



Duluth Seaway Port Authority

SUMMER 2018

NORTH STAR PORT

Port Authority welcomes new executive director

A woman is at the helm of the Duluth Seaway Port Authority (DSPA) for the first time in its 60-plus year history. The DSPA board held a special meeting August 13 and unanimously appointed Deb DeLuca as executive director. DeLuca has served as the Port's government and environmental affairs director since 2014.

"A key ingredient of a successful organization is effective leadership," said Port Authority Board President Ray Klosowski. "We are fortunate to have had a history of strong leaders here. We are adding another chapter to that legacy of strength in naming Deb DeLuca as our new executive director. Staff and board members alike appreciate her thoroughness, her leadership style and her profound commitment not only to the mission of this organization but also to the well-being of our entire Port community."

The search committee reviewed dozens of applications and interviewed a series of highly qualified candidates from across the United States in multiple rounds of a rigorous selection process, explained Tony Sertich, DSPA commissioner and search committee chair.

"One candidate rose above the rest," Sertich said. "Not only does Deb DeLuca possess the management expertise we were seeking but she also is already invested in this community. She is a person who values collaboration and takes into account the opinions of all stakeholders. Those connections will undoubtedly help inform strategic planning and decision-making at the Port Authority going forward."

DeLuca brings decades of public and private sector experience to the job. She has spent the last four years tracking regulatory issues and legislation for DSPA, the Port of Duluth-Superior and the Great Lakes-Seaway system. In that role, she represented the Port's interests to policymakers at local, state and federal levels of government and to environmental, economic development and community development organizations. DeLuca currently chairs the Harbor Technical Advisory Committee for the Duluth-Superior Metropolitan Interstate Council, serves on the executive committee of the Duluth Area Chamber of Commerce and represents the Port Authority on the Mayor's Economic Development Coalition. Earlier this year, she was one of just 36 civilians selected to participate in the Joint Civilian Orientation Conference, a public liaison program of the U.S. Department of Defense.

In directing brownfield assessment and cleanup efforts to support the Port Authority's industrial development program, DeLuca has been responsible for procuring a portfolio of grant funds matched to Port Authority needs. Most recently, she spearheaded a comprehensive study through the *Initiative for a Competitive Inner City* to analyze and benchmark Duluth's industrial economy, focusing on its potential to drive diversified economic growth across the community.



Deb DeLuca
Port Director

Commitment to Port and Community

"I am honored by this appointment and accept the position with great enthusiasm," DeLuca said. "It has been a privilege to work for the Duluth Seaway Port Authority during what have been four of the most growth-driven years in its history. Being selected as its executive director only deepens my commitment to this organization, to the Twin Ports community and to the Great Lakes-Seaway system that this Port so honorably serves."

A noted expert on redevelopment projects and environmental policy, DeLuca was a founding board member of Minnesota Brownfields. As owner and principal of DeLuca Strategies for 14 years prior to joining the Port Authority, she provided consulting services to public, private and nonprofit sector clients in the arenas of grant writing, implementation of funding strategies, project management, government relations and public outreach. She began her career at the Minnesota Department of Agriculture after which she worked with the MPCA, becoming supervisor of its Voluntary Investigation and Cleanup Program in 1996. A graduate of UW-Madison, DeLuca earned a BS degree in molecular biology and a master's in land resources from the UW Institute for Environmental Studies. She is an outdoors enthusiast and former U.S. national cycling team member. DeLuca and her husband, Eric Dott, have lived in Duluth since 2006 and have two college-aged children.

In accepting the position, DeLuca becomes the eighth executive director in DSPA history, following in the footsteps of former directors Robert T. Smith (1957-67), David W. Oberlin (1967-69), C. Thomas Burke (1969-77), Paul Pella (1977-79), Davis Helberg (1979-2003), Adolph N. Ojard (2003-13) and Vanta E. Coda II (2013-18).

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About North Star Port

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Mary T. George

With assists from tugs *Helen H.* and *Tim McKeil*, the stripped-down *American Victory* slowly made her way out of the Twin Ports June 17 en route to a Turkish scrapyard. See story on p. 15.

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On the front:

There is always a reason to celebrate the Port! Here's a peek at the grand finale of Duluth's fireworks on July 5.

On the back:

One of many Wagenborg ships to pay a visit, the *Eemsborg* left Duluth after loading bentonite at Hallett Dock 5.



Paul Scinocca

Port Authority signs resolution to purchase Seaway Building

Paul Scinocca



The Seaway Building holds the promise of a permanent home.

The Duluth Seaway Port Authority is charting a course that will return its offices to the working waterfront in two years.

In mid-June, the Port Authority relocated from Rice's Point into leased space at 2305 West Superior Street in Lincoln Park—a move made to accommodate the expansion of Altec Industries, the Port's largest tenant. Less than two weeks later, the Port Authority Board approved a resolution to purchase the Seaway Building at 802 Garfield Avenue, at the foot of the Blatnik Bridge. Port officials had been searching for a permanent home since long before the temporary location was found.

"We have been warmly welcomed into the Lincoln Park neighborhood," said Kevin Beardsley, Port Authority CFO. "Our temporary office space there will serve us well for the next couple of years. Yet, we had always planned that the Port Authority would return to the waterfront, especially since our primary mission is bringing business to the Port. The Seaway Building—where it is located, its

history and its very name—provides us the perfect opportunity to be back on Rice's Point."

The commercial real estate purchase agreement between the Port Authority and Duluth Builders Exchange spells out terms and conditions of the Seaway Building sale. A closing date will be set for April 2019 with a target move-in date in 2020. This will allow ample time for current tenants to relocate and building renovations to be completed.

The building originally was the Madison School, rebuilt in 1907 after a fire. References to the maritime history of the Seaway Building date back to 1979 when Upper Great Lakes Pilots Inc. and Seaway Services Corp. moved in. During the next three decades, additional shipping-related organizations were tenants, including Upper Lake Pilots Association, Svensson Shipping Agency Inc., Empire Stevedoring Inc., Benson Quinn Co., Guthrie-Hubner Inc., North Central Maritime Corp., North Central Terminal Operators and National Cargo Bureau Inc.

Building on Duluth's industrial sector to spur economic growth and opportunity

Last fall, the Duluth Seaway Port Authority (DSPA) engaged the *Initiative for a Competitive Inner City* (ICIC) to analyze and benchmark Duluth's industrial economy, focusing on its potential to drive diversified economic growth across the community.

The purpose of the study was to build the background—reshape the narrative about industry today in Duluth—by delivering compelling data to help inform citizens and policymakers alike on the economic value and social significance of our industrial sector.

To accomplish these goals, it was necessary to establish a baseline of the value of industry to this whole community. In addition to conducting 50-plus interviews, ICIC modeled employment impacts, conducted an industrial land use inventory, completed a peer city analysis to benchmark Duluth's strengths and challenges with several comparison cities, and provided an analysis of strong and emerging industrial 'clusters' that have the potential to spur greater overall economic growth and job opportunities.

The Port Authority invited an 11-member advisory committee to help frame the overall study and provide feedback. The education, philanthropic, public and private sectors were all represented on the committee, which included Lisa Bodine, Karen Diver, David Faynik, Adam Fulton, Brian Hanson, Phil Jents, Lars Kuehnow, Nancy Norr, Neal Ronquist, Andrea Schokker and Tony Sertich.

The final ICIC report and key findings will be presented to the community this fall. The initiative has been championed within DSPA by Kevin Beardsley and Deb DeLuca.

Study underscores economic impacts of Great Lakes-Seaway System



THE GREAT LAKES SEAWAY
PARTNERSHIP

ECONOMIC IMPACT GREAT LAKES SEAWAY SHIPPING

A comprehensive economic impact study that analyzed the 2017 commercial navigation season of the Great Lakes St. Lawrence Seaway System documents that \$15.2 billion in cargo moved on the system and that maritime commerce: supported 237,868 jobs; created \$35 billion (USD) in economic activity; generated \$14.2 billion (USD) in personal income; and paid \$6.6 billion in federal, state and local taxes.

It further highlights that 123,172 jobs were dependent on the Soo Locks. Entitled *“Economic Impacts of Maritime Shipping in the Great Lakes St. Lawrence Region,”* the lengthy title reflects the enormous contributions the maritime industry makes to the lives of the citizens and the economies of more than 100 port communities that line its shores. The report provides the navigation community, transportation planners, government policy makers and the general public with an assessment of the economic impacts of the Great Lakes-Seaway system.*

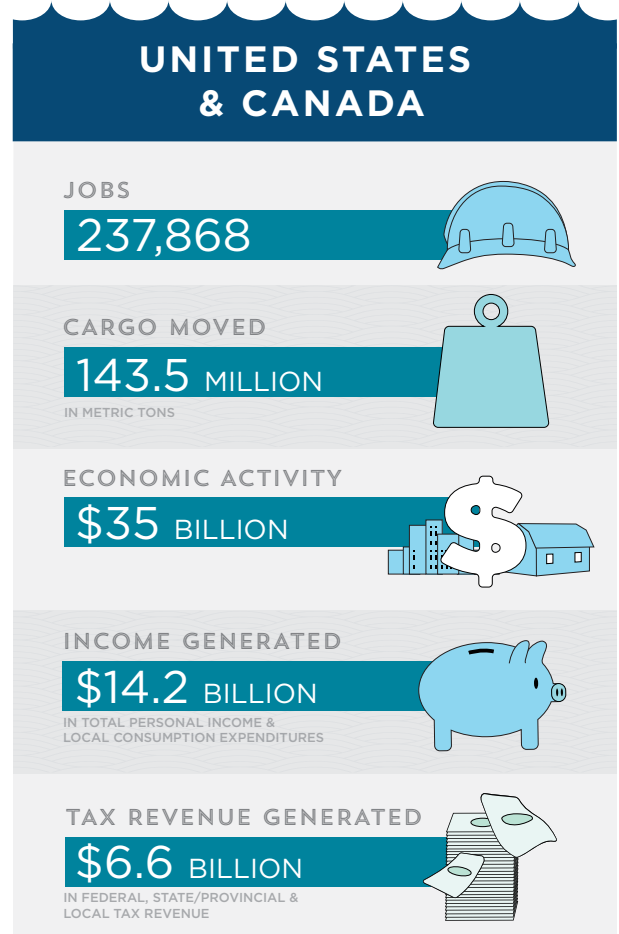
The GLSLSS is the longest deep-draft navigation system in the world, extending over 2,300 miles from the Port of Duluth-Superior to the Atlantic Ocean. It serves the industrial and agricultural heartland of the U.S. and Canada. If the system and the region it serves were its own country, it would be the third largest economy in the world with a combined Gross Domestic Product of more than \$6 trillion. North American farmers, steel producers, construction firms, food manufacturers and electric power generators depend on the system to move raw materials and finished products that include iron ore, coal, stone, salt, sugar, grain, steel, wind turbine components and other heavy machinery.

“The jobs supported by the maritime industry include not only those located directly on the waterfront—shipyard workers, stevedores, vessel operators, terminal employees, truck drivers and marine pilots—but also grain farmers, construction workers, miners and steelworkers,” said Steven A. Fisher, executive director of the American Great Lakes Ports Association. “Many of these jobs would vanish if not for a dynamic maritime industry.”

The study was conducted by Martin Associates of Lancaster, Penn., a global leader in transportation economic analysis and strategic planning. It was commissioned by a coalition of U.S. and Canadian Great Lakes and St. Lawrence Seaway

marine industry stakeholders. To read the full report and see a list of partners, visit: <http://greatlakesseaway.org/economy>. An executive summary also can be found there. A companion study highlighting statistics for the Port of Duluth-Superior is expected to be released before the end of August.

**The Great Lakes St. Lawrence Seaway System includes impacts of domestic and international cargo that has traveled at some point through the Great Lakes, its connecting rivers and the St. Lawrence Seaway (ending at St. Lambert Lock in Montreal). It excludes Quebec commerce that moves exclusively between Canadian ports on the lower St. Lawrence River, as well as commerce between those Canadian ports and overseas ports.*



Jon Dyess

Witamy na pokładzie (Welcome aboard) Polsteam

BY PATRICK LAPINSKI

Courtesy Polsteam



The *Drawsko* heads across the Atlantic to the Twin Ports.

The opening of each Seaway shipping season brings heightened anticipation to the Twin Ports, from the maritime community to local residents. From the time the first saltwater vessel arrives in April, curiosity abounds. In 2017, 61 overseas vessels called on Duluth-Superior, with export totals of nearly 1.1 million short tons of cargo, primarily grain products. Like the freshwater lakers, many salties make regularly scheduled visits and follow established trade routes within the Great Lakes.

One fleet whose bulk freighters are familiar to the Twin Ports is the Polish Steamship Company (Polsteam). It is easy to identify Polsteam vessels because the name is emblazoned across their hulls in billboard-sized letters. The company's distinctive logo also is painted on the stack: the letters "PZM" (for the Polish name, Polska Żegluga Morska) in white on an inverted red chevron with the pointed tines of Neptune's trident boldly rising skyward.

"The first transports of Polsteam to the Great Lakes began in the late 1970s," said Krzysztof Gogol, spokesman for the Polsteam Group in Poland. "We began regular trips in the first half of the 1980s."

Polsteam is one of Europe's largest owners of bulk cargo ships, with a fleet capacity that exceeds 20 million tons of cargo a year. Worldwide, it operates 56 vessels along oceanic trade routes. Unlike most European shipping companies, which are privately held, Polsteam is a state-owned entity, headquartered in Szczecin, Poland, a large port city on the Baltic Sea. This means the Polish state has a majority or significant interest in the company. In deference to social-oriented programs, Polsteam has a distinct set of guidelines for commercial operation.

In 2003, it began a concerted effort to modernize its fleet, contracting with China's Xingang shipyard for four large bulk carriers. Over 10 years, 34 vessels were delivered to Polsteam as part of its renewal program, including eight

30,000-ton bulkers for service on the Great Lakes.

Polsteam currently has a fleet of 13 "specially dedicated laker vessels" and anticipates adding at least two more in 2018. On average, four Polsteam ships are on the Great Lakes at any given time during the shipping season. About 10 to 12 Polsteam vessels load grain in the Twin Ports every year, each departing with around 22,000 metric tons of grain.

The basic economics of efficient ship operation dictates that vessels have to bring some type of trade commodity into the system and carry something out. Once

an inbound cargo is set and the voyage underway, the company negotiates for an outbound cargo, competing against other oceanic carriers on the Lakes for the same load. In industry vernacular, this is called "tramping," with the vessel referred to as a "tramp" steamer.

Typically, bulk cargoes coming into the Lakes are steel products, raw steel by-products, fertilizers and sugar. Once ships complete discharge at Lake Michigan, Erie or Ontario, they proceed to Lake Superior to load grains coming from the U.S. or Canadian prairie regions. According to Gogol, "The main export ports are Duluth-Superior in the U.S. and Thunder Bay on the Canadian side."

In the Twin Ports, Guthrie-Hubner, Inc., is a local agent for grain cargo owners and serves as the liaison between merchants and the inbound Polsteam vessels.

"We direct the ship from Port Huron, Mich., into the Port of Duluth," said Chuck Hilleren, owner of Guthrie-Hubner. "We're organizing pilotage, tugs, lines, elevator, crew to the dock, whatever; it's all part of the whole scheme of things, and we sail the ship from Duluth-Superior back out to Port Huron."

All activities and arrangements are coordinated through Polsteam's office in New York City.

Something unique to the crews of Polsteam vessels in comparison to most ocean-going fleets is that "everyone is Polish." Poland has a strong maritime tradition, with about one-quarter of European maritime-related jobs held by Polish nationals, including an estimated 35,000 seafarers. Gogol believes this factor contributes to the high quality of Polsteam's services and good inspection statistics with the U.S. Coast Guard. Hilleren echoes those sentiments about Polish seafarers.

"I think they are, as far as the Great Lakes are concerned, the cream of the crop," said Hilleren. "Most of the officers and even the crew members, down to the bosun

and deck hands, all are pretty fluent in the English language, so, when we have a Polish vessel coming, it's kind of a sigh of relief because we know we're not gonna run into anything too dramatic or unusual."

The average crew size for Polsteam vessels is 20, nearly identical to the lakers. Guthrie-Hubner assists the vessels and their crews in any way possible.

"People going to the doctor, going to the dentist," Hilleren said. "Sometimes you've got to organize repairs to the vessel or inspections. It runs the gamut ... they have problems just like you have with your kids or your house or anything else."

"Duluth is a very nice city where Polish sailors feel safe and are very welcomed by the local community," Gogol said. While in port, many of the

crew enjoy doing the same activities as tourists; or simply going for long walks, something that is hard to do on a ship.

"They love Best Buy!" laughed Hilleren. "They love their computers and all the rest. Most of the crews have been coming and going, so we know a lot of the captains and the crew by their first names. They come back every year or so."

Polsteam does offer private passage aboard some of its vessels from the Port of IJmuiden, on the North Sea Canal near Amsterdam, to both Cleveland and Burns Harbor. Passage on its bulk freighters from points on the Great Lakes is offered, as well. Buyer beware. As tramp steamers, orders and lengths of voyages can and often do change. If you choose adventure, "Witamy na pokładzie." Welcome aboard Polsteam!

Matt Silverness



Another Polsteam vessel, the *Isa*, was here in May to load grain.

Study confirms lakers transport non-native aquatic species

A recent report reaffirmed existing research that shows U. S. and Canadian freighters that operate exclusively within the Great Lakes St. Lawrence Seaway System can transport non-native aquatic species from port to port.

Researchers with the Great Lakes Research Collaborative, a project of UW-Superior's Lake Superior Research Institute, tested the ballast discharge of 10 lakers that visited western Lake Superior carrying ballast water drawn from the lower Great Lakes. They found several species of non-indigenous aquatic organisms that were not established in western Lake Superior hitchhiking aboard the vessels.

The study was facilitated by members of the U. S. and Canadian lake freight industry as a means of complying

with Minnesota Pollution Control Agency (MPCA) ballast water permitting requirements. It was funded by the U.S. Environmental Protection Agency via the U.S. Maritime Administration portion of the Great Lakes Restoration Initiative.

"Our priority commitment is to protect the Great Lakes," said Thomas Rayburn of the U. S.-based Lake Carriers' Association, noting the U. S. flag fleet's 25-year history of working to stop or slow the spread of non-indigenous aquatic species throughout the Great Lakes. "We have worked with researchers, state and federal agencies, and our Canadian counterparts to further the knowledge base and to drive better decision making and management options of these non-natives in the future."

Dennis O'Hara/Northern Images Photography



The Great Lakes Trader/Joyce L. VanEnkevort arrives with limestone.

Closing chapter for Marine Tech

Paul Scinocca



Marine Tech crews dredged the East Gate Basin in 2017.

A fixture on the Duluth-Superior waterfront closed its doors this summer when Marine Tech owner Ted Smith retired and dismantled the dredging and marine construction company. It was a tough decision, but Smith felt the timing was right.

“There is more work than ever in the Twin Ports,” Smith said. “So the equipment will be in demand.”

Smith joined Marine Tech in 1998 and purchased it three years later from Jim Holmgren, who formed the company after acquiring the assets of Zenith Dredge Company in 1995. Marine Tech carried on Zenith Dredge’s nearly century-long tradition of heavy maritime projects in the Twin Ports.

Over the years, few waterfront contractors could boast Marine Tech’s depth of experience or level of service. The company built a reputation as the premier dredging firm in the Twin Ports and across the western end of Lake Superior. Its contributions to the region’s maritime industry include a wide range of projects well beyond dredging shipping lanes—everything from steel corrosion remediation work at several docks in the Duluth-Superior Harbor to the mitigation of contaminated sediments by hydraulic capping and habitat restoration.

“The variety of work and the skill

and knowledge needed to perform the work has always kept me interested,” Smith said. “It made the job and work more enjoyable.”

Marine Tech was a pioneer in the fight against dock corrosion in the Duluth-Superior harbor. Its steel corrosion mediation services have extended the life of numerous docks, including CHS, Riverland Ag/Duluth Storage, Hallett 8 and Graymont, among others. Company personnel designed cofferdams to hold back water and provide a safe, dry environment for workers to complete repairs and apply coatings to steel sheet piling that was corroding due to iron reducing microbes. Its affiliate, Marine Coatings, LLC, was the sole distributor of Aquapure solvent-free epoxy coatings in the Great Lakes region.

One of the biggest projects Marine Tech participated in was the multi-year cleanup of Stryker Bay, a Superfund site in the St. Louis River that was heavily polluted with industrial waste. The company engineered a hydraulic system to deliver capping material while holding contaminants in place,

then dredged, transported and deposited nutrient-rich material to help bring Stryker Bay’s underwater ecosystem back to its natural state.

“When all was said and done, we’d placed a combination of more than 150,000 yards of media (sand and mud) and managed to restore native habitat to a critical section of the St Louis River Basin,” Smith told *North Star Port* magazine in a 2011 interview about the project’s completion. “We like to think of it as hydraulically transporting instant environment.”

Marine Tech has been at the forefront of ongoing efforts to find beneficial reuses for dredged material. It worked closely with the U.S. Army Corps of Engineers and other partners to develop a system for washing dredged material and reusing it as construction fill and other applications. It recently delivered clean fill via barge to the Sky Harbor Airport at the end of Minnesota Point for its runway realignment project.

“When you talk about ‘digging



Ted and Laura Smith

Robert Welton

deep’ into this port’s history, the name Marine Tech will hold a special place in the hearts and minds of maritime industry stakeholders for years to come,” said Adele Yorde, public relations director, Duluth Seaway Port Authority. “Its closure leaves a hole that will not be easy to fill.”

Now that company assets have

been auctioned off, and key employees have found new positions, Smith plans to relax by sailing, skiing and, perhaps, by consulting in the industry. Marine Tech may be closed, but he is open to new opportunities that could benefit the region and its maritime community.

“It has been a good run, I am not done yet as I have lots of irons in the fire and enjoy the maritime industry community and the relationships that I have formed around the lakes and on the coasts,” said Smith, looking toward the future. “Don’t put the end date on my headstone yet.”



Courtesy Marine Tech

Marine Tech installed a new sheet pile dock wall at Hallett 8 in Superior a few years ago.

Another generation experiences St. Louis River Quest



Build it, and they will come. Over 25,000 have come to the waterfront since St. Louis River Quest was first crafted in 1993. Volunteers by the hundreds have continued to build the program every year since, expanding it into the exciting outreach education program it is today.

Another 1,500 sixth-graders from 14 area schools converged on the waterfront May 14-17. With a quarter century of programming on the books, this year’s group represented a whole new generation of learners to be served through River Quest—on land and at sea.

During each morning and afternoon session, small groups of students participated in a series of unique hands-on learning stations—six aboard the *Vista Star* and six inside the DECC. They were introduced to topics ranging from pollution prevention, stopping aquatic invaders, estuary explorations and fishy physics to industrial water reuse, sustainable forestry, waste water treatment, oil spill response, hydroelectric power and commercial shipping. Recreational water safety sessions on hypothermia, rip currents and wearing lifejackets rounded out each session.

“River Quest exposes youngsters to all facets of the estuary, encouraging them to become more civically engaged, more ecologically aware and more safety conscious as they live, work and recreate along this waterfront,” said Adele Yorde, River Quest board president and public relations director for the Duluth Seaway Port Authority, lead sponsor of the program since its launch.

Students were encouraged to take notes in their River Quest passports and, later, submit essays or poems about their experiences to the annual Capt. Ray Skelton Writing Contest. For the first time, winners in both categories were from Ordean-East. Essayist Juniper Kelly-Swing and poet Siri Pilate took top honors. Each received a prize package from area sponsors. Traveling plaques with their names will remain on display at school for the upcoming academic year. Check out St. Louis River Quest on Facebook to see how much fun the kids had and to sample some of the lessons learned.

St. Louis River Quest relies on the support of local businesses, nonprofits and individuals who generously give of their time, talents and resources to engage and educate area youth. See the 2018 River Quest sponsor list: <http://www.seagrant.umn.edu/riverquest/>



DSPA



Terry White



DSPA

Winners of the writing contest were (left) poet Siri Pilate and essayist Juniper Kelly-Swing. At a *Fishy Physics* station, hosted by Great Lakes Aquarium (center), students learned about buoyancy and how fish float. Stream geomorphology was much easier to understand after a stop at the *Stream Table* with presenters from the USDA Forest Service.

Season Update: Pellets and stone carry the load

After a slow, ice-laden start to the 2018 shipping season, freighters appear to have made great strides catching up with demand and deliveries, particularly for iron ore and limestone.

Here in the Twin Ports, shipments through June for both commodities were running ahead of last year. Iron ore was up four percent to just over 7 million short tons, while the 1.1 million tons of inbound limestone reflected an 11 percent surge. The Great Lakes limestone trade stood at 9.3 million tons through June, an increase of almost six percent compared to a year ago.

Overall tonnage moving through the Port of Duluth-Superior through June stood at 11.4 million short tons, nearly on par with 2018 heading into midsummer. However, throughput of grain and coal was lagging some 20 percent behind last season, project cargo even more. With so much uncertainty about international trade patterns, it is impossible to predict what the longer-term impacts will be on the Port's global trading picture.



Great Lakes Trader made a splash as she left in June.



ALDER heads home.



Edwin H. Gott left earlier this spring with new

Paul Scinocca



Algoma Niagara arrived June 20 with salt for Compass Minerals as the Great Republic was departing with coal from Midwest Energy.



Herbert C

David Schauer



American Spirit makes unscheduled stop

Canal Park boat watchers got an extremely close-up view of a 1,000-footer Sunday, June 17, when the *American Spirit* ran aground near the Aerial Lift Bridge as it attempted to depart the Duluth harbor. The vessel, loaded with iron ore, missed the entrance to the ship channel and became lodged in sediment behind the Paulucci Building. The incident happened around 3:30 p.m. Several hours later, it floated free thanks to rising water levels caused by a seiche. The vessel traveled under its own power with a tug assist to the Superior Refining Co. fuel dock, where it was checked for infrastructure damage and cleared for departure the following morning. The grounding remains under investigation.

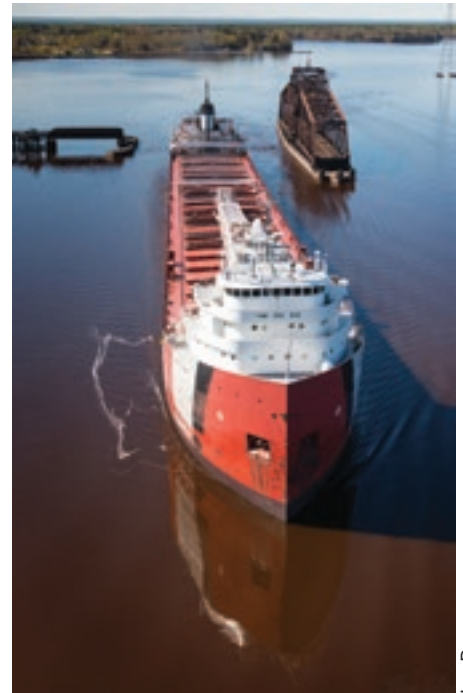


Paul Scinocca



American Mariner brought limestone to Graymont in June.

Chris Mazzella



John G. Munson delivered more limestone.

Jon Dyess



Chris Mazzella

Jackson heads to Hallett 5.



Michipicoten makes a stunning entrance.

Jeffrey Doty



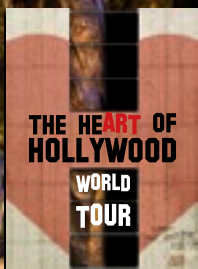
After offloading cement, the Sunda moved to CHS for wheat.

Terry White



First visit: Momentum Scan loaded bentonite.

David Schauer



LONDON 2018

THE MUST SEE SPECTACULAR SHOWCASE OF THE MAGIC & MYSTIQUE OF HOLLYWOOD



What the “H”?

Duluth Cargo Connect handles iconic Hollywood artifact

BY JULIE ZENNER

Have you ever wondered what the “H” is in those containers that come and go through the Port of Duluth? Well, one of the more unusual cargoes recently containerized in Duluth for a multi-modal trip to England actually was an “H.” Not just any ordinary “H,” mind you, but the larger-than-life, iconic “H” from the original Hollywood sign!

“It was a very unique and one-of-a-kind shipment,” said Pete Kramer, general manager of Duluth Cargo Connect. He took the call from artist Gary Welton, whose fluid painting style defines him as an “artist of movement.” Welton inquired about how to move the historic artifact safely from Minneapolis to London for the first stop in a five-year Heart of Hollywood World Tour.

Gary’s brother, Bob Welton, is an accomplished photographer who is well known for dynamic images of Great Lakes shipping. He pointed Gary toward Duluth Cargo Connect when he heard about this transportation challenge.

“I suggested going through the Duluth Port,” Bob Welton said. “They handle huge cargoes every day, so I knew they would be able to figure something out.”

Duluth Cargo Connect delivered.

History of sign reads like a screenplay

“It’s an unlikely story,” said Gary Welton when asked how the original Hollywood sign first made its way to Minnesota and to his friend Bill Mack, a renowned artist and collector of unusual memorabilia.

The sign was erected in 1923 and originally spelled HOLLYWOODLAND to promote a residential housing development of that name. Built to last just one year, the original sign far outlived its expected lifespan. It was shortened to HOLLYWOOD in 1949 and became an emblem of the entertainment industry. By 1978, the sign had deteriorated and was replaced with a more permanent structure.

Fortunately, the demolition contractor salvaged the panels and placed the iconic sign in storage. There it remained until 2007, when it was purchased by Mack and

brought to the Twin Cities. His intent was to use all of the panels as canvas to paint movie stars from the Golden Years of Hollywood. A few years later, Mack, his wife Deb and Welton decided to resurrect the “H” in its entirety and take it on tour.

“The whole sign was nothing but flat sheets of metal, like barn tin, so there was no structure to support it,” said Welton, noting that the “H” stands five stories tall. “We had to figure out how to build it in a way that we could put it up and take it down so it could be moved efficiently. We hired an engineering firm that does rock touring shows with big structures and stages. It took an untold amount of energy from all involved for the last five years.”

Once completed, the “H” was used as a centerpiece for several galas held at Camelot, Mack’s studio and gallery in Edina. Meanwhile, plans were in the works for a European unveiling in 2018, a spectacular launch to a world tour that will wrap up in 2023, the sign’s 100th anniversary year. This is where Duluth Cargo Connect entered the picture and played its starring role.



Robert Welton

Duluth crews move the “H” into a container bound for London.

Choosing Duluth Cargo Connect was a capital idea

“We are artists, and Bill’s company Erin Taylor Editions ships art all over the world, but we didn’t have a clue how to get the ‘H’ to London,” Welton said. “It was so involved. Fortunately we learned from my brother that the crew at

Duluth Cargo Connect dealt with these issues and would be excellent for this task.”

Components arrived in Duluth in early May on three trucks: two flatbeds and a panel truck.

“It was basically a big jigsaw puzzle,” Kramer said. “Usually cargo comes to us with very specific measurements and weights, but this was almost completely unknown.”

The actual panels for the “H” were small, but the support structure was large and cumbersome. Cargo experts at Duluth Cargo Connect had to weigh all of the components, figure out what containers would work and how to balance the load.

“We always secure cargo so it doesn’t shift in transport, but we put three or four times the traditional amount of wrapping around it to make sure everything was secure,” Kramer said. “Custom crating and containerizing is right in our wheelhouse. This was a unique item, but that is what we do on a regular basis.”

Duluth Cargo Connect linked Welton and Mack with logistics professionals for the long voyage. Valley Express transported the “H” by truck to New York, where it was loaded onto an ocean vessel for its trip to England. It safely arrived in time for the Heart of Hollywood exhibition opening, which was held June 20 at The Quadrant in London.

“The ‘H’ is the most well-known and definitely the largest Hollywood artifact in the world,” said Welton, explaining the international draw. “People all over the world recognize the sign. It gives you goose bumps.”

Even seeing the “H” unassembled impacted Kramer, who recalled a night when all of the panels were in the warehouse and he was making sure the doors were locked and secured.

“I started thinking about logistics and supply chains around the world,” Kramer said. “It struck me how many people might pass the truck on its way to the East Coast and have no idea about the history right next to them. A tip of the hat to our crew which continually delivers services that meet customer expectations and to all of the people who drive trucks, run trains and operate vessels. The work they do is very important on a day-to-day basis.”

“Sending it through Duluth was the logical decision” said Welton, whose work is all about things that move. The same can be said about Duluth Cargo Connect—experts in the art of logistics.



The Hollywood sign was in disrepair by the 1970s.



Robert Welton

Five stories of steel are securely crated in Duluth.



Courtesy Gary Welton/Bill Mack

The “H” was reassembled in London



Courtesy Gary Welton/Bill Mack

... just in time to launch the world tour.

QUICK H SIGN FACTS

ERECTED IN 1923 to advertise a residential development called ‘Hollywoodland,’ but then became synonymous with the glamour and excitement of the film industry in Los Angeles.

THE “H” symbolized everything that was Hollywood and to touch the sign was a rite of passage for all aspiring actors and actresses.

4 In 2012, the artist Bill Mack and his team painstakingly identified the metal panels that made the original letter H, the most significant piece of the sign.

THE HEIGHT OF FOUR LONDON DOUBLE DECKER BUSES

PLACED IN STORAGE UNTIL 2007 when world-renowned artist and sculptor Bill Mack acquired it

55 The original sign stood for 55 years. In 1978 the sign was in very poor condition and following a fund raising campaign by the great and the good of Los Angeles, the sign was replaced.

Duluth team assists small Michigan port with cargo handling

Paul Scinocca



Palaboro made a quick stop in Duluth before heading to L'Anse Bay.

Twin Ports logistics experts from Duluth Cargo Connect, Sea Service LLC and Heritage Marine were on hand to assist when L'Anse Bay in the Upper Peninsula of Michigan received a ship loaded with 10 reciprocating internal combustion engines for local power stations. It was quite an undertaking for a small village that had not seen a saltwater vessel dock there in decades.

According to area news reports, the tiny Lake Superior port was pressed into service because the Marquette dock could not support the 350-ton generators. Some dredging had to be done to enable the *Palaboro* to get close to the seawall. A Heritage Marine tug gently nudged the vessel up to a

barge, which spanned about 15 feet between the seawall and the anchorage. The generators were then offloaded with the ship's crane.

The *Palaboro* completed its journey to L'Anse Bay from Italy May 31. The vessel had first stopped in Duluth for fuel and inspections. Capt. Ed. Montgomery, president and chief marine surveyor at Sea Service of Superior, described the discharge as "rather remarkable" considering the lack of heavy lift and terminal infrastructure at the small Michigan port, noting there were no incidents, damaged cargo or even near misses. He also was impressed by news coverage of the momentous delivery, saying it was unique to see dock workers, stevedores and surveyors treated like "rock stars."



Capt. Ed Montgomery

Creative thinking enabled the safe offload of all 10 engines.

Heavy lift and project cargoes keep Duluth Cargo Connect crews busy this season



Summer brought a variety of project cargoes plus a shipment of kaolin clay to Duluth Cargo Connect docks, where crews stayed busy coordinating deliveries to paper mills, mines, wind farms and electrical transmission projects across the heartland of North America. Grinding shells for pellet production on Minnesota's Iron Range arrived aboard the *Americaborg* in early August. The large, round blue components (in photo at left) were offloaded onto specialized tractor trailers while trucks transporting forest products moved across the terminal alongside railcars loaded with oriented strand board (OSB) for final delivery. In July, Duluth Cargo Connect offloaded Wartsila/CAT gensets from the *Rike* (photo at right) headed to projects in Minnesota and Michigan.

Pete Kramer



Robert Welton

American Victory leaves memories in her wake

David Schauer



Fog rolled in almost on cue as the *American Victory* (“*Victo*”) left the Twin Ports on her final voyage June 17.

The *American Victory* is headed for a Turkish scrapyard to be dismantled and recycled after a long, colorful and sometimes tragic career.

The 730-foot bulk freighter, launched in 1942 as the USS *Neshanic* (then a 502-foot tanker), began her final voyage from the Twin Ports June 17. By then, the ship was a mere shell of her former self. Salvage operations begun at Loon’s Foot Landing in Superior were continued at Fraser Shipyards, where large, heavy pieces of equipment were removed, including her boom and conveyor belt. Crews also retrieved several items for archival purposes before painting over most of her name on the bow as is required by maritime law for dead tows.

With the Heritage Marine tug *Helen H.* on her stern, a local pilot on deck and a towline from the McKeil Marine tug *Tim McKeil* shackled to her bow, the stripped-down “*Victo*” cleared the Aerial Bridge at 8:23 a.m. that Sunday and slowly made her way across the Great Lakes to Montreal, where oceangoing tugs took over for the last leg of her journey to Turkey. Fittingly, the freighter received numerous salutes from onlookers along the way, including a sobering rendition of “Taps” played while she transited downbound under the Blue Water Bridge at Port Huron for the last time.

The tanker *Neshanic* served in both the Atlantic and Pacific Theaters during World War II, followed by a stint as the SS *Gulfoil* for Gulf Oil Co. That service ended in 1958

when a tragic collision with another tanker killed most of her crew and resulted in significant damage.

She reentered service in 1961 as the straight deck bulk carrier SS *Pioneer Challenger*, a conversion that included lengthening her to 730 feet for service along the St. Lawrence Seaway. That same year, she suffered severe hull damage after striking a submerged object. Oglebay Norton’s Columbia Transportation division purchased the damaged ship. She was repaired at Fraser Shipyards and returned to Great Lakes Service in 1962 as the *Middletown*. The *Middletown* was converted to a self-unloader in 1982. A methane explosion four years later killed her chief engineer and his assistant. The ship remained in Oglebay’s service until 2006 when the company liquidated its shipping business and sold her to the American Steamship Company. At that point, she became the *American Victory*.

American Victory operated for only a short time under that name, being placed in long-term layup in Superior in 2008, first at Fraser Shipyards, then at Elevator M. She has been a fixture on the Superior waterfront for the past decade. Algoma Central Corporation acquired the aging ship in 2017 and determined she was too costly to update.

The *American Victory*’s unique legend will always occupy a special place in the annals of Great Lakes history and, as importantly, in the hearts of mariners across the continent.

Dennis O’Hara



Skies were sunny in May when the freighter was towed from Loon’s Foot Landing to Fraser Shipyards.

Maritime Day honors merchant mariners and more



Paul Scinocca

William Doyle, John Thibodeau and Jim Sharrow

Shipping industry representatives and other members of the Twin

Ports maritime community gathered Tuesday, May 22, to celebrate National Maritime Day. The maritime industry is the lifeblood of United States trade, delivering goods throughout North America and around the world. The cargo it delivers and jobs it creates help the country's mining, steel, manufacturing, agricultural, energy and construction sectors thrive.

This year's annual celebration, organized by the Propeller Club of Duluth-Superior, featured keynote speaker William P. Doyle, U.S.

Merchant Marine veteran, current CEO and executive director of the Dredging Contractors of America and former commissioner with the Federal Maritime Commission. The Propeller Club honored area Merchant Marine veterans, other service members and two recent maritime industry retirees: Jim Sharrow, former director of port planning and resiliency for the Duluth Seaway Port Authority, and John Thibodeau, former general manager and fleet engineer for Key Lakes/ Great Lakes Fleet.

National spotlight on Port of Duluth-Superior

Homeland Security chair visits

House Homeland Security Committee Chair, Rep. Michael McCaul (R-TX), met with nearly two dozen St. Louis County (SLC) lawmakers, Port officials and first-response agencies May 30. McCaul came to Duluth at the request of SLC Commissioner Pete Stauber who also serves as a commissioner on the Port Authority board. It was the chairman's first visit to a Great Lakes port. The roundtable discussion highlighted the high degree of collaboration between agencies in the Twin Ports. A subsequent tour of the Duluth-Superior harbor aboard a U.S. Coast Guard vessel provided him with a deeper understanding of this multimodal inland seaport and the need for additional port security funding.



Discussions with Rep. McCaul (left) focused on collaboration. Seated to his right were St. Louis County Commissioner Pete Stauber and Duluth Police Chief Mike Tusken.

Shipping and mining trump politics at roundtable



Bob King/Duluth News Tribune

Industry and global commerce took center stage at the roundtable with President Trump.

President Donald J. Trump led a round of applause for the logistics experts at Duluth Cargo Connect during a roundtable discussion in a warehouse on the Clure Public Marine Terminal June 20. The gathering focused on mining, shipping and the Administration's economic policies.

Duluth Seaway Port Authority Board President Ray Klosowski was among the invited participants. He shared economic success stories related to Altec Industries' major expansion and the new Duluth Intermodal Terminal, which has opened more doors to global commerce.

"Our old tried-and-true customers ... they're coming to us with more business than we've seen in the past," Klosowski told the President with a nod to tax cuts and regulatory changes along with facility updates and experienced personnel—prompting Trump to give the workers a hand. "We've got new customers coming from within our area and outside of our area looking for more—for our logistics capability ... People are feeling (the economic boom) and are using Duluth Cargo Connect."

The roundtable was held just prior to a political rally at Duluth's AMSOIL Arena, also located on the Duluth waterfront.

USCGC *Alder* change of command

Paul Scinocca



CDR Charter Tschirgi (left) and Rear Admiral Joanna Nunan with new *Alder* CDR Justin Erdman.

The U. S. Coast Guard cutter (USCGC) *Alder* has a new commanding officer. Lieutenant Commander Justin M. Erdman relieved Commander Charter B. Tschirgi during a Change of Command ceremony July 19 at the U. S. Coast Guard Station Duluth. Rear Admiral Joanna Nunan, Ninth District Coast Guard Commander, conducted the ceremony.

Now CDR Erdman, a native of rural Wisconsin, has returned to the Northland where he was first stationed

aboard the USCGC *Sundew*. He served in San Diego and Astoria before completing officer candidate school in 2004, after which he was transferred to Cleveland and the Ninth District Waterways Management Branch. During the next few years, he served aboard cutters in California and North Carolina, relocating for a time to assist with the Deepwater Horizon explosion and oil spill in the Gulf of Mexico. His career has included stints as a Coast Guard liaison officer in both Washington and Ohio. From 2014-2016, he served as commanding officer of USCGC *Katherine Walker*. Erdman is reporting to duty in Duluth from the Military Entrance Processing Station in Miami, where he served as the unit's commanding officer.

CDR Tschirgi is a permanent cutterman who has visited six of the seven continents from the deck of a Coast Guard cutter. A 2000 graduate of the USCG Academy, he served one operational ashore tour as a watchstander at District 17 Command Center in Juneau, Alaska, before completing a four-year staff tour at District 14 Enforcement Branch in Honolulu prior to reporting aboard *Alder* in 2015. New orders have taken him to San Diego, where he is serving as the Afloat Training Organization Supervisor.

What's new at Superior Public Museums?

Whaleback new release

Learn more about whaleback ships and their colorful history in *Whaleback Ships and the American Steel Barge Company* by C. Roger Pellett, a longtime volunteer on the SS *Meteor*. The newly released book examines the design of these ships using the original drawings, notes the successes and failures of the company's business strategy, and highlights the men who attempted to make this strategy work. The book is in stock at the SS *Meteor* and Fairlawn Mansion gift shops in Superior.



McDougall's Dream Sept. 22

Celebrate the Twin Ports' shipbuilding legacy and support the restoration and preservation of the SS *Meteor* during the 14th annual McDougall's Dream, Saturday, Sept. 22, from 1-8 p.m. at the SS *Meteor* Whaleback Museum on Barker's Island, Superior. The *Meteor* is the last remaining whaleback freighter designed by Alexander McDougall and built in the Twin Ports from 1887 to 1898. Whaleback freighters got their name from McDougall's innovative design that allowed the steel-hulled vessels to ride low in the water and shed waves off their backs like whales.



Director starts new chapter

On July 20, Sara Blanck 'retired' as executive director of Superior Public Museums, intending to start a whole new chapter of life but not to leave the area. Blanck, who started working at the museums in 2004, was tapped for the executive position in 2010. Good luck on your new adventure, Sara!



A touching experience at the Aquarium

Have you ever touched a shark? How about a moon jellyfish or a sea anemone? Three new touch pools opened this summer at Great Lakes Aquarium, giving guests a chance to “Feel Connected” with animals and the water environments in which they live. The largest touch pool is in the Origins exhibit and features whitespotted bamboo sharks and Atlantic horseshoe crabs—animals similar to sea life 400 million years ago. The other two pools contain moon jellyfish and animals that thrive in Pacific Northwest tide pools, such as sea stars, anemones, chitons, shrimp and sculpins.



Courtesy Great Lake Aquarium



Jeffrey Doty

Attention boatnerds and shutterbugs!

The 1st annual Great Lakes Seaway Partnership photo contest is now open and will accept submissions until the St. Lawrence Seaway closes for the 2018 navigation season. Simply capture a unique or stunning photo of a vessel in the Great Lakes St. Lawrence Seaway system and submit it through the web page below. First prize is \$500, second prize is \$250 and third prize is \$100, plus recognition on the Great Lakes Seaway Partnership’s website and social media.

www.greatlakesseaway.org/the-great-lakes-seaway-partnership-2018-photo-contest

PORT PASSINGS

Frank Richard Johnson, 80, of Two Harbors, died May 5, 2018. Johnson grew up in Two Harbors and on Isle Royale, where his family was in the commercial fishing industry. He spent many years fishing before obtaining his captain’s license. The bulk of his career was spent working for Zenith Dredge (later Marine Tech) where he also became a member of the International Union of Operating Engineers Local 49. Johnson’s love for the Lake and knowledge of boats led him to become captain on the *Voyager II*, *Wenonah* and for the Vista Fleet. His motto was “Do something nice for someone every day.” Johnson is survived by his wife, Sue, two daughters, a son, two siblings, 10 grandchildren and extended family.

Bernhard Josef Abrahamsson, of Denver, died May 21, 2018, leaving a legacy that includes establishment of the Transportation and Logistics Management major at the University of Wisconsin-Superior. Abrahamsson was a captain in the U. S Merchant Marine. He earned

his doctorate in economics at New York University and was a professor at the University of Denver before becoming head of the Department of Transportation at the U.S. Merchant Marine Academy. In 1988, he came to UW-Superior as head of the Department of Business and Economics. In 1998, he established the Transportation and Logistics Management major. He retired in 1999 and was a professor emeritus in the UW-Superior School of Business and Economics. Abrahamsson also was a member of the Propeller Club of Duluth-Superior

Douglass Michael Slosson Sr., 71, passed away May 3, 2018. He was a U.S. marine during the Vietnam War and retired in 2009 from the City of Duluth as a bridge operator on the Aerial Lift Bridge. Slosson enjoyed the outdoors, especially fishing, hunting, golfing and gardening. His winter passion was curling. Slosson is survived by two sons, five grandchildren, two sisters, nieces, nephews and friends.

IN FOCUS: Jane Herrick

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

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

My father brought me down to Canal Park a lot when I was a kid, so I always liked the ships, but life got busy raising kids and working. Several years back, I retired early and started spending a lot of time down by the lake watching the ships again. I became fascinated by them and started taking pictures. Then I met a lot of the local ship photographers, and it just grew from there.



Jane Herrick
with granddaughter
Piper Jane Smisek



What draws you to Great Lakes shipping and the working waterfront?

I'm fascinated with how the ships operate, how big they are and the amount of cargo they carry. I now follow them and watch how far they travel. So much more goes on with those ships than what we see. When they come in all covered in ice, they look amazing, but I think about the work chopping the ice off the ship, and I think about the dangers they went through on the Lake. It has opened up a whole new world for me.

Do you have other specialty focus areas, as well?

Landscapes. Flowers. Sunsets. I also take videos. I love to shoot the Lake and to capture ships coming through the canal in video. I like to see the ships in motion and capture the salute.

Are most of your shots planned or spontaneous?

Most of my ship photography is planned. I know when they are coming and going by an app that I use, so I try to get to certain areas. I pretty much know when I get a good shot. The lighting, of course, has a lot to do with it and the background. So many factors go into getting that perfect shot. They are not always available. Sometimes we're dealing with grey skies and a grey ship.

What other interesting aspects of work or life could you share?

My granddaughter is two years old. I started bringing her down to the Canal when she was an infant and that didn't go so well. This summer I tried again, and it is going great. I call her my little baby boatnerd. She gets a lot of enjoyment out of it.



Photos by Jane Herrick

I'm looking forward to her growing up and always being a part of what I do, going down and taking pictures of the ships.



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