



# Duluth Seaway Port Authority

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WINTER 2018-19 **NORTH STAR PORT**

# THE HARBOR LINE

## Season of change and renewal

As I write this column, we are in the midst of bleak mid-winter; skies are leaden grey, and temps are in the single digits. All six ships due for winter layup in the Duluth-Superior harbor are berthed; the 2018 shipping season is officially closed, having posted a strong finish at 35.9 million short tons. It is time for repair and maintenance work, time to solidify contracts for next season's cargoes and time to complete terminal projects to support next season's services. At the Duluth Seaway Port Authority (DSPA), it is time to say goodbye to a beloved colleague and to welcome new colleagues aboard—time to appreciate work well done and to solidify a new team.

Adele Yorde's final day as our public relations director was February 8. She served in that role for over a decade (see p. 5). Adele is more than a consummate PR professional—she personifies hospitality. She connects with people, puts them at ease and makes them feel at home. Whether giving an interview, introducing a new reporter to the Port, hosting a visiting group or orienting a new staff person, Adele always knew what to say, how to say it and when to listen. She chose the right information to convey and the correct level of detail to provide from her virtual clearing-house of port facts. Over the years, she built relationships and continues to tend them with care. There has been an outpouring from community members telling me how much they will miss Adele. Alas, none can say that with more feeling than I do.

Yet there is an exciting new chapter being written at the Port Authority as we reconfigure a new leadership team upon the foundation of our fabulous current staff. As staff size goes, we may be small, but we are mighty, and we have a lot to accomplish! Our goal is to shape a tight-knit, high-energy team, united around our mission: *"To bring business to the Port, economic development to the region and to advocate for transportation and maritime interests."*

Ideally, our team members have specific roles,

complementary talents and skills, and a collaborative attitude. They manage conflict openly and with good humor. Together we strive for open and clear communication and positive attitudes. Given these lofty goals, hiring new staff warrants a great deal of planning, questioning and analysis. What functions and expertise do we need? What are our core values? What work styles mesh best with our team?

Three positions have been filled since October. We went about the hiring processes very carefully and were reminded that one of the most difficult aspects of hiring is saying "no" to so many excellent candidates.

Dean Lembke joined our ranks as facilities manager in October. If he is proof of our processes, they are indeed effective! We are also excited and proud to introduce our new director of communications and marketing, Jayson Hron, and director of government and environmental affairs, Jeffrey Stollenwerk (see p.13). Both professionals bring with them amazingly broad and deep skill sets, are curious and kind, and recognized for their creativity and work ethics. We are honored to have them join our DSPA leadership team and look forward to having you get to know them in the months and years ahead.

There is a quote by Henry Ford that says, "Coming together is a beginning. Keeping together is progress. Working together is success."

The Duluth Seaway Port Authority has a long, 60-plus year history. I know what a privilege it is to serve in a leadership role in an organization that helps drive the economy of the Twin Ports and this entire region. I also know that my colleagues, old and new, share that same sense of responsibility. We pledge to honor the mission of this great organization and are committed to working together to ensure its successful future.



Deb DeLuca, Port Director

**"Coming together is a beginning. Keeping together is progress. Working together is success."**

**—Henry Ford**



Matt Silverness



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**About North Star Port**

This magazine was produced by the Duluth Seaway Port Authority, Adele Yorde, publisher. Editorial assistance provided by Julie Zenner; graphic design by Erin Makela.



Terry White

**No ice in sight!** *Michipicoten* left the BNSF dock Dec. 15 loaded with iron ore.

Jeffrey Doty



**On the front:**

The Canadian freighter, *Tim S. Dool*, arrived for winter layup on a frigid New Year's Day.

**On the back:**

It was a last load of iron ore for the season for the *Phillip R. Clarke*, with icebreaking help from the tug, *Edward H.*

David Schauer



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# Fire claims historic Globe Elevators

A world of waterfront history and several million board feet of old-growth timber went up in flames December 17, 2018, as fire roared through the defunct Globe Elevators site in Superior.

The blaze began around 3 p.m. as crews were salvaging antique white pine for reuse as high-end flooring, paneling and decking. Workers apparently cut through a nail or spike, causing a spark that ignited the tinder-dry structures. Three contracted workers and property owner Gordon Osterdahl were on site at the time of the fire. They called 911, and no one was injured.

The massive blaze and billowing smoke plume could be seen for miles. Superior firefighters drilled a hole in the ice and drew water from the harbor to battle the fire. A 225-foot collapse zone kept crews at bay for a period of time, and a Superior Police Department drone was deployed to help guide suppression efforts. Heat reportedly could be felt at the adjacent General Mills elevators, which are operational.

Built in 1887 for The Duluth Elevator Company, the facility was the largest of its kind at the time and featured the first integrated elevator system, able to convey grain between structures. Late in the 19th century, the business reorganized and became Globe Elevator Company. The Globe Elevator name endured even as ownership shifted to F. H. Peavey and Company (later Peavey) in the 1940s, which was acquired by ConAgra in the 1980s. The site closed for good in 1988 when Peavey moved to concrete silos.



Paul Scinocca



Radiant Spirit Gallery

The beauty and character of the old-growth wood used to build the Globe Elevators was captured during a 2013 photo shoot. Sections of wood had been eroded by grains cascading over them for decades; the patterns were mesmerizing. This angled view looks skyward from inside a bin with sunlight pouring through roof openings.

In recent years, two companies, Wisconsin Woodchuck, LLC, and Old Globe Wood Company, LLC, had been working to salvage and restore the historic elevators' valuable timber, wrought iron and other materials. The process received national attention and was featured on History Channel's *Ax Men* series.

That process of carefully dismantling the elevator structures helped reduce fuels and mitigated the fire's duration. Fire officials originally expected the blaze to burn for days, but crews were able to clear the site within 18 hours. Damage is estimated at \$2.5 million, including the buildings, a bobcat and \$450,000 in previously salvaged wood that already had been sold by the owner.

Meanwhile, remnants of the historic Globe Elevators live on in many stylish homes and businesses, where its old-growth timbers, dimensional lumber, wrought iron and other salvaged materials have been crafted into premium flooring, paneling and architectural finishes.

One large tower made mostly of steel remains at the site, a haunting reminder of Globe Elevators' place in waterfront history as plans for reclaiming more of its distinctive wood have now gone up in smoke.



# FAREWELL ADELE

BY JULIE ZENNER

One thing Adele Yorde learned the hard way as public relations director for the Duluth Seaway Port Authority was always dress for success. She recalls the first time she was invited aboard a working freighter for an interview, shortly after joining the Port in spring 2008. Excited to ride a vessel as it moved through the harbor, she grabbed her camera, notebook and purse and raced to the fuel dock in her skirt and heels.

“I thought there would be a gangway to get up on the boat,” she laughs now. “Many people were chuckling and peering as I scaled a rope ladder up the side of the laker in my pumps—which I never wore to work again!”

Yorde retired from the position in February having covered a lot of ground in her nearly 11 years at the Port. She toured cargo holds, engine rooms and pilot houses; visited grain elevators, shipyards and warehouses; and participated in numerous national and international conferences.

Curious by nature, she was a competent and enthusiastic spokesperson, who deftly navigated the complexities of Great Lakes commercial shipping, rattling off statistics about carriers, vessels and cargoes with ease. It is hard to imagine her struggling to learn the ropes.

“When I started, I knew that some of the boats that left the port carried iron ore, because my dad was a lifetime miner on the Iron Range, and I knew the ships were different colors,” she shared shortly before retirement. “That was pretty much what I knew about the Twin Ports shipping industry. Adolph (Ojard) took a leap of faith in hiring me, and I’ll be forever grateful.”

The former communications consultant and longtime freelance writer quickly realized it was sink or swim. She immersed herself in industry information, pestered colleagues with questions and put in long hours. She likened the process to “learning a foreign language while being expected to speak it fluently.”

Her sources included industry giants, such as the late Davis Helberg, Duluth’s longest-serving port director, and colorful characters with deep institutional knowledge and salty tales of days gone by.

“I got to tap fplks no longer with us who could tell stories that filled in a lot of background about what the industry was like in its heyday,” Yorde said. One particular honor was collaborating with longtime writer, editor and publisher Larry Fortner on the quarterly *North Star Port*. “I learned



so much from Larry about reporting, editing and writing human interest stories. He was such a wonderful friend and a great mentor.”

After his death in 2016, she continued to develop a team of writers, photographers, graphic designers and printing professionals to produce the magazine. Working on the *North Star Port* was one of Yorde’s favorite parts of the job.

“The waterfront leaders, the mariners and their families I interviewed through the years gave me access into their personal lives. They were so willing to share,” she said.

In addition to the magazine, Yorde served as public spokesperson for the Port Authority, connected news reporters with appropriate people and resources, and coordinated high profile events such as the annual St. Louis River Quest, Maritime Day and first ship ceremonies on the waterfront. She served on numerous boards and committees and often made presentations to civic groups and trade organizations.

“It has been a *privilege* to work here, not a job,” she said. “When you are in this role for a public agency like the Port Authority, what you say and how you phrase your comments are important—whether it is in a media interview, at the grocery store or at dinner with friends. I have always felt a responsibility to make sure my remarks reflected well on the organization, the Port and the maritime industry.”

Yorde looks forward to enjoying more time with friends and family, especially her husband, Steve, another recent retiree. She envisions late morning coffees, afternoon naps, long hikes, more pontoon rides, a few extra trips to the gym (maybe) and dusting off an unused pickleball paddle.

“The thing about retirement that is so intriguing is that it doesn’t appear to have deadlines,” she said. “I’ve lived with deadlines since my first job at age 12. Now I want to see what is on the other side. There’s a cabin on a lake in Northern Minnesota waiting for us.”

# An enduring legacy: Honoring a long-lasting dedication to the Port of Duluth-Superior

BY KELSEY ROSETH

Not many live and breathe Lake Superior's shipping industry quite like Duluthian Kenneth Newhams.

Over the course of two decades, the 75-year-old built unique relationships with captains and crews, chronicling their adventures and sharing their stories.

Newhams' experiences were interesting, gained while serving as the publisher of *Duluth Shipping News* and creator of [duluthboats.com](http://duluthboats.com)—roles he designed to bridge the gap between the people on the ground and people on the ships.

## “Anchors Aweigh” to the Great Lakes

Back in the mid-1970s, the Pennsylvania native moved to Minnesota and worked at the Federal Reserve Bank of Minneapolis. As technological advances rapidly changed the world in the 1980s, Newhams took part in the home computer boom and witnessed the creation of the World Wide Web with intrigue.

“I’ve always been a computer person. As soon as I found out about this thing called ‘the web,’ I decided to figure out how to do it,” said Newhams. “I was reading everything I could get my hands on.”

He decided to dedicate his career to becoming a computer consultant and moved to Duluth in the mid-1990s during the dot-com bubble. With persistence and dogged determination, he began to build his business in the Twin Ports.

## Recording the happenings of the Port of Duluth-Superior

One of Newhams' first local projects was building a website for the Port of Duluth-Superior at [duluthport.com](http://duluthport.com). With time, he built a marine tonnage program for the Port, designed to help record cargo tonnages. Later, he



Kenneth Newhams

DSPA

designed a report to record ship arrivals and departures.

Newhams often watched as ships traveled underneath Duluth's Aerial Lift Bridge. He'd overhear people curiously asking one another what could be in the ships or where they were going. He saw a need and decided to fill it, publishing his first issue of *Duluth Shipping News*, and later developing [duluthboats.com](http://duluthboats.com) to maintain an up-to-date list of ship arrival and departure times.

“I started the *Duluth Shipping News* with no experience in the maritime world. I considered that a bonus because my audience would be tourists and visitors to Duluth who didn't know much about the maritime world either,” Newhams wrote in Issue 118, the final print issue, which was published in 2009. “If I knew too much, they might not understand me. By June 2001, I was an expert at answering questions from visitors.”

While interested in the ships

themselves, what drew Newhams to this work were the captains and crews.

“The thing I'm interested in is the people,” said Newhams. “The people on board, where they lived and where they were going.”

He met many interesting individuals from all over the world, and with Facebook, still keeps in touch with some of them.

Oceangoing ships, or “salties,” held a certain fascination for Newhams. He had an office in the Paulucci Building, in Canal Park next to Duluth's Aerial Lift Bridge, and his office window “became a window to the world, with ships and their crews coming to Duluth from all over the world, right past my window,” he said.

With time, he made contacts within the industry and obtained access to the ships. He visited with sailors on ships, learning about their cultures and religions, and tasting their cuisines. He chronicled their stories in *Duluth Shipping News* (keep in mind, this



was before he needed clearance from Homeland Security to board a ship).

In an excerpt from the publication's last issue in October 2009, Newhams wrote of his favorite memory:

*"On July 5, [1999], the Grant Carrier and her crew of 27 left Odessa, a Ukrainian city on the Black Sea, on their way to Duluth. At the time, no ship with Yugoslavian officers was allowed in U.S. waters unless accompanied by armed guards, supplied by the Coast Guard and paid for by the shipowner. That was because our (NATO) planes were bombing their cities at the time.*

*So the Grant Carrier came to Duluth on August 17, 1999, with a contingent of five armed (but friendly) Coast Guard sailors. The officers and crew were indeed from Yugoslavia, many from Kotor, a city on the coast of the Adriatic Sea in Montenegro."*

Newhams met the *Grant Carrier* crew and spent time visiting with them. The crew wanted Duluthians to know that they were nice, peace-loving people, so Newhams ran up and down the pier passing out his publication—letting people know a ship with armed guards was coming through the canal in short order. He wrote:

*"The crew was hyped. I had suggested to the captain that he do some serious work with the ship's whistle when they came under the bridge. Still, I was not prepared for what happened.*

*As the ship came around the buoy and approached the bridge, the entire crew was out on the deck, and not just standing there. They were all jumping up and down and waving. The captain hit the horn just before the ship went under the bridge, and he didn't take his hand off until the ship was leaving the canal.*



Kenneth Newhams

The *Grant Carrier* arrived on August 17, 1999, dropped anchor and waited for a party of local port officials to come out. Armed guards, made up of five men from the Coast Guard, posed for a picture with the crew they were guarding while the ship was at anchor off the Duluth piers. The U.S. was at war with Yugoslavia. The State Department ruled that any ship with Yugoslavian officers had to have armed guards posted on the ship when in U.S. waters. The captain, fifth from the left, and first mate, second from the left, as well as most of the crew, were from Montenegro, then considered a part of Yugoslavia.

*Those of us on the ground returned the jumping and the noise to the ship; it was quite a moment. I felt we had all made a small contribution to a better world given that our two countries were at war."*

#### Setting sail on a new adventure

As increasing expectations of technology forced it to flex and grow, so did Newhams. Through his experience with *Duluth Shipping News*, he transitioned from film cameras to digital cameras, from paper to webpages. He's made friends, compiled stories and worked with the Discovery Channel, National Geographic, NBC

News, PBS Boston, and local and Twin Cities TV stations.

As Newhams neared retirement, he said goodbye to the monthly *Duluth Shipping News* printed newsletter in 2016, and, in 2018, ended the online shipping schedule. Today, he maintains the website [duluthshippingnews.com](http://duluthshippingnews.com) and its content. Readers can browse about 2,700 pages with content and 11,000 comments from 1996 to the present—chronicling his long-time commitment to the Port of Duluth-Superior, its ships and the incredible individuals he came to know along the way.

## Mark Your Calendar: Blessing of the Port set for May 2

Waterfront workers, retired mariners, families, friends and the public will gather for the annual Blessing of the Port on Thursday, May 2, at 5 p.m. at the Lake Superior Maritime Visitor Center in Canal Park. Doors open at 4:30 p.m. Hosted by the Twin Ports Ministry to Seafarers, the ceremony will include a musical tribute followed by a preview of the 2019 shipping season and a ceremony of blessing for all involved in the maritime industry. Refreshments will be served.

Questions? Contact Rev. Doug Paulson at the Seafarers Center at (218) 727-5897.



# 2018 season finishes strong

## Iron ore tops 21M tons, highest since 1995

Minnesota iron ore shipments led the Port's tonnage totals, ending the season at 21.5 million short tons—up nine percent over 2017 and outpacing the five-year average by over 30 percent. In fact, this was the first time since 1995 that iron ore shipments out of Duluth-Superior topped the 20 million mark. While coal shipments through the Twin Ports have dropped significantly in recent years, iron ore has picked up pace, accounting for 60 percent of the Port's 2018 season tonnage total.

International shipping through the St. Lawrence Seaway, in and out of the Great Lakes, also had its best year in more than a decade. Tonnage on the waterway during the 2018 season totaled nearly 45 million short tons—a seven percent year-over-year increase and the most since 2007. Marketing efforts under the “Hwy H2O” initiative served as a catalyst to spur increased movements of a broad range of cargoes.

Grain exports alone posted a 20 percent year-over-year increase, virtually mirroring grain traffic through the Twin Ports.

“Here at the far western tip of this binational trade corridor, the Port of Duluth-Superior ended the 2018 shipping season on an equally strong note,” said Deb DeLuca, Duluth Seaway Port Authority executive director. “Iron ore surged, and grain volume was up 23 percent from the previous year, with a flurry of ship-loading activity that continued through mid-December.”



Jeffrey Doty

Kaye E. Barker heads for winter layup.

### Firsts & Lasts for the Record Books

First Laker out	3/20/18	12:04 p.m.	Erie Trader/Clyde S. VanEnkevort
First Laker in	3/26/18	04:38 a.m.	Philip R. Clarke
First Saltie in	4/12/18	09:46 p.m.	Federal Weser
Last Saltie out	12/15/18	04:51 p.m.	Federal Rhine
Last Laker out	01/13/19	06:48 a.m.	American Century
Last Traffic in	01/15/19	02:35 a.m.	Kaye E. Barker

### Winter Layup in Port of Duluth-Superior

VESSEL	ARRIVAL	TIME	CARRIER	DOCK/BERTH
Tim S. Dool	1/01/19	08:14 a.m.	Algoma Central	Fraser Shipyards
American Spirit	1/14/19	09:30 a.m.	American Steamship	Fraser Shipyards
H. Lee White	1/11/19	09:10 a.m.	American Steamship	Elevator “M” Dock
Mesabi Miner	1/12/19	10:58 a.m.	Interlake Steamship	Midwest Energy
Lee A. Tregurtha	1/14/19	11:14 a.m.	Interlake Steamship	Fraser Shipyards
Kaye E. Barker	1/15/19	02:35 a.m.	Interlake Steamship	Fraser Shipyards

\* NOTE: Arthur M. Anderson arrived 1/15/2017, but didn't sail last season; she remains in layup east of CN Dock 6.



Chris Mazzella

Tim S. Dool and William A. Irvin are spending winter layup at Fraser Shipyards.



Matt Silverness



Erie Trader/ Clyde S. VanEnkevort was the first laker out.

Paul Scinocca



Federal Rhine was the last saltie to load and leave in 2018.

Jeffrey Doty

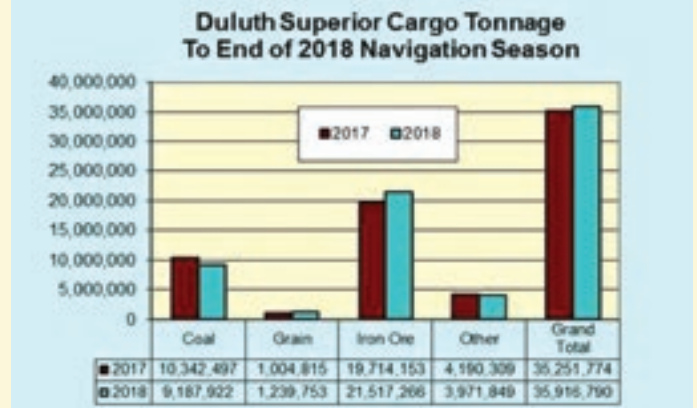


American Century was the last outbound laker of the season.

Jon Dyess



Lee A. Tregurtha arrives to winter over in the Twin Ports.



## Soybeans make a comeback

The first bulk shipment of soybeans to pass through the Port of Duluth-Superior in over a decade left the Twin Ports in mid-October, bound for Lisbon, Portugal. The soybeans arrived at Gavilon Grain, Connors Point, on shuttle trains from storage facilities in Minnesota and North Dakota. They were loaded onto the oceangoing vessel *Federal Bristol* and traveled through the Great Lakes St. Lawrence Seaway System en route to Europe.

That is an unusual route for soybeans grown in the Upper Midwest according to Jeffrey Blaskowski, who manages the Gavilon Grain facility in Superior.

“Most soybeans that leave the Tri State Area (Minnesota, North Dakota and South Dakota), go to the Pacific Northwest and are loaded on ships to China,” Blaskowski said. “That is the main freight artery for soybeans from our region.”

Trade tensions between the United States and China in late 2018 slowed movement, opening doors for the 22-metric-ton shipment of soybeans to Portugal through Duluth-Superior. Another bulk load of soybeans could pass through the Twin Ports this spring, depending on numerous variables.

“A lot has to do with logistics, timing and the market,” Blaskowski said, adding that conditions are hard to predict. “If the situation is right, and it makes sense logistically and economically to bring soybeans into this port and find avenues for them into Europe, it certainly will be done. Those avenues are looked at all of the time. We don’t want to miss any opportunities.”



Federal Bristol loaded soybeans at Gavilon— first time in 11 years.

Dennis O'Hara

# GPM, INC.

Duluth-based GPM manufactures and distributes the GPM-Eliminator line of reliable, submersible and horizontal slurry pumps to world customers.

From its campus in the Duluth Airpark, where it has been located since the 1980s, the business also distributes for world-class manufacturers that provide solutions for fluid processing, mechanical seals, gearboxes, cooling towers, valves and more. GPM also services equipment at one of its repair centers and in the field. The company serves industries such as mining (open pit and underground), oil and gas, pulp and paper, and power generation companies, among others.

When GPM selected its current location, “We were looking for an industrial setting, and the Airpark just made sense,” said Peter Haines, GPM’s chief executive officer. As the company grew, it went through a demolition of its original office and building of a new facility, which included a manufacturing plant. Haines said the site was not only selected for the location, but for the local “northland aesthetics” the Airpark provides.

“We not only have access to the airport and logistical service and support but also the availability and accessibility of shipping products to North American and global destinations,” Haines said.

Celebrating its 40th anniversary in 2018, the company reached record-setting revenues. Throughout 2018, GPM placed high importance on sharing the depth and breadth of its capabilities.

GPM is on a mission to help management, engineering, manufacturing, operations and service personnel understand that there are ample industry jobs in Duluth, many with GPM. One of the ways it is accomplishing this mission is by hosting industry events. Last October, GPM hosted a Pathways to Prosperity event, welcoming women in manufacturing and a variety of city leaders to its facilities. In addition, GPM hosted an Arrowhead Manufacturers and Fabricators Association meeting in 2018 with more than 60 people in attendance.

“It’s another driver toward workforce development and coordinating educational programs, even down to high school level, to promote manufacturing and to get more visibility into different types of manufacturers in the Arrowhead region,” said Blake Kolquist, GPM’s marketing director.

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

4432 Venture Ave. | Duluth, MN 55811

- Founded in 1978
- Employs 70 people
- 4.5 acre facility



Courtesy GPM, Inc.

# Business is Duluth

BY KELSEY ROSETH

On top of the hill, adjacent to the Duluth International Airport, is a 300-acre section of land that has contributed to the growth of about 40 local businesses. This is the location of the Duluth Airpark, a light industrial and commercial park owned and developed by the Duluth Seaway Port Authority to promote entrepreneurial development.

Phase I wrapped up in 1973, and Phase II opened in 2004 with 18 new lots, more than half of which sold in four years. Today, it is about 80 percent full and only a dozen buildable lots remain. The park is

## PRO PRINT

More than 40 years have passed since Pro Print was founded by partners Gary Hanson and Dick Jannetta—and it has grown to become the largest general commercial printer in northern Minnesota. Pro Print moved into its custom-built Airpark facility in 2008, which set the stage for further success by giving Pro Print room to create efficiencies and acquire new technologies.

“Our [Airpark] location gave us a lot more space,” said Pro Print president Creston Dorothy, in comparison to the company’s previous location on Central Entrance. “There’s a lot of free parking, and we have plenty of room to do the manufacturing that we need to do.”

Today, Pro Print works to churn out quality print jobs at a value-based price. It is a one-stop-shop for customers, providing start-to-finish assistance on digital and offset printing, bindery and mailing, and banners and displays. Pro Print proudly owns a UV press, which means the company can print different textures, such as sandpaper and glitter. The company also owns a Scodix Press, which is one of about 50 such machines in the United States, providing a “Pro Touch” process known for printing textures, including Braille, as well as specialty foil treatments.

Following the retirement of its founders in the early 2000s, the business is now owned by Dorothy and has since experienced significant growth.

“[Our customers] don’t have to go out of town, and they can support the local community here with good-paying



# soaring at Airpark

surrounded by forested areas and includes several pockets of wetlands that will remain undeveloped.

The companies invested in the Duluth Airpark employ more than 800 people and serve diverse industries, from aerospace machining to construction and from medical systems supply to engineering. The Airpark is home to many longstanding local companies and has played a significant role in their success.

Here is an introduction to some of its long-term tenants. Additional companies will be featured in the spring issue.



Robert Welton

## SPEE-DEE DELIVERY

4408 Haines Rd. | Duluth, MN 55811

- Founded in 1978
- Employs 35 people
- 24,000 sq. ft. facility

From its initial Airpark lot (which it selected in the 1980s) to its new, expanded location, Spee-Dee Delivery Service, Inc., has been at the Airpark since it was founded. That is because “We’re having to go up to Grand Rapids and up the North Shore,” said Donald M. Weeres, president and owner of the regional carrier, which today has 35 locations and serves the majority of the Midwest.

“We have better pricing, and, being a small company, we’re easier to work with,” said Weeres, in comparison to competitors such as the United States Postal Service, United Parcel Service and FedEx. “[Customer service] is something we work on all the time.”

Spee-Dee also has custom ship software, helping customers process packages more quickly and track their shipping activity.

In late 2018, Spee-Dee moved to a new lot and now has capability to double its workforce when ready. “We were more efficient the day we moved into it,” Weeres said.

“When our client was looking to expand, we evaluated numerous sites that fit their logistical needs,” said Robert Strack, chief executive officer of Strack Companies, a St. Cloud-based developer who helped Spee-Dee select and expand to the new location. “Their mobility and logistics are pretty important to them in regard to where they are located in any city and in Duluth in particular. With the hill, there’s a lot of reasons you want to be in the Airpark. It just makes it easier for logistical reasons.”

“There are a number of routes that leave this building every day and return every night,” said Strack, noting that an Airpark location makes the route matrix of Spee-Dee more efficient, providing them access to major highways and the airport, if needed.

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

*For details on Airpark parcels available for sale contact Kate Ferguson, director of trade and business development: [kferguson@duluthport.com](mailto:kferguson@duluthport.com) or (218) 727-8525, ext. 103.*



Courtesy Spee-Dee Delivery

3920 Airpark Blvd. | Duluth, MN 55811

- Founded in 1977
- Employs 50 people
- 26,000 sq. ft. facility



Courtesy Pro Print

jobs,” Dorothy said. “Our prices are as good, or better, than the Twin Cities. We have all the great technology they have. We are environmentally responsible, and all of those benefits come through when you do a print job with us.”

Pro Print is the only green printer north of the Minneapolis-St. Paul metro area. It is certified by the Printing Industry Midwest Environmental Initiative, which means Pro Print voluntarily offers soy-based inks, a range of recycled/green paper choices, UV printing options and boasts a companywide recycling program. Pro Print has twice been named as one of the 5,000 fastest growing private companies in America by *Inc.* magazine. This year, the company is celebrating continued success as it bought another company based in Superior, Wisconsin, in late 2018. [www.proprintduluth.com](http://www.proprintduluth.com)

# Duluth Cargo Connect lends space & skills to GPM team

## Manufacturing moxie moves mine dewatering project forward

When GPM, Inc., needed to construct not one but two mine dewatering pump houses to withstand extreme heat or frigid temperatures, project engineers looked no further than Duluth's industrial sector to assemble a uniquely qualified team of construction experts.

The base super-structure of each dewatering pump house, designed by GPM, was built by a crew at Industrial Weldors & Machinists, after which they were moved indoors to the shop at Duluth Cargo Connect where both portable all-season pump houses were assembled by GPM and DCC technicians.

"Duluth Cargo Connect proved to be a great working partner on this project," said Sam Hodel, GPM project engineer. "The skilled labor, additional floor space and heavy lifting capacity necessary to complete the pump house, especially in a climate-controlled setting during the cold winter months, were all contributing factors that allowed us to complete the project in a timely fashion while ensuring the highest quality."

"We were pleased to partner with

GPM on this construction project," said Pete Kramer at Duluth Cargo Connect. "We've already been crating units and stuffing containers for GPM products heading overseas, so it was a natural fit to team up on building these pump houses. Supporting companies who, in turn, contract with other local companies to meet the needs of mining customers near and far, is what Duluth Cargo Connect is all about. Any time we can provide value-added services for one of our customers, it's a win for the entire region."

The structure—upon which the pump, motor, piping, electrical and house are secured—was designed to be mobile and can be moved as changing water levels dictate. Customers are encouraged to contact the GPM sales office for additional specs and quotes. [info@gpmco.com](mailto:info@gpmco.com)

The company was one of the earliest companies to locate in Airpark, the industrial park owned and developed by the Duluth Seaway Port Authority. The original facility, built in 1972, underwent a huge expansion in 2000 to accommodate the company's growth as a manufacturing and servicing center. (see p. 10)



Duluth Cargo Connect photos

## Project cargo moved by water too!



Duluth Cargo Connect handled domestically produced windblades for export to Europa in November.

Dennis O'Hara



# Port Authority names two new directors to leadership team



## Director of government and environmental affairs

The Duluth Seaway Port Authority welcomes Jeffrey Stollenwerk as director of government and environmental affairs. Stollenwerk brings over 28 years of environmental and legislative expertise to the position, including development and implementation of regulatory policy on navigational dredge material reuse and mitigating environmental risks from maritime vessel discharges.

Stollenwerk's professional experience includes managing water quality programs for industrial sectors throughout the state for the Minnesota Pollution Control Agency (MPCA). He directed regulatory permitting, compliance and enforcement for pollution control programs for a diverse mix of industries. He also helped negotiate complex permitting projects and regulatory controls across multiple environmental sectors. In his work, Stollenwerk developed strong, collaborative relationships with representatives at all levels of government—federal, tribal, state and local—providing expert advice on legislative initiatives.

"The maritime industry and this Port Authority must continue to navigate complex environmental and political landscapes," said Port Authority Executive Director Deb

DeLuca. "Jeffrey brings a specialized skill set to our team at a time when our industrial redevelopment efforts are ramping up and maritime trade is addressing challenges on several fronts. His ability to reach practical, effective solutions to complex issues has been a hallmark of his professional career."

A leader in the Great Lakes Ballast Water Collaborative, Stollenwerk was the governor's appointee to the Great Ships Initiative (now the Great Waters Research Collaborative) Advisory Committee. He also worked with the Port Authority on multiple water quality projects during his time at MPCA.

"My experiences with the Port Authority and others in the maritime industry have been most rewarding," said Stollenwerk. "It is a privilege to work with ethical, professional leaders dedicated to environmental protection—to be part of a team promoting sustainable industrial growth that supports the economies of Duluth and northeastern Minnesota."



Jeff Stollenwerk

## Director of communications and marketing

The Duluth Seaway Port Authority welcomes Grand Rapids native Jayson Hron as director of communications and marketing. Hron (pronounced 'ROHN') brings an extensive background in public relations, copywriting, media relations, brand management and marketing to the position. He most recently served five years as communications manager for USA Hockey in Colorado Springs, Colo. For eight years prior, he led branding and communications efforts as senior public relations specialist in the financial services industry for the ING Group in St. Cloud, Minn.

Hron began his career as a sportswriter, editor and page designer with Murphy McGinnis Newspapers. He had served as communications director for the United States Hockey League and, later, assistant director of public relations in the athletics department at the University of Minnesota Duluth (UMD).

"We are extremely pleased to welcome Jayson back to Minnesota and to our leadership team," said Port Authority Executive Director Deb DeLuca. "The diversity of his expertise coupled with his passion for this community and northeastern Minnesota will be a huge asset in managing our strategic communications and in supporting the Port

Authority's mission."

In addition to his expertise in strategic communications, Hron's skill sets include graphic design, video production and social media management. Since 1999, he also has been a freelance contributor to a number of media outlets including [MinnPost.com](http://MinnPost.com), [ESPN.com](http://ESPN.com), *St. Cloud Times*, *Milwaukee Journal Sentinel* and the *Arizona Republic*. Hron has a bachelor's degree in communication from UMD and a master's in mass communications with a public relations and advertising emphasis from St. Cloud State University.

"My heart never left Duluth," said Hron, who, along with his wife, Jennifer, have two daughters. "The Port Authority is uniquely equipped to help drive the economic growth, to define the future of northeastern Minnesota. I am grateful to have the opportunity to be part of an organization that helps the city thrive."

Hron succeeds Adele Yorde, who has served the organization as public relations director since 2008.



Jayson Hron

## DeLuca among “100 People to Know”

If success is determined by who you know, the Duluth Seaway Port Authority has a definite advantage. *Twin Cities Business* (TCB) has named Port Executive Director Deb DeLuca among its “100 People to Know in 2019.” She was featured in *TCB*’s December 2018 print edition and online at [tcbmag.com](http://tcbmag.com) under the “Emerging” category.

The profile noted DeLuca’s distinction as the first woman to head the Duluth Port after serving as its government and environmental

affairs director since 2014. It educated readers that the Port’s role goes beyond making sure ships can safely navigate the harbor and that part of her job is to help expand the city’s industrial base.

DeLuca was not the only Twin Ports-area leader who made the list. Tom Hanson, owner of Duluth Grill, OMC Smokehouse and Corktown Deli and Brews was featured in the “Pioneers” category. Congratulations to both of these influential trailblazers!



Deb DeLuca

## First Ship Contest: Guess your best!

When will your ship come in? Guess correctly, and it could be with the arrival of the Twin Ports’ first oceangoing vessel of 2019. Each year, hundreds of people eagerly log onto [www.visitduluth.com/firstship](http://www.visitduluth.com/firstship) and enter predictions for when the season’s first saltie will pass beneath the Duluth Aerial Bridge. The one closest to the actual date and time wins a Duluth Getaway package with an overnight hotel stay, restaurant gift certificate and tickets to popular local attractions. The contest runs through midnight, March 24. Also check out Visit Duluth’s Facebook page for weekly shipping quiz questions and chances to win additional prizes. (HINT: The first saltie of 2018 arrived April 12 at 9:46 p.m.)



Paul Scinocca

## New DSPA commissioner

Commissioner Michael “Mike” Jugovich was appointed by the St. Louis County (SLC) Board to the remaining term of former Commissioner Pete Stauber on the Duluth Seaway Port Authority Board.

Jugovich has held many positions over the years. He is a retiree of the United Steelworkers of America, Local 2705, Hibbing Taconite Company. He finished his career as an equipment and warehouse manager in the Agglomerating Department. In 2000, Jugovich was elected to the Chisholm City Council, serving six years before being elected mayor in 2006. He served as mayor for a decade before being elected SLC Commissioner of the Seventh District in 2016. He was elected vice chair of the SLC Board in January 2019, and currently serves as chair of its Public Works and Transportation Committee.

A graduate of Chisholm High School, Jugovich attended Range Technical College, Hibbing Community College and The College of St. Scholastica. He has given back to the Iron Range region through his work in several organizations, including the Chisholm Economic Development Authority, Youth in Action, Range Association of Municipalities and Schools, Chisholm-Hibbing Airport Authority, Governor’s Workforce Development Council, and the Minnesota Assistive Technology Advisory Council.

Commissioner Jugovich resides in Chisholm with his significant other, Melanie. Together, they have four adult children. His appointment runs through Dec. 31, 2021.



Michael Jugovich



## National Maritime Day is May 22

The Twin Ports maritime community will celebrate National Maritime Day Wednesday, May 22, with an annual luncheon hosted by the Duluth-Superior Maritime Club.

This year's keynote speaker is Thomas Rayburn, director of environmental and regulatory affairs for the Lake Carriers' Association. Rayburn is an expert on issues important to the Great Lakes shipping industry, such as new ballast regulations that allow Great Lakes states to develop additional provisions to prevent the spread of invasive species. He joined the Lake Carriers' Association in May 2015, having spent years with the Great Lakes Commission

and the U.S. Coast Guard's 9th District. He is well versed in both the economic and environmental benefits of maritime commerce on the Great Lakes.

National Maritime Day honors the historic and ongoing service and sacrifice of our nation's Merchant Marine and celebrates contributions of the U.S. maritime industry. U.S. Merchant Marine veterans, current seafarers and members of the maritime community look forward to the annual luncheon in the Twin Ports. The event will include a memorial service with a prayer for seafarers and tolling of a ship's bell for those who have died or been lost at sea.

## Three museums, one new leader

The Superior Public Museums Board has chosen Megan Meyer to lead the nonprofit that operates Fairlawn Mansion, the SS *Meteor* Whaleback Ship and the Old Firehouse and Police Museum.

Meyer is new to her role as executive director of Superior Public Museums, but she is very familiar with its sites from past positions, first as a volunteer and then as a paid tour guide. She also served as a volunteer organizer for the Fairlawn Mansion Ice Cream Social for several years.

Meyer has a degree in recreation management from the University of Wisconsin-La Crosse and spent more than 12 years working in municipal parks and recreation throughout

Wisconsin prior to moving to the Twin Ports in 2015. She most recently held the position of special events coordinator at the Lake Superior Zoo.

"Megan has a wealth of experience with managing staff, fundraising, facilities maintenance and coordinating large, well-attended events. Those are vital skills for running the organization," said Katelyn Baumann, board president of Superior Public Museums. "It's an added bonus that Megan is already so familiar and invested."



Megan Meyer

## Duluth has new chief administrative officer

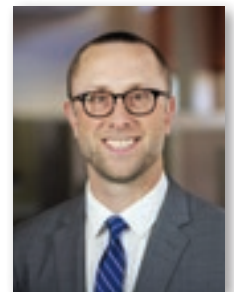
Duluth has a new chief administrative officer. Noah Schuchman was chosen following a national hiring process. His selection was based on broad municipal experience and extensive leadership serving residents of Minneapolis for the past 15 years, most recently as director of regulatory services. In that role, he managed a department of nearly 200 staff with complicated budgets and several lines of city business.

Schuchman is committed to bringing steady focus and a collaborative working style to help the City of Duluth provide excellent customer service, increase leadership

development, build strong cross-department teams and support community partner-ships.

"(Noah) is a deeply dedicated leader who brings a broad balance of skills, experience and energy that will truly serve the City of Duluth," said Mayor Emily Larson. "He will be a strong city advocate and steady leader."

Schuchman replaces David Montgomery, who retired in September 2018 after serving in the role for nine years.



Noah Schuchman



Paul Scinocca

## Wheat champion set to retire

Dave Torgerson, executive director of both the Minnesota Wheat Research and Promotion Council and the Minnesota Association of Wheat Growers, will retire March 31, 2019, after 30 years with the two organizations.

Throughout his career, Torgerson has been committed to wheat producers and shippers alike—embracing the strength of both organizations to support the efforts of growers across Minnesota. He has been instrumental in supporting the use

of biotechnology to improve wheat production and the expansion of information technology to enhance communication between growers. Torgerson also has supported government funding and legislative policies at state and federal levels for all export and rural Ag programs that eliminate unfair trade practices and help growers maximize income through a variety of market development programs.



David Torgerson

## Leadership changes at MGFA

The Minnesota Grain and Feed Association (MGFA) will say goodbye to longtime executive director Bob Zelenka March 31 and elevate assistant director Laura Lemke to the top post effective April 1.

Zelenka began his career with MGFA in 1981, when the organization was known as the Farmers Elevators Association of Minnesota, and has served through a period of industry consolidations and reductions in the number of local cooperative elevator firms and privately owned elevators and feed mills in Minnesota. He has been a powerful advocate for industry interests and MGFA members, serving as an active member and past president of many organizations and boards. Zelenka currently serves on the Minnesota

Freight Advisory Committee and was involved in creating and managing the Midwest Shippers Association for several years. He has promoted Minnesota agriculture on world trade missions.

Lemke has worked for MGFA since 2005, first as member services director and, more recently, as assistant director. Raised on a crop and livestock farm near LeRoy, Minn., she attended the University of Minnesota and graduated with a Bachelor of Science Degree in agronomy. She and her husband own a reining horse breeding operation. In a column for the organization's *Mill & Elevator News* magazine, she thanked the MGFA board and said she felt fortunate to continue her work as an advocate on behalf of the grain and feed industry.



Bob Zelenka



Laura Lemke

## New executive director for AgriGrowth

Minnesota AgriGrowth Council has named Tamara Nelsen as its new executive director. Nelsen's prior position was senior director of commodities at the Illinois Farm Bureau, where she managed activities and programs of the Commodities Department and served as the major resource on commodity issues, including biotechnology and international trade. Before that, she served as a senior consultant in agricultural marketing in Washington, D.C., and assistant

executive director of the International Policy Council on Agriculture, Food and Trade.

Nelsen earned a bachelor's degree with distinction in international relations from Stanford University and a master's in business administration from Virginia Polytechnic and State University. Her MBA emphasis was in agricultural marketing, which she pursued through advanced coursework at Purdue University's Center for Agricultural Business.



Tamara Nelsen



Grain volume up  
23 percent in  
Twin Ports in 2018.

David Schauer



## Clure expansion a finalist for Minnesota Brownfields award

The nearly \$18 million Clure Public Marine Terminal Expansion was among three finalists for a Minnesota Brownfields 2018 ReScape Award in the “Economic Impact” category. The redevelopment project capped nearly three decades of planning and transformed a blighted slip into a fully functioning multi-modal transportation terminal, impressing the selection committee. On hand for the award ceremony were (from left) Lynette Carney, Barr Engineering; Deb DeLuca, Dean Lembke and Kate Ferguson from the Port Authority.



DSPA

## 2019 Calendar Contest: Day breaks beautifully on the waterfront

A stunning daybreak shot of the *Herbert C. Jackson* quietly entering the Port of Duluth-Superior won top honors in the Duluth Seaway Port Authority’s 2019 Calendar Contest. Matt Silverness snapped the winning image very early on a June morning. He described the moment as “just

before the sky really lit up with one of the most amazing sunrises I have seen to date.”

Photographers from across the region submit entries, hoping to land the coveted spot on the wall calendar. More than 12,000 calendars are printed and distributed each year.



**CALENDAR WALL OF FAME:** We often hear that people love the Duluth Seaway Port Authority’s annual wall calendar, but few fans are as passionate as farmer Joseph Ose. The longtime member of the Minnesota Barley Growers Association and Minnesota Association of Wheat Growers has kept every calendar he has received from the Port Authority and has them hanging in his shop, 1992 through the present day!

## PORT PASSINGS

**Marshall G. Weems**, 60, of Sartell, died October 7, 2018, at Cherrywood Advanced Living West. Weems was well-known in the Twin Ports maritime industry, having served as port and planning director for Duluth and then Superior. Originally from Wayne, Mich., he graduated from the University of Minnesota Duluth and was a fan of UMD Bulldog Hockey. He and his family eventually moved to Sartell, where he served as director of the St. Cloud Housing and Redevelopment Authority for six years before leaving to pursue entrepreneurial adventures that included Cherrywood Advanced Living and other real estate developments in the St. Cloud area. He is survived by his wife, Julie, a son, a daughter, a grandson and other relatives.

**Herbert R. Lamppa**, 88, of Tower, died November 14, 2018, at St. Michael’s Health and Rehabilitation Center in Virginia. The longtime public servant entered civic life as a Tower city councilor, followed by four terms as mayor and three terms as a St. Louis County commissioner. He also spent 12 years on the Duluth Seaway Port Authority Board. Lamppa was born and raised in Embarrass, Minn. He married Edna Hiltunen January 24, 1948, and they made their home in Tower, where they owned and operated the Tower Dairy for over 25 years. He also established Lamppa Manufacturing and was a math teacher for almost 20 years. Lamppa is survived by five adult children, seven grandchildren, three step-grandchildren, five great-grandchildren and other relatives.

# Historian seeking family and friends of shipwrecked Daniel J. Morrell crew

CONDENSED FROM ARTICLE BY JOHN DEBECK

A Great Lakes marine historian from Wisconsin is trying to locate relatives of crew members who died when the steamer *Daniel J. Morrell* sank in 1966. The *Morrell* was a 600-foot ore carrier that split in two on Lake Huron during a storm on November 29, 1966—the third largest freighter to be lost on the Great Lakes, behind the *Edmund Fitzgerald* and the *Carl D. Bradley*. Twenty-eight of the 29 crew members aboard died in the shipwreck. It is the families and friends of these people with whom Green Bay native

and historian John DeBeck hopes to connect.

The *Morrell* had many connections to the Twin Ports, North Shore and western Lake Superior. It often loaded iron ore/taconite in Duluth-Superior as well as Taconite Harbor and Two Harbors. It was en route to Taconite Harbor when it sank on its 34th trip of the season. Five of the crew members killed were from the western Lake Superior region. Here are their names, ages at the time of the wreck, hometowns and closest known relatives:

- Albert P. Whoeme, watchman, age 51, Knife River, Minn. (wife Ethyl P. Whoeme)
- Joseph A. Mahsem, porter, age 59, Duluth, Minn. (daughter Mrs. Brian Eide)
- George A. Dahl, third engineer, age 38, Duluth, Minn. (wife Dorothy M. Dahl)
- Alfred G. Norkunas, second engineer, age 39, Superior, Wis. (wife Marilyn R. Norkunas)
- Phillip E. Kapets, first mate, age 51, Ironwood, Mich. (wife Florence E. Kapets)

“I hope friends and relatives of these heroes would be willing to speak with us about these men’s lives and work on the Great Lakes,” said DeBeck,

a longtime friend of Dennis Hale, from Ashtabula, Ohio, the lone survivor of the *Morrell* wreck. Hale passed away September 2, 2015. DeBeck, Hale’s widow, Barbara, and other shipwreck enthusiasts are collaborating on a book about the wreck, the families and new information that has come to light. “The book is not so much about the wreck as it is a human interest story about these fine people.”

Prior to his death, Hale spent years chronicling his ordeal and sharing memories of the crew at speaking engagements around the Great Lakes, including several appearances at Gales of November in Duluth. The book will help keep his legacy and that of other *Morrell* crew members alive. It will be published in conjunction with a *Morrell* exhibit at the Great Lakes Shipwreck Museum in Whitefish Point, Mich., which will feature artifacts Dennis Hale collected over the years along with others that have been donated or loaned. Book proceeds will support the new exhibit, including a traveling portion available to other marine museums.

Several major Great Lakes wrecks, including the *Carl D. Bradley* on Lake Michigan in 1958 and the *Edmund Fitzgerald* in 1975, have large followings and memorial ceremonies attended by many friends and family members of the deceased crews each year. This is not the case with the *Morrell*. DeBeck hopes this project will remedy the situation.

“These people deserve to be heard and to have their loved ones honored as the heroes they truly are,” DeBeck said. “That begins with trying to locate each of these families.”

If you are a family member or friend of the Whoeme, Mahsem, Dahl, Norkunas or Kapets families, please call John DeBeck at (920) 771-0027, or email him at [jmdhoops@hotmail.com](mailto:jmdhoops@hotmail.com).



Dennis Hale collection/Paul LaMarre photo

Morrell and J. W. Wescott tug on Detroit River



Dennis Hale collection/Ron Beaupre photo

Daniel J. Morrell downbound in the St. Marys River.



# IN FOCUS: David Schauer

*One of the series of profiles about the gifted photographers whose images bring the working waterfront to life.*

## How did you first get into photography, specifically the shipping scene?

I grew up in Duluth's East Hillside, and our house had a large picture window that overlooked Lake Superior. As a young boy, I would sit and watch various vessels come and go from the Duluth-Superior harbor. Over time I was able to easily identify many lakers by their shape, including some of my favorites like the *Edward L. Ryerson*, *Cliffs Victory* and *Incan Superior*. My father, Rudy Schauer, taught me how to use his Nikon 35mm camera, and I was hooked. My first photograph of a boat was made during April 1978 as the tug *Edna G* steamed up at its dock in Two Harbors with the *Arthur M. Anderson* moored behind it.



David Schauer  
Facebook Group - Lake Superior Ports & Shipping

## What draws you to shipping and the working waterfront?

I have always had an interest in the shipping industry and vessels that call on the port, both from a historical and current perspective. A natural extension of that interest is photographing ships and the docks that populate the harbor. More than just photographing boats, I like to understand what they are transporting plus the economic forces that are behind such cargo moves. In addition to the waterborne aspect of the port, I also have a strong interest in railroads and focus a fair amount of my free time and photography toward that mode of transportation.



## How would you describe your approach to photography?

Given my passion for "rail and sail" subjects, I like photographing ships and trains in the same frame when possible. This can be done fairly easily around the Twin Ports where railroads are in close proximity to dock facilities. In terms of lighting, I really enjoy photography in the "blue hour" that happens roughly an hour before sunrise and an hour after sunset when there is still reasonable ambient light and colors are rich.



## What aspects of your work or life would you like to share?

What I currently enjoy most is teaching my 12-year-old son Gus the art of ship photography. Gus absolutely loves going out and photographing ships, especially salties, and I'm truly blessed to spend such quality father-son time with him. His favorite vantage point is the canal where he uses a small video camera to record ships and their horn salutes. He also has become very good at photographing boats out of the back window of our van as I drive across the Blatnik Bridge. He was thrilled to have one of his images taken from the van on the bridge grace the cover of the Fall 2018 *North Star Port* magazine.



Gus Schauer



Photos by David Schauer



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