jobs, making maritime academy graduates a particularly hot commodity.

OCCUPATIONAL TITLE	MEDIAN ANNUAL WAGE 2014	EMPLOYMENT 2014	PROJECTED EMPLOYMENT 2024	CHANGE PERCENT	CHANGE NUMERIC
ALL WATER TRANSPORTATION WORKERS	\$53,130	78,500	85,700	9	7,200
SAILORS AND MARINE OILERS	\$39,100	28,300	30,900	9	2,600
CAPTAINS, MATES, PILOTS OF WATER VESSELS	\$72,340	35,100	38,700	10	3,600
MOTORBOAT OPERATORS	\$37,120	4,700	5,000	6	300
SHIP ENGINEERS	\$68,100	10,300	11,100	7	800



Courtesy GLMA



Ellora Hammerberg

(Top) Ellora Hammerberg, a Duluth East alum, graduated from GLMA in 2015 and (bottom) is working today for Great Lakes Fleet aboard the *Edwin H. Gott* as a relief third mate.

hands-on instruction in a state-of-the-art engineering lab and bridge simulator. Cadets are required to complete three “sea projects”—one on GLMA’s high tech training ship and two on commercial vessels, including at least one Great Lakes freighter. Graduates are fully licensed and credentialed to sail both the Great Lakes and the world’s oceans.

The school maintains a close relationship with the Great Lakes commercial shipping industry to ensure the training meets workforce needs in the primary region it serves.

“The Lake Carriers’ Association and the majority of Great Lakes vessel operators are represented on our board of visitors,” said Rear Admiral Jerry Achenbach, GLMA superintendent. “They meet with our cadets annually and provide internships that often lead to jobs.”

www.nmc.edu/maritime

INDUSTRY IS MORE THAN SAILING

Another school preparing students for positions in the maritime industry is the University of Wisconsin-Superior. Its highly acclaimed Transportation and Logistics Management degree covers all modes of transportation, emphasizing the business and management side of complex, interrelated systems that move the world’s goods and people. It includes a focused course on marine transpor-

tation management, a natural fit considering the university’s close proximity to the Port of Duluth-Superior and its intermodal transportation hub.

“The maritime industry involves ships, but that is just one facet,” said Dr. Richard Stewart, director of the UW-Superior Transportation and Logistics Research Center. Dr. Stewart is a licensed Master Mariner who headed the Department of Marine Transportation at the United States Merchant Marine Academy in Kings Point, N.Y., prior to joining UW-Superior. “For every person onboard there are many more in the maritime industry that build, finance, manage, regulate and service the ships.”

www.uwsuper.edu/acaddept/dbe/trans

STUDENTS LEARN FROM MARITIME PROFESSIONALS

Dr. Stewart cultivates connections with businesses and organizations engaged in the maritime industry. He often invites young, relatable professionals to speak with his students.

“Books are nice, and professors are good, but students become professionals and leaders by observing and learning from role models who are actually doing the types of things they want to do,” Dr. Stewart said.

This spring, Ryan Griebel, executive vice president of Lake Express in Milwaukee, Wisc., shared his experiences with the marine transportation management class. Griebel was one of Dr. Stewart’s students at the U.S. Merchant Marine Academy in Kings Point and sailed on Great Lakes freighters before moving to the high speed ferry startup business.

“Transportation is key to our life and economy,” said Griebel. “We will always need people who understand how all of the modes link together.”

In February, Dr. Stewart’s marine transportation management class toured wintering vessels in the Twin Ports. Students visited Fraser Shipyards, where Tom Curelli, vice president of engineering, environmental services and government affairs, led them on a tour of the *Herbert C. Jackson*, which is undergoing a major repowering. They also toured the *Edwin H. Gott* with Port Captain Ken Gerasimos of Great Lakes Fleet/Key Lakes, Inc. and Jim Sharrow, director of port planning and resiliency for the Duluth Seaway Port Authority.

Gerasimos started as a deckhand in the engine room of the *William Clay Ford* at the age of 18 and worked his way through the ranks, or “up the hawsepole.” He was first mate on the *Arthur M. Anderson* in 2005 when he went ashore for the port captain’s job. Gerasimos sees the need and opportunities for hard-working, creative young people in both shipboard and shore-side positions.

JOBS continued next page



Courtesy, UW-Superior

(Above) Tom Curelli leads a tour at Fraser Shipyards. (Below) Ken Gerasimos explains the mechanics of a self-unloader during a recent tour.



DSPA

(Above) Dr. Stewart takes students through a void tank on the *Edwin H. Gott*, describing the ship’s internal structure.



DSPA

“They are the next generation for our industry, and they need to think outside the box,” Gerasimos said. “These students should be looking at charts of the Great Lakes and seeing ports that aren’t even there yet.”

GREAT OPPORTUNITIES FOR YOUNG PEOPLE

Captain Gerasimos and other industry leaders also participated in the Northland Foundation’s KIDS PLUS Pathway to Careers event at the Duluth Entertainment Convention Center in October 2015, hoping to interest area high school students in maritime careers.

“We had two huge screens with drone video of ships coming through and loading in the harbor,” Gerasimos said. “It is important to get young people excited about maritime careers

and let them know what options are out there. They see the ships but don’t have any idea how to get aboard. Right now, we need officers, so we are working with the maritime academies, but it is still possible to come out of high school, get a job as a deckhand and move up the hawsepipe.”

In order to work in the deck, engineering, or steward’s departments of a U.S. flag ship, a person has to be at least 18 years old and have a valid Merchant Mariner Credential (MMC). A Transportation Worker Identification Credential (TWIC) issued by the Transportation Security Administration is also required. The National Maritime Center web site explains credentials and the application process.

www.uscg.mil/nmc/credentials

HARD WORK PAYS OFF

Students interested in a maritime career should challenge themselves in high school, regardless of whether they choose to attend a maritime academy, other degree program or go right to work.

“Math and science,” said Rear Admiral Achenbach. “Taking the hard classes will only help. We want them to be successful.”

The rewards are worth the effort. In May 2014, the median annual wage for water transportation workers was \$53,130. It was significantly higher for officers: \$72,340 for captains, mates and pilots and \$68,100 for ship engineers.

“One hundred percent of our cadets have jobs within six months of graduation,” Rear Admiral Achenbach said. “There is a documented strong demand in almost every sector.”

“I would encourage any high school student to consider a career on the Great Lakes if they think at 22 years old they would be interested in a guaranteed high paying career in their field of study with plenty of opportunity for advancement and months off at a time,” Roningen said. “There are opportunities both shore-side and at sea.”



Courtesy UW-Superior

Port Captain Ken Gerasimos (sixth from left) and Jim Sharrow (far left) with students ready to board the *Edwin H. Gott*.



Henry Roningen

Marine engineer Henry Roningen in his “office” aboard the tug *Joseph H. Thompson Jr.*

ADDITIONAL RESOURCES TO CHART YOUR MARITIME CAREER:

Lake Carriers’ Association/
Shipboard Employment:
www.lcaships.com/careers

American Maritime Officers:
www.amo-union.org

International Longshoremen’s
Association: www.ilauion.org

International Organization of
Masters, Mates & Pilots:
<http://bridgedeck.org>

Marine Engineers’ Beneficial
Association:
www.mebaunion.org

Seafarers International Union:
www.seafarers.org

United Steelworkers Union:
www.usw.org/union

2016 Season Opener: Mild winter, modest start

“The start of each shipping season—opening of the Soo Locks and lakers getting underway—is, for us, like baseball’s Opening Day,” said Vanta Coda, Port Authority executive director. “It’s the excitement of a brand new season, seeing ships and commerce flow through the Duluth-Superior Harbor again, and wondering what our ‘batting averages’ (our tonnage totals) will look like by year-end.”

Following on the heels of a dismal year for natural resource commodities in 2015, Coda and colleagues across the Great Lakes are approaching the season ahead with a guarded sense of optimism.

“So far, 2016 looks like it should stabilize the steel market for U.S. producers and get us back to a good position,” said Coda. “Does that mean we make up last year’s shortfall here in the Twin Ports? It’s too early to tell, but it feels like we’ve reached the bottom and are slowly inching our way back up.”



Robert Weiton

Port Authority Executive Director Vanta Coda welcomes Captain Igor Bunenkov and crew of the *Albanyborg* to Duluth.



Paul Scinocca

The *Edwin H. Gott* opened the Great Lakes shipping season in the Twin Ports on March 22.

And they’re off

After spending winter layup at the Port Authority’s Clure Public Marine Terminal, the *Edwin H. Gott* opened the shipping season here in the Twin Ports, departing Duluth just after 4 a.m. on March 22. The *Philip R. Clarke*, followed suit just before midnight.

Both Great Lakes Fleet vessels loaded iron ore pellets in Two Harbors before heading across Lake Superior to await the opening of the Soo Locks on March 25. The *Gott* would be first downbound, clearing the Poe Lock at 3:18 a.m. The *Roger Blough*, first in the upbound queue, locked through two hours earlier.

The Port’s first Canadian laker, the *Michipicoten*, which had wintered at Sault Ste. Marie, arrived on March 23 and departed later that same day with the season’s first outbound cargo—iron ore pellets from the CN Duluth Dock. That vessel became such a frequent visitor this spring, making runs between Duluth and Essar Steel Algoma in Sault Ste. Marie, Ont., that boatnerds posting photos on-

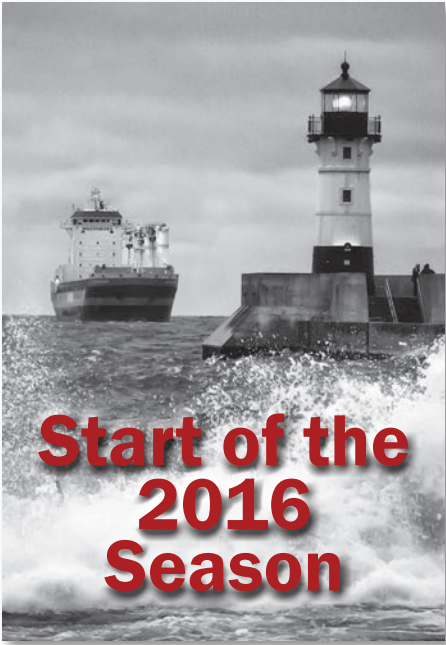
line nicknamed her the “*Essar Express*.”

One by one, three more vessels that spent winter layup in the Twin Ports departed: *Paul R. Tregurtha* on March 24; *Kaye E. Barker* and *American Century* on March 30. The *Indiana Harbor* remains docked in Superior, while the *Herbert C. Jackson*, which is undergoing a major repowering project at Fraser Shipyards, won’t sail until sea trials are completed in June.

On April 3, the Port’s first saltie arrived; the *Albanyborg*, which flies the flag of the Netherlands, sailed under the Aerial Bridge at 7:41 p.m. It also had been the first foreign-flag vessel to enter the St. Lawrence Seaway this year. An official First Ship Ceremony was held onboard the vessel at the Clure Terminal in Duluth on April 4, after which the ship moved to the CHS terminal in Superior to load 10,000 metric tons of spring wheat for delivery to Italy. The grand prize winner of this year’s First Ship Contest (co-sponsored by Visit Duluth and the Port Authority) had pegged its arrival at 7:30:16 p.m., just 11 minutes shy of its official time.

— FIRSTS OF THE SEASON —			
First Outbound	March 22	4:10 a.m.	<i>Edwin H. Gott</i>
First Canadian	March 23	3:55 a.m.	<i>Michipicoten</i>
First Inbound (thru Soo)	March 26	4:25 a.m.	<i>Stewart J. Cort</i>
First Saltie	April 3	7:41 p.m.	<i>Albanyborg</i>

Jonathan Dyess



**Start of the
2016
Season**

Jonathan Dyess



Innovation

Robert Welton



Two, 41-ton MAK 6M32E propulsion diesel engines were lowered into place aboard the *Herbert C. Jackson* at Fraser Shipyards on April 22, replacing the vessel's original steam turbine plant.

Paul Scinocca



Albanyborg

Chris Mazzella



Algoma Discovery

Terry White



Cason J. Callaway

Terry White



G3 Marquis

Terry White



Samuel de Champlain/Innovation

Jonathan Dyess



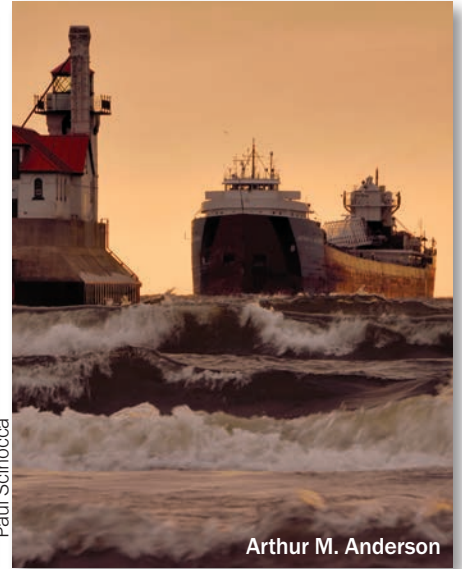
American Spirit

Travis Chadwick



Michipicoten

Paul Scinocca



Arthur M. Anderson

Glenn Blaszkiewicz



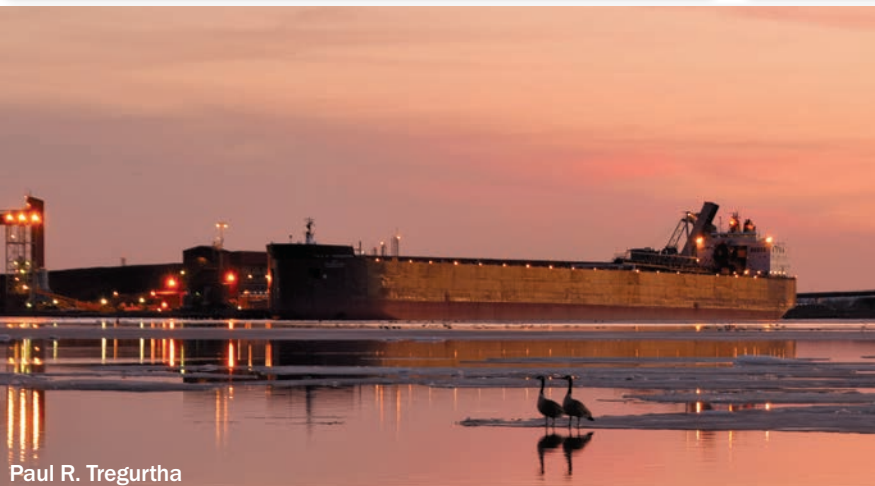
Federal Rideau and tug Kentucky

Terry White



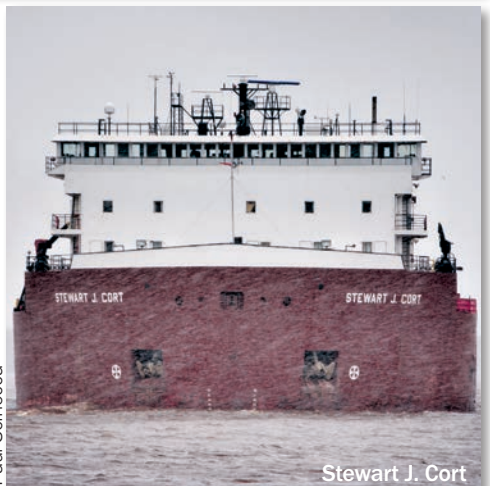
Baie Comeau

Paul Scinocca



Paul R. Tregurtha

Paul Scinocca



Stewart J. Cort

Ready for the season after the Blessing of the Port

Prayers for a successful 2016 shipping season and a tribute to the founding director of the Twin Ports Ministry to Seafarers marked the annual Blessing of the Port held at the Lake Superior Maritime Visitor Center in Duluth on April 14.

Former Port Director Davis Helberg was invited to share a few words about the legacy of Rev. Norbert Mokros, founder of the Seafarers Ministry, who passed away in January (see related story below). The event also included a musical tribute to mariners, remarks about the 2016 shipping season and a blessing for all involved in the maritime industry.

Courtesy Duluth Budgeteer News



Keely Waechter (singer) and guitarist Kirstyn Harasyn perform at the Blessing of the Port. Rev. Doug Paulson, Twin Ports Ministry to Seafarers executive director, provided a blessing, and Adele Yorde, Duluth Seaway Port Authority public relations director, gave a season forecast.

Mokros and his ministry made seafarers feel at home

A childhood that included fleeing Russian troops during World War II and two years in a northern Germany refugee camp led Reverend Norbert

Mokros, founding director of the Twin Ports Ministry to Seafarers, to spend much of his life giving comfort to strangers. He died Jan. 25, 2016, at the age 78, leaving a legacy of service that touched thousands of lives.

Mokros came to Minnesota from his native Germany in 1956 as a recent high school graduate and enrolled in Augsburg College. He went on to Northwestern Lutheran Theological Seminary and was ordained a minister of the American Lutheran Church in 1964. It was during his initial assignment as assistant pastor of Concordia Lutheran Church in Duluth that he first recognized the need for a seafarers' ministry in the Twin Ports.

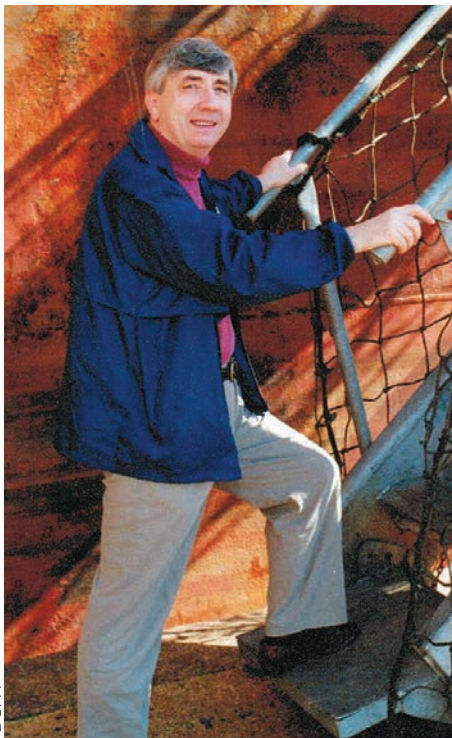
A protracted labor strike by grain millers had left a flotilla of international ships at anchor and hundreds of seamen aboard with no opportunity to disembark, contact families or escape the isolation. Assisted by his congregation and a dozen other churches, Rev. Mokros began visiting ships and

organizing a shuttle service to town. He distributed books and magazines, visited those who were ill and found translators.

The strike ended but the idea of creating a ministry took hold. The Twin Ports Ministry to Seafarers was officially incorporated in 1969 and opened in a 64 x 14-foot mobile trailer on Garfield Avenue. In 1975, the Seafarers Ministry moved to its current home, the rectory building of the former St. Clement's Catholic Church on West Third Street.

Former Port Director Davis Helberg recently said that Mokros had two mottos in serving others: "You can't reach a man's soul if his stomach is empty," and "When you give, give of the substance, not of the surplus."

The legacy of Rev. Mokros lives on in the work of the Seafarers Ministry and those whose lives he touched through his ministry and his friendship.



Reverend Norbert Mokros

DSPA

Dock C&D construction update

Construction on the Port Authority’s nearly \$18 million redevelopment project on Dock C&D continued virtually uninterrupted throughout the winter thanks to warmer than average temps, minimal snowfall and manageable ice conditions. Without having to wait for a late spring thaw, crews have been able to accomplish a great deal of work since January, including:

- The Roll-on/Roll-off Dock concrete slab was formed and poured. The heavy slab is supported above lake level on steel pilings at the inner corner of the slip. The 620 cubic yards of concrete were poured on March 28, when the harbor was at its seasonal lowest level.
- The balance of the steel sheetpiling was driven in late March. Crews began installing tie back rods and anchors this winter; that work will continue.
- Heavy concrete foundations have been poured for over half of the steel bollards.
- A storm sewer connection through the end of the slip was installed in late April.
- Dredging of the slip commenced in early May.
- Contouring of the 26-acre surface, with fabric and gravel is currently underway.
- Final completion of this Port of Duluth Intermodal Project is scheduled for October.



Robert Weilton



Robert Weilton

Winter Ro-Ro Dock construction; 620 cubic yards of concrete poured.

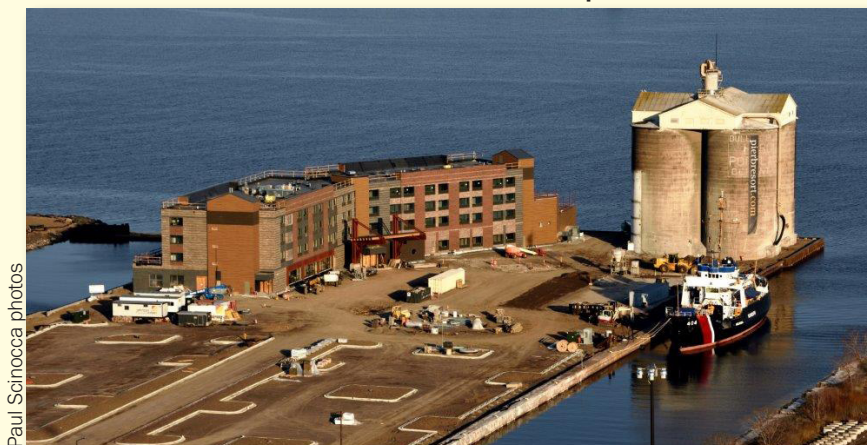


Robert Weilton



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Pier B construction nears completion



Paul Scinocca photos



A new four-story marina hotel will open this summer on the site of the former LaFarge cement terminal in Duluth. Pier B Resort will have 140 rooms, a restaurant, lounge and banquet room—plus a marina for guests, a bridge to Bayfront Park and front row views of the working waterfront. “We anticipate receiving our certificate of occupancy by early June with our grand opening around early to mid July,” said Sandy Hoff, one of the project’s developers. The design of the upscale hotel celebrates the site’s industrial roots. Brick masonry, stonework, large timbers and steel beams suggest the warehouses and cement facilities formerly there. Towering concrete silos adjacent to the resort could be converted into condominiums or retail space in a second phase of the project.

A DECADE OF SUCCESS:

No new invasive species found in Great Lakes in 10 years

The flow of new aquatic invaders into the Great Lakes appears to have slowed significantly—or even stopped—over the last 10 years, thanks to ballast exchange requirements for ocean-going vessels and increased public awareness. That is not, however, stopping efforts to mandate further measures that could impact the maritime industry.

“There has not been a confirmed new aquatic invasive species in the Great Lakes since 2006 when the bloody red shrimp was found in Lakes Michigan and Ontario,” said Doug Jensen, aquatic invasive species coordinator, Minnesota Sea Grant. “It reflects a continuous successful effort over two decades. A lot has been learned about different pathways through which invasive species enter the Great Lakes, and it is quite apparent that the pathways have been interrupted.”

Prior to 2006, Great Lakes researchers were identifying new invasive species at an average rate of up to one or two a year. While numbers vary among the Great Lakes, experts believe about half of the new arrivals in Lake Superior since the St. Lawrence Seaway opened in 1959 hitched rides in the ballast tanks of ships.

The lack of new invaders in the



Courtesy SLSDC

An example of how the binational inspection program works. Former SLSDC Marine Inspector Terry Jordan uses a refractometer to test the salinity of ballast water aboard the *Federal Kivalina* as the ship enters the St. Lawrence Seaway in Montreal.

past 10 years in the Great Lakes provides compelling evidence that the existing ballast water management program is working. That was one message shared during the Upper Great Lakes Law and Policy Symposium: Managing Water Across Boundaries, held March 24 in Duluth. Hosted by the University of Minnesota Sea Grant Program and University of Minnesota Law School, it drew about 120 people from the Great Lakes region and around the world to discuss water issues that affect both the United States and Canada. The Duluth Seaway Port

Authority was one of the symposium's many sponsors.

“We have pretty much closed the door on ballast water being a vector for new invasive species in the Great Lakes,” said Jim Sharrow, director of port planning and resiliency for the Duluth Seaway Port Authority and a symposium attendee. He credits that success to ballast water exchange requirements that began in 1993, authorized by the Nonindigenous Aquatic Nuisance Prevention and Control Act (reauthorized in 1996 as the National Invasive Species Act). Regulations were tightened and adopted for the entire Great Lakes St. Lawrence Seaway System in 2008, and it is widely determined to be the most protected waterway in the world.

Current regulations require that oceangoing ships entering the Great Lakes exchange (discharge and refill) their ballast tanks with saltwater at least 200 nautical miles from the mouth of the St. Lawrence Seaway to expel or kill any freshwater species that could potentially thrive in the Great Lakes. Since 2008, even empty



Doug Jensen

The *Federal Sakura* discharges ballast water while loading grain in the Twin Ports.

ballast tanks must be flushed with saltwater to eliminate species that could be lurking in residual ballast water or sediment—a cleansing process known “rinse and spit.”

The Great Lakes Ballast Water Working Group recently released its 2015 ballast water management report. For the seventh consecutive year, 100 percent of the ballast tanks on all vessels entering the Great Lakes via the St. Lawrence Seaway from outside North America received ballast water management exams. The bi-national group anticipates continued high compliance rates for the 2016 navigation season and will continue to perform management exams on all of those vessels.

Meanwhile, U.S. and Canadian regulators as well as the International Maritime Organization (IMO) continue to pursue requirements for onboard ballast water treatment systems that would use chemicals, filters, ultraviolet light or some combination to kill organisms in ballast tanks. States also are stepping into the mix, with Minnesota and Wisconsin planning to begin requiring IMO-compliant treatment systems even for “lakers” that never leave the Seaway System to prevent the spread of invasive species between ports.

“The Duluth Seaway Port Authority continues to believe that there should be a single, uniform regulation across the Seaway and Great Lakes that is similar in the United States and Canada and is enforced by the federal governments, not states and provinces,” Sharrow said. “A patchwork creates bewildering regulations every time a ship crosses a state or federal line.”

Symposium participants hailed the Great Lakes Ballast Water Collaborative, formed in 2009 through the efforts of Minnesota Sea Grant and the St. Lawrence Seaway Development Corporation, for bringing critical parties together.

“For the first time, the Collaborative provided a forum for shipping companies, environmental groups, and state and federal regulators to sit down, clarify issues related to ballast water policy, and work collaboratively in a positive manner,” Jensen said. “Significant progress has been made to harmonize efforts across the Great Lakes.”

So far, Fednav Limited of Quebec is the only company in Canada and the Great Lakes to announce installation of an onboard ballast water treatment system—well before regulatory requirements take effect.

The *Federal Biscay* is the first of 12 new ships equipped with a ballast treatment technology as the company updates its fleet.

“Most ship owners on the Great

Lakes are waiting for certified equipment to be available, but it has to be practicable,” Sharrow said. “They need to know that what they invest in will work and that everyone has to do it. There will be onboard ballast water treatment systems that are dependable and affordable, but more time is needed to get them developed and certified.”

In the meantime, ballast water exchange requirements for vessels entering the Seaway and efforts to interrupt other pathways, including public information campaigns like the “Stop Aquatic Hitchhikers” for recreational boaters and anglers, are holding new invasive species at bay.

— JULIE ZENNER



Courtesy SLSDC



Courtesy SLSDC



Paul Scinocca

(Top) Ballast tank and sampling procedure. (Bottom) Two Fednav ships, *Federal Biscay* and *Federal Caribou*, load grain at CHS. The *Federal Biscay* is equipped with a ballast water treatment system, a first for ships on the Great Lakes.

Diving icon, shipwreck advocates honored



Courtesy Elmer Engman

Elmer Engman

A legend in the Twin Ports diving community and expert on western Lake Superior shipwrecks was honored by the Great Lakes Shipwreck Preservation Society (GLSPS) March 12. Duluth resident Elmer Engman accepted the organization's 2016 Dive Community Contribution Award at the Upper Midwest Scuba and Adventure Travel Show in the Twin Cities. Engman is a longtime dive instructor and gear outfitter; author of three books including the first divers' guide to North Shore and Apostle Islands shipwrecks; and founder of the annual Gales of November conference.

GLSPS also recognized two other Northland residents. Thom Holden, former director of the Lake Superior Maritime Visitor Center received the C. Patrick Labadie Special Acknowledgment Award for "sharing Lake Superior maritime history with thousands of visitors." Steve Daniel, a longtime GLSPS member and past president, received an Appreciation Award for his dedication to restoring and preserving Lake Superior shipwrecks.

Johnson is Great Lakes legislator of the year



Courtesy Great Lakes Maritime Task Force

Senator Ron Johnson (R-WI, centered behind award) accepts his award as Great Lakes Legislator of the Year. Joining him (l-r) are Mark Ruge, KL Gates; Stewart Fett, Fincantieri Bay Shipbuilding; Mark Barker, Interlake Steamship; Marla Thibodeau; Todd Thaysse, Fincantieri Bay Shipbuilding; John Thibodeau, Key Lakes/Great Lakes Fleet; Robert Nichol, American Maritime Officers and Chief Engineer on the Cason J. Callaway; Ryan Hoernke, Fincantieri Bay Shipbuilding; Mike McDermott, Grand River Navigation; Tom Wiater, Central Marine Logistics; Jim Weakley, Lake Carriers' Association; Brian Lester, Central Marine; and Thad Birmingham, Mayor, Sturgeon Bay, Wisconsin.

New Large Lakes exhibit at Great Lakes Aquarium



Allison Iacono, Great Lakes Aquarium

Large lakes of the world will take center stage in an exhibit opening this summer at Great Lakes Aquarium. Unsalted Seas will showcase the biodiversity and global value of large lakes, from the five Great Lakes to Russia's Lake Baikal, India's Lake Loktak, and one of the largest African Rift Lakes, Lake Malawi. The 9,000 gallon sturgeon touch pool will be the centerpiece of the Unsalted Seas exhibit, featuring different varieties of sturgeon from lakes around the world. The exhibit arrived in 7 pieces and took 14 staff members to get the largest piece through the entrance doors. The permanent exhibit will open in time for Tall Ships Duluth 2016, which is expected to draw hundreds of thousands of visitors to the waterfront in mid August.

RETIREMENTS & NEW FACES

Longtime U.S. Wheat Associates regional director retires; replacement named

U.S. Wheat Associates (USW) has realigned its regional management following the retirement of Goris van Lit as regional director for Europe, the former Soviet Union and Israel at the end of January. The company promoted Ian Flagg, regional director, giving him van Lit's responsibilities in addition to his activities in the Middle East and North Africa.

"We cannot thank Goris enough for his many years of dedicated service representing U.S. wheat farmers," said Vince Peterson, vice president of overseas operations for USW. "Looking forward, Ian has proven his ability to analyze changing market conditions and identify the best opportunities for U.S. wheat exports first in Cairo, then Casablanca. I am confident he will be equally effective with his expanded responsibilities."

Goris van Lit worked for USW for 30 years and often visited the Port of Duluth-Superior with groups from the Northern Crops Institute and wheat trade teams from various companies. Flagg is a Minnesota native, and Port officials expect he and USW marketing specialist Rutger Koekoek will continue visits to the Twin Ports as they work to expand global markets for American grown wheat.



Goris van Lit



Ian Flagg



Rutger Koekoek

Lake Superior Research Institute has new director

Dr. Matt TenEyck is the new director of Lake Superior Research Institute at UW-Superior.



Dr. Matt TenEyck

He previously worked as an associate researcher and senior lecturer with LSRI. He has served as principal and co-principal investigator on several research projects in the areas of toxicology, environmental science and invasion ecology. These include testing of ballast water treatment systems at the bench scale level and multi-year research funded by the Great Lakes Maritime Research Institute on the mechanisms behind aquatic invaders. He succeeds Dr. Mary Balcer, who led LSRI for 15 years.

Iron Mining Association names new president



Kelsey Johnson

The Iron Mining Association (IMA) has a new leader. IMA President Kelsey Johnson succeeded Craig Pagel, who held the post for nine years. Johnson is a lifelong northern Minnesota resident with more than five years of experience in the business sector and three in government. She most recently served as director of state government affairs for the Grocery Manufacturers Association. She has a Bachelor of Arts degree in applied ethics and a Master of Arts degree in organizational leadership, both from St. Catherine University in the Twin Cities.

"I look forward to utilizing my educational and professional experience to bring prosperity and growth to the IMA membership, the iron mining industry and Iron Range Communities," Johnson said. "It is an honor ... to represent such an important industry for Minnesota and our country."

Pagel joined IMA in 2007 after 31 years at Minnesota Power as a budget analyst, customer service representative and lobbyist. He announced his retirement earlier this year.



Craig Pagel



Paul Scinocca

Walter J. McCarthy Jr. approaches port.

Valley Worldwide's commitment to international trade pays off

A hardworking partner on numerous international trade initiatives for the Port of Duluth-Superior has earned a high honor in its home state. Valley Worldwide Logistics Solutions received the 2015 North Dakota Service to Exporters Award during Global Business Connections 2016, North Dakota Trade Office's biennial conference in March.

Lieutenant Governor Drew Wrigley presented the award, which recognized the Mapleton, N.D.-based company for increasing the state's trade volume and advancing the success of North Dakota exporters in the global marketplace. Operating since 1979, the company takes pride in solving logistics challenges for all modes of freight transport.

"Valley Worldwide has committed time and energy helping companies in the Twin Ports and throughout the Midwest enter the international marketplace," said Kate Ferguson, Duluth Seaway Port Authority director of business development. "Congratulations to our friends at Valley Worldwide on a much-deserved award."

The company received a second bit of good news during the conference. Officials learned that March 2016 was a



From left, Wayne Larson, Felix Asemota, Jordan Sundby and Glenn Nelson of Valley Worldwide accept the 2015 North Dakota Service to Exporters Award

record-setting month, during which Valley Worldwide's intermodal trucking division moved a total of 905 containers.

"That almost brought a tear to my eye," said Wayne Larson, Valley Worldwide's intermodal logistics manager, recalling his mentor, Virgil Jegtvig, who died of cancer two years ago without ever seeing the company achieve their shared vision of moving 800 containers in a single month. "It was record-breaking for our company, but it was also achieving a dream that I shared with my dear friend and mentor Virgil, who is no longer with us. That meant the most to me."

PORT PASSINGS

Colleagues remember Kevin Lee Anderson as "one of the best"

Dressed in jeans, a khaki uniform shirt and a baseball cap, Kevin Lee Anderson was a fixture around the Port of Duluth Superior. His death on Feb. 28, 2016, shocked and saddened friends and colleagues in the maritime industry, who remember him as a valued employee of Sea Service, LLC, and North Star Marine.

"Kevin was our best rigging and maintenance crewman and one of the best Bosun's Mates (Boatswain's Mates) on the Great Lakes," said Captain Ed Montgomery, owner of Sea Service. "His know-how on deck, in the engine room or ashore was amazing, and his upbeat manner was always a pleasure. Our captains and crewmen will definitely miss him greatly."

Mary H. Lewis, 91, of Duluth and Vero Beach, Fla., died Jan. 25, 2016. Lewis was an avid outdoors woman, sports enthusiast and former high school physical education teacher who enjoyed skiing and sailing. She and her husband, Fred C. Lewis (deceased), a banker and commissioner on the Duluth Seaway Port Authority board from 1956-1962, raised four children: Anne, Doug, Don and Dale. Lewis was a passionate volunteer for her Episcopal churches in Duluth and Florida. She also served on the boards of Northwood Children's Home, Minnesota Planned Parenthood and the Kitchi Gammi Club Foundation. She is survived by her four children, seven grandchildren and six great-grandchildren.



Kevin Lee Anderson

Darla Mae Anderson, 74, of Duluth, died Feb. 24, 2016. Anderson graduated from Duluth Central High School in 1959. She worked at Dove Clothing, JCPenney, and then Essentia Health until retiring in 2014. She was a very active member of the Lake Superior Marine Museum Association and avid volunteer with many other organizations, as well, including Grace Lutheran Church, the John Beargrease Sled Dog Marathon, Bentleyville and the Duluth Kennel Club. She is survived by four children, nine grandchildren, two great-grandchildren and many other family members and friends.

IN FOCUS: Jerry Bielicki Lake Superior Photographic

This is the first in a series of profiles about gifted photographers whose images bring the Port's working waterfront to life.



Jerry Bielicki



(Above) Early spring, the Great Lakes tug *Minnesota* assists the *Federal St. Laurent* to her grain loading berth in Superior.

(Right) *Edwin H. Gott* arriving at the Duluth Ship Canal for winter layup in mid January with a temperature of -19° F.

Growing up in Detroit, Mich., Jerry Bielicki became enthralled by huge freighters navigating the Detroit River at a very young age. That childlike fascination stayed with him. Now 69 and living in Duluth, Bielicki is one of the most respected maritime photographers in the Twin Ports—capturing award-winning images that preserve the dramatic lines and powerful forces of Great Lakes shipping.

Q. What draws you to the Great Lakes and the working waterfront?

A. There is a romance to all of the Great Lakes, but Lake Superior is so powerful and beautiful. I have sailed on five ships across Lake Superior and remember once aboard the *Walter J. McCarthy Jr.* when I woke up in the executive suite at 1 a.m. and looked out at the dark lake. I felt at one with the lake, the stars and the sky. It was a cosmic experience. Spellbinding. I love the geometry of the vessels—the diagonal lines, squares, circles, and geometric heaves. The lines and colors are so beautiful.

Q. How would you describe your approach to photography?

A. Photography is part mystical, magical time machine. There is something mysterious about capturing an image through a piece of glass and freezing a split second of time. It still amazes me. I think people are born with a knack for composition, color and arrangement. It is not something you learn. I especially like shooting in January when it is the coldest. Morning light is low and very dramatic in the winter.

Q. Besides *North Star Port* magazine, where have your images appeared?

A. I have been a contributor to *Seaway Review* for 25 years. My photos also have been regularly published in *Lake Superior Magazine* and national maritime periodicals, including *Marine Log* and *Professional Mariner*. I have gotten seven awards, including one from Eastman Kodak, three from the Associated Press, and a couple from the American Meteorological Society, which publishes *Weatherwise* magazine.

Q. What else would you like to share?

A. I would love to do a book someday. That would be a dream because I love to write as well as shoot. I feel like I'm just getting started.





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