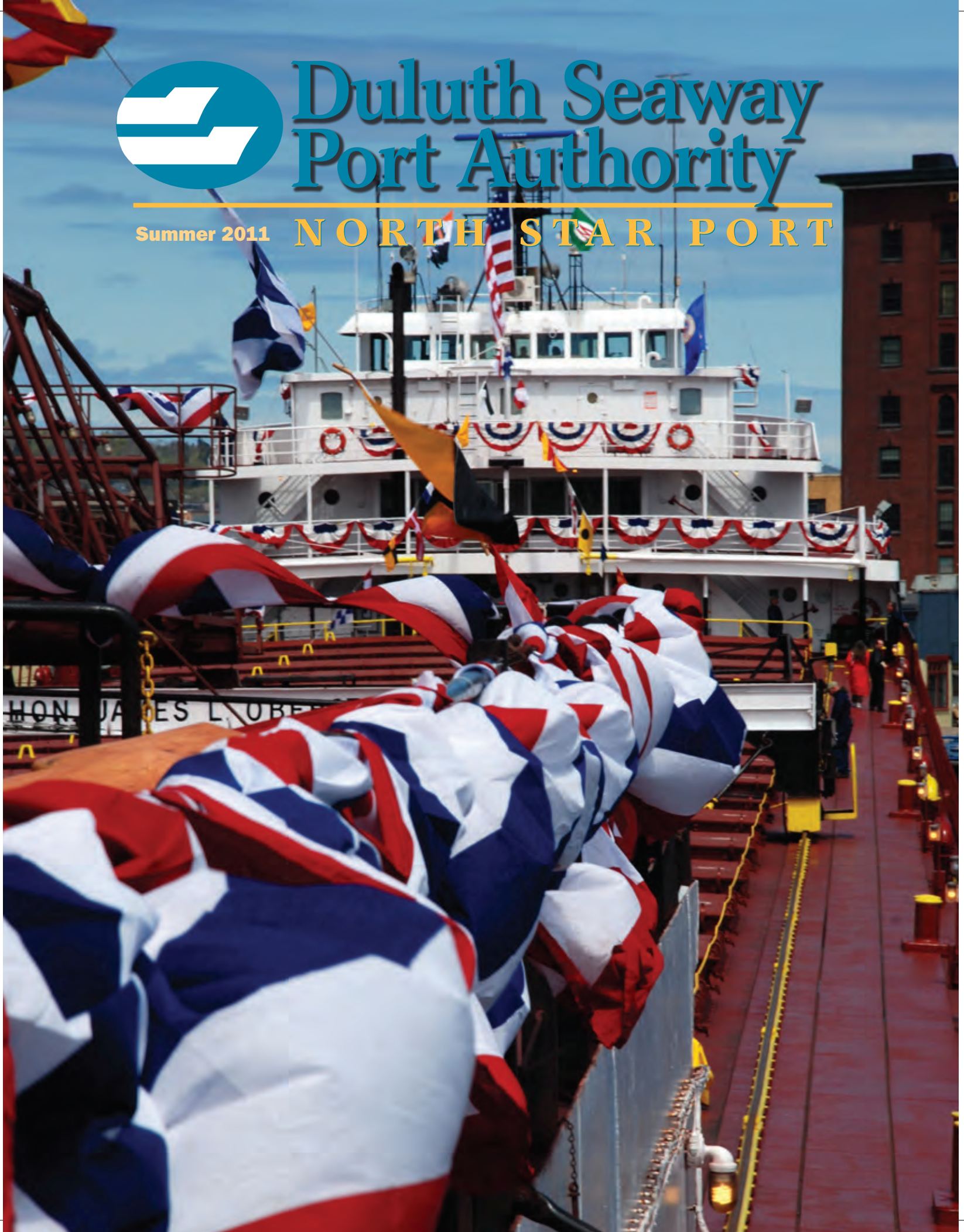




Duluth Seaway Port Authority

Summer 2011

NORTH STAR PORT



Reflections on dedications

On October 17, Duluth will be honored with a visit from King Harald V of Norway. During his visit, he will rededicate Enger Tower — a landmark originally dedicated 72 years ago by the king’s father, then Crown-Prince Olav and his wife, Princess Martha. Enger Tower and the park it anchors were named for a Norwegian immigrant who gave the property to the community.



The Harbor Line
Adolph Ojard
Port Director



new lives here in America.

During Crown Prince Olaf’s visit in June 1939, he made a day trip to Knife River to do some deep-sea fishing along Lake Superior’s North Shore. Due to a heavy rain, the fishing trip was canceled, but the prince spent enough time in the village to christen *Crusader II*, a 35-foot boat about to be launched by Carl Erickson, who’d spent nearly 50 years fishing out of that port.

Knowing the cast of characters in Knife River, I am confident that the prince was presented with a fresh lake trout anyway to take with him for his long trip home. My grandfather Hans Ojard, a former Lake

County commissioner, served as Knife River host for the event. The *Crusader II*, built by the Hill family from Larsmont, is now owned by the Lake County Historical Society and rests on wooden blocks in Two Harbors.

But back to the original story ...

In a cooperative project, the city of Duluth and the Rotary Club of Duluth (Club 25) have made major repairs and renovations to Enger Tower this past year in preparation for its rededication. What a great investment in the history ... and in the future ... of this community.

From this six-story monument built of native bluestone, we can see the vast reaches of our Twin Ports, our Great Lake and our working



Duluth’s Enger Tower, recently illuminated thanks to a major contribution from the Rotary Club of Duluth.

Courtesy Rotary Club of Duluth

harbor. The vantage point at Enger Tower provides a sense of place, a sense of purpose.

For a “port guy,” the view puts things in perspective. The next time you visit Enger Tower I’d ask you to reflect

on the history of our region and the hard work and sacrifices of our immigrant forefathers. Look to the massive ore docks that load the Minnesota iron ore to Lower Lakes steel mills, the stockpiles of western coal that are shipped to eastern power plants, the towering grain elevators that feed our nation and people around the world. Look for a “saltie” and imagine its 2,342-mile journey to the Atlantic Ocean that lies ahead on the

(Continues on next page)



From left, at Knife River in 1939: Hans Ojard, Crown Prince Olav, Clarence Tormoen, five-year-old Wendell ‘Skip’ Bissell and Paul Nordley.

Courtesy Skip Bissell

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Reflections, from previous page

lakes, rivers, channels and locks that make up the Great Lakes St. Lawrence Seaway.

And, since we're noting milestone celebrations, be sure to keep an eye out for the M/V *Hon. James L. Oberstar*, the laker officially christened on May 24 in honor of the former congressman. The ship's new name honors Oberstar's legislative career and reflects the gratitude of the Great Lakes maritime industry for his tireless support. (See story on Page 10.)

Inside your
NORTH STAR PORT

Summer 2011 / Volume 43, Number 2



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Grain and iron ore have led the way to a brisk start for the 2011 shipping season



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Imagine — a committee that actually gets work done!



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A tale of international friendship — and shopping adventures for the *Jade Star*



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A family's inquiry helped unravel the enduring 'Cattle Boat Mystery'

On the covers



Patrick Lapinski

On the front:

The *Hon. James L. Oberstar* is all decked out for her christening ceremony. See Page 10.

On the back:

To lighten her load before heading into Port for short-term layup, the *American Spirit* transfers iron ore pellets to the *Edwin H. Gott*.



Bob Horn

Robert Weilton



DSPA



Lynn Wegner

Above: The *Phillip R. Clarke* discharges limestone at CN/DMIR. Upper left: The *Federal Schelde* takes on a cargo at Gavilon Grain. Lower left: The *James R. Barker* heads down the Lakes with a load of coal.

Grain, iron ore jump-start a new season

The Port of Duluth-Superior experienced a strong first half of the 2011 shipping season. Cargo shipments through the end of June stood at 12.2 million short tons, up nearly 5 percent over the same time last year. A large increase in iron ore shipments — up 28 percent to 5.5 million short tons — plus a doubling of outbound grain cargoes accounted for the largest gains.

Coal shipments were off almost 20 percent but should pick up the pace by year-end.

In early June, Duluth-Superior reached two milestones in break-bulk cargo handling. First, the Port passed the million ton mark in wind turbine components handled since 2005. The Port was also ranked first in service in all of North America (see related story on facing page).

“We’re encouraged by these early numbers, seeing strong performances in iron ore, limestone, grain and wind cargoes,” said Adolph Ojard, Port Authority director.

“Indicators point to a continuing

economic recovery, yet the pace may be slower than originally anticipated. We look to the next quarter with a mix of confidence and caution. Grain harvests and global export patterns could change dramatically in the next few months, along with freight rates and manufacturing capacity. By September we should have a much better handle on the sustained strength of trade patterns on the Great Lakes St. Lawrence Seaway for this shipping season.”

Robert Weilton



The *Canadian Olympic* and *Atlantic Huron* pass by one another on a busy spring day.

Duluth ranked top port in North America

The Port of Duluth shared first place with the Port of Mobile in the Railway Industrial Clearance Association's Port Service Awards for North America.

In two of the individual categories — for “facilities” and “overall service” — Duluth stood at the top of the Association's leaderboard.

RICA's final rankings of the top 10 ports show Duluth and Mobile tied for first followed by Houston, Albany, Savannah, Charleston, Corpus Christi, NN/Norfolk/LPD, Tacoma and Tampa.

The Clure Public Marine Terminal, Duluth-Superior's only breakbulk (general cargo) facility, is owned by the Duluth Seaway Port Authority and operated by Lake Superior Warehousing Co., Inc. LSWCI has served as the terminal operator since 1991 and has earned a world-class reputation for its safe, efficient handling of dimensional and heavy-lift cargoes.

In the RICA judging, ballots were cast by representatives of several facets of the cargo-handling transportation industry including railroads, ocean carriers, logistics providers, manufacturers and trucking companies.

Jonathan Lamb, LSWCI vice president and general manager, said, “Being ranked first by RICA is a significant honor for us because it is presented by a group that deals specifically with dimensional cargoes and was awarded by the very people we serve.

“This award comes on the heels of yet another milestone in the Port's history. In June we passed the one million mark in freight tons of wind turbine components handled through the Port of Duluth.”

Duluth clearly has become a preferred transshipment hub for the wind energy industry and, with over 360,000 square feet of warehouse capacity, LSWCI has become a key North American distribution center for dozens of companies and cargoes.

The Clure Public Marine Terminal covers 120 acres at the center of the Duluth-Superior harbor. Whether handling in- or outbound cargoes by water, road or rail, this breakbulk terminal has the equipment, staff and expertise to handle the largest, most complex cargoes with ease.



Inset: Duluth has become a vital North American distribution center for wind energy and other industries.

Their ship has come in

“Ships are like babies,” Capt. Ed Montgomery likes to say. “You never know when they’re going to come.”

The captain is president of Sea Service, LLC. He and his wife, Jeanne Montgomery, are co-owners of the company, headquartered in Superior, where they live.

The primary business of Sea Service, now in its 22nd year, is transporting pilots, inspectors and agents to and from vessels — usually those at anchor in Lake Superior, well outside the harbor.

Montgomery says with pride that his two pilot boats, *Sea Bear* and *Sea Eagle* accomplish their work with “speed, comfort and safety.” Not that it can’t get a little dicey.

Montgomery vividly describes his first pilot run of this season, on April 19, out to the foreign ship *Blacky*. “The 4- to 6-foot seas we expected had built into 8 to 10 feet with the occasional 12-footer slamming us for good measure,” Montgomery says. He adds, casually, “Well, I guess if this work was easy, everybody would be doing it.”

Pilot boats are rugged vessels, specially built to handle heavy seas, winter storms and ice-breaking. “For instance,” says Montgomery, “the *Bear* has heated decks, so the pilots have good footing in snow and freezing spray.”

Sea Service also handles transportation for ships’ mail, provisions, medical emergencies and crew changes, which can happen in any weather, any time, any day of the week. Montgomery says his company makes hundreds of ves-

sel calls each year and also provides marine assistance and towing to recreational boaters who may break down or get stranded.

Sea Service also operates the tug *Sea Colt* and barges *Sea Ox* and *Sea Camel* and the tender *Sea Sparrow* as part of its marine construction duties. (Jeanne names the



Sea Service can't wait for better conditions when it's time to go to work.

Ken Newhams

boats; she has a thing for animals.) In addition to building, repairing or dismantling docks, piers and other marine installations, the company also does environmental cleanup and monitoring work.

Montgomery says, “We perform highly technical work and special marine projects, too.” For example, the *Colt* was selected by the U.S. military to assist in sea trials of its newest troop and equipment landing vessels built in Michigan.

Shoreside work includes environmental cleanup and dry waste disposal.

Since its start, Sea Service has performed certified yacht, fishing vessel, tugboat, ship and cargo inspections for owners, agents and

underwriters worldwide. The company has clients in the Twin Ports, Minneapolis-St. Paul, Thunder Bay and Chicago.

Two key members of the staff are Capt. Dann Edholm, Montgomery’s “senior skipper,” and Pete Clure, senior deck mate, who Montgomery says “has been on his share of hairy pilot boat runs in all kinds of weather.”

Captain Ed calls his wife, Jeanne, “The Glue.”

“She keeps us all together,” he says. Jeanne handles dispatching, invoicing, bookkeeping, taxes, the drug-testing program and vessel documentation. “She keeps us pointed in the right direction,” says the captain.

Jeanne says, “Running a year-round marine business in a nine-month shipping season is a challenge. So is covering payroll, taxes, fees, maintenance and other costs for the entire year — with only nine months of income.

“Our No. 1 responsibility is providing safe, dependable service on the 24/7 work schedule that international shipping requires.”

Port Authority expands its Foreign Trade Zone

The Duluth Seaway Port Authority has been given approval to expand the service territory for its Foreign Trade Zone (FTZ) No. 51 to include all of Carlton County and parts of Lake, Itasca and St. Louis Counties.

With the assistance of consultant Point Trade Services, the Port Authority submitted an application late last year to the Department of Commerce to reorganize the Duluth zone under Alternative Site Framework (ASF) guidelines. The Authority's application was approved in May.

"The new ASF guidelines will reduce the time, cost and paperwork by companies in the expanded service territory to apply for zone status," said Andy McDonough, Port Authority industrial/economic development director. "Any company, large or small, that imports materials, parts or finished products should consider the potential benefits of using a Foreign Trade Zone. The ability to make weekly customs entries versus individual entries is only one area that could offer significant cost savings."

Foreign Trade Zones are designated areas in or near U.S. Customs Ports of Entry in which merchandise is considered legally outside U.S. Customs territory. This designation allows businesses the opportunity to realize cost savings by de-

ferring or eliminating the payment of duties. Reporting requirements also are reduced.

For imported components or materials, no duties are paid until

they leave the FTZ and enter the commerce of the U.S. In addition, if a duty rate on the product leaving the FTZ is different from the duty rate on arrival, the lower duty rate may apply.

Subzones can be established at privately owned facilities for the benefit of a single company. They are frequently used by manufacturing companies that import and export regularly.

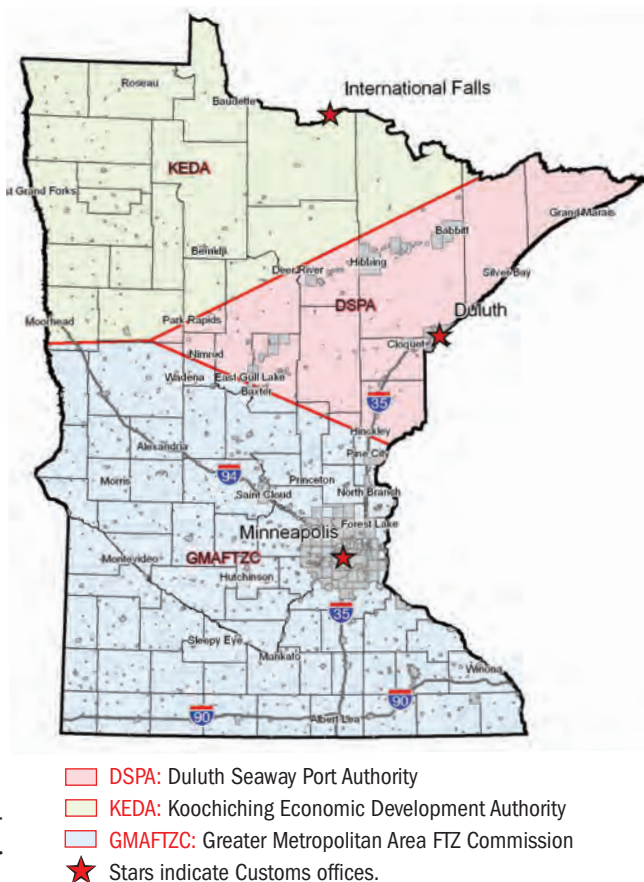
In an effort to better promote the use of FTZs, the Port Authority joined with Minnesota's two other zone grantees — International Falls and the Greater Metropolitan Area Foreign Trade Commission (Minneapolis) — to apply for a grant from the Economic Development Administration to address four areas:

- Identify high tariff businesses in counties identified by the EDA as distressed.
- Update the statewide FTZ marketing tools, including a brochure, website and cost/benefit calculator.
- Develop a format for hosting regional education marketing meetings in cooperation with local economic development agencies to contact potential FTZ users.
- Provide interested firms with one-on-one technical assistance in their evaluation of FTZ benefits.

To facilitate this effort, the group joined with the EDA Center at the University of Minnesota Crookston and, through a series of meetings, a new cost benefit calculator was developed and the FTZ website updated. Meetings have already been held with five companies in northwestern Minnesota about the benefits of using one of the state's FTZs. The new cost benefit calculator is available at www.mnftz.com.

For more information:
amcdonough@duluthport.com

FTZ Service Areas



Dredge materials moved to Superior demonstration site

During the first week of June, 750 cubic yards of fine-grain dredge materials from Erie Pier, on the Duluth side of our harbor, were trucked to the Moccasin Mike Landfill on the Superior side. The purpose of the transfer was to reestablish turf in an area that had been disturbed during a sewer installation project.

Delivery of the “fines,” as the materials are known, marked the first time that any city in Wisconsin had been cleared to use and transport this kind of sediment across state lines. As part of this pilot project, the city of Superior is conducting a survey to identify any noxious weeds that may germinate in the test site sediment. Any weeds identified will be managed by hand pulling and regular mowing.

This is another demonstration project (much like the mineland reclamation project featured in our winter 2010-11 issue) that highlights the potential for beneficial reuse of harbor dredge materials that would otherwise keep accumulating and eventually shut down Erie Pier.

Erie Pier is owned by the Port Authority and operated by the U.S. Army Corps of Engineers. The Corps adds about 100,000 cubic yards to the pier each year through dredging shipping channels in the harbor. The Corps contracted with the University of Minnesota Natural Resources Research Institute (NRRI) to identify ways to reuse or recycle this material.

“Dredged material is basically reclaimed topsoil (sand, silt and clay) from the St. Louis and Nemadji River watersheds that accumu-



Removing dredge material from Erie Pier in Duluth.

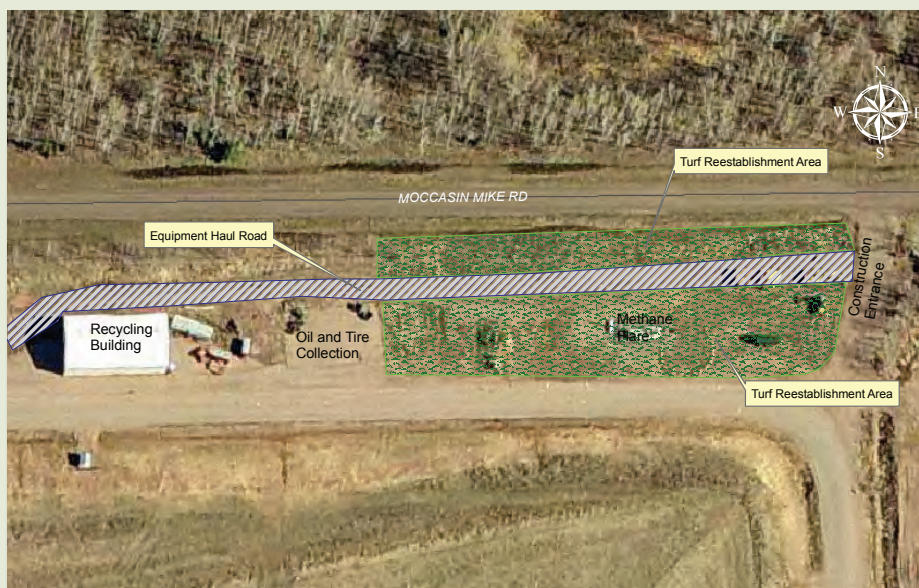


Photo illustration shows the pilot site, or Turf Reestablishment Area, at the Moccasin Mike Landfill.

lates in the shipping channels,” said Larry Zanko, senior research fellow at NRRI. “We’ve been tasked by the Corps to identify new end-users and ways to recycle it, and to develop new markets by demonstrating its quality and value.”

Of course, all of the sediments at Erie Pier were analyzed for potential chemical contaminants prior to transport.

“But, because those sediments *may* have contained invasive and noxious weed seeds (such as purple loosestrife, reed canary grass, Canadian thistle and common tansy), state laws required DNR offices in

both states, as well as the St. Louis County ag inspector, to approve this project,” explained Charlene Johnson, Superior’s landfill technical coordinator and wetlands plant ecologist. “It was agreed that materials would be placed only in an area that would be seeded and regularly mowed to prevent invasive grasses and purple loosestrife from reaching maturity, from reproducing.

“Based on outcomes of the weed survey, there is the potential to use even more material from Erie Pier to cap and close the next cell at the landfill. That project would utilize 60,000 yards or more for cover.”

NRRI

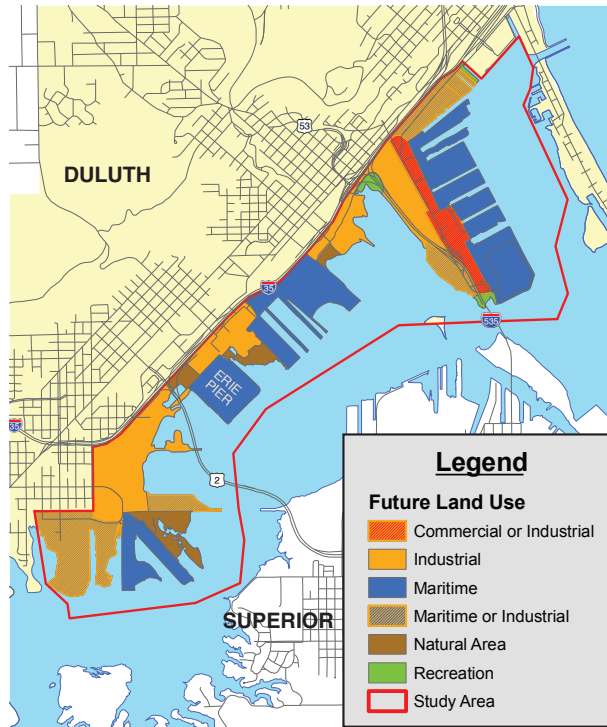
City of Superior

HTAC *This is not your typical committee*

Duluth-Superior's Harbor Technical Advisory Committee — more commonly known as HTAC — doesn't make headlines. Instead, it quietly goes about its business of helping shape decisions that are critical to the progress of the Port of Duluth-Superior.

The story of HTAC, says past chair Jim Sharrow, facilities manager for the Duluth Seaway Port Authority, is that it's a "collaborative group that truly works together. It's unique — the only group like it in the country. HTAC members are people from disparate backgrounds and disciplines who have a common interest in making this Port better and stronger."

HTAC has 30 voting members. They represent a wide range of interests, including business devel-



Map shows tentative land-use plan for the working port.

opment, environmental advocacy and maritime commerce. Members also include local, state and federal officials who are directly involved with the preparation and execution of plans that pertain to the Twin Ports harbor.

The committee's mission includes promoting the harbor's economic and environmental interests.

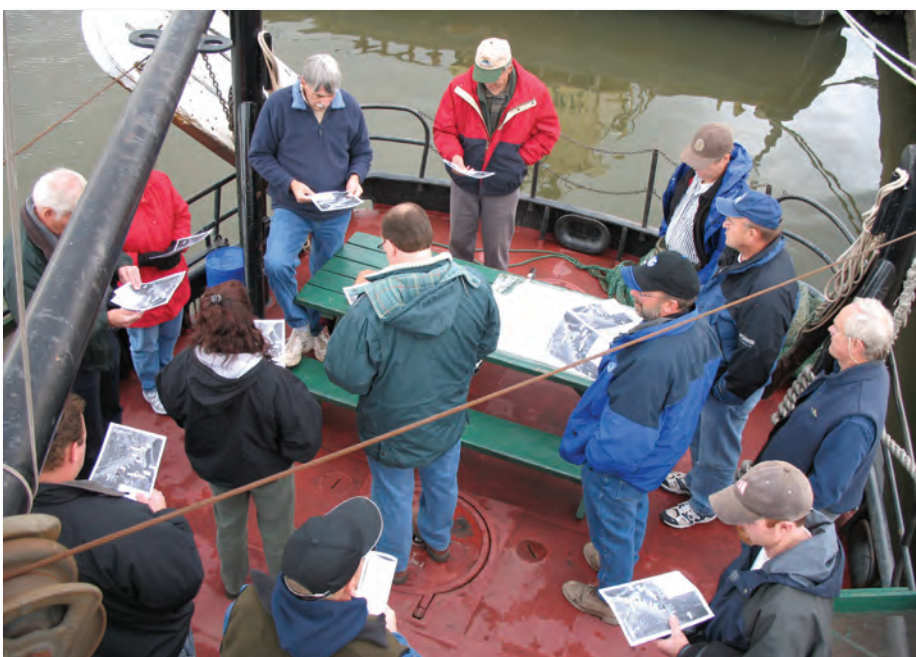
Through their discussions, said HTAC coordinator Andy McDonald, committee members gain a clear sense of "the will of the community's desires for the harbor. We might hit a few bumps along the way, but we definitely find common ground."

HTAC's recommendations go to the Duluth-Superior Metropolitan Interstate Council, a federally designated planning organization that is headquartered in Duluth in the Arrowhead Regional Development Commission.

Wisconsin's Northwest Regional Planning Commission also is a key player. McDonald is the principal planner with the MIC.

Some of HTAC's most important work in recent years has involved developing a dredge materials management plan for Erie Pier's future. Short-term strategies include developing Erie Pier as a recycling and reuse facility. Long-term strategies include potential beneficial reuse in habitat creation, reclamation projects and continued recycling of dredge materials. (See related story on facing page.)

HTAC completed land-use plans for the Port in 2006. Duluth and Superior have used the plans for zoning and project development. "We come at this work from many different perspectives," says McDonald, "and that gives us opportunities for many different solutions."



Map and photo courtesy MIC

HTAC members consult maps while on a field trip aboard the research vessel *L.L. Smith*.



Jeff Frey



Patrick Lapinski



Robert Welton

Oberstar namesake christened in Duluth

A chilly east wind off Lake Superior did not dampen the enthusiasm of nearly 350 dignitaries and invited guests who gathered in Duluth on May 24, 2011, for Interlake Steamship Company's christening of the M/V *Hon. James L. Oberstar*. The event, held dockside behind the Duluth Entertainment Convention Center, was characterized by warm words and high praise for the ship's namesake, former U.S. Rep. James L. Oberstar.

The 18-term congressman grew up in Chisholm, Minn., and rose to chair the powerful U.S. House Transportation and Infrastructure Committee. During

his years in Congress, he was a tireless advocate for the maritime industry and for this region.

"[Congressman Oberstar's] knowledge and expertise in shipping, particularly Great Lakes shipping, was truly extraordinary," said James R. Barker, CEO of Interlake Steamship Co., which owns and operates the vessel.

"It was a most fortunate coincidence for all of us that America's foremost authority on the maritime industry also represented the largest port in the Midwest and its largest concentration of iron ore."

Jean Oberstar, wife of the former congressman,



Jeff Frey



Jeff Frey

Christening highlights

Upper left: Jean and Jim Oberstar.

Lower left: Jean Oberstar prepares to wind up and smack the champagne bottle. Helping out is James R. Barker, CEO, Interlake Steamship Co.

Upper right: The ceremony reunited two old friends and advocates for Great Lakes shipping, former Congressmen Jim Oberstar of Minnesota and Dave Obey of Wisconsin.

Lower right: Mark Barker, Interlake president, welcomes guests to the christening ceremony.

Center: With ceremonies behind her, the M/V *Hon. James L. Oberstar* gets back to work. After loading 30,526 short tons of iron ore pellets at CN/DMIR, she was on her way out of Duluth-Superior, bound for Indiana Harbor.

broke a champagne bottle on the bow of the 806-foot ore carrier to rechristen it. The vessel formerly sailed as the *Charles M. Beeghly* and, originally, the *Shenango II*. The vessel has moved more than 58 million short tons of Minnesota cargo since entering service in 1959.

“I never imagined having my name on a vessel of this significance,” Oberstar said, noting the links between moving cargo by water and producing it on Minnesota’s Iron Range. He shared that his father dreamed of being a merchant mariner, which made the christening even more poignant. “My heart, my family’s tradition, is on that ship.”



John Bray

Despite weather that only a Great Lakes sailor could love, the christening ceremony drew a large, attentive and appreciative crowd.

‘Big lakes – Big world’

Duluth hosts world’s top large-lakes researchers

Global experts on freshwater issues pooled their knowledge and insights during the International Association for Great Lakes Research (IAGLR) Conference on May 30-June 3, held for the first time in Duluth.

More than 600 researchers and other professionals interested in the study of large-lake ecosystems discussed ways to protect the Great Lakes on this continent and other large bodies of freshwater around the world. Hence the conference title: “Big lakes – Big world.”

“Scientists don’t Twitter and Facebook about their research; they come together to discuss and question and be amazed by the findings of their colleagues,” said Randall Hicks, conference organizer and professor at the University of Minnesota Duluth. “The research is driven by relevance to real problems we’re facing around the world, like the spread of invasive species. This is our opportunity to compare notes and learn from each other.”

The conference featured internationally recognized speakers, technical presentations and workshops on large lakes in Russia, Africa and other regions, including North America’s Great Lakes.

Plenary speakers included:

■ **Marianne Moore**, aquatic ecologist from Wellesley College, who co-leads a team of Russian and American scientists who are analyzing a 60-year dataset for Lake Baikal.

■ **Sally MacIntyre**, a physical limnologist/oceanographer from the Univer-

sity of California-Santa Barbara, whose address reminded us that “great lakes” is a term that covers the world.

■ **John Goss**, Asian carp director, Council on Environmental Quality in Washington, D.C., who chairs a team of federal, state and local agencies working to prevent Asian carp in the Great Lakes.

In another presentation, Doug Jensen commented on the current state of aquatic invasive species in-



troductions in the North American Great Lakes. Jensen is the AIS specialist with Minnesota Sea Grant and chair of the Great Lakes Panel on ANS Information and Education Committee.

He noted that current monitoring and reporting across the North American Great Lakes confirms that there have been no new discoveries of established invaders since May 2006.

This confirms the success of the U.S.-Canada mandatory deep-ocean ballast water exchange and ballast tank inspections for all ships entering the Great Lakes St. Lawrence Seaway system.

Real costs of climate change

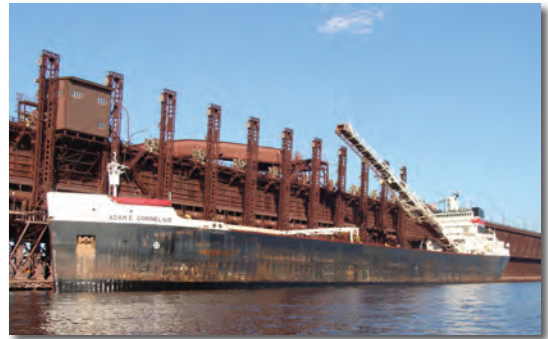
Two researchers presented information on their work in an important, regionwide project to consider the economic effects of predicted climate change in the North American Great Lakes.

Gene Clark, Wisconsin Sea Grant, and Dale Bergeron, Minnesota Sea Grant — with the aid of local port and harbor personnel — focused on what effects increased storm severity and frequency, water level changes and a variety of other weather conditions might have on navigation and harbor infrastructure in the next 50 years.

Economic matrix tool

In addition, they created a scalable economic matrix for ports to use as a tool to assess the potential threats, future liabilities and real costs associated with a changing climate. Port and dock operators, planners, engineers and developers alike can use their matrix to identify measures to consider when designing docks and other structures to withstand predicted increases in storm severity and changes in lake levels.

With training, the “Infrastructure & Dredging Cost Estimate Matrix” can be used to estimate the repair and/or replacement cost of infrastructure in most any harbor on the Great Lakes. This information would help ports demonstrate the value of their infrastructure to decision makers and to increase awareness of harbor operating and maintenance issues. Initial projections consider channels and vertical faces only in the Ports of Duluth-Superior and Toledo.



Three timely views of the *Adam E. Cornelius*: In dry dock for inspection, leaving dry dock – and back in service.

Photos by Robert Welton (1 & 2); Lynn Wegner (3)

Adam E. Cornelius back in service

The *Adam E. Cornelius* went back in service in July after spending 18 months in layup in Superior's Fraser Shipyards.

The *Cornelius* laid up on Jan. 6, 2010. Fraser responded to a call from the ship's owner, American Steamship Co., this spring by putting about 60 people back to work

seven days a week to get the boat ready for service.

She was moved to dry dock on June 23 for her five-year inspection and returned to the water on July 10. Crew members arrived two days later and started testing engines and the vessel's operating equipment.

The U.S. Coast Guard performed inspections on July 14-15, and the *Cornelius* went back to work. With a full load of iron ore pellets from the CN/DMIR dock, she departed Duluth-Superior on July 17, bound for Gary, Ind.

Gales of November

The annual Gales of November event in Duluth promises to be an enjoyable experience, with entertaining, educational speakers, an array of talks and workshops and its popular silent auction.

Cathy Wurzer, senior anchor and host of *Morning Edition* at Minnesota Public Radio and co-host of *Almanac* on Twin Cities Public Television, will be the luncheon keynote speaker on Nov. 4.

Adolph Ojard, Port Authority executive director, will present the keynote on Nov. 5. For more information: (218) 727-2497

The event is a fundraiser for the Lake Superior Marine Museum Association. www.lsmma.com



The Great Lakes Fleet's newest ship sets sail under her new name.

Courtesy Great Lakes Fleet

Great Lakes Fleet adds a vessel

Boatwatchers: Keep your eyes peeled for the newest member of the Great Lakes Fleet, the M/V *Great Republic*. Formerly the *American Republic*, the 635-foot self-unloader was renamed in June when it was purchased from American Steamship Co. and placed in service for GLF, under the management of Key Lakes 4, Inc. The Fleet is headquartered in Duluth. Her first trip under her new name was on June 4.

An interesting tidbit: This vessel had the distinct honor of carrying the Olympic flame on a portion of the flame's journey (from Detroit to Cleveland) for the 1996 Summer Olympics in Atlanta, Ga.

Port of Duluth-Superior sets international pace

The Duluth Seaway Port Authority was among six recipients of the St. Lawrence Seaway Development Authority's Robert J. Lewis Pacesetter Award for the 2010 navigation season. The annual award is presented to U.S. Great Lakes ports that register an increase for the year in international tonnage shipped through the Seaway.

"This robust increase in international cargo shipments is good news for the U.S. economy," said U.S. Transportation Secretary Ray LaHood.

The Port saw a 68 percent surge in grain exports last year, which accounted for its pacesetter growth in international cargo.



Cruise ship *C. Columbus*.

Goodbye, *Columbus*

Cruise on down to the Duluth waterfront on Sept. 14 or Sept. 22 if you want to glimpse the 423-passenger luxury liner *C. Columbus*. Duluth has become a popular port for cruise ships, and arrivals are met with great excitement.

The *C. Columbus* was recently sold by Hapag-Lloyd Cruises, but we hope to see her return to the Great Lakes in 2013 under her new name, *Hamburg*.



Two young patrons of the Great Lakes Aquarium marvel at the business end of a lamprey.

New Aquarium exhibit features aquatic invaders

The Great Lakes Aquarium in Duluth recently opened its newest exhibit, "Aquatic Invaders." The exhibit highlights not only the impact aquatic invasive species (such as zebra mussels, lamprey, Eurasian milfoil and Asian carp) can have on an ecosystem but also what measures can and are being taken to successfully prevent their spread.

Interactive technology, hands-on activities, live creatures and media presentations help bring these stories to life for visitors of all ages. One of the video segments features Port Authority Executive Director Adolph Ojard addressing the maritime industry's success in mitigating the spread of invasive species by mandating mid-ocean ballast water exchange and inspecting the ballast tanks of all ships entering the Great Lakes St. Lawrence Seaway.

The exhibit was developed with the assistance of a \$134,000 grant from the Environmental Protection Agency as part of the Great Lakes Restoration Initiative.



Minnesota Lt. Gov. Yvonne Prettner Solon performs the ceremonial ribbon cutting to open the Aquarium's new exhibit while Jack LaVoy, director, lends a hand.

National Guard logistics officers get memorable Port training tour

Eleven logistics officers from the Minnesota National Guard — citizen soldiers all — visited the Duluth Seaway Port Authority in June for an overview of Port operations, terminal logistics training and a tour of the M/V *Federal Power*. The select group of men and women came to the Twin Ports from across Minnesota as part of their preparedness training.

“If a picture is worth a thousand words, meeting real operators and taking a tour is worth a thousand briefings,” said Capt. Aaron Cheadle, who has served in the National



Ken Newnams

National Guard officers peer into the *Federal Power* engine room.

Guard for 25 years and teaches high school in civilian life. “This trip was probably the most memorable event of our annual training.”

Hallett Dock Co. steps into national spotlight twice

■ As reported in our fall 2010 magazine, a team for Red Wing Shoes spent two days at Hallett Dock Co. shooting photos for a print advertising campaign about workboots. Red Wing found



DSPA

Red Wing wanted photos of boots on the ground.

the Hallett crew and company story so compelling that the bootmakers decided to profile Hallett in a video. The segment on YouTube features Chairman Jerry Fryberger explaining how Hallett “works on its feet.” Search YouTube for [Hallett Docks](#).

■ That boots-on-the-ground approach also helped Hallett earn a Service Excellence Award from Compass Minerals, a leading producer of highway deicing salt and specialty fertilizers. Compass works with more than 500 providers around the world. Hallett was among just 28 companies from the U.S., Canada and the United Kingdom selected to receive the award “for consistently providing excellent service, innovation and supply chain solutions,” according to Compass. “This award belongs to our scale operator and front-end loader operators for their openness to problem-solving and flawless service to customers,” said Mike McCoshen, Hallett president and COO. “These dedicated employees were willing to work through breaks and adjust their hours to meet the high demand for salt this past season. January 2011 was a record for salt — six times greater than January 2010.”

Water, wind and song combine in Duluth for Superior weekend

The Duluth Music and Maritime Festival was held July 15-18, featuring sail-aways aboard three of America’s historic Tall Ships® — the U.S. Brig *Niagara*, the *Pride of Baltimore II* and the *Lynx*.

Weekend events were complemented by the annual Lake Superior Day celebration, underscoring the importance of the Lake to the environment and the economy.



Robert Welton

The *Pride of Baltimore II*, one of three Tall Ships® to visit Duluth this year

River Quest delivers learning by the boatload

Adventurous sixth graders had a boatload of fun during the 19th annual St. Louis River Quest excursions. This year's program drew more than 1,000 young explorers.

River Quest provides hands-on learning for students to raise awareness of the St. Louis River ecosystem and how it relates to commercial, industrial and recreational activities.

The 2011 winner of the Captain Ray Skelton River Quest Essay Contest was Paul Foldesi, a student



Diane Hilden

River Quest is a hands-on experience. Here, students load iron ore pellets at the Port's learning station.

at St. James Catholic School in Duluth. His favorite learning stations covered hypothermia, rip currents and lifejackets, oil spills and invasive

species. Find Paul's essay at: www.seagrants.umn.edu/riverquest/essay.

Farewell – and thanks – to retirees

■ Four officials retiring from the Minnesota Department of Transportation District 1 have left a legacy of intermodal cooperation. **Michael Robinson**, district engineer; **John Bray**, special assistant to the district engineer; **Dennis Johnson**, district planning director; and **Gus Peterson**,

program management specialist, all ended distinguished careers at Mn/DOT on June 30.

The team of retirees advanced the Helberg Drive project and helped facilitate the routing of oversized wind energy components in and out of the Port and throughout the region.

■ The Twin Ports also said a fond farewell to waterfront veteran **Bob Hom**, who retired as operations manager of the Duluth Entertainment Convention Center in June. He served the DECC for 33 years, maintaining lifelong passions for sailing, tugboat operations and Great Lakes cruising.

Port Passings

■ **C. Thomas Burke**, a former executive director of the Duluth Seaway Port Authority, died on May 24 in Tampa, Fla. He was 77.

Burke was the youngest port director in the U.S. when he was appointed executive director of the Duluth Port Authority, in 1969 at the age of 36. He served in that position until 1977.

He went on to serve Port Everglades, Fort Lauderdale and Cleveland. He started his maritime career as assistant director of Port Commerce for

the Port of New York/New Jersey. He also spent 10 years in executive positions with the Delaware and Hudson Railroad, now the Canadian Pacific.

"He did a lot to promote the Port of Duluth," said Davis Helberg, who served as a communications director under Burke and later became port executive director himself. "He was flamboyant, colorful and extremely political ... with great drive and imagination."

■ **John A. Tanski**, 61, of Saginaw, a community just outside of Duluth, died on June 29, 2011.

A Duluth native, he graduated from Duluth Central High School, joined the

Air National Guard and later went to work for the Minnesota Department of Agriculture as a grain inspector. He retired as a supervisor in 2006 after 30 years.

Tanski, who enjoyed hunting and fishing, is remembered by many as a practical joker who loved to make people smile and laugh.

■ **Donald Jerry Robertson**, 80, of Duluth, died July 1, 2011. Robertson graduated from Central High School. He worked at Conwed, Superwood, St. Luke's Hospital, St. Louis County and as a longshoreman for the shipyards. Robertson also was a U.S. Navy veteran.

Meeting Bina, and Bina-dollars

By Ken Newhams

I first heard about Bina from her husband, Raj Khanna, when he brought the *Federal Fraser* here in 1996. I didn't get to meet her on that trip, though. She was with her husband when they entered the St. Lawrence Seaway, but he had dropped her off in Detroit so she could fly to Chicago for some serious shopping. He picked her up in Detroit on the way back. Bina often leaves their home in Delhi and goes out with Raj on his trips around the world, and she often gets off to shop and go sightseeing. She must be among the world's most prolific shoppers.

With her unique personality, she certainly is the most unforgettable character I ever met, to steal a phrase from *Reader's Digest*. She also is probably the nicest person I ever met. These happy thoughts are not at all motivated by the money I made with (from) her when she arrived with Raj on his next visit to the Twin Ports, two years later, this time as captain on the *Spar Jade*.

Minutes after the ship docked, I rushed over and climbed the stairs to the captain's office (this was long before today's Port security restrictions) and was greeted by a beautiful woman who said, "You must be Ken."

I responded, "You must be Bina."

She ushered me into the captain's office and sat me down at a table where Raj was holding an important meeting with Port officials. She said she would be right back. Moments later, she appeared with

she pay me for transport instead. I gladly drove us up to Cub Foods.

Long story short: An hour later, the store manager was walking Bina toward the checkout line. She will ask anyone anything anywhere.

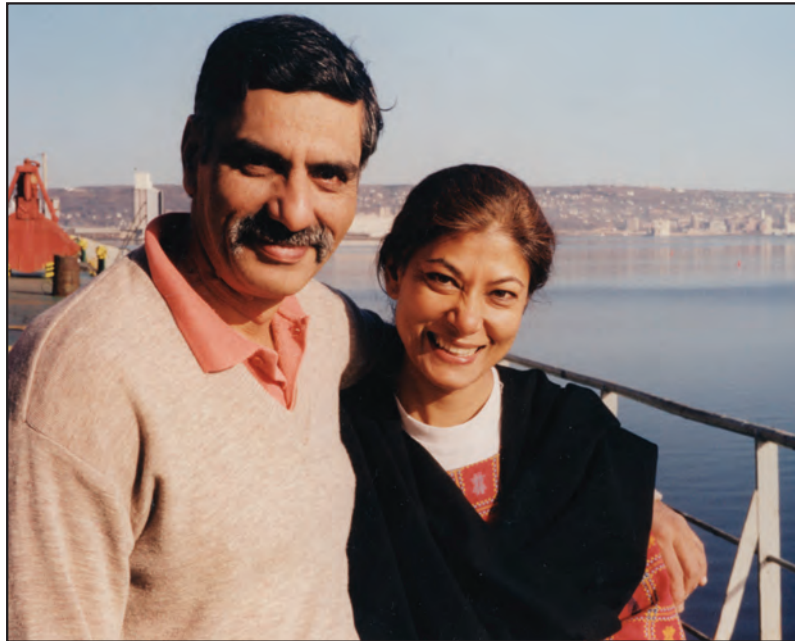
She had asked some Cub employees to stay with her to help find items. Four of the employees trailed behind her, each pushing a loaded cart. She paid in cash, and all of us went out to stuff the goods into my car. For the transportation, 60 more Bina-dollars.

She wanted to see my office and noticed that I sold T-shirts. She picked

up a box and told me to pick up another and drive us back to the ship. There, she laid the shirts on a table and sold them to the crew. Add \$300 Bina-dollars.

She wanted to see what a home for older people looked like in our country, so we drove up to St. Ann's, an assisted-living residence in the hospital district, to visit friends of mine. She charmed a room of residents. She took along a cadet who she introduced to all the ladies in the room. He won them over, too. No charge for this trip.

Ken Newhams is the founder of *Duluth Shipping News*:
www.duluthshippingnews.com
www.duluthboats.com



Capt. Raj Khanna and Bina, his true first mate, on board the *Spar Jade* in 1998.

Ken Newhams

several large dishes of Indian food, all for me. My tablemates were working hard on plans for loading the *Spar Jade* with wheat. They wondered, out loud, why I was getting such attention and they were not. I did not let that interfere with my meal.

Bina was not done with me. She found I was not making much money in those days, so she sprang into action. Within minutes, I had earned \$100 from her for fixing one of the ship's computers.

The wife of the captain does not usually (almost never) buy the groceries for the ship's crew. But Bina was about to call a cab to go grocery shopping when she suggested that

Going back a century to solve ...

The Cattle Boat Mystery

By Patrick Lapinski

Some time between 1907 and 1910, brother and sister Conrad and Mary Theis arrived in Minnesota from Luxembourg, Belgium. Like many immigrants, they knew virtually nothing about this new land aside from what they had heard from relatives and friends or learned from strangers along the way.

A century later, the saga of Conrad and Mary's journey to America is shrouded in mystery. "Stories from relatives say he came on a cattle boat," said Conrad's granddaughter Betty Flood, from rural Kenyon, Minn.

Like the descendants of many immigrant families, Betty is still fitting the smaller pieces of the puzzle into the larger picture, examining and re-examining the information in an effort to come up with a fit. The work often takes a leap of faith in following the meager clues and threads.

The notion of a "cattle boat" led Betty directly to the Port of Duluth-Superior, which in 1910 was Minnesota's waterborne conduit to the world. Her simple inquiry brought about a lively discussion in pursuit of an answer.

The harbor was wholly dependent upon waterborne commerce in its seminal years. "Every nail,

hammer, axe, saw, even food for the crew had to be brought in," wrote Richard Armour about the 1855 development of the city of Superior.* The period of time spent waiting for replenishment from "the boat" that occurred between the close of navigation on Lake Superior and its spring opening was literally a

most economical mode of shipping (as it is today). Road and rail were secondary means for the distribution of the products brought in by ship. Aside from the "big three" — coal, grain and ore — the makeup of the cargo differed considerably a century ago from the commodities we see today.

While the bulk cargoes went out, the packaged goods that came in were what sustained and fortified the local populations. Packaged cargo arrived in all sizes and shapes, from boxes, crates and barrels of all size and proportion stowed below decks to boards, pipes and machinery stacked and stored from the keel to the deck itself. Sugar, oil, paraffin and

coal came alongside rail and mining supplies; equipment for sawmills; building materials in the form of tar paper, shingles, nails and roofing felt. Plate glass, crystal glass and plain old window glass were sandwiched between plumbing and electrical supplies.

In those days the waterfront was a fortress of brick warehouses piled high and deep with hardware, clothing, fabrics of all type, sewing and washing machines, tables, chairs, fencing, rope, wire and even fancy furniture for those who could afford specially milled pieces.

And there was food. Hand



This advertisement, from the author's collection, offered the trans-Atlantic transport services of the Allan Line.

struggle for life and death in those early years.

By the early 1900s, the Port of Duluth-Superior had grown both in population and in transportation infrastructure. The development of a sustainable system of roads and the addition of rail service made the area less dependent upon the vagaries that water transportation presented. Shipwrecks, groundings, weather and seasonal closings at the time made ships a bit unreliable.

But the volume of cargo that ships could carry made them indispensable. Water was by far the

trucks wore the splinters out of the wooden floors moving vegetables, cereals, coffees and teas to horse-drawn carts or rail cars. The supermarkets of the time were the numerous neighborhood corner stores, independently owned and proudly operated by immigrants. These stores were supplied by the warehouses along the waterfront, which were supplied by the fleets of package freighters plying the Great Lakes.

Many of the package freighters were in fact owned by the very same railroads that serviced the harbor. Some of the largest and fastest vessels on the lakes were operated by the Great Lakes Transit Company. In addition to freight, the ships often carried passengers, the newly arrived nucleus of labor and industry that solidified locally growing communities. Figures for the early 1900s indicate that package freighters accounted for over 50,000 immigrants annually into the Twin Ports.

We can see that the package freight business brought nearly everything durable and disposable and human into the port, but to the heart of Betty's inquiry, what of cattle? Is this an "urban myth" of a century ago? Yes and no. In the larger picture of the national transportation of livestock, yes, cattle boats did exist and were used frequently to send cattle from the Eastern Seaboard to the United Kingdom. The cost per head of cattle was worth more financially than any single immigrant. Great

Britain's famed White Star Line was one of the leading companies operating in the trans Atlantic livestock trade.

On return trips the same vessels were frequently used to ferry passengers to America. Depending upon the owner, the conditions were rather untenable, but "families had no choice but to travel

schedule of vessels from Europe to Canada.

Closer to home, evidence of the movement of livestock on Lake Superior is scarce, but it was more common in the days of early development, before railroads reached the area. It was reported that 33 vessels called on Superior in 1855, "bringing numerous guests, a variety of supplies, even cattle and horses."

Pioneer tales also tell of cattle being shipped on the decks of ships to Michigan's Upper Peninsula, where "the captains would bring the ship as close to shore as possible and the cattle were pushed off the deck and forced to swim for shore." Evidence also supports the arrival of cattle and livestock on the Mississippi River.

So, yes, cattle were shipped on the Great Lakes, but not in the wholesale quantity that constituted the business actions of the trans-Atlantic cattle trade. The likelihood of Conrad and Mary arriving at Duluth on a cattle boat

in the early 1900s is rather remote. If they had reached the east coast of North America on a cattle boat, they would probably have decided that that was enough and that a train ride across the country was a far more dignified way to arrive in their new homeland.

* From *Superior, Wisconsin: A Planned City*. Superior native Patrick Lapinski is a student of Great Lakes maritime industry and history. www.inlandmariners.com



Young Mary and Conrad with their parents, Henri (or Heinrich) and Anna, in Luxembourg.

Courtesy Betty Flood

in unsanitary and overcrowded cattle liners." On the good ships, livestock areas were simply swept clean for families. Many of these vessels bound for North America landed in Canada, where immigrants were encouraged to settle in the largely undeveloped reaches of Upper Canada, the vast reserve of land west of Ottawa and Montreal. The Dominion Line and the Allan Line both operated a regular



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