



# NORTH STAR PORT

FALL 2019

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A PUBLICATION OF THE  
**Duluth Seaway  
Port Authority**

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## A night to celebrate

To paraphrase Ferris Bueller, life moves pretty fast—small things happen and suddenly add up to big things while you're tending to everyday events and laying the groundwork for the next big thing. It's important to stop and celebrate those big things when given the opportunity. Mid-October provided just such an opportunity, as we were able to celebrate hard work, expertise, teamwork and results at a ceremony in Antwerp, Belgium. It was there, alongside the River Scheldt, that *Heavy Lift and Project Forwarding International* (HLPFI) named Duluth Cargo Connect its 2019 Port/Terminal Operator of the Year. Duluth Cargo Connect representatives attended in black-tie attire to accept the award with great pride.

Duluth Cargo Connect is the working partnership between the Duluth Seaway Port Authority and Lake Superior Warehousing (LSW). The Duluth Seaway Port Authority owns and maintains the assets of the Clure Public Marine Terminal, and Lake Superior Warehousing has operated the Clure Terminal assets as the Port Authority's operating agent since 1991. The partnership was rejuvenated in 2015 when both parties entered into a new operating agreement that better aligned our collective energies and expertise and strengthened our joint interests in growing the terminal.

The Port/Terminal Operator of the Year Award is a big deal not just for the Port of Duluth-Superior, but for the entire Great Lakes-St. Lawrence Seaway system. The competition pitted our 2,340-mile inland Twin Ports terminal against big ocean port terminals from around the world. Twenty judges, all expert global logistics practitioners, determined that Duluth Cargo Connect came out on top (see story on Page 4).

The judges' criteria perfectly reflect the Duluth Cargo Connect partnership: top-notch operation of the facility in a manner that effectively and efficiently serves customers (LSW) and strategic investment in and careful, planned maintenance of, modern, high-quality storage and handling equipment and facilities (Duluth Seaway Port Authority).

LSW is unique as a terminal operator in the port world. It was created to service the Clure Terminal at a time in Port Authority history when some of the board and staff members felt it was time to exit the terminal business. The Duluth Seaway Port Authority had just completed a stint

of trying to operate the terminal itself. Photos of the terminal from that time show a lot of empty space and very little activity. LSW's first president, Gary Nicholson, widely praised for his work ethic and management style, laboriously, yet energetically, built a portfolio of customers who would benefit from freight savings and whose cargo could be stored and transshipped out of the Clure Terminal. He recognized that handling forest products would support an important regional industry by providing supply-chain cost savings and simultaneously

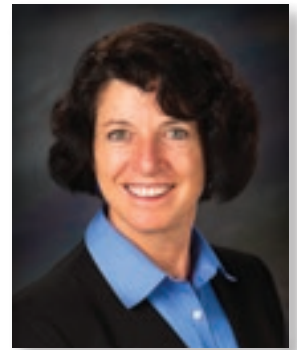
be a good fit for our terminal. Under his watch, productivity soared, and the Clure became a full-fledged, recognized general cargo terminal.

Jonathan Lamb, who joined LSW as general manager in 2006 and became president in 2013, built upon this foundation. Under his management, the Clure became a state-of-the-art project cargo terminal for overweight,

oversized, dimensional machinery headed to the Mid-American heartland. The terminal gained a worldwide reputation for its ability to handle all types of general cargo. Working with our intermodal partner, Canadian National Railway, Lamb and his team have steadily grown our container count by providing exemplary value-added service tailored to each customer's needs. Under the Duluth Cargo Connect brand, the Clure Terminal has grown into a full-service, multimodal logistics hub with a special sauce borne of adept customer needs analysis and seamless flexibility of moving between modes.

The Duluth Seaway Port Authority has done its part, too. Since 2015, we've invested more than \$25 million in Clure Public Marine Terminal facilities and equipment. We have also increased our maintenance efforts and expertise, and we're working toward a full-bore asset-management plan.

The LSW team and the Duluth Seaway Port Authority team—we're passionate about our work, and it was nice for an evening to don formal wear and receive an international award for our efforts. As Ferris Bueller said, "Life moves pretty fast. If you don't stop and look around once in a while, you could miss it."



Deb DeLuca, Port Director

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“Under the Duluth Cargo Connect brand, the Clure Terminal has grown into a full-service, multimodal logistics hub.”

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**About North Star Port**

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

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**NORTH STAR PORT**

Fall 2019 / Volume 51, Number 3



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Matt Silverness



The *Erie Trader* departs Duluth at the close of the day.

Illustration by Jayson Hron



**On the front:** In mid-October, HLPFI selected Duluth Cargo Connect as its 2019 Port/Terminal Operator of the Year. The trophy made its way from Belgium to Duluth with staff from the Duluth Seaway Port Authority and Lake Superior Warehousing.

**On the back:** *Sea Bear*, a Sea Service LLC pilot boat, escorts the *Federal Beaufort* through Duluth's ship canal in early October.



Michael Konczak

Printed on 10% post-consumer waste paper.



# Duluth Cargo Connect wins worldwide Heavy Lift Award

Duluth Cargo Connect manages some of the Great Lakes' most complex and sizable cargoes while delivering supply chain cost-savings to regional and worldwide customers. Its expertise in handling breakbulk, heavy lift and project cargo earned global acclaim this fall when *Heavy Lift & Project Forwarding International* (HLPI) named Duluth Cargo Connect its 2019 Port/Terminal Operator of the Year.

HLPI established the Heavy Lift Awards to recognize excellence in complex logistics, transport and engineering projects around the world. A panel of international industry experts selected the working partnership between the Duluth Seaway Port Authority and Lake Superior Warehousing from a list of global heavyweights.

"We're honored to accept this award, and we appreciate the recognition for our terminal," said Jonathan Lamb, president of Duluth Cargo Connect, at the October 15 award presentation in Antwerp, Belgium. "It's a big world of ports and operators, so being selected at the head of that class for 2019 is something special."

Judges based their selection on demonstrated safe and efficient handling of oversize cargo, investment in new equipment and facilities for the storage and handling of oversize cargoes, maintenance of existing facilities and minimized wait time for customers.

Collaborating as Duluth Cargo Connect, the Duluth Seaway Port Authority owns and maintains the Clure

Public Marine Terminal, Duluth's only general cargo terminal, and Lake Superior Warehousing operates the terminal assets as the Port Authority's agent.

The 120-acre terminal on Rice's Point is a multimodal hub that features seven Seaway-depth vessel-docking berths, access to four Class 1 railroads with on-dock rail, a mobile 300-ton crawler crane, and twin 81-ton gantry cranes. The facility is also home to Foreign Trade Zone No. 51, along with more than 430,000 square feet of warehouse storage and 40-plus acres of secured outdoor ground storage. This laydown area has been the disembarkation point for the record amount of wind energy cargo coming to Duluth from around the world this season.

Over the past four years, the Clure Terminal has received more than \$25 million in capital investments. These efforts included rehabilitating a historic 28-acre dock, creating two new Seaway-depth ship berths, a roll-on/roll-off dock, and adding on-dock rail, constructing a new road through the original terminal to enhance traffic flow efficiency, adding a scale and truckers lounge, and expanding and enhancing the CN Duluth Intermodal Terminal with added rail and paved storage area.

"Building and sustaining a great multimodal logistics terminal is a team effort, and we're fortunate to have a tremendous team—the Port Authority and Lake Superior Warehousing staff, the terminal workers and the Duluth Seaway Port Authority Board of Commissioners," said Deb DeLuca, the executive director of the Duluth Seaway Port Authority, also noting the important support at the city, county, state and federal government levels.



From left: Kevin Beardsley, chief financial officer of the Duluth Seaway Port Authority (DSPA); Rick Revoir, president of the DSPA Board of Commissioners; Deb DeLuca, executive director of the DSPA; Jonathan Lamb, president of Lake Superior Warehousing; Pete Kramer, general manager, LSW.



# Blown Away: Duluth eclipses wind energy cargo record

It was a record-setting season for wind energy components. Duluth Cargo Connect welcomed 306,000 freight tons of wind energy cargo to the Port of Duluth in 2019, blowing the old single-season record right out of the water. The Port set its previous high of 302,000 freight tons in 2008.

The final inbound wind energy cargo vessel of 2019, the *BigLift Happy River*, carried 42 tower sections. Duluth Cargo Connect managed the unloading, storage and dispatch of the components to sites throughout the Upper Midwest.

*Happy River* was the most frequent wind cargo ship to visit the Twin Ports in 2019, with nine loads of tower sections. Blades, nacelles and related items arrived on other vessels from BBC Chartering. All of the oversized wind energy components were stored at the Clure Public Marine Terminal and the terminal expansion (near Berth 10 and Berth 11) while they awaited truck transport to their final destinations.

“This has been a banner year for wind energy cargo and also for the Clure Public Marine Terminal and Duluth Cargo Connect,” said Deb DeLuca, executive director of the Duluth Seaway Port Authority. “It’s no accident. We’ve made more than

\$25 million in strategic investments to the terminal over the past four years, enhancements that help support the excellent work Duluth Cargo Connect does in handling these oversize wind cargoes.”

As the Great Lakes’ top tonnage port and inland North America’s premier world port, Duluth emerged as a primary destination for wind energy cargo beginning in 2006.

“Wind energy has been an

important part of our cargo portfolio, dating back to our first shipments more than a decade ago,” said Jonathan Lamb, president of Duluth Cargo Connect. “As the farthest inland port in North America, we’re geographically well-situated to support wind farm installations in the Upper Midwest and central Canada. We pride ourselves in providing a seamless connection between modes of transportation for our wind energy customers.”



Bob Weilton

## Heavy Lift Award continued from Page 4

“The Clure Terminal opened 60 years ago. That’s a long time when it comes to infrastructure and business planning, but, today, the Clure is as successful as it’s ever been because of our team’s ongoing dedication to nurturing a world-class terminal in Mid-America.”

Nearly 50 employees run the terminal operations, helping earn Clure a worldwide reputation as Lake Superior’s primary destination for dimensional and heavy-lift maritime cargo (e.g., equipment for the pulp/paper,

mining, manufacturing and power generation industries).

“The Port Authority and Lake Superior Warehousing have been an outstanding team for many years,” said Rick Revoir, president of the Duluth Seaway Port Authority Board of Commissioners. “Under the Duluth Cargo Connect banner, there’s a unified commitment to going the extra mile for customers and providing value-added services they can’t get elsewhere. This team and its level of commitment, combined with our excellent facilities, help set us apart.”



# A Glimpse in the Galley

BY KELSEY ROSETH

Simply put, “The galley is the morale-booster of the ship.” In his 28 years on the job, Andy Jaworski, chief steward on the Interlake Steamship Company’s *M/V Kaye E. Barker*, has come to that critical conclusion.

When working long, hard hours at port or waiting it out while on the water, the mess room serves as the ship’s centerpiece. It’s where the crew goes to nourish social connections and relationships. It’s where they go for entertainment. Most importantly, it’s where they go to fuel themselves after an exhausting day of work.

“My favorite thing is walking into my mess room and seeing all 11 chairs full, and not a peep being said, ‘cause they’re all eating,” said Jaworski with a laugh. “I get a kick out of that personally.”

## A day in the life of a Great Lakes cook

While individual schedules vary on each ship, the typical day begins with the steward and second cook preparing a hearty breakfast and setting in motion the rest of the daily meals. It’s an everyday assignment, with the cooks working steadily until after dinner concludes. On some ships, however, the chief cook gets a reprieve on Sundays, preparing only the day’s dinner while the crew prepares breakfast and lunch.

Peder Oase, former relief second cook with the Great Lakes Fleet, often started his day at 5 a.m., baking fresh cookies, mixing salads and doing dishes before shifting his attention to lunch preparations. After a two- to three-hour break in the afternoon, he’d be back in the galley making treats such as peach pie, German chocolate cake or Waldorf salads. Lastly, he’d wash dishes and wrap up extra duties after dinner.

“You can do a lot of things chefs (only) dream of out in the real world,” said Oase. “You get to play and experiment with different recipes, ones that you don’t get to do at a restaurant. And not only that, but also do the food your way.”

Oase said ships often maintained a five-person kitchen crew in years past. Through efficiencies and staff reductions over time, modern galleys today typically have smaller staffs sometimes with only two cooks who are exceptionally independent and multitasking.

An example of a very small cooking staff sails on the University of Minnesota Duluth research vessel *Blue Heron*. Lisa Sundberg serves in an all-encompassing solo role as steward. A crew of 11 typically resides aboard the Large Lakes Observatory boat, which spends a maximum of 21 consecutive days on the Great Lakes in the name of science.

“I buy all the provisions. I plan all the meals, I cook all the meals, I clean up after all the meals. I also have a 200-gross-ton captain’s license, and I am part of the crew, so I take a shift in the pilot house,” said Sundberg. That’s not even all she does. In addition, she tracks allergies, monitors hydration and potential fatigue of the crew, and operates the winch and crane to grab provisions.



Raymond Eaton, chief cook on the *Algoma Guardian*, prepares a meal. Below, a traditional spread of Indian cuisine aboard the *Federal Kivalina*.





At left, metal sidewalls keep cookware on the stove in case of rough seas. At right, a festive place-setting aboard the *Federal Kivalina*.



Sundberg echoed Oase's joy in culinary creativity and personal expression. Her advantage, as opposed to those cooking on an ocean-going vessel, is that the *Blue Heron* sails shorter excursions. This allows the luxury of serving even more fresh food.

"The menu can be a little more creative," said Sundberg. "Whatever I buy, I can use up in the length of time we sail. I don't have to wait until later to use it. So I can be extremely creative, and I try to take that to my advantage.

"I like to hand-pick all of my groceries and I like to hand-pick my fruits and my vegetables. I'll go to Sam's Club to get larger quantities of certain things, but I like to get everything else fresh from Cub or Mount Royal or Super One. And I'll get smoked ham, a nice piece of beef or Italian sausage from Superior Meats or Wrazidlo's Old World Meats."

### The making of a menu

Working in galleys is a demanding job—and it all starts with meal planning.

"The chief cook is one of the important ranks on board because he decides all the tempo," said Vinod Mane, captain of the *Federal Kivalina*, an ocean-going ship from the Fednav fleet.

In early August, the *Federal Kivalina* delivered cement to the CRH facility on Rice's Point. While at port in Duluth, Mane discussed food for his crew members, all of whom were from India.

"Every month, we have a mess committee meeting, then we discuss what the crew wants, what are their (favorite) dishes, their preferences, what we can add new, and which was not cooked very well last time, so we can improve on that," said Mane. "After that, we decide on Sundays what we are going to have for the next week, based on our food habits, plus dietary considerations."

While the cooks are in control of the kitchen, it's the crew that dictates menu selection. About ten years ago,

when Raymond Eaton, chief cook of the *Algoma Guardian*, transitioned from restaurant to ship kitchens—he was given some important advice.

"You got to have grilled bologna," said Eaton's boss at the time. "If you don't have grilled bologna, there will be a mutiny here and they'll throw me over the side."

Mane agreed with Eaton's assessment, saying, "If the chief cook is bad, food is going to be bad and then everybody is going to be cranky."

Aside from the usual considerations such as food sensitivities or allergies, cooks aren't successful unless they're making food crews crave. Mane credited his chief cook, Ravindra S. Bisht, with knowing every crew member's personal taste, regardless of rank. It's a critical aspect of the job. Despite being confined to a small area of the vessel, a cook's impact is immense.

"I've heard some people say the cooks can make a ship, or they can break a ship," said Eaton.

There's room for some creative license and experimentation, though traditional, meat-and-potato-type dishes are fan favorites on the lake freighters. Juicy, flame-broiled steaks alongside roasted baby red potatoes, heaping plates of spaghetti and thick, hearty meatballs—the kind of menu items served weekly in millions of Midwest kitchens—appear often. Oase's ships also celebrated Taco Tuesdays and Fish Fridays, while Sundberg frequently serves fan favorites like fettuccine alfredo, tempura and vegan dishes with curry and vegetables. For desserts, she's partial to a variety of cheesecakes, especially lemon. On the *Federal Kivalina*, Indian desserts like gajar halwa or Captain Mane's favorite, gulab jamun, grace tables weekly. On the M/V *Kaye E. Barker*, Jaworski's second cook prepares a fresh daily pastry and homemade soups.

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## GALLEY continued on Page 8

Similar to feeding a family or any large, high-performance group, much care and consideration is required to ensure each crew member has access to a healthy, balanced diet. Some of that skill comes from experience and some comes from formal culinary training. In Sundberg's case, she recently earned a performance award that she'll apply toward a plant-based cooking professional certification course offered through Rouxbe, an online culinary school.

"I'm so excited," said Sundberg. "The university is always looking for efficient and healthful ways to improve, so this is a new way of contributing while using and expanding some of my existing skill set. I'll be focusing on core cooking techniques, plus raw methods and no-oil, low-sodium and gluten-free cooking options for scientists, students, visiting scientists from other institutions worldwide and university officials who sail aboard the *Blue Heron*."

### Shopping for supplies

Once the steward and second cook determine what groceries they need, they typically notify their company's chandlers—people who shop



Lisa Sundberg



Jayson Hiron

*Blue Heron* rests in the Duluth Harbor earlier this year. Lisa Sundberg serves as steward on the vessel.

for supplies and coordinate pick-ups. Almost no ingredients are off-limits, even exotic international items.

"Whatever we can get in India, we get it all here," said Mane. "We have a couple of ship chandlers who can give us whatever Indian masalas and spices and everything."

To get groceries, some ships load up at berth, while other ships run alongside tender ships, which use cranes to move supplies from one ship to the other. Even urgent cravings can sometimes be addressed. Earlier this year, J.W. Westcott marine delivery service brought pizza to the *Algoma Discovery* via small boat while on the Detroit River.

### Keeping food fresh

For ships on the Great Lakes, supply pickup happens every five days to two weeks, maybe more. In the case of some salties, it could be a six-week voyage between stops at major ports, so maintaining a supply of fresh food can be a challenge. With a focus on using the freshest food possible, crews consume leafy greens, vibrant fruits and plump tomatoes first. Once those supplies start to dwindle, frozen vegetables, proteins and carbs become suitable alternatives.

"Having the taste of fresh vegetables and fruits is something special, which we enjoy for the first five or six days after we leave Montreal," said Mane. "You cannot stock a lot because, after 10 or 12 days, it will go bad. So we ask for only as much as we can consume in the next 10 or 12 days, then we come back to the frozen beans and all those things."

### Essential equipment and ingredients

Great Lakes ship galleys operate similarly to institutional kitchens, such as assisted living facilities or college dorm kitchens. Ingredients including salt, pepper and cumin form the foundation of seasonings—and each individual cook sprinkles in their own favorites. It all comes down to the tastes of the ships' crews. Griffin's group enjoys bold flavors such as Jamaican jerk, chili powder, tarragon and Lawry's Seasoned Salt, while Oase said he usually cooked food for those with a love of hearty Midwestern flavors and casseroles. Sundberg favors Italian dishes, so garlic, noodles and Italian sausage frequent her shopping list, but she isn't afraid to prepare something more exotic, like pad thai, which gives tofu, fish sauce and red chili pepper a place in her galley.

The on-board variety surprises—and hopefully delights. "If the crew is happy, I am happy, so I change (the menu) every day," said Bisht aboard the *Federal Kivalina*.

While ship kitchens are somewhat similar to those on land, there is one key difference—rails surround the stoves



# Special Occasions at Sea: Food worthy of a celebration

BY JAYSON HRON

Food is a critical component of celebration in many cultures, whether it's a birthday, a national holiday or simply a sunny, summer Sunday. It's no different when sailing across the Great Lakes and beyond. Chefs and stewards take holidays and special occasions into account when placing their food supply orders. There's turkey on Thanksgiving Day, cake on birthdays, and on the *Federal Kivalina*, a salute to India's Independence Day.

"Most of the time, on an Indian festival or occasion, we prefer sweet dishes, not like turkey or something savory," said Captain Vinod Mane on the *Federal Kivalina*. "So we will celebrate our Independence Day with two or three kinds of sweet dish and some kind of party."

Even the culinary staple of sizzling summer weekends—the cookout—happens occasionally on ships, as captain and crew amble to the deck for *al fresco* dining and libations with an ocean view.

Ultimately, the best companies know that providing food tailored to a crew and its occasions is a way to preserve culture and foster a sense of belonging. The idea is to make each vessel a home away from home, and food plays a leading role.



Captain Vinod Mane (left) and chief cook Ravindra S. Bisht on board *Federal Kivalina*.

Jennifer Hron

and shelves to keep pots, pans and containers stable when ships rock on wavy water. With enough experience however, the cooks say they continue undeterred in the face of undulating waves. Bisht did say that he will occasionally adjust the menu away from soups and other splashy liquid-based dishes when the ship navigates extraordinarily rough seas.

## Why cook on a ship?

Money is often a key motivator for those considering starting—and continuing—a life on the lakes.

All sources we spoke with mentioned that the high wages were hard to resist. Sure, they must be away from their loved ones for 60, 90, even 120 days at a time, but they also have the opportunity for extended time off at home when they aren't fulfilling a contract, and they're able to save enough money to support their families throughout

the entire year. That combination attracts many people to the position. Both those with and without classical training feel the allure of working on the lakes.

Some sources say cooks can make \$8,000 to \$10,000 per month, with benefits. According to Glassdoor and Federal-Pay.org, second cooks make, on average, about \$2,000 per month and chief stewards can make from about \$3,000 to \$5,000 per month, depending on education and experience.

There's also the camaraderie that calls to ship kitchen staff.

"You meet so many people from all over. You've got 22 different personalities on a boat," said Aaron Griffin, chief steward on the Interlake Steamship Company's M/V *Lee A. Tregurtha*. "You become the sounding board. You're the ship psychologist, and pretty much the ship doctor."

It's a role unlike any other.



# FIRST WOMAN ON PORT AUTHORITY BOARD

BY JULIE ZENNER

It was the mid 1970s. The women's liberation movement had swept the nation, and support for the Equal Rights Amendment was picking up steam. *TIME* magazine had recently awarded its 1975 "Man of the Year" to American women. Barriers were breaking and glass ceilings shattering as feminism opened doors to jobs and opportunities once reserved for men.

Even the rough-and-tumble world of commercial shipping was feeling the wave. On May 6, 1976, the Seaway Port Authority of Duluth (now Duluth Seaway Port Authority) released a historic press release. Typed on plain white paper with a headline all in caps, it announced: **FIRST WOMAN PORT AUTHORITY MEMBER TO BE SWORN IN ON FRIDAY.**

The woman was Ingrid Kainu Wells, a former acting Duluth postmaster and longtime Democratic-Farmer-Labor (DFL) party activist who had served in many prominent roles, including chair of the Eighth District DFL Committee and vice president of the Voyageurs National Park Association.

When she raised her right hand the following day and took her oath of office, it ushered in a new era for the Port, its governing body and the role of women in a traditionally male-dominated field.



Duluth City Clerk Kathleen Patt (right) administers the oath of office to Ingrid Wells on May 7, 1976.



Ingrid Wells

"Ingrid was a remarkable woman," said Jack LaVoy, who penned the press release announcing Wells' appointment to the Port Authority board. A former state lawmaker who served two terms in the Minnesota House of Representatives, LaVoy knew her well as a friend and DFL loyalist who helped work on his campaign. "She was a gifted and talented leader and a pioneer for women in many places, not just the Port Authority."

## Life experiences shape political future

Growing up on the Cuyuna Range in the north central Minnesota town of Crosby, young Ingrid Kainu was not very interested in politics. Her mind was fixed on "more the social items...such as playing bridge, playing sports, and so on and so forth," she recalled in an oral history preserved in the archives of the Northeast Minnesota Historical Center at the University of Minnesota Duluth (UMD). Her father, Emil Kainu, a Finnish iron miner, was a vocal Democrat who "believed in party loyalty" and often "went and argued politics" at the local drug store.

Emil Kainu also was one of just seven men to survive the Milford Mine flood of 1924, a tragedy that claimed the lives of 41 miners, including many who left behind wives and children. LaVoy believes that event, which happened when Ingrid was 11 years old, helped shape her political views in the future.

"She saw the struggle working families can encounter and became a champion for them as a result," LaVoy said. "Ingrid brought to the Port Authority board and all of her other endeavors a concern for jobs, working people and the welfare of our community."

## Wells becomes a woman of action

As an adult, Ingrid waded slowly into the political arena. She joined the League of Women Voters while attending St. Cloud State Teachers College to become more informed, but she did not become politically active until the mid-





Captain Chang Rae Pak (left) receives First Ship honors from Ingrid Wells, president of the Duluth Seaway Port Authority Board of Commissioners, on April 2, 1980, aboard the *Ogden Importer*.

1950s, when she and her husband, Ward Wells, a physical education professor at UMD, made their home in Duluth. On the advice of her sister, she joined Minnesota Women for Humphrey, an organization that put her in touch with activists in local legislative districts. By 1956, she was deeply engaged in the Duluth community.

“I was involved in the American Association of University Women, unit chairman of the League of Women Voters...I had become legislative chairman of the Cobb (Elementary School) PTA, and I was secretary, I believe, of the Woodland Community Club,” Wells told oral history interviewer Barbara Sommer. “I went to the meeting of the 57th Legislative District, and they were discussing who they should have be a candidate against Representative (Roger) Noreen...I went home...and I told my husband, ‘You can’t imagine what they would like to have me do.’”

Wells did not defeat the Republican incumbent, but she went on to immerse herself in DFL party politics. In 1960, she was elected the first woman chairperson of the DFL Coordinating Committee and chair of the Eighth District DFL Committee. One of her first duties in the latter role was to help decide who should be appointed Minnesota attorney general following the resignation of Miles Lord. The recommendation to Governor Orville Freeman was Walter “Fritz” Mondale, who went on to become vice president under President Jimmy Carter.

She resigned from the Eighth District chair in 1963 when she was asked to become acting postmaster of Duluth, a position she held until 1965.

“I did visit all of the stations. I went out on the floor, which the previous postmaster had never done...one of the men didn’t like women in high heels coming out on the floor and checking on them,” Wells shared in the oral history.

“But I think I changed the opinion of women being at the head of an organization for all the men...even the man who didn’t like high heels.”

In 1965, Governor Karl Rolvaag appointed Wells to the Minnesota Council on the Status of Women. She also served as a longtime treasurer of the Townview Improvement Corporation, co-chaired the committee to establish Voyageurs National Park, and was appointed to serve on Duluth’s City Planning Commission and the Duluth Economic Planning Committee.

### Port Authority appointment makes history

Her initial appointment to the Port Authority in 1976 was made to fill the remaining two years of a term vacated by John “Jack” McGrath, an executive with Minnesota Power & Light Company.

“I hopefully was appointed as being able to do a good job,” Ingrid said in the archived interview, taped in 1978. “But I do believe that it was a political appointment.”

She went on to serve two full six-year terms, including a term as board president, becoming the first woman in the nation to lead a Great Lakes port authority.

Bill Beck, co-author of *Pride of the Inland Seas: An Illustrated History of the Port of Duluth-Superior* and a

**WELLS** Continued on Page 19

**1959**

Ramon de Larrinaga arrives in Duluth as the first-ever first ship after the opening of the Seaway

**1972**

Stewart J. Cort arrives as the Great Lakes’ first 1,000-footer

**1979**

Ingrid Wells becomes president of Port Authority Board

**1987**

Duluth completes the largest, heaviest cargo lift project on the Great Lakes

# SEASON UPDATE

BY JAYSON HRON

Despite a modest season-over-season decline in tonnage totals for the St. Lawrence Seaway, cargo movement through the Port of Duluth-Superior remained slightly ahead of the 2018 pace and the five-season average through early fall.

Grain made a strong move through the Twin Ports in September, posting its second-highest monthly tonnage total of the season and narrowly outpacing 2018. General cargo movement continued steady, with wind energy cargo arrivals reaching a record total. Iron ore tonnage outpaced the September 2018 monthly total by 3 percent before slackening in October. The Port's top cargo remains double-digits ahead of the five-season average, but slightly behind last season's year-to-date pace, which ended in a 23-season high.

Domestic shipments of coal, coke and iron ore outpaced September 2018, as did the iron ore float to Canadian markets. However, buffeted by foreign trade headwinds, delay-inducing high water on the Seaway and diminished coal demand, overseas exports from the Port of Duluth-Superior lagged almost 18 percent behind the September 2018 total.

Challenges notwithstanding, officials expect a healthy finale for the 2019 shipping season. Nearly 8.3 million short tons moved through the Port of Duluth-Superior during the final 2.5 months of the 2018 season, a float that included 188 vessel arrivals, so even as temperatures drop, the pace stays brisk.

"It's very much a sprint to the finish, especially for cargoes that require a stockpile for winter," said Deb DeLuca, executive director of the Duluth Seaway Port Authority.



Chris Mazzella

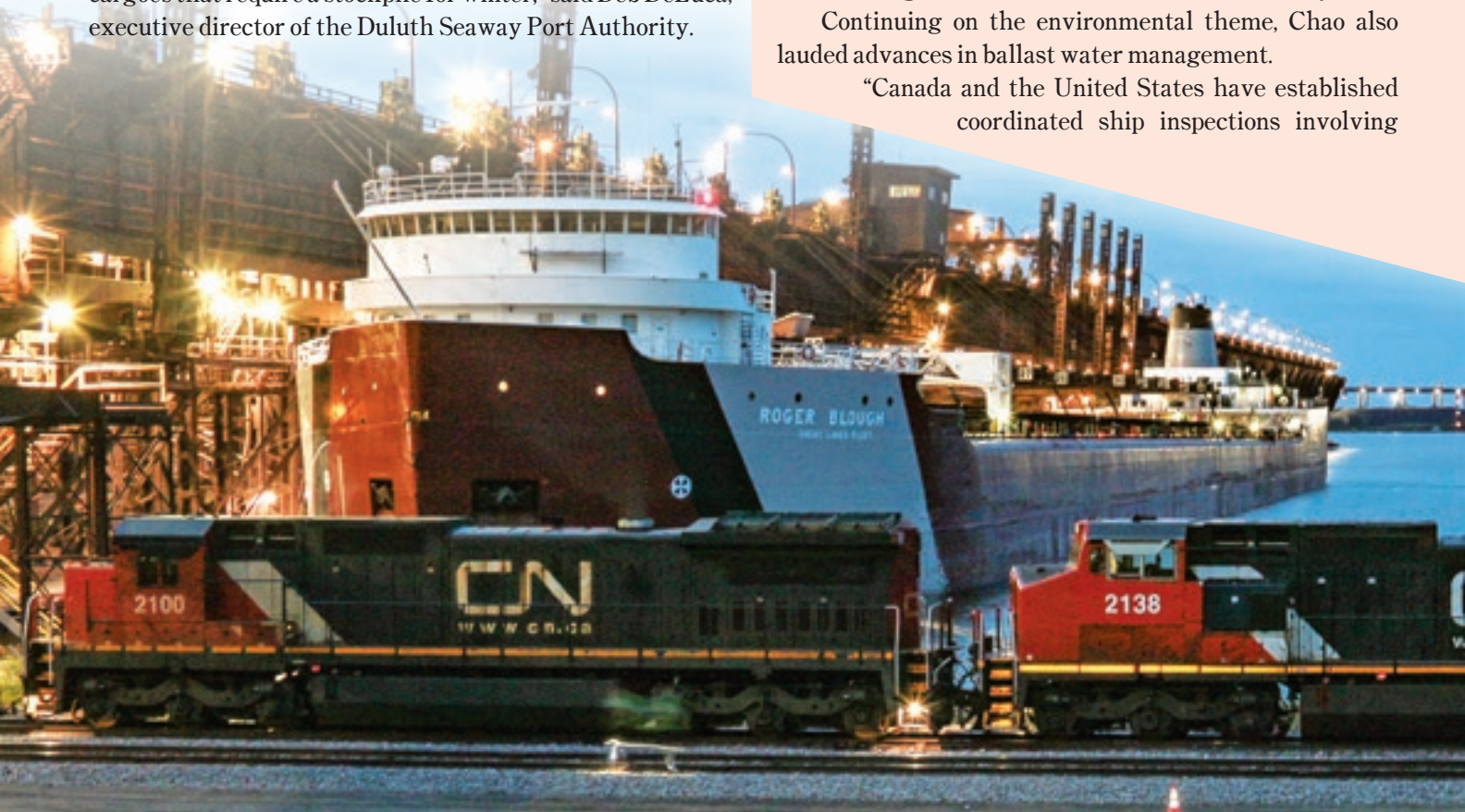
## SALUTING 60 ON THE SEAWAY

United States Secretary of Transportation Elaine L. Chao marked the 60th anniversary of the St. Lawrence Seaway, the U.S.-Canadian binational waterway, during a Sept. 24 ceremony at the Eisenhower Lock in Massena, New York. Chao was joined at the event by numerous officials from U.S., Canadian and tribal governments, along with maritime transportation leaders from throughout North America.

"Ships from more than 50 different countries transit the Seaway every year, generating \$35 million of economic activity and 238,000 jobs in Canada and the United States," said Chao, who also noted that a ship transiting the Seaway can carry as much cargo as almost 1,000 tractor-trailer trucks, doing so with seven times the fuel efficiency.

Continuing on the environmental theme, Chao also lauded advances in ballast water management.

"Canada and the United States have established coordinated ship inspections involving





# SEASONS OF YORE

BY JAYSON HRON

Fifty years ago this fall, gin, Scotch whiskey and scrap metal made headlines in the Port of Duluth-Superior.

What was then the largest single shipment of liquor imported through the Port of Duluth-Superior—nearly 35,000 cases of gin and Scotch whiskey—arrived in October 1969 from England aboard the British freighter *Manchester Commerce*.

Consigned to several liquor wholesalers and distributors throughout the Upper Midwest, the shipment totaled 768 tons.

More than 3,000 tons of imported liquor transited the Port of Duluth-Superior in 1969, and while liquor arrived, nearly 124,000 tons of scrap metal departed, setting a single-season port record. Along the way, the British freighter *Wearfield* loaded 16,600 tons of scrap in October for delivery to Japanese ports, a shipment then believed to be the largest single scrap cargo exported from a United States port on the Great Lakes.

Most of the scrap departed from the Duluth Iron & Metal Dock, which was the port's principal shipbreaking and industrial railroad scrap operation (today this dock is known as Azcon Metals). Crews loaded round-the-clock at the facility to keep up with demand.



Fednav's *Federal Salso* loads scrap metal at the Duluth Iron & Metal Dock during the 1960s. The 1969 season set records for scrap metal exports from the Port of Duluth-Superior.

the Department of Transportation, Transport Canada, the United States Coast Guard and the Canadian Seaway. This is the most stringent ballast water management system in the world, and I'm really happy to report that in the last 10 years, no new cases of invasive species have been introduced in ballast waters," said Chao.

The binational St. Lawrence Seaway was officially opened in 1959 by Queen Elizabeth II of the United Kingdom and U.S. President Dwight D. Eisenhower. Since its inception, nearly three billion tons of cargo, valued at more than \$450 billion have transited via the Seaway.



United States Secretary of Transportation Elaine L. Chao, left, receives a memento from Craig Middlebrook, deputy administrator of the St. Lawrence Seaway Development Corporation, during the Seaway's 60th anniversary celebration earlier this fall in Massena, New York.



Chris Mazzella

# Freight Plan could unlock smoother flow for Northland

BY JULIE ZENNER

**F**reight transportation is vital to northern Minnesota. The region was built on its ability to deliver iron ore, timber and other products safely and efficiently by road, rail and water. It continues to rely on a robust freight transportation network linking North America's heartland to domestic and world markets.

The Minnesota Department of Transportation (MnDOT) is developing a Statewide Freight System Plan. As part of this process, MnDOT District 1 is preparing a regional plan to identify needs and opportunities to strengthen northern Minnesota's multimodal freight transportation system.

About 20 stakeholders and interested community members gathered Sept. 4 in Duluth for a presentation and open house to learn more about the MnDOT District 1 Freight Plan.

Presenters delivered a brief background on the planning process then jumped quickly to some of the freight-related findings specific to the region.

MnDOT District 1 covers almost one quarter of Minnesota's land area and is made up of eight counties: Aitkin, Carlton, Cook, Itasca, Koochiching, Lake, Pine and St. Louis. Its freight transportation network includes Interstate 35, U.S. Highway 2, U.S. Highway 53, U.S. Highway 169, major rail lines owned by Canadian National (CN) and Burlington Northern Santa Fe (BNSF), and ports in Duluth, Two Harbors and Silver Bay. In addition to challenging terrain and long, snowy winters, the region's mix of natural resource industries and over-the-road transport of large, dimensional cargo from the Port of Duluth present some unique freight challenges.

Generally speaking, road and trucking-related needs and issues made up the majority of the findings for District 1. Stakeholders often mentioned the need for safety improvements, such as harder and wider shoulders, more passing lanes on corridors, and additional space for trucks to stop, turn and accelerate at intersections. Some of the common mobility concerns related to weight limits, lack of redundancy on vital corridors and inadequate bridge clearances, an issue particularly significant to the Port, which handles numerous shipments of large, dimensional cargo each year.

"There are a lot of oversize, overweight truck loads that come out of the Duluth Port carrying wind turbine components, refinery equipment and those types of things," said Eric Oberhart, a consultant with CPCS Transcom who is working on the MnDOT District 1 Freight Plan. He noted that the Twin Ports Interchange project, scheduled to



begin in 2020, will address many challenges close to the Port, "but some of that freight also gets caught up beyond the Interchange when it starts to run into low clearance bridges and choke points."

The District 1 Freight Plan identifies dozens of locations with safety and mobility issues in northern Minnesota. It recommends priority projects for future freight-related investments and presents conceptual designs and cost estimates for highly ranked projects.

During the open house, presenters walked participants through several examples. One was the CN railroad bridge over U.S. Highway 2, just west of the MN 194 intersection—a trouble spot for trucks moving large freight. The span itself has substandard vertical clearance, and there is no shoulder to speak of where the highway passes under the bridge. Potential remedies ranged from rebuilding the rail bridge at its current location to realigning U.S. 2 with a new bridge and a new MN 194 intersection. Cost estimates for feasible options fell roughly in the range of \$11-15 million. Having projects like this one identified and ready could help the region secure necessary funding.

"In the last federal transportation bill, a big portion of money was earmarked toward freight projects, and we are



expecting the next one to include funding, as well,” said Bryan Anderson, planning director, MnDOT District 1. “We want to be ahead of the game and in a position to apply for funding when it becomes available.”

Although most of the District 1 Freight Plan focuses on roads and trucking, a few port and waterway issues were identified beyond barriers to the movement of oversized loads. Port Authority and maritime industry stakeholders who participated in the planning process noted the challenge of developing short- and long-term plans for dredge material reuse. They also recognized the importance of preserving waterfront land for industrial use, particularly along Railroad Street in Duluth, where commercial

development has expanded in recent years.

Understanding the region’s multimodal freight system, how local industries use it, and related needs and concerns will help MnDOT and its partners drive policy and programming decisions.

“We tried to provide a very large volume of background information on all of the needs and issues for the system so as investments are planned in the future, that data is available,” Oberhart said. “This provides a good context on the system and how planners should think about incorporating freight.”

Additional details and working papers are available on the MnDOT website.



Pete Kramer



Paul Scinocca

Birds scatter as a Heritage Marine tug positions the *Edward L. Ryerson* at Fraser Shipyards on Nov. 5. Tugs from Heritage Marine moved the *Ryerson* from the Tower Bay slip, where she’s been in layup since 2009, to Howards Bay to accommodate core sampling work.



# GREAT LAKES

# ELEPHANTS

BY JAYSON HRON

If the *Edwin H. Gott* was loaded with elephants, how many elephants could she carry?

If you're unsurprised by a question like this, you're likely an early childhood educator at Duluth's Hartley Nature Preschool where, each year, children between the ages of 3-5 learn about what's happening in North Shore forests and the Great Lakes beyond. They call it place-based curriculum.

"All of our students live in Duluth, so they all see the lake, they all know about the ships that come in and out, and they all know about the lift bridge," explained Emma Richtman. "These are iconic things that exist in their life. It's our role to help them create a deeper connection with the things they see in their community."

Richtman teams up with her co-lead teacher, Caitlin Neff, to fulfill this role. During the Great Lakes shipping unit, they enlisted help from a preschool parent who works at the Canadian National Ore Docks in Two Harbors, Minnesota, and Duluth Seaway Port Authority staff. Fortified with taconite pellets, safety gear, enormous Great Lakes maps and foam freighters, Richtman and Neff transported students into the world of maritime shipping.

"It has to be age-appropriate, so we're not diving super deep, but with our full-day students, there are more 4- and 5-year-olds, so we were able to take a little more in-depth look at the Seaway, the difference between lakers and salties, what they haul and where they go," said Richtman, who is in her fourth year of teaching at Hartley.

Each student is encouraged to explore the curriculum in their own way. Several gravitated toward piloting foam freighters across the giant map from the Port of Duluth-Superior, downbound through the Soo Locks and beyond. Others were captivated by searching Hartley's abundant forest for iron ore. Some donned CN hard hats and safety vests.

"You allow them to have that sense of wonder, that passion and that energy, because it's sparking their learning and creativity," said Richtman. "We just want to support where their energy is and where their passions are."

If that means calculating iron ore tonnage equivalency in elephants (12,350), so be it. All the better for meeting children at their level. And who knows? Unusual cargo isn't all that unusual to Duluth. Maybe the first-ever elephant shipment is just around the corner.

*Hartley Nature Preschool is a Hartley Nature Center program where children learn from, in, and about the 660 acres of woods and waters that make up city-owned Hartley Park. For more information, visit [hartleynature.org/hartley-nature-preschool/](http://hartleynature.org/hartley-nature-preschool/)*



Hartley Nature Preschool attendees explore Great Lakes shipping during a lesson earlier this year.



# FRASER SHIPYARDS SOON TO FLOAT FIRST CAR FERRY SINCE 1966

BY JAYSON HRON

When Fraser Shipyards last crafted a ferry, “Satisfaction” was a recent hit for the Rolling Stones and Superior State University spun it on a newborn campus radio station.

Fifty-three years later, you might hear the same song on the same frequency, but that’s where the similarities end. It’s the University of Wisconsin-Superior now, and there’s no vinyl spinning on the Catlin Avenue turntable.

Much like campus radio has changed—the KUWS-FM signal actually spans the five miles separating it from Fraser Shipyards now—ferry construction has also changed at the 130-year-old shipbuilding facility in Superior, Wisconsin.

That evolution is on full display this fall as a new ferry—the M/V *Mary Ann Market*—is under construction. When complete, she’ll be the first new ferry to sail from Fraser Shipyards since *Island Queen* departed for Madeline Island service in 1966.

*Mary Ann Market* will have a longer journey when she departs. The all-steel, triple-screw vessel is bound for Lake Erie and her home port of Put-in-Bay, Ohio, where she’ll join the Miller Boat Line as its largest carrier. At 140 feet long and nearly 40 feet wide, *Mary Ann Market* will accommodate 26 standard-sized vehicles or 600 passengers journeying to Ohio’s popular resort islands. She’s also being built with an arch over the main deck to accommodate large trucks and construction vehicles, giving her an extra degree of versatility.



Designed by naval architects Elliott Bay Design Group of Seattle, Washington, the new vessel is a departure from yesteryear in that each part was modeled in computer-aided design programs.

“It was entirely built in a computer before any steel was cut,” said Matt James, a marine engineer at Fraser Shipyards. “Parts are welded into a specific spot. There’s no eye-balling, a whole lot less custom fitting of general-sized plate, and very little adjusting.”

There’s also less wasted material and head-scratching on the assembly floor, since the process is more science than art. It’s almost like a very heavy, very sophisticated LEGO model.

“It’s modular ship-building; in sections, largely inside, and out of the elements,” said James.

Subtle design changes continue for the *Mary Ann Market*, but James expects she’ll commence her four-day maiden voyage to Ohio in the spring of 2020.



The hull of the *Mary Ann Market* rests at Fraser Shipyards awaiting the final hull section/module. When fully completed, she’ll sail to her new home port of Put-in-Bay, Ohio.

Fraser Shipyards

# Double lows drive November's high seas

BY JAYSON HRON

November's bristling gales are infamous; the topaz month claims more Great Lakes shipwrecks than any other, and by far the most storm-related wrecks. But why is November so bristly? What makes it more treacherous than any other month? We asked two experts from the National Weather Service.

"November is unique across the Great Lakes because the water is still warm, by Great Lakes standards, but the jet stream is much lower than it is during the summer," said Ron Williams, port meteorological officer in Duluth.

This volatile juxtaposition of light air over warm water creates stationary low-pressure systems. These double with strong regional low-pressure systems, forming a storm amplifier. When the inevitable November storms blow across the Great Lakes, they gather and unleash this newfound power.

Winds that starch flags at 40 mph on land can surge to 60 mph (52 knots) or more on water, driving wave height into the 20-foot range and beyond. Great Lakes ship captains have little choice but to ride out the storm, and sometimes the storm prevails. Records reveal this happens most on two very different lakes, Erie and Superior.

Erie is the shallowest of the Great Lakes. It also possesses the smallest volume of water. Meteorologist Jenna Lake monitors it from her National Weather Service post in Pittsburgh, Pennsylvania. She worked previously in Duluth, with KBJR 6.

"Each of the Great Lakes has its own behavior and characteristics," said Lake. "Due to Lake Erie's oblong shape and orientation, it's common for wind coming from any direction to stir up waves."

More than 100 years ago, Hugh C. Weir penned a story of shipping on the Great Lakes, and Erie's November uncertainty earned its own chapter. One of the characters, a sage harbor master from Buffalo, New York, said, "On little old Erie, we can have a fair-sized storm howling through the rigging in 20 minutes, with the water as quiet as a river before then."

A century of weather analysis since then provides

modern-day meteorologists with a scientific explanation.

"Mid-latitude cyclones, commonly referred to as low-pressure systems, carry with them changes in wind direction," explained Lake. "The more powerful the wind, the more potential for Erie's waves to build angrily. This, combined with Erie's shallow nature—its smaller volume of water—makes it a riskier lake to traverse in November, because wave conditions can change rapidly during an approaching storm."

Superior, conversely, is large and deep, which creates its own challenges. The seasonal absence of weather buoys adds to those challenges in November.

"They're often the shipping community's lifeline, providing the raw data to make go/no-go decisions along their routes," said Williams. "But the Coast Guard has to pull these buoys before the ice sets in, so we lose those assets eventually. We're always trying to keep them in as late in the month as possible."

After the buoys' removal, weather reports from the ships themselves become "crucial to our forecasting ability," said Williams. "Many times, our model forecasts have very little ability to reflect the strong winds and waves during November, so we end up sourcing the ships' data fields to see what is actually occurring out there."

Sometimes it's smooth sailing. Sometimes it's not. The one certainty is that November's reputation is real, and it's truly all hands on deck when it comes to predicting and navigating her turbulent moods.



Jenna Lake



Ron Williams





former Port Authority commissioner who served with Wells, recalls her leadership style through an era marked by a major restructuring of the American iron and steel industry. “Duluth was kind of ground zero for everything that was going on,” Beck said. “As chair, (Wells) was very proper, and she knew how to run a meeting. I remember she would ask very good, penetrating questions. She was very much in a man’s world, and there was probably a bit more decorum on the board when she was there.”

**Legacy lives on at the Port**

Wells looked beyond traditional cargoes and local expertise to address Duluth Port challenges. In a letter to commissioners dated June 20, 1986, she quoted multiple trade publications, sharing insights into how ports around the country were analyzing their operations, training skilled workers and maintaining profitability. She was a champion of the Port’s role in economic development and felt her major contribution was an ability to recognize that diversification in cargoes and activities would protect the Port against future downturns.

Former Minnesota Lieutenant Governor Yvonne Prettner Solon, then a Duluth city councilor, filled Wells’ seat on the board when her second term ended and served from 1990 to 1994. By then, other women had joined the body, as well.

“I admired and respected and wanted to emulate Ingrid,” Prettner Solon said. “She was so influential and carried herself in such a way that it commanded respect.”

Prettner Solon was reappointed to the Port Authority board in 2015 by Minnesota Governor Mark Dayton. She participated in the process of selecting Deb DeLuca as the first woman to serve as executive director of the Duluth Seaway Port Authority in 2018.

“That might not have happened without Ingrid Wells,” Prettner Solon said. “Breaking through that glass ceiling, she was the person who really allowed for other women to come into prominent roles on the Port Authority.”

## 2020 Calendar Contest: Working waterfront ushers in break of day

The stillness of the morning catches the *H. Lee White* loading iron ore with the *Michipicoten* waiting in berth for cargo. The photo, taken by Kevin Lamar, is this year’s winner of the Duluth Seaway Port Authority calendar contest.



Kevin Lamar

Lamar captured the winning image very early, about 4 a.m., on a clear morning.

“I like to get out early,” Lamar said.

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

Read more about the photo and photographer in this issue’s *In Focus* feature on Page 23.

**2020**

IN EVENING'S TWILIGHT, H. LEE WHITE AND MICHIPICOTEN LOAD IRON ORE IN THE PORT OF DULUTH SUPERIOR.

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**Duluth Seaway Port Authority**

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# Global wheat customers tour Twin Ports with NCI



In 1981, a group of grain producers planted an idea. They hoped for a yield of new and expanded export business. What sprouted, less than two years later, was Northern Crops Institute (NCI), a facility on the North Dakota State University campus dedicated to informing the world about crops grown in the Dakotas, Montana and Minnesota.

NCI's first course, Grain Procurement Management for Importers, welcomed customers, commodity traders, technical experts, processors and producers to the region in September 1983. This initial class arrived from Iraq, Oman, Yemen and China. Within a year, NCI began collaborating with the Duluth Seaway Port Authority, delivering its traveling attendees from farmers' fields to Duluth's docks. Fortified with the full scope of grain's export trail, attendees returned home confident and knowledgeable in the Upper Midwest links of their international supply chain.

The idea is still bearing fruit 35 years later.

In September, NCI and U.S. Wheat Associates whisked more than 30 attendees from 19 countries to the Twin Ports during its still-thriving Grain Procurement Management for Importers course. After a grain-centric presentation from Kate Ferguson, Port Authority director of trade and business development, they boarded the *Vista Queen* to see the port's grain terminals amidst a persistent afternoon fog.

"The trip to Duluth-Superior has become a tradition for NCI's grain procurement group," said Brian Sorenson, NCI program manager. "They typically spend nine days with us learning about our region's grain, and we always carve out a part of that time to visit the Twin Ports so they can get a complete sense of not only where the grain comes from, but also how it moves from our country to theirs."

## Sertich reappointed to Port Authority board

Minnesota Governor Tim Walz reappointed Tony Sertich to a second six-year term on the Duluth Seaway Port Authority Board of Commissioners. Sertich, who currently serves as vice president of the board, was originally appointed by Governor Mark Dayton in 2013. His reappointment term expires in 2025.

A former DFL legislator from Chisholm, Minnesota, Sertich is a fourth-generation Iron Ranger. He is president of the Northland Foundation, a role he began in January 2015, and business manager of a family enterprise on the

Iron Range. Previously, Sertich was commissioner of the Iron Range Resources and Rehabilitation Board, a position to which he was appointed by the governor in 2011. Sertich served in the Minnesota House of Representatives from 2000 to 2011. He was elected House majority leader in 2006, becoming the youngest person to hold that position in Minnesota history.



Tony Sertich



# UWS students flex intermodal intelligence at IANA Expo

A three-student team from the University of Wisconsin-Superior competed in the Intermodal Association of North America (IANA) Collegiate Case Competition earlier this fall, earning second-place honors. It marked another successful effort at the annual competition for UWS, a perennial finalist and winner of the IANA challenge in 2016.

UWS senior Jacob Brenholt, a 2019 Duluth-Superior Maritime Club scholarship recipient, combined with junior Sarah Montrose and senior Josh LaFlamme to form the UWS contingent, which explored the past 20 years of intermodal transportation as part of the competition. The students computed compound annual growth rate for international and domestic intermodal transportation with long-haul trucking, producing a comparative analysis of each transportation network using performance metrics, economic analysis and historical data.

The team was accompanied by UWS professors Dr. Richard Stewart and Dr. Daniel Rust.

“The IANA Collegiate Case Competition provides



From left, Jacob Brenholt, Sarah Montrose, and Josh LaFlamme

Daniel Rust

students with a realistic case study that requires them to research and present their management proposal before a large audience, and then respond to probing questions from the judging panel of highly qualified IANA professionals,” said Stewart. “It offers the students a wonderful learning experience.”

# Sky Harbor runway relocation enters final phase

The final phase of the Duluth Sky Harbor Airport Runway Relocation Project is underway. This phase will remove surcharge material placed in 2018 and prepare the runway and taxiway areas for paving in May 2020. The old runway will be removed at that time, as well.

The runway relocation grew out of concern that a protected old-growth forest of red and white pines was growing into the approach and departure surfaces at the airport. The solution was to shorten and rotate the runway into Superior Bay, requiring construction and backfilling of

a berm to support the new runway. Barges have carried fill and surcharge material to and from the project site to avoid heavy truck traffic on Minnesota Point.

The surcharge material removed this fall was used to add weight and compress soils for improved ground stability. Fifteen of 20 submerged crib structures have been placed in the water adjacent to the new shoreline. The remaining five will be installed next summer. Runway 14/32 and the seaplane base remain open for use.



Heavy equipment smooths the way for runway relocation at Duluth’s Sky Harbor Airport. The project entered its final phase earlier this fall.

Short Elliott Hendrickson Inc.

# A most unusual case of wharfage

The *William A. Irvin* survived plenty of open-sea adventures during her 40 years of service to U.S. Steel, but it was assumed those days of adventure ended for the venerable vessel upon her retirement in 1978. Those assumptions proved incorrect Oct. 16, as the *Irvin* wrestled loose for an unexpected post-retirement escapade in the sheltered Duluth Harbor Basin.

The episode began calmly enough. Departing Fraser Shipyards after repairs commissioned by the Duluth Entertainment and Convention Center, the *Irvin* was gliding back to her home as a museum ship in the Minnesota Slip, and all was well. Under tug assistance, the 610-foot laker eased her way west in twilight until a stern tug line detached from the ship as she rounded the corner of Rice's Point. Then all was not well. Suddenly under somewhat less assistance, the *Irvin* proceeded to make an unscheduled and rather rambunctious visit to Berth 3 at the Clure Public Marine Terminal, leaving an iron ore red calling card on the berth's timber fenders.

Crews worked quickly to reconnect the line and the *Irvin* returned to her rightful home without further incident at approximately 11 p.m. (photo at right)

Chelly Townsend, executive director of the DECC, said the *Irvin* is expected to reopen for museum duties in 2020.



David Schauer

## PORT PASSINGS

**Kenneth Stuart Hogg III**, 80, former Duluth city councilor and longtime friend of the port community, died Aug. 25, 2019. He was born in New York City and moved to Michigan at an early age. Following his 1957 graduation from high school in Saginaw, Mich., Hogg was accepted to the United States Naval Academy and served in the U.S. Navy until 1962. He graduated from the University of Wisconsin-Green Bay (UWGB) in 1970 and took a job in UWGB public relations prior to moving to Duluth. Hogg

had a strong sense of civic duty and a love of the city and its port. He served a number of years on the Duluth City Council, including time as president, as well as on many other local boards and task forces. One of his early passions was leading the Duluth Taxpayer Alliance. Hogg was an active volunteer for multiple Duluth Air Shows and a strong supporter of the Duluth-Superior Propeller Club. He is survived by his wife, Barbara Romano Hogg, three siblings and six nieces.



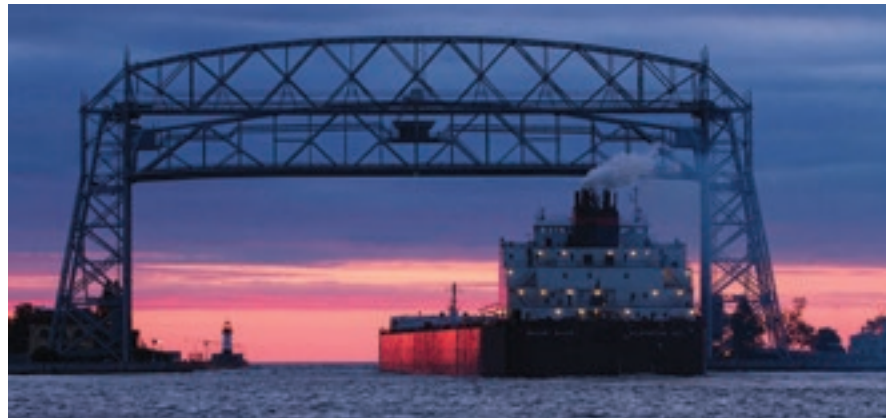


# IN FOCUS: Kevin Lamar

*Congratulations to Kevin Lamar, winner of the Duluth Seaway Port Authority's 2020 Calendar contest! His stunning submission depicting H. Lee White loading iron ore with the Michipicoten in waiting will be featured on thousands of calendars distributed across the Great Lakes region and beyond. Lamar is a longtime cook in the University of Minnesota Duluth's production kitchen. He also knows the right ingredients and proper techniques to dish up outstanding waterfront images.*

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

I started in 2006 when digital photography was taking off, and I actually debated whether to buy a digital or a film camera. I chose digital. One of my very first nice photos was a ship. Guess what? I accidentally deleted it. I was pretty bummed out, but it made me learn the camera settings and go back for more.



Kevin Lamar

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

Ships are cool to watch, with or without a camera. An intriguing part is to find contrasting objects and scenery to accentuate the ship and put more of a story together. That is part of the challenge. When I shoot a ship, I also try to get some kind of reflection off the water. I think it adds balance to the photo.

## Share some insights into your winning photograph.

I have taken that shot before with only one ship. It was OK, but when I saw the *Michipicoten* waiting in berth, I knew that was the missing element. It was exciting. The shot was taken at about 4 a.m. Most of my photography is done at sunrise, and I like to get out early.

## What do you enjoy most about photography?

It puts me in places that I would never go if I didn't have a camera. I also like the serenity. Photographers are usually by themselves. There are places and destinations I go where there is no one else around for miles. It is a great escape (although sometimes he brings his "very sassy" wife or his dog).

## Is there anything else you would like to add?

I really would like to thank the Port Authority. There are numerous skilled photographers in the Twin Ports, and it is a great honor that my photo was chosen.



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