



NORTH STAR PORT

FALL 2020



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Port Authority**
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THE HARBOR LINE

During the week of Aug. 31, 2020, the Duluth Seaway Port Authority broke ground on a 6-acre plot of land on Rice's Point in Duluth that we call "Garfield & Elm." By mid-November, nearly 4 acres of this land, which surrounds the Seaway Building on Garfield Avenue, will be a lit and secured outdoor storage area, graced by rows of gleaming white truck chassis. This is a story long in the coming. Not all of the Port Authority's projects are on the waterfront, and one might argue that a lit, secured storage area is not the most exciting development project. Yet, this project is illustrative of industrial development in a fully built city like Duluth, where all industrial development is redevelopment. The redevelopment of a "brownfield" property, formerly used industrial land challenged by environmental and other issues, is almost never linear. Garfield & Elm is no exception.

From the time that it was first platted as Rice's Point in 1858, the peninsula west of Minnesota Point was predominantly an industrial district. Garfield Avenue (originally named Third Street) runs north-south along the length of the peninsula, and from the late 1800s through 1962, it led directly to the Interstate Bridge, which connected Duluth to Superior, Wis. Docks developed along the eastern edge of Rice's Point after the Duluth

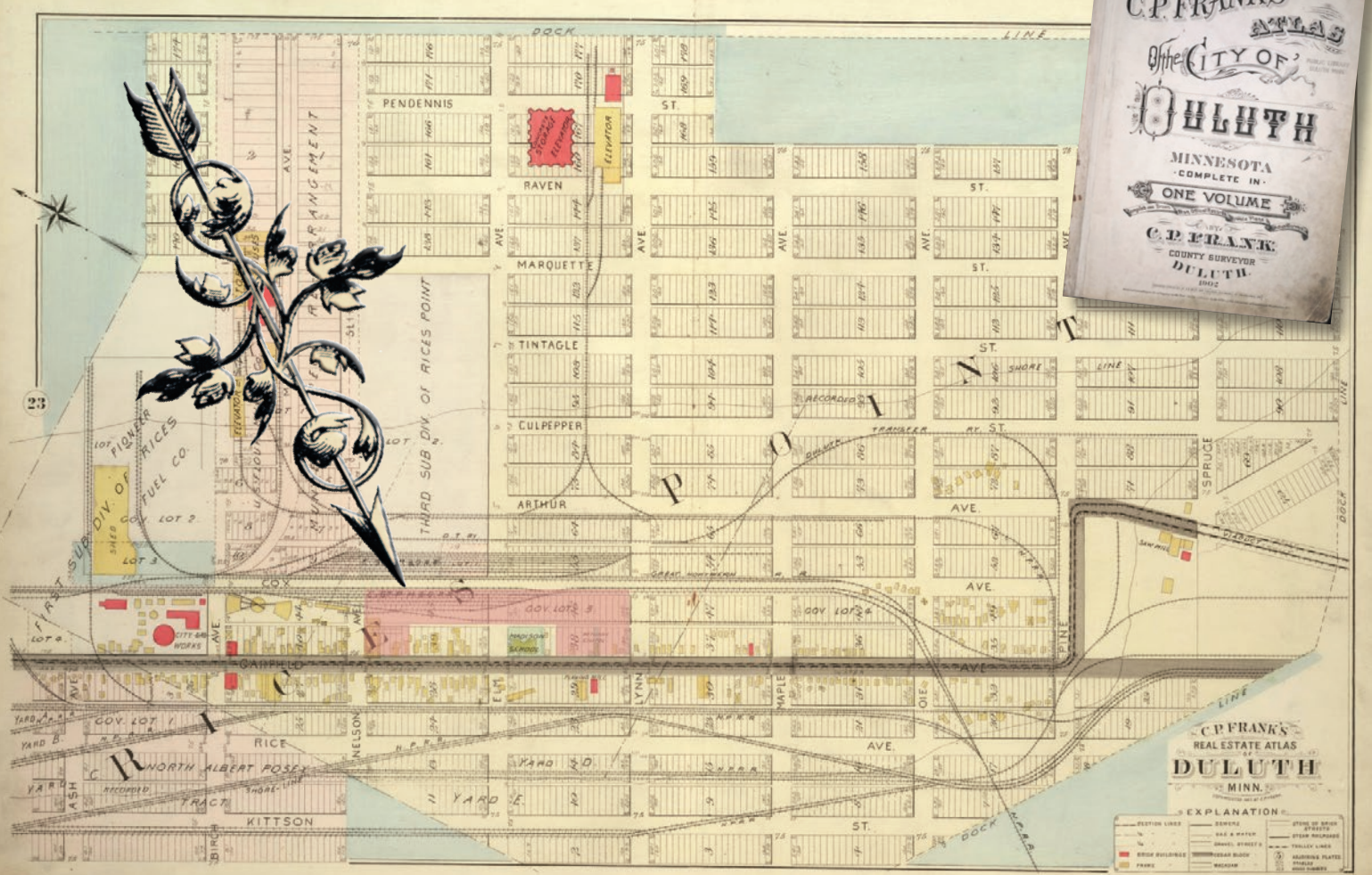
entrance to the harbor opened in 1871; grain, lumber, and coal were among the cargoes shipped through Rice's Point slips in the early years. Sawmills, grain elevators, manufacturing firms, rail yards and a manufactured gas plant eventually appeared on Rice's Point. A small residential neighborhood was concentrated at the south end of Rice's Point by the early 1900s. The area's school children attended Madison School at 802 Garfield Avenue; the second version of that building, constructed in 1907, is currently being rehabilitated as the Port Authority's new office. Through the years, the industrial base on Rice's Point shifted slightly; the sawmills, lumber companies and manufactured gas plant are gone, but rail yards, manufacturers, grain elevators and docks are still present. Initially thriving, the residential neighborhood dwindled through the decades. Madison School closed in 1940 and the remaining residential structures were razed prior to the construction of the Blatnik Bridge in 1962.

Garfield & Elm reflected this regional history.



Deb DeLuca, Port Director

GARFIELD & ELM Continued on Pg. 7



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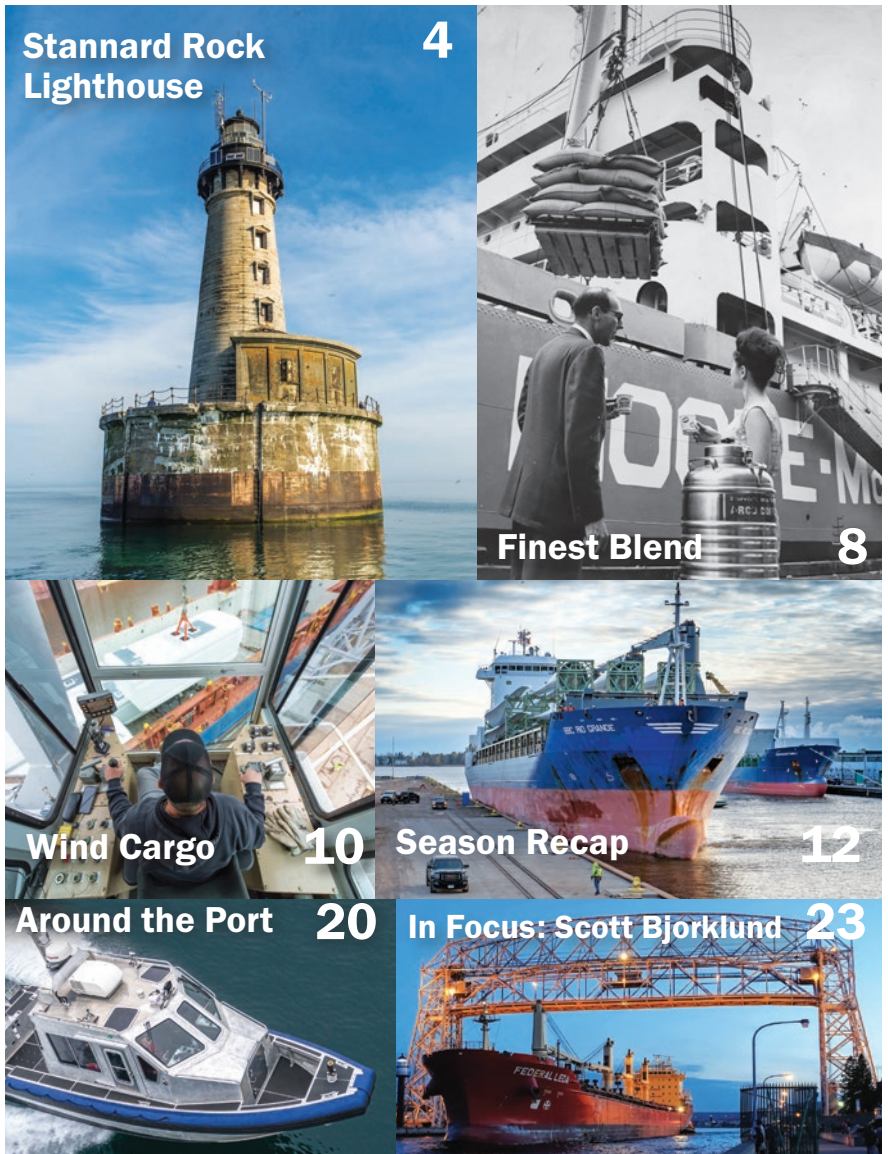


Erin Makela

The BBC *Kibo* unloads wind energy cargo under the light of the near-full moon on Oct. 29.

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On the covers



Jeffrey Doty

On the front:

Trito Navigator shines in the pre-dawn gloaming at Duluth's Clure Public Marine Terminal. In the distance, *Alanis* waits at Berth 2. Both ships discharged wind energy cargo during their visits.

On the back:

Under orange skies befitting the day before Halloween, *American Mariner* discharges limestone Oct. 30 at Graymont's lime plant in Superior, Wis.



David Schauer

STANNARD ROCK LIGHTHOUSE— Isolated Historic Structure Guides Vessels

BY JULIE ZENNER

In an age of social distancing, isolation has become a norm. But Stannard Rock Lighthouse in Lake Superior takes that concept to an extreme. Built on a submerged reef, 24 miles from the nearest land, the 110-foot-tall stark stone tower seems to rise from the lake's very depths. Remote. Solitary. Standoffish. Fully exposed to Lake Superior's legendary gales and harsh, battering waves.

"When you look at Stannard Rock Lighthouse, it really projects not just loneliness but the pure awe of being out in the biggest freshwater lake in the world," said Great Lakes historian and author Frederick Stonehouse, who has visited what he affectionately calls "The Rock" many times. "It literally is the most distant lighthouse from any shore in North America and is easily the most spectacular lighthouse on the Great Lakes, bar none."

Once a vital navigational aid for mariners approaching treacherous waters, Stannard Rock Lighthouse today is a year-round, real-time observing station used to illuminate weather patterns, storm activity and climate change impacts on the Great Lakes. It is owned and operated by the Superior Watershed Partnership and Land Conservancy. The nonprofit, based in Marquette, Michigan, acquired the site from the federal government in 2015 to advance international climate research while preserving the historic site.

Treacherous Reef Was an Uncharted Hazard for Commercial Vessels

Stannard Rock Lighthouse is named after Captain Charles C. Stannard of the American Fur Company, who discovered the reef upon which the lighthouse now sits in 1835. The massive underwater rock structure was an uncharted hazard at the time—rising hundreds of feet from the lake bed, dangerously close to the surface and to the commercial shipping lane between Sault Ste. Marie, Mich., and Duluth, Minn. Its location is roughly 42 miles north of Marquette and 25 miles southeast of Keweenaw Point.

As maritime commerce grew on Lake Superior, the danger of a vessel hitting the reef increased, convincing the U.S. Lighthouse Service of the need for a navigation light in the unlikely location.

"The primary goal was to warn commercial vessels," Stonehouse said. "Of course, building a lighthouse so far from shore was a staggering feat."

Lighthouse Construction Among Country's Top Ten Engineering Feats

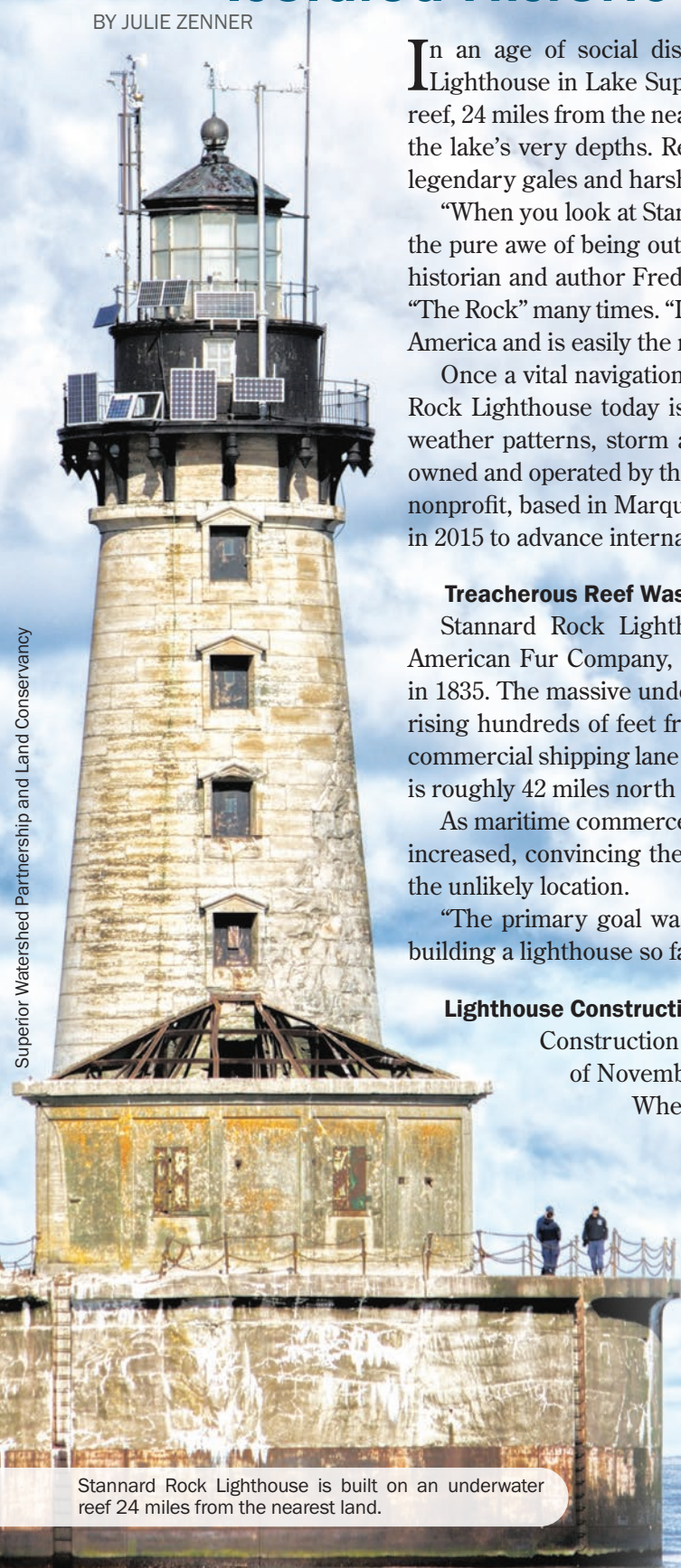
Construction began in 1878 and took five long years as the legendary gales of November and fierce winter storms thwarted steady annual progress.

When it was completed in 1882, the National Park Service named it one of the top 10 engineering feats in American history.

"For the first couple of years, crews spent the early part of each construction season just repairing damage that had been done over winter," Stonehouse said. "They took two steps forward and one step back every year trying to get the lighthouse completed."

One interesting bit of trivia—builders took all of the blocks and assemblies and actually constructed the entire tower on shore before hauling it out to the reef piece by piece and reassembling it. There are no known photos of the tower built on shore at the base camp, called Stannardsville. Stonehouse hopes someday lost photographs will turn up.

Stannard Rock Lighthouse is built on an underwater reef 24 miles from the nearest land.



and Climate Research



Loneliest Place in North America

The seven-level sandstone tower, topped with a second order beehive Fresnel lens was first illuminated on July 4, 1882. It launched nearly 80 years of manned service, first with civilian lighthouse keepers and then with U.S. Coast Guard (USCG) personnel often battling isolation and violent conditions to keep the beacon bright through the navigation season. Old time lighthouse keepers dubbed Stannard Rock Lighthouse “the loneliest place in North America.” Some Coasties allegedly called it “Stranded Rock.”

In 1962, the lighthouse was automated and fitted with a smaller, high intensity light. Although the conversion was planned, it came under terrible circumstances. A devastating explosion and fire in June 1961 left one person dead and parts of the facility badly damaged. The cause remains undetermined.

The original Fresnel lens was packed up and removed—only to be lost in storage for over 30 years. It was rediscovered in 1998, and an agreement was reached to display it at the Marquette Maritime Museum. The gigantic lens now sits on its original rotating base, which was retrieved from the lighthouse and transported to Marquette by the former Duluth-based USCG Cutter *Sundew* (decommissioned in May 2004).

A Beacon of Knowledge for Climate Research

Stannard Rock Lighthouse remained the property of and was maintained by the USCG for decades after its automation. According to a 2017 article in *The Environmental Monitor*, it began hosting a National Oceanic and Atmospheric Administration weather station in 1984 and became a Great Lakes Evaporation Network monitoring site in 2008.

In 2015, the federal government transferred ownership of the historic Stannard Rock Lighthouse to the Superior Watershed Partnership. The nonprofit acquired the site with plans to expand Great Lakes climate research and involve its Great Lakes Conservation Corps in historic renovation projects.

“We wanted the research that was occurring out there to continue and expand, and that is exactly what has happened,” said Carl Lindquist, executive director of what is now the Superior Watershed Partnership and Land Conservancy. “We were concerned it could all come to a stop if the lighthouse fell into private hands.”

Since then the site has served as a year-round, real-time observing station with remote monitoring equipment utilized by researchers in the United States and Canada. It collects data that had been hard to obtain in winter months after most traditional buoys are pulled from the lake.



Monitoring Wind, Waves and Other Conditions

Through various domestic and international partnerships, Stannard Rock Lighthouse is now instrumental in studying evaporation, wind speeds, wave intensity and other variables important to the scientific community and to the commercial shipping industry.

“One of the most important (research projects) is the Great Lakes Evaporation Network, which studies evaporation rates,” Lindquist said. “Studying evaporation is crucial to understanding not only weather patterns and climate impacts but lake levels.”

Equipment at the lighthouse and on nearby buoys also helps quantify powerful storms. For example, in October 2017, a buoy north of Marquette recorded a whopping 28.8-foot wave—the highest ever recorded on Lake Superior. During that same storm, Stannard Rock Lighthouse measured 77 mph winds! Knowing the ferocity of current conditions in real time helps keep commercial vessels, their cargoes and crews safe from harm.

Restoration Plans on the Horizon

In addition to its research mission at Stannard Rock Lighthouse, the Superior Watershed Partnership and Land Conservancy is committed to preserving and restoring the historic site. Its Great Lakes Conservation Corps sends teams of young adults to the lighthouse each summer for cleaning, painting and simple upkeep. Next year the nonprofit plans to launch a major campaign and begin tackling priorities identified in a recent historic renovation plan.

“There is a lot of work that needs to be done,” Lindquist said.

“We’re talking \$1-2 million in renovations to meet specifications required for historic structures. We are hoping to get grants, donations and to find companies and contractors willing to do small portions of the project at reduced rates or pro bono.”

In the meantime, Stannard Rock Lighthouse stands as a haunting tribute to an age when lighthouses were primary aids to navigation. Modern mariners now use GPS and other technology to stay on course and avoid hazards beneath the waves. But anglers continue to set their sights on the lighthouse. The towering structure marks a breeding ground for lake trout, and, on calm days, dozens of commercial fishing boats bob around its base.

“You can see fish swimming around in its shallows,” Lindquist said. “It really is a beautiful place to visit, but I wouldn’t want to live there.”



GARFIELD & ELM

Continued from Page 2

Historical documents indicate that there were houses, apartments, associated stables and sheds, and a church, as well as an industrial/commercial building on the southern and western portions of the property. A rail yard dominated the eastern and northern portions of the property. In 1908, there were eighteen residential structures on the property, but by 1960, there were only four. The last of the structures was gone by 1962, and historic fill of unknown origin was placed at the site during the Blatnik Bridge construction and possibly during building demolition. The rail was removed by 1991.

The Garfield & Elm redevelopment pathway started in 2004 when the Port Authority purchased a 3.4-acre strip of land-locked property from the Union Pacific Railroad, located east of the Seaway Building. The initial land configuration wasn't ideal for development. Over the next 14 years, the Port Authority vacated alleyways, undeveloped roads, and rights-of-way, and purchased additional parcels, with the final purchase in 2019: 1.3 acres at the northwestern corner of the property. This final piece provided the critical location for truck access.

Like most formerly used industrial land, redevelopment was challenged not only by the need to assemble small parcels into a usable property, but by geotechnical issues, environmental contamination, conflicting title information, and the need for stormwater management. All of these take time, money and the involvement of consultants to resolve. The title company audibly groans when we let them know we are working on a Rice's Point property; Rice's Point has been platted multiple times, resulting in title conflicts. To address environmental issues, we enrolled the property in the Minnesota Pollution Control Agency's Voluntary Investigation and Cleanup Program which provides oversight for the assessment and environmental remediation of formerly used property that is being redeveloped. Geotechnical and stormwater management issues were addressed during the design phase, once the end-use had been determined. These are all costs of redevelopment. A specific end-use must be identified and queued up to justify expenditures and to drive the design to fit the



The new Garfield & Elm space evolved from a profusion of rail lines behind the former Madison School pictured in this 1930 Rice's Point aerial.

development site.

The specific end-use for Garfield & Elm crystallized as the impressive growth of our tenant, Altec Industries, drove the need for parking and storage space. Altec, a manufacturer of vehicle-mounted aerial lift devices, has grown from tens of employees when it started operations in the early 2000s to hundreds of employees today. Altec's operations require parking space for employees as well as for storage of truck chassis, both prior to and post-aerial device assembly. Altec is not only a fantastic tenant, it's an important employer for this region. Over the years, the Port Authority has worked to accommodate and encourage Altec's growth. Altec has been very patient as its dedicated chassis parking space has been relocated several times on Port Authority property. This shipping season, Altec moved a chunk of the company's chassis to a city-owned property on the Duluth Bayfront leased by the Port Authority to free up dock space for the Port Authority's busy wind cargo season.

As of the third week of November, Altec's lovely white chassis will fill the lit and fenced outdoor storage area surrounding the Seaway Building, which will soon house the Port Authority staff. Given the proximity, we'll have a frequent reminder of this successful redevelopment project as we advance the many others at various stages of progress in our ample project pipeline.





THE FINEST BLEND: Duluth's decades-old pursuit of coffee cargo

BY JAYSON HRON

A coffee pot empties each day at Port Authority Headquarters, lubricating this lively economic development engine. Until recently, it dispensed some other brand lacking a lengthy pedigree in the Port of Duluth-Superior. Now it pours ARCO coffee, a change that reconnected its beneficiaries with their own history.

The Twin Ports roaster—Duluth-based for its first 65 years; Superior-based since 1981—played a leading role in the Port Authority's mid-century push to become a coffee-import kingpin.

A grand plan

East Coast and Gulf Coast ports dominated the coffee import business in 1959, but the newly opened St. Lawrence Seaway provided a Fresh Coast option. Robert T. Smith, then-director of the Duluth Seaway Port Authority, smelled opportunity—and perhaps a fresher cup of Arabica.

With 234,000 square feet of dockside warehouse space at the Clure Public Marine Terminal, Smith believed Duluth was a perfect fit for Upper Midwest coffee roasters seeking a faster and more economical way to import beans. His search for the right roaster covered a mere three city blocks, from the Port Authority's original headquarters in the Alworth Building to the Andresen-Ryan Coffee Company on East Michigan Street. There he found John C. Andresen, president of the coffee company his father co-founded with W.J. Ryan in 1916.

Today, those founding fathers' initials endure in the ARCO name, and third-generation CEO Donald Andresen carries on the family's coffee roasting tradition.

"My dad was really into trying new things," said Andresen, 57. "He computerized the company in 1966, before it was common, and all through the years, trying new things interested him. I think that spirit was part of

what convinced him to import beans to Duluth through the Seaway. I assume there were also some cost savings involved."

Beginnings

Sixty-one years ago this fall, the first all-water shipment of coffee through the St. Lawrence Seaway arrived in Duluth. Carried on the German freighter *Transmichigan*, 47 tons of burlap-sacked East African coffee beans completed a voyage from Tanganyika to Antwerp to the Zenith City with minimal spillage. They shared the last leg of that journey with a mashup of disparate cargoes ranging from clocks to rugs to barbed wire and even an Austin Healy Sprite sports car.

Until that delivery, raw coffee beans arrived in Duluth only by rail or truck. Shipping by water reduced the transportation costs, delivering important savings to roasters like Andresen, who was already eyeing expansion of his waterborne import activities.

Expanding scope

While Africa was certainly a prime source of the world's best coffee beans, it wasn't the only source. Frank Sinatra sang of "the planters down in Santos," and the Port Authority mobilized to bring their Brazilian crops through the Great Lakes-St. Lawrence Seaway to Duluth.

Prospects looked "very good" in Dec. 1959, according to Port Director Smith, who reported a plan with the Brazilian government to maintain a constant 50,000-bag supply of beans (approximately 4,000 tons) at the Clure Terminal. This suited Andresen just fine, as he continued ARCO's supply chain expansion. His biggest maritime haul came seven years later, in 1966, when the company split a 700-ton shipload of Brazilian beans with two other Great Lakes roasters. The payload, arriving from Santos aboard the freighter *Mormacelm*, ranked as the largest shipment of coffee yet handled at Duluth's Clure Terminal.

"I was just a tiny tot, but I heard about it," said Donald Andresen. "Those were pre-container days and my dad said he was 'buying ahead' for three months. They usually



John Andresen, president of the Andresen-Ryan Coffee Company, shares a cup of ARCO coffee with KDAL-TV's Dottie Becker, host of "Town and Country," at Duluth's Clure Public Marine Terminal in 1966. The duo watched discharge of the *Mormacelm*, a ship that carried record quantities of Brazilian coffee beans to Duluth, Minn.

didn't buy that far in advance, but it seemed like it would be a good deal. Coffee is an annual crop, so if the beans are stored properly, it can work."

Unloading the mountain of weighty burlap sacks tested the Clure Terminal longshoremen, but they answered the challenge time and again. By 1968, Duluth earned recognition as the major coffee import center on the Great Lakes, with its maritime service delivering a transportation cost savings of up to 70 cents per hundred pounds of coffee, compared to Gulf Coast ports and overland routes to Minnesota.

"It is through such savings as this that the Seaway has made possible profits for mid-continent shippers," proclaimed the Feb. 1968 Port Authority magazine.

In addition to the economic advantages, Duluth also cultivated a time factor advantage on imports from Africa, resulting in fresher beans. More direct service also blossomed from Brazil in 1969, with the Rio-based Netumar Line providing a Brazilian-built ship, the *Diana*, to sail the Duluth route with coffee beans from Santos and Paranagua, and sisal bales from Salvador.

Disappearing cargo

Bags of beans as loose, breakbulk cargo continued arriving in Duluth via the Seaway through the mid-1970s, then containerization changed the economics of how coffee moved. Modern, massive container ships couldn't sail through the tighter, shallower Seaway segments, so



John Andresen uses a tool to examine Brazilian coffee beans imported to Duluth, Minn., on the vessel *Mormacelm* in 1966.



that line of business failed to reach critical mass on the Great Lakes. Regional roasters responded to the evolution by altering their supply chains. As a result, New Orleans and New York strengthened as American coffee import hubs, with the former welcoming some 338,000 tons of beans in 2019.

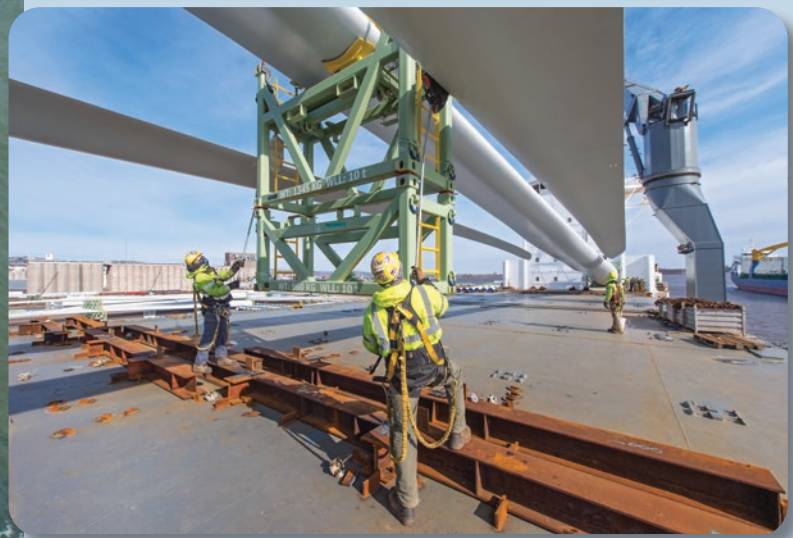
Andresen's current ARCO supply chain still includes maritime shipping, but only to Gulf Coast and East Coast ports. From there, trucks haul containerized coffee cargoes north to his Superior, Wis., roastery. It's a tried-and-true method for delivering on the ARCO promise of its 1916 founding: "The inside of a cup of ARCO Coffee represents a blend of the finest coffee the world produces."

The business of moving cargo, however, never stands still. It evolves. The same containerization that dashed Duluth's coffee imports in the late-1970s could bring coffee back in the 2020s via the burgeoning CN Duluth Intermodal Terminal. Its dockside position and direct Class I rail access to the East, West and Gulf Coast could shift regional coffee import economics back in the Twin Ports' favor. Duluth Cargo Connect, which operates the intermodal terminal, just needs to find the right roaster.

Maybe there's one nearby? Maybe even one with a history of trying new things?

They say what's old is new again. Some 61 years after the Seaway's first coffee sailing, the Twin Ports' coffee kingpin dreams might finally be ripe for the picking.

SPOTLIGHT: DULUTH'S WINDY (CARGO) SEASON



Left: BBC Mississippi arriving Oct. 15, 2020, from India with wind turbine blades and tower sections.
Above: BBC Mississippi discharging wind tower components and blades.

Duluth Cargo Connect stevedores work in tandem to securely lift a wind turbine blade from the *Alamosborg* on Oct. 18. The *BBC Song* awaits discharge in the background.



The view from inside a Port Authority gantry crane. The ship cargo being unloaded is a wind turbine nacelle from the *BBC Dolphin*.



Twin 90-ton gantry cranes unloading wind turbine nacelles from the *BBC Leda* this fall. The nacelle of a wind turbine houses the drive train and other tower-top components. It sits on top of a yaw bearing that allows it to rotate as the wind direction changes.



Duluth Cargo Connect stevedores worked day and night with regional trucking lines to efficiently move wind turbine components, like this 73,000-pound blade, to wind farm installations throughout the Upper Midwest.



Photos by Bob Welton

SEASON UPDATE

“Incremental improvement” best describes the pace of Great Lakes maritime shipping this fall, as tonnage totals rebounded modestly from the pandemic-induced depths of spring. Despite the rebound, total tonnage through the Port of Duluth-Superior still entered October lagging nearly 30 percent behind the 2019 pace.

<u>Total tonnage by month</u> (in short tons)	<u>2019</u>	<u>2020</u>
April	3,029,704	2,266,800
May	3,948,343	2,512,144
June	3,846,591	2,657,389
July	4,098,030	2,883,375
August	4,466,305	2,853,345
September	3,882,477	2,850,354

The dismal early-season numbers sent several Great Lakes freighters into unscheduled midseason layup, as COVID-19 lockdowns reduced demand for iron ore and coal. Most of those ships reentered service in August and September, but this couldn't erase a 24-percent decline in overall vessel arrivals (lakers and salties) through early fall.

“Total tonnage is still way below normal, but it's trending in a better direction in concert with domestic raw steel production, which continues inching up according to weekly statistics from the American Iron and Steel Institute,” said Deb DeLuca, executive director of the Duluth Seaway Port Authority.

While iron ore and coal lagged far behind the 2019 pace (down approximately 28 percent and 52 percent, respectively), 2020 hasn't been without its highlights.

General cargo tonnage, comprised primarily of wind energy cargoes, remained a bright spot, up 29 percent over last season and 65 percent over the five-season average (through September). Likewise, outbound grain continued its strong season, outpacing the 2019 rate by 10 percent. Some 452,000 tons of limestone also helped the totals, a float which ranked as a five-season September high for the inbound carbonate rock.

“Lost time can't be made up on the Great Lakes, so it's definitely going to be a tough season from an overall tonnage standpoint,” said DeLuca. “With that said, the later fall uptick has been a welcome development, led by a steady stream of renewable energy cargo. It was a common sight to see three ships discharging wind turbine components simultaneously at the Clure Terminal, which is good for the regional economy and good for the port's overseas vessel count. In October, the port was actually ahead of last year's saltie arrival pace, so there's been no shortage of grain and project cargo movement despite the challenges of COVID.”





Bob Weiston



Dog Dublin looks on as the *Burns Harbor* arrives through the Superior Entry in late October. *Burns Harbor* made her maiden voyage 40 years ago this fall. She's been a frequent visitor to the Port of Duluth-Superior ever since.

Alison Gimpel

1970

Seasons of Yore

Buoyed by an 85 percent jump in grain exports, the Port of Duluth-Superior enjoyed a sparkling season of international trade in 1970. But grain wasn't the only notable export sailing from Lake Superior's westernmost port. Nearly 30,000 tons of edible lard, choice white grease and Omega 3-rich tallow also transited the port for points abroad, pumped into ships from 13 large storage tanks at Duluth's Clure Public Marine Terminal. Combined with the usual array of general and bulk cargo miscellany, it helped make a case for presidential attention, which the Port Authority eventually received exactly 50 years ago this fall.

THE TANK FARM

Fats and oils are a slippery business, but the Duluth Seaway Port Authority embraced it, constructing a tank farm in 1961. With Seaway shipping berths, Class I rail service and uncongested truck access, the tank farm eventually became a boon for the Upper Midwest's meatpacking and grain industries. Companies like Armour, Cargill, Elliott and Hormel used it to economically ship their byproducts to markets throughout the world. It was not, however, an overnight success.

Even at the best of times, the fats and oils were finicky. Pumping them into ships required heating the goods to

a liquid form, often at varying and specific temperatures. Duluth's ambient temperature extremes made that process more difficult, especially late in the shipping season. It wasn't insurmountable, but it was demanding on both equipment and people.

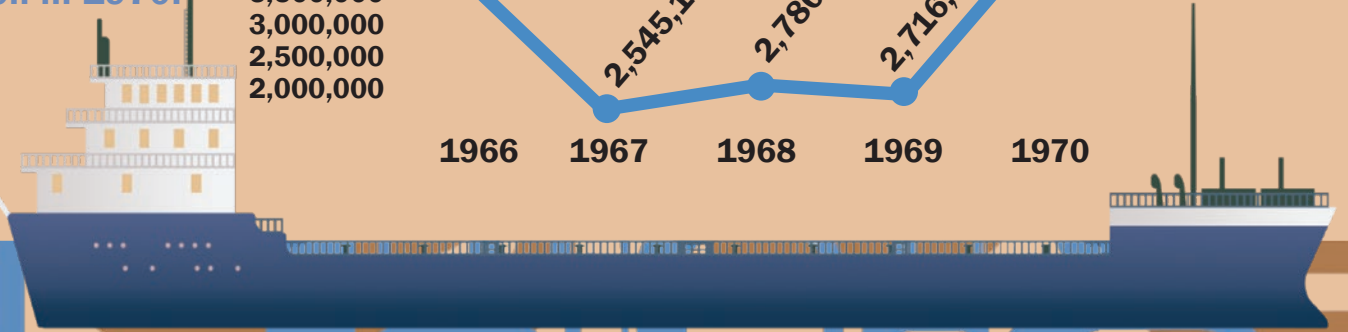
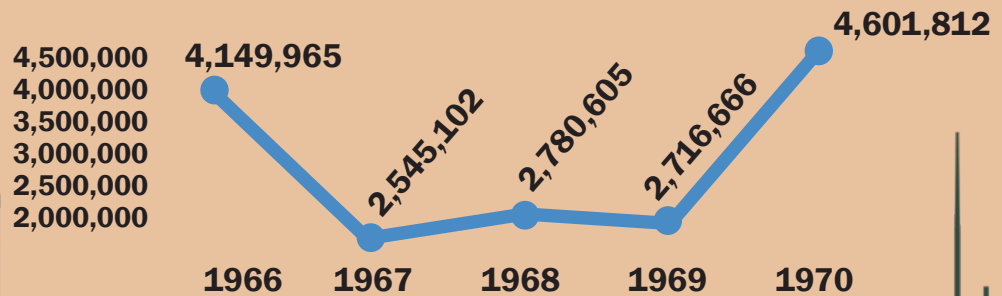
Even when the juices flowed smoothly, the business side of fats and oils rattled the Port Authority staff. No regular liner service existed on the Great Lakes for these bulk liquids during the first two years of operation, so scheduling ships to carry the goods proved difficult. Less than 2,000 tons of liquid bulk moved through the facility in those initial forays, which was far below hopes and projections.

The breakthrough came in 1963, when Eurolakes Tanker Line began tri-weekly sailings from the Duluth-Superior harbor to Europe. After that, Duluth exported an average of nearly 35,000 tons of fats and oils annually, establishing contracts with some 30 regional meatpackers and grain firms.

The tall, silver cylinders pumped their 250,000th ton in 1970, a season during which nearly 30,000 tons of fats and oils transited the port for overseas markets. This was part of a massive push to expand Duluth-Superior's export business via the Great Lakes-St. Lawrence Seaway System, an effort that produced more than \$18 million in single-season import-export business for the port. In

Spiking to a 5-year high, export tonnage through the Port of Duluth-Superior earned White House attention in 1970.

Duluth-Superior Export Tonnage





Jean Basgen

This photo from the early 1970s shows a light blue ship (and a fuel tender) docked at the Clure Terminal tank farm. The infrastructure included multiple rail spurs to deliver fats and oils directly to the tanks.

total, Duluth-Superior export tonnage increased almost 70 percent over the previous year, a spike noted 1,000 miles away in Washington, D.C.

THE PRESIDENT'S "E" AWARD

United States President Richard Nixon woke up Oct. 29, 1970, in Chicago's Marriott Motor Inn. By 9:21 a.m., he was at a political rally at nearby Mt. Prospect High School. Two hours later, he was climbing aboard Air Force 1 alongside future Secretary of Defense Donald Rumsfeld, bound for Rochester, Minn., and a rally for Minnesota Congressmen Clark MacGregor and Albert Quie. By nightfall, Nixon had crossed half the country, stopping for visits in Omaha, Neb., San Jose, Calif., and finally, San Clemente, Calif.

Representatives from the Duluth Seaway Port Authority accepted an invitation to meet Nixon during the Minnesota leg of his journey. There he presented the Port Authority with his presidential "E" Award in recognition

of "outstanding contributions to the increase of U.S. trade abroad," according to a telegram from then-Secretary of Commerce Maurice Stans.

Upon receipt, the Duluth Seaway Port Authority became only the second port authority in the nation to receive the "E" Award since President John F. Kennedy revived it in 1961 to recognize excellence in promoting American exports.

"The award is gratifying," said then-Port Authority Director C. Thomas Burke, "and justified acknowledgement that the efforts of many individuals and industries in our market area toward the growth of our port have been properly channeled."

Basking in the award's glow, Port Authority officials returned to Duluth, where the tank farm continued pumping fats and oils until the mid-1980s. It was partially disassembled in 1997 for redevelopment as two separate tank stations which remain in service today for marine fueling, lubricant distribution and oil recycling.

Tracking for success

BY COLBY TANNER
ASSISTANT VICE PRESIDENT - ECONOMIC DEVELOPMENT, BNSF RAILWAY

It comes as no surprise that in 2014 *Outside* magazine voted Duluth as the best town in America. Located at the westernmost tip of Lake Superior, Duluth offers 129 municipal parks totaling 3,264 acres as well as abundant fishing and some of the most vertical downhill skiing in the Midwest.

The Duluth area provides access to some amazing outdoor adventures; however, one hidden gem that *Outside* magazine likely didn't include in its review is the region's economic driver: the Port of Duluth-Superior. A true assessment of an area's livability includes not only its outdoor amenities, but also its economic development opportunities. Duluth and Superior offer both in spades as Lake Superior is a working waterway.

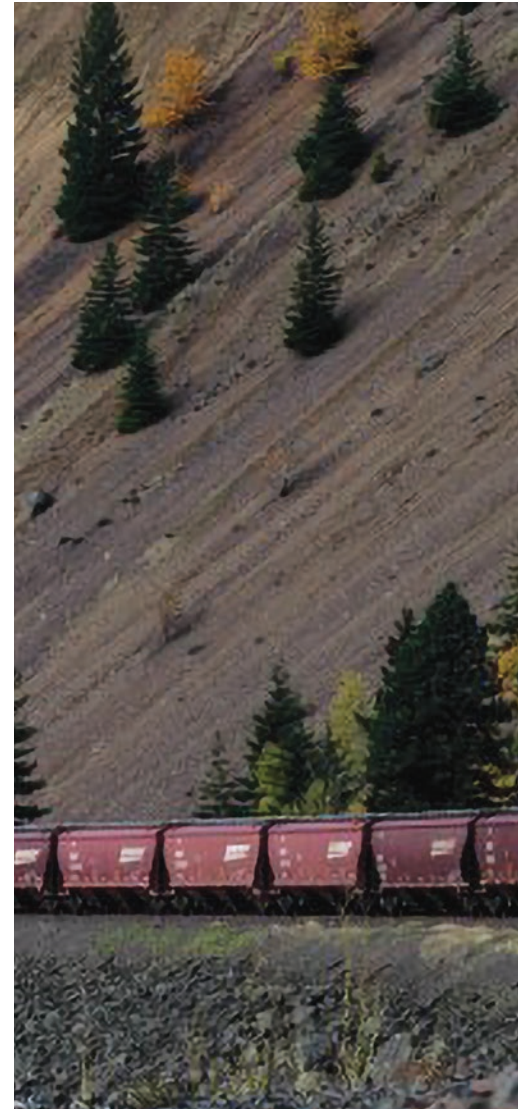
Shared by two cities and two states, the Port of Duluth-Superior has been the backbone of this region's economy for well over a century. In fact, interlake cargoes of iron, grain, coal and stone combine to make it the top volume port on the Great Lakes with a total of \$250 million in annual economic impact, according to Visit Duluth. To put this into perspective, iron ore feeds our steel mills, lime products are used for paper production and road stabilization, and outbound shipments of Midwest grain help feed the world. Also, a study commissioned by the Minnesota Regional Railroads Association, BNSF and the Minnesota Chamber of Commerce found that freight rail is responsible for at least 7 percent of Minnesota employment—a quarter of a million jobs—and \$40 billion of the state's GDP.

Ensuring a robust port and supply

chain is critical to the economic success of Duluth and Superior. A key component to this success is the protection of industrial lands. Maritime, railroading, manufacturing and other industrial businesses provide good family-wage jobs and also deliver the goods and services that we all depend on every day. These jobs and services are tied to accessible industrial lands and a robust transportation system. Without protecting industrial lands, the opportunities for future economic growth will die. Once we lose industrial lands, they are gone forever. And this hurts the port, the supply chain and our ability to get the goods we all use every day.

To ensure goods are able to get to market from the Port of Duluth-Superior, we must have thriving industrial centers, freight corridors and a streamlined supply chain. Unlike other important sectors—like technology—the transportation assets for many critical industries are “place based.” Ports and railroads can't pick up and move their operations to other locations in the country or the world. They either make it here or they fail, eliminating jobs and weakening our economic base.

The Port of Duluth-Superior is only as strong as its supply chain and the businesses that serve it. For example, transload companies such as Hallett Railroad Storage and Services, Duluth Harbor Industrial Park and Duluth Cargo Connect all play a vital role in moving the local economy. As transload facilities, they combine the advantages of trucking and rail. Shippers gain access to the benefits of rail service, but they don't have to build



their own facilities. This offers flexibility for companies looking to ship their goods and makes the Port of Duluth-Superior an attractive option. Combining these methods of transportation offers shippers cost savings, flexibility and the opportunity to expand business and market reach.

What makes these businesses and the port so much more attractive is that they are a part of BNSF's Premier Transload program. BNSF designates Premier Transload businesses based on their experience, professionalism and superiority of their facilities, and markets them to BNSF customers as preferred service providers. So, shippers know



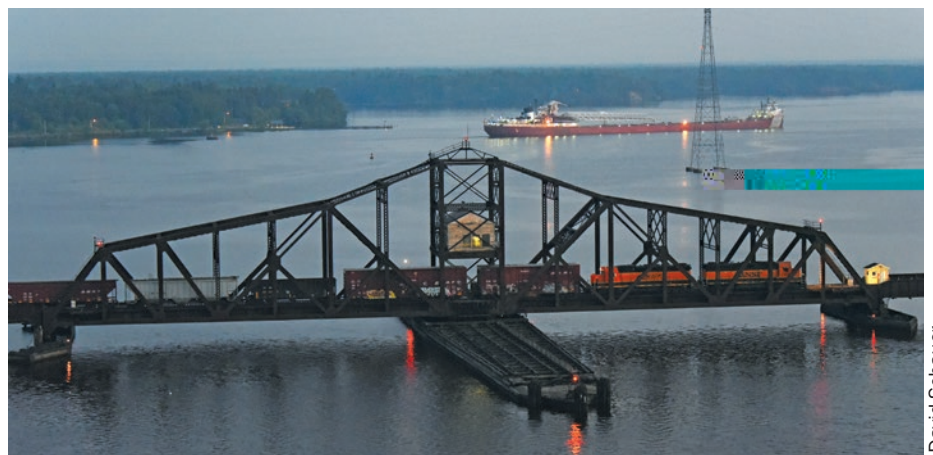
Colby Tanner,
BNSF Railway

they will be getting quality service.

Infrastructure investments and smart planning policies that protect industrial lands and reduce land use conflicts are necessary to keep the system working efficiently and effectively. As the population continues to grow, there will be a desire to encroach on valuable industrial lands for housing and other uses. Without proper planning and clear and consistent policies, we will end up diminishing one of our most important economic engines.

Just as it is important to protect the region's outdoor wonderland, it is equally important to protect industrial lands and businesses. There must

be comprehensive policies in place that protect industrial lands, ensuring their highest and best use. The Port of Duluth-Superior is a gem worth protecting now and into the future.



David Schauer

Donn Richard Larson, 91, of Duluth, died July 30, 2020. Larson graduated from Denfeld High School in 1947 and received a bachelor's degree in English at Gustavus Adolphus College in 1951. He attended the U.S. Army Counterintelligence Corps School, received agent's accreditation, then served as a member of the school's staff and faculty 1953-54.

In late 1954 he joined fledgling television station KDAL-TV as manager of station operations. There he met his wife, Donna. In 1960 he joined the Duluth advertising agency H. E. Westmoreland, Inc., as a writer and producer. He and his partner James L. Hill bought the agency in 1972, forming Westmoreland, Larson and Hill, Inc. The business was sold to Harold Webster in 1994.

Larson held a U. S. Coast Guard captain's license and was a member of the Duluth Power Squadron and Great Lakes Cruising Club, which recognized his service as a Port Captain with the 2012 William J. Kivell Memorial Award. An active citizen, he was a two-term Duluth City Councilor and served on the Duluth Arena-Auditorium Administrative Board, the Duluth Charter Commission,

Duluth City Planning Commission, Duluth Superior Area Community Foundation, and as a charter member of Lake Superior Center (Great Lakes Aquarium) Board. He was a trustee of the Lake Superior Marine Museum, chair of the Franciscan Health Center Board and president of the Park Point Community Club. He chaired the Citizens Advisory Committee of the North Shore Management Board and was a director of the Duluth Area Chamber of Commerce, president of the Duluth Art Institute, a board member of the Duluth Superior Symphony Orchestra and a member of the UMD Corporate Partners Committee. He also was charter chairman of the Environmental Learning Center (now Wolf Ridge) and a member of the Society of Mining Engineers, specializing in seeking public acceptance for mining ventures in the U.S. and Canada. In 2016, he received the UMD Center for Economic Development's Labovitz Lifetime Achievement Award.

In 2004, Larson and his friend Monnie Goldfine published a book, *The Will and the Way*, describing the Duluth area's achievements following the decline of manufacturing after

World War II. He published *The Will and the Way Volume II* in September 2018 in partnership with his friend Don Ness. In retirement he wrote many articles for *Lake Superior Magazine* and served on its editorial advisory board.

Larson is survived by his wife, Donna, two adult children and their spouses, three grandchildren and a niece.

Mark Sertich, 99, of Duluth, Minn., died August 24, 2020. Well-known in the waterfront community as a longtime manager with the Peavey Company (which later became Con-Agra), he earned global recognition in 2017 at the age of 96 when he was certified as the Oldest Living Competitive Ice Hockey Player in the World by the Guinness Book of World Records (a record he broke the following year).

Sertich was born in Ashland, Wis., and was a 1939 graduate of Duluth Denfeld High School. He later attended the Duluth Business School. He married his wife, Virginia, in 1942, the same year he was called to serve in the U. S. Army. Sertich trained with the 3rd Army, 11th Armored Division



and served under General George Patton's European command in World War II. He was a highly decorated veteran who saw intense combat during the Battle of the Bulge and whose unit liberated the Mauthausen Concentration Camp in Austria.

After the war, Sertich returned to Duluth, where he and his wife raised seven children. He retired from Peavey Company after 42 years at the age of 62 and began a new chapter of remarkable accomplishments. He competed in and finished seven Grandma's Marathons, The Senior Olympics, and 11 in-line marathons. For over 40 years, Sertich traveled every summer to Santa Rosa, California to participate in the Snoopy Senior World Hockey Tournament, where one of his teammates was Charles Schultz. In May 2019, Sertich was inducted into the Duluth Entertainment Convention Center Athletic Hall of Fame. He continued playing hockey right up to his 99th birthday in July 2020.

Sertich is survived by his seven children and their spouses, 18 grandchildren, 40 great-grandchildren and a sister.

Robert "Bob" Edmund Stokes, 82, of Esko, died unexpectedly September 16, 2020. He was born in Duluth and graduated from Duluth Cathedral High School. Stokes proudly served in both the United States Army and Air National Guard and retired as a MSgt. He was employed for over 30 years and retired from Harbor City Oil Company. He was an active member of the Teamsters Local 346 Union and involved in many clubs, boards, and community service projects.

Stokes had a deep love for the water, and boating was an integral part of his life. From building his first boat, to captaining yachts from Florida, to sailing the Great Lakes on the motor vessel *Sheri Sue*, this adoration created lifelong memories and traditions for him and his family. He was a member and Past Commander of the Duluth Sail and Power Squadron, a founding and lifelong member of Sand Point Yacht Club, as well as a host of maritime clubs: Harbor Club, Propellor Club, 242 Yacht Club, and Lake Superior Marine Museum Association. He also was a vessel safety examiner and safe boating instructor for many years.

A long-time Esko resident, Stokes was involved with the Town Board Zoning and Planning Committee and all causes that benefited Esko.

He is survived by his wife of 55 years, Susan "Mousie," three adult children and their spouses, 10 grandchildren, a sister and numerous other family members.

Bruce Edward Partridge, 50, died unexpectedly Oct. 6, 2020, at his home in St. Catharines, Ontario. He worked most recently as vice president, commercial, for Algoma Central Corporation after serving previously as its director of sales. Born in Halifax, Nova Scotia, Partridge began his maritime career as a deckhand and boat launch operator for Partridge Motor Boat Service in the mid-1980s. Later in his career, he worked for Montship Inc., and as Canada Steamship Line's marketing director. In multiple roles, he was a friend and business associate to the Duluth Seaway Port Authority. Outside of work, he was an avid sportsman who enjoyed hockey, golf and baseball. He is survived by his wife of 31 years, Paula.

Lake Assault Boats soon to float new Navy boats

BY KELSEY ROSETH

Lake Assault Boats is preparing to deliver its first craft to the United States Navy as part of a recently-won federal contract. The Superior, Wisconsin-based business went through a competitive bidding process to obtain the contract, and was notified earlier this year of the win.

In total, Lake Assault Boats will deliver up to 119 Force Protection-Medium (FP-M) patrol boats to the Navy. Earlier this year, the company won the five-year indefinite-delivery, indefinite-quantity (IDIQ) federal contract which was capped at \$56 million.

Lake Assault Boats, part of Fraser Industries, manufactures fire, patrol and rescue craft, and offers services including emergency repairs, brand-new craft and large industrial fabrications. It won government contracts in the past with the National Oceanic and Atmospheric Administration and the U.S. Army, but this is the company's largest government contract to date.

Five years ago, Fraser Industries set in motion a plan to obtain these contracts. At that time, Fraser Shipyards and Lake Assault Boats set a goal of becoming a supplier to the U.S. Navy and Department of Defense. Then they set about making it happen with infrastructure changes and adding other resources to meet that goal. Considering the win, the hard work and planning is paying dividends.

"We are honored to be chosen by the U.S. Navy to supply it with these versatile and powerful FP-M patrol craft," said Chad DuMars, vice president of operations at Lake Assault Boats. "Our FP-M vessels will be engineered and built to the same high manufacturing and quality control

standards as our patrol and fireboats currently in service throughout North America."

The 33-foot long FP-M patrol crafts will be powered by twin 225-horsepower outboard motors and equipped with four weapon mounts accommodating up to .50-caliber machine guns. These will be used to provide anti-terrorism/force protection patrols for U.S. Navy installations. These patrols include escorting large vessels in and out of ports in varying weather and water conditions as well as the interrogation of other waterborne assets.

"Our selection, after a long and rigorous competitive bid process, represents a significant accomplishment for Lake Assault Boats and our sister company, Fraser Shipyards," said DuMars. "Our entire team is very excited and prepared to provide these boats to serve with the U.S. Navy."

Lake Assault Boats has delivered several similar boats to the U.S. Army's Military Ocean Terminal Sunny Point base in North Carolina.

To meet production requirements, the company is adding staff and resources. Working with local contractors and businesses to the fullest extent possible, DuMars said Lake Assault Boats is proud to bring this contract and related job opportunities to the Twin Ports. Meanwhile, in April 2020, Fraser Shipyards announced it was chosen to receive a federal grant through the Maritime Administration's Small Shipyard grant program. This program is designed to support small shipyard projects, awarding funding for improvements or to provide training for workers in shipbuilding, ship repair and associated needs. As part of this grant,

Lake Assault Boats is receiving \$793,162 for overhead material handling and steel brake processing improvements.



2021 Calendar Contest:

Paul R. Tregurtha departs through the Duluth Ship Canal

Gus Schauer has been photographing ship activity in the Port of Duluth-Superior most of his life. His work has been featured inside *North Star Port* magazine and on its cover. Now he has captured the coveted Duluth Seaway Port Authority's annual calendar contest.

The son of ship and rail photographer David Schauer, Gus is now 14 years old.



Gus Schauer

"My dad and I like to photograph the M/V *Paul R. Tregurtha* when it is in town and the weather is nice. It is a special vessel given it is the longest on the Great Lakes at 1,013.5 feet. On this day we noticed the *Tregurtha* was scheduled to depart before sunset when the lighting would be nice and the wind was fairly calm. I launched our drone from the public parking lot at Canal Park and my dad acted as a spotter as I flew over the water and framed up the *Tregurtha* as it departed."

The shot not only frames the *Paul R. Tregurtha*, but also the Duluth Ship Canal, appropriately featured for its 150th anniversary year in 2021.

The beautiful photo is this year's winner of the Duluth Seaway Port Authority calendar contest. We look forward to many more years of photography from Gus (and his dad).

PAUL R. TREGURTHA EXITS THE DULUTH SHIP CANAL, WHICH IN 2021 CELEBRATES THE 150TH ANNIVERSARY OF ITS OPENING.

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Walker appointed to Port Authority Board of Commissioners

The Duluth City Council appointed Tyrone Walker to the Duluth Seaway Port Authority Board of Commissioners. Walker, an ironworker with Lakehead Constructors and Ironworkers Local 512, succeeds Norm Voorhees, whose final term on the board concluded in early October.

Raised in Chicago, Walker relocated to Duluth in 2015 after earning his welding certification. Since then, he has worked on multiple welding and steel-fitting projects throughout the Twin Ports. He recently completed his Local 512 apprenticeship and became a journeyman. His latest focus with Lakehead includes Husky Energy's Superior Refinery rebuild project.

Walker along with his wife, Samantha, and their five children, attend Northstar Baptist Church. He has served in a variety of roles at Northstar, including as a preaching minister. His public speaking activities also include occupational topics. Walker spoke in late

February at Construct Tomorrow's Duluth event, a two-day gathering designed to raise awareness among high school students about post-secondary career opportunities within the construction and building trades.

Walker's appointment to the Port Authority board runs through Oct. 10, 2026.

"We are excited that Commissioner Walker is joining our board of commissioners," said Deb DeLuca, executive director of the Duluth Seaway Port Authority. "We have a great board—the commissioners are very engaged and represent a broad spectrum of business concerns. Commissioner Walker brings an important union and labor perspective to the board."



Tyrone Walker

Port Authority to purchase Duluth Lake Port dock

Building on its successful purchase, rehabilitation and reactivation of what is now called the First Clure Terminal Expansion (formerly Garfield Pier-Dock C&D), the Duluth Seaway Port Authority will soon purchase another Rice's Point fixer-upper: the Duluth Lake Port dock.

Located immediately northwest of the First Clure Terminal Expansion, but separated from it by the Azcon Metals recycling property, the 7.5-acre Duluth Lake Port dock and 3.5-acre slip dates back to the 1880s. The property faces Duluth's outer harbor and resides near the middle of Rice's Point. Duluth Imperial Mill built the site's initial flour mill and grain elevators, which Capitol Elevator Company purchased near the turn of the century. Capitol operated the elevators and leased the mill, first to Minnesota Mining and Manufacturing (3M), which used the facility to manufacture sandpaper, and later to the F.A. Patrick Woolen Milling Company. In 1916, Capitol built a concrete-and-brick headhouse/storage building on the property's eastern edge, followed by concrete elevators No. 6 and No. 7 in 1926. Twenty-one years later, Capitol was absorbed by International Multifoods, which in 1991 sold the elevators to Ag Processing Inc. After a series of additional transactions, the facility was last used for grain in 2015. TN LLC purchased the site in 2017. The Duluth Seaway Port Authority is set to acquire it from TN LLC in a \$950,000 deal that will close Nov. 30, 2020. The purchase includes land, structures, Seaway-depth slip and some 3,000 feet of on-dock rail connected to the Clure Public Marine Terminal and the CN Duluth Intermodal Terminal.

"The initial Clure Terminal expansion was a long-term Port Authority project that transformed a dilapidated

adjacent dock into a critical, vibrant piece of our growing multimodal logistics hub," said Deb DeLuca, executive director of the Duluth Seaway Port Authority. "This second purchase, the Duluth Lake Port dock, has similar potential, though our future use of this dock is still in the planning phases. The certainty, however, is that its use will be consistent with our mission to bring business to the port, economic development to the region, and advocacy for the maritime and transportation industries and for the industrial sector they support."

Presently, Duluth Cargo Connect operates the site's rail assets and a shop building; J.F. Brennan also leases a portion of the site to store material and equipment for its maritime engineering operations.

"Our goal is to revitalize this pier and bring it back to life in a way that contributes to our regional economy and further expands Duluth Cargo Connect's service to customers within our region and around the globe," said DeLuca. "In the long term, it could become a second expansion of the Clure Terminal."

The site's more immediate future could involve demolition of the grain elevator structures, or the Port Authority could seek to accommodate the storage and trade of a non-agricultural bulk commodity with the existing elevators. Regardless, rehabilitation of the pier's dock walls will be a priority to secure the site and open possibilities for future freight-related use.

"We're excited to acquire this property, which will help us strengthen the port's working waterfront, enhance trade and bring new opportunities to Rice's Point," said DeLuca.

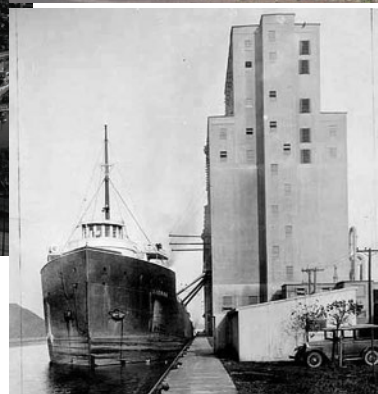


Dennis O'Hara

Above: Illustration of Duluth Lake Port Dock to be purchased by the Duluth Seaway Port Authority. Top Right: The 1916-built Capitol Elevator Company headhouse/storage building rises in the foreground above the Duluth Lake Port dock. Bottom Right: A ship welcomes grain loaded from the Capitol Elevator complex on Rice's Point in the early 1900s.



Jayson Hron



Minnesota Historical Society

IN FOCUS: Scott Bjorklund

Our In Focus series profiles the photographers whose images bring the port's working waterfront to life.

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

My interest in ships came from my job at the Lake Superior Maritime Visitor Center as a park ranger. When I started in 2017, I didn't really think much of the boats coming in and out of the canal next to the museum. Over time, I took more and more photos as I became more interested in the port's shipping.

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

Because I studied history in college, I became interested in the histories and backgrounds of the various boats that visit during the season. I started to treat my hobby as recording maritime history for the future.

Do you have a personal connection to the Lake from growing up in the region or visiting?

My family and I were classic tourists coming up from the Twin Cities every few years. My love for Duluth and the lake brought me up here for college.

Describe your approach to taking photos? Are most of your shots planned or spontaneous?

I'm still pretty new to photography, so all I'm doing now is trying different things. Lately I've been trying to shoot from different locations and learning how to do night photography. Most shots are planned, but there's always a spontaneous departure I wasn't prepared for. Since I work on the HarborLookout.com vessel schedule, I'm usually very aware of upcoming traffic; I use that to plan where in the harbor I'll be to take photos.

Do you know immediately when you get a great one?

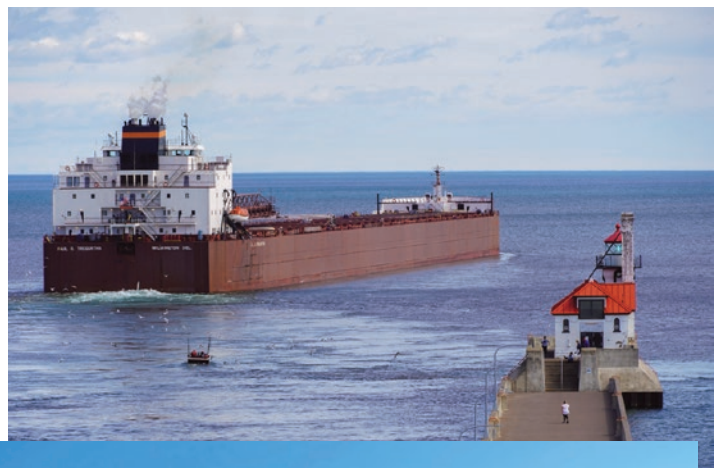
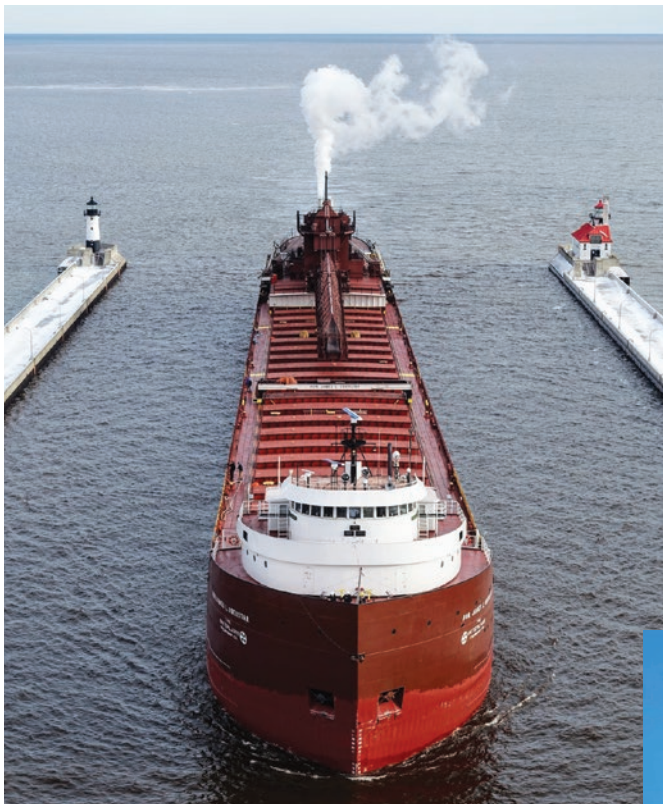
If the lighting is good, then I can usually tell if they turned out. I'm still learning about what makes a "great" photo.

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

Although I love taking photos of the boats, I really enjoy my job at the museum. I work on exhibits, work with our collection and help make interpretive programs. I've been also trying to get myself into historical research and writing along with historic preservation projects.



Scott Bjorklund



Photos by Scott Bjorklund



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