



NORTH STAR PORT

SPRING 2021

NEW WATER LEVEL DATUM ON THE HORIZON | LEPLEY SETS A NEW COURSE
NEW HQ FOR PORT AUTHORITY | TOOLS OF THE TRADE



A PUBLICATION OF THE



**Duluth Seaway
Port Authority**

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THE HARBOR LINE

At first a trickle, and thence to more, spring 2021 appears to be ushering in a host of new beginnings, in spite of the protracted cold, gray mud season. Let's count the buds about to bloom forth.

First, close to home and an obvious pick: the Duluth Seaway Port Authority moved into its new office in the historic Seaway Building at 802 Garfield Avenue in early March. Built as the Madison School in 1907, the proud two-story brick building passed through several phases of use prior to the recently completed renovation. The structure's original good bones gave us much to work with, including tall windows lining both floors and light-colored accent bricks from a local brickyard that helped make the building instantly recognizable. Those same windows guarantee excellent views of our working waterfront and loads of natural light. I can look out my office window and see the trademark Clure Terminal twin gantry cranes, the First Clure Expansion that was crowded with wind energy cargo last summer, the Duluth Lake Port dock that we purchased in December, trucks loading in and out of ours and surrounding facilities, all types of railcars moving through the railyards adjacent to our terminal, and ships passing through the harbor.

The renovation is beautiful and energizing. In making decisions about interior spaces, surfaces and colors, we thought beyond our future workforce; after all, this will be our office hopefully for the next 60 or 100 years. As the staff settles into our new space and we make it our home (pictures were just hung last week), there is a sense of united invigoration to electrify our mission—"to bring business to the port and economic development to the region, and to advocate for the maritime and transportation industries." A new beginning indeed.

In an unprecedented maritime shipping season opener, the Soo Locks opened 12 hours early, at noon on March 24, in part to help accelerate the resupply of iron ore to the steel mills on the lower lakes. Ice cover was minimal this year, and the U.S. Coast Guard ended ice calls early because there was no ice news to deliver to the maritime community. The signs are positive for a healthy rebound from last year's pandemic-induced tonnage lows through the Port of Duluth-Superior: Minnesota's mines are all open and active, the blast furnace utilization rates have returned to pre-pandemic levels, there is an increasingly healthy demand for steel, and vaccinations are in full swing. It's been a good start to the season.

Next, transportation infrastructure, ports and shipping are suddenly in the limelight and recognized as critical to economic development. Very obvious for those who

work in these areas, but not generally recognized by the public nor by federal legislation or appropriation committees. And yet not even 100 days into President Biden's first term, he unveiled his "American Jobs Plan" that calls for investment in six key areas, the first of which is "build world-class infrastructure: fix highways, rebuild bridges, upgrade ports, airports and transit systems," and the fifth of which is "revitalize manufacturing, secure U.S. supply chains ..." The plan is bold and expansive and goes well beyond what I describe here, however major components relate to our work. The plan calls on Congress to invest \$17 billion on inland waterways, coastal ports, land ports of entries and ferries, \$115 billion to modernize bridges, highways and roads, and \$80 billion in freight and passenger rail improvements. The plan also identifies the manufacturing sector as critical to the nation's economic health and lays out programs to bolster the strength and resilience of that sector. All of this is elemental to the work we do and the mission we embrace. We are offering input and support where it makes sense as Congress responds to the American Jobs Plan. And we are queuing up our own projects that fit under these funding schemes and thinking broadly about how the Port of Duluth-Superior and the Great Lakes-St. Lawrence Seaway System can be served.

At the state level as well, we've seen greater recognition of the importance of ports and transportation infrastructure. Last year's late-breaking bonding bill included \$14 million, the largest amount ever awarded to MnDOT's Port Development Assistance Program that funds port infrastructure projects through competitive grants. The Minnesota Ports Association (we are members, and I have the honor to serve as president) worked hard to make the case for this funding. However, we appreciate that we had a receptive audience that understands how ports serve not only as regional economic assets, but as part of a system of ports that are foundational to our trade network and the nation's economy.

With the 2021 legislative session, the state House and Senate are again acknowledging the importance of port infrastructure in unique legislation. Both the House's off-season bonding bill and the Senate's plan to allocate American Rescue Plan funds slated for Minnesota provide funds for port development assistance. I won't jinx the possible outcome with a prediction.



Deb DeLuca, Port Director

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About North Star Port

The Duluth Seaway Port Authority produces this quarterly magazine. Jayson Hron is the publisher. Editorial assistance provided by Julie Zenner and Jennifer Bahl Hron; graphic design by Erin Makela.



Adam Bjornberg

The *Federal Biscay*, first saltie of 2021, readies for discharge at the CRH Cement Duluth Terminal on a cool April evening.

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Water Levels

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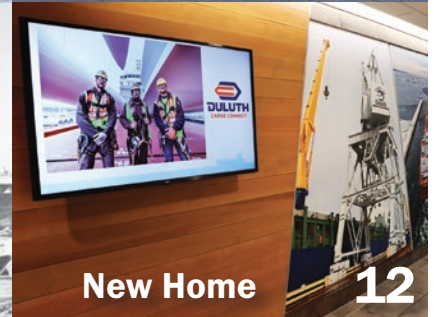
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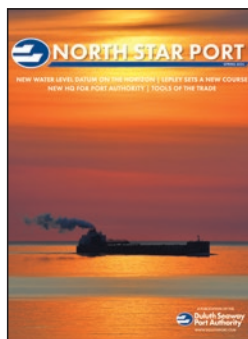
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On the covers



David Schauer

On the front:

Interlake Steamship Company thousand-footer *Mesabi Miner* nears Duluth at sunrise on April 2, 2021, to load coal at Superior's Midwest Energy Terminal.

On the back:

Followed by flocking seagulls, *Great Republic* of the Great Lakes Fleet departs the Port of Duluth-Superior into the rising sun on April 18, 2021.



Paul Scinocca



Printed on 10% post-consumer waste paper.



NOAA updating system used to measure Great Lakes water levels

New datum coming in 2025

BY JULIE ZENNER

Picture yourself on a memory foam mattress. When you get up, an imprint remains, and it takes awhile for the foam to spring back to its original shape. This analogy is one way to explain the concept of glacial isostatic adjustment, commonly called post-glacial rebound. The phenomenon is occurring across much of North America, including the Great Lakes region—more than 10,000 years after the glaciers disappeared.

“Glacial ice was so heavy the land actually moved, pressing down beneath the ice itself and squeezing out around the edges,” said Laura Rear McLaughlin, mapping and charting program manager at the National Oceanic

and Atmospheric Administration (NOAA) Center for Operational Oceanographic Products and Services. “We continue to see post-glacial rebound today. Land where the ice actually sat is rising, and land that was squeezed out and pushed up is sinking. It is a slow process.”

Slow, but measurable. Past observations have found that the Earth’s crust in the Great Lakes region can move a foot or more over the course of a few decades. That might not sound like much, but it makes a difference for those navigating the Great Lakes and for those managing its shorelines and resources.

LAST UPDATE WAS 36 YEARS AGO

A long-term, multi-year project is currently underway to update the International Great Lakes Datum (IGLD), the official reference system used by both the United States and Canada to measure water level heights in the Great Lakes, their connecting channels, and the St. Lawrence Seaway System. Its successful completion and usage are vital to the continued safety of transportation networks and to help stakeholders make informed decisions on coastal zone management and shoreline habitat restoration.

The first IGLD was generated in 1955 by the Coordinating Committee on Great Lakes Basic Hydraulic and Hydrologic Data, a binational committee representing the governments of the United States and Canada. At that time, construction of the St. Lawrence Seaway was already underway. It would soon permit oceangoing vessels to travel from the Atlantic Ocean through the Great Lakes as far inland as Duluth, Minnesota. Both countries recognized the value of a common datum to ensure that water levels within this system were consistently measured and meaningfully related to each other.



The U.S. Army Corps of Engineers established a water level measurement station in Duluth more than 160 years ago. Today, that measurement continues at the Corps of Engineers Vessel Yard on Minnesota Point under observation of the NOAA.

Jayson Hiron



Even as the first common datum was being created, partners involved were aware of the need for periodic updates—roughly every 25 to 30 years—to account for movements in the Earth’s surface due to post-glacial rebound. The datum was last updated 36 years ago in 1985.

“Between 1955 and 1985, there was about a foot of change in Lake Superior, less in the lower lakes,” said Rear McLaughlin, who is part of the team leading current efforts to update both tidal and Great Lakes water level datums in North America. “We expect to see that amount of movement again or even a little bit more in Lake Superior as we update the IGLD.”

According to Rear McLaughlin, the amount of post-glacial rebound tends to vary across the Great Lakes and also from north to south. For example, in the U.S., where the edge of the glaciers pushed the Earth’s crust out and up, the land is now sinking. In Canada, where heavy ice covered the land, it is rising, creating “kind of a tilting effect.”

BINATIONAL EFFORT SPANS SEVERAL YEARS

Updating the IGLD is a daunting task. The work spans several years. This time, planning started in 2010 and data collection started in 2017 and will continue through 2023. The new IGLD will be labeled IGLD (2020) to reflect the midpoint of the data collection. Publication of the updated IGLD will occur after the data are collected and analyzed.

The process requires extensive fieldwork, data processing, quality control and coordinated outreach. Multiple government agencies from both sides of the border are involved. Coordinating Committee members include NOAA, the U.S. Army Corps of Engineers,

U.S. Geological Survey, National Resources Canada, the Department of Fisheries and Oceans Canada, and Environment and Climate Change Canada. Numerous other agencies and partners are also involved.

“It is a huge collaborative effort,” Rear McLaughlin said. “We’re working closely with our Canadian counterparts and other federal agencies to pull all of the moving pieces and parts together. There are engineers, geodesists and oceanographers all collaborating on this one project.”

Despite all of the people involved, folks living and working in the Great Lakes region probably won’t notice a lot of extra activity. While IGLD projects in 1955 and 1985 employed geodetic surveyors out in the field with leveling equipment, the current update will utilize a geoid model made using gravity data.

“Instead of leveling, we are going to use a geoid model to determine the heights on the lakes,” Rear McLaughlin said. “It is not as expensive or time consuming as leveling, and we believe results will be more accurate.”

SEASONAL DATA WILL BE COLLECTED ON LAKE SUPERIOR THIS SUMMER

There are two parts to the datum update: water level observations and geodetic data collection from the Global Navigation Satellite System (GNSS, which includes GPS).

Scientists will draw data collected from 53 permanent water level stations in the U.S. and 34 in Canada, all of which continuously measure water levels throughout the year. In addition, 54 seasonal water level gauges are being placed in various locations on the American side of the Great Lakes over the course of the project. Canadian partners are installing similar seasonal gauges.



Laura Rear McLaughlin



This summer (2021), four seasonal water level gauges will be installed along the South Shore of Lake Superior. From June through September, they will collect water level data in Cornucopia, Wisconsin, and in Big Bay, Black River Harbor and Grand Marais, Michigan.

GNSS data collections will have to wait until next year due to COVID-19-related delays and travel restrictions. In the summer of 2022, teams of scientists will venture out and set up GNSS stations at benchmarks across the Great Lakes. These benchmarks are disks and deep-driven rod marks in the ground used for surveying. They are located at permanent water level stations, including the one in Duluth, which has been collecting water level data in some form since 1860. While most of the fieldwork in the U.S. will be done by NOAA scientists, the U.S. Army Corps of Engineers will help with data collection. Similar work will be done in Canada.

“In Duluth, for example, you might see a team setting up a GPS/GNSS unit at the water level station (on Minnesota Point),” Rear McLaughlin said. “They will collect data for 24 hours, then, ideally, change out the equipment and collect for a second 24-hour session to get two independent readings.”

RESULT WILL BE SAFER NAVIGATION AND BETTER COASTAL MANAGEMENT

Once all of the data is collected, it will be compiled, analyzed and organized into the new IGLD (2020). Partners expect the new datum to have significant impacts on many operations, products and services in the Great Lakes region. They include water level regulation and forecasting; economic viability and safety of commercial and recreational navigation; coastal management and planning; and coastal habitat restoration under the Great Lakes Restoration Initiative.

“We are hoping that it will make navigation safer and have other positive effects,” Rear McLaughlin said. “We are working with NOAA nautical chart makers to ensure that new references to the IGLD (2020) data will be reflected on any nautical charts, and the same is happening on the Canadian side. It is really exciting to be part of the team updating this datum—this is a once in a lifetime opportunity.”

Back on that memory foam bed, perhaps you can sleep a little easier. A binational team of scientists is putting questions about post-glacial rebound in and around the Great Lakes region to rest ... at least for the next 30 years.

For more information, please visit:

<http://www.greatlakescc.org/wp36/home/international-great-lakes-datum-update/>

<https://tidesandcurrents.noaa.gov/datum-updates/>

An old Congressional tool is making a fresh appearance, earmarks are on the table again, only this time they're rebranded as "Community Project Funding." This allows members of Congress to direct federal funding to support specific projects (including transportation infrastructure projects), generally in their home district or at least state. The Senate has a separate process for directing funds to specific, generally home-state projects in its appropriation process. Earmarks have been disallowed for over a decade. Their reintroduction is an opportunity for state and local governments to seek funds for large, critical projects rather than pursuing competitive grants through programs that can be narrowly focused and limited in award size.

As the world climbs out of COVID, the freight world is challenged by major supply chain disruptions. Last year's altered consumption patterns led to decreased demand for some commodities and goods, along with shuttered factories and plants, and surging demand for others, causing

worldwide logistics challenges, container shortages and uncertainty in shipping rates. With the recent Suez Canal incident and the strike at the Port of Montreal added in for good measure, there is no normal. The good news is Duluth Cargo Connect continues to supply flexible supply chain solutions for regional industries and global shippers. This is the daily work of our agent, Lake Superior Warehousing: flexing the ability to move nimbly between maritime, rail, truck and intermodal modes and exploiting our ample warehouse space to find the best way to move raw materials and finished goods within the global marketplace.

Both at the Clure Terminal and throughout the port community as a whole, we're doing our best to navigate these unusual times and continue moving the goods and raw materials critical to everyday life. As they say, hope springs eternal, and we're solidly hopeful of good things to come.

FIRSTS OF THE 2021 SEASON

Noteable	Ship Name	Company or Country	Departure Date	Time
First laker out	<i>Burns Harbor</i>	American Steamship Co.	March 23	1:26 p.m.
First laker in (Soo Locks)	<i>Stewart J. Cort</i>	Interlake Steamship Co.	March 26	6:18 a.m.
First Canadian in	<i>Spruceglen</i>	Canada Steamship Lines	March 27	6:23 a.m.
First saltie in	<i>Federal Biscay</i>	Fednav Limited	April 18	4:12 p.m.

The Central Marine Logistics steamer *Wilfred Sykes* makes a nowadays-rare appearance in Duluth, Minnesota, on Easter Sunday, April 4, arriving to load iron ore at the BNSF dock in Superior, Wisconsin. She used the Duluth Ship Canal so the departing *Baie Comeau* could use the Superior entry. It is believed that the *Wilfred Sykes* last used the Duluth entry in 1997.

Launched in 1949, *Wilfred Sykes* was the first new American-built Great Lakes ship constructed after World War II, the first to burn Bunker C heavy oil for fuel (instead of coal), and the first with a cargo capacity exceeding 20,000 tons. She was also the largest, at 678 feet in length. In 1975, Superior's Fraser Shipyards converted the *Sykes* to a self-unloader, a project that included the addition of her 250-foot unloading boom.



David Schauer

Federal Biscay cements status as First Ship of 2021

Federal Biscay, a 656-foot bulk carrier owned by Montréal-based Fednav Limited, earned Duluth-Superior's First Ship distinction in 2021, completing the season's first full transit of the St. Lawrence Seaway en route to the Great Lakes' westernmost port. By tradition, this first full transit marks the annual opening of the Duluth-Superior Harbor, although the interlake season began with the Soo Locks' opening on March 24.

Upon arrival through the Duluth Ship Canal, *Federal Biscay* visited the CRH Cement Duluth Terminal to discharge approximately 21,000 metric tons of cement destined for use in infrastructure projects stretching from the Twin Ports to Edmonton, Alberta.

The ship loaded its dry bulk cargo in Canakkale, Turkey, before sailing the Mediterranean Sea, the Atlantic Ocean and the Great Lakes-St. Lawrence Seaway System en route to Duluth.

"It's always exciting to welcome the First Ship and its cargo, which in this case will help build critical infrastructure throughout North America," said Deb DeLuca, executive director of the Duluth Seaway Port Authority. "It's another example of how Great Lakes-St. Lawrence Seaway shipping delivers the critical goods and raw materials of our everyday lives."

The CRH Cement Duluth Terminal (Ash Grove) opened in 1982 on Clure Public Marine Terminal land leased from the Duluth Seaway Port Authority. Industrial revenue bonds issued by the Port Authority aided in the facility's construction. Upon its opening, the complex earned honors from the Minnesota Society of Professional Engineers as one of its "Seven Wonders of Engineering in Minnesota." The 284-foot, four-silo structure is the tallest industrial building in Duluth-Superior. In total, the facility can accommodate 43,000 tons of cement. Dave Sobczak manages the facility for CRH US, one of the nation's largest manufacturers and suppliers of cement and mineral components. Sobczak has worked at the facility since it opened.

Founded more than 75 years ago, Fednav Limited is Canada's largest oceangoing bulk shipping company. Fednav's fleet consists of more than 120 ships. Fednav also operates 11 marine terminals in North America.

Federal Biscay sailed under the Marshall Islands' flag and was captained by Melwyn Dias of India, who was making his second career visit to the Port of Duluth-Superior. The ship was built in 2015 by Oshima Shipbuilding in Japan.



(Above) *Federal Biscay* begins offloading cement April 18 at the CRH Cement Duluth Terminal on Rice's Point. The Fednav Limited vessel was the first full Seaway transit to reach Duluth-Superior in 2021.

(Below) L'Apothicaire Chocolat of Superior, Wisconsin, once again provided a sweet treat for the First Ship captain and crew, crafting a salted caramel and chocolate masterpiece.



Eccles wins the First Ship contest

Now in its 37th year, the annual First Ship contest sponsored by Visit Duluth and the Duluth Seaway Port Authority drew a whopping 4,476 entries in 2021. Of those, 26 contestants guessed that the Port of Duluth-Superior would welcome its first full Seaway transit under the Aerial Lift Bridge on April 18. When *Federal Biscay* passed under the bridge April 18 at 4:12 p.m., it made a winner of Amanda Eccles from North Mankato, Minnesota. Her grand prize featured a two-night stay at Fitger's Inn in the Lakeside Whirlpool King Suite, a \$75 gift card to Bellisio's Italian Restaurant, a \$50 gift card to Flagship, a \$25 gift card to Wild State Cider and a one-year subscription to *Lake Superior Magazine*, plus the chance to select passes to two local attraction sponsors. Eccles' guess was a mere eight minutes off the actual arrival time.

David and Gus Schauer

Port Authority Executive Director Deb DeLuca presents gifts to *Federal Biscay* Ship Master Melwyn Dias during the port's First Ship welcoming event on April 20, 2021. DeLuca and Jayson Hron, the event emcee, were momentarily unmasked due to their speaking roles.



Gus Schauer

Yankee ingenuity

One-hundred years ago, on May 20, 1921, Roger Peckinpaugh scored from first base on a Babe Ruth triple, but it wasn't enough. Peckinpaugh's team, the New York Yankees, fell 6-5 to the Chicago White Sox.

These were not yet the Murderers' Row Yankees, nor the feared midcentury Bronx Bombers. In fact, the organization's first of 27 world championships (and counting) was still two years distant. But while the Yankees hadn't yet made a name for themselves, the Peckinpaugh family name was another matter entirely.

New York's slick-fielding shortstop was an ascendant star who made waves six years prior for briefly becoming the youngest manager in Major League Baseball history.

Today, the Peckinpaugh name remains a fixture in New York, but not in tribute to the 1925 American League Most Valuable Player. Rather, it's a nod to his brother, Day Peckinpaugh, a Great Lakes freight-forwarder and coal shipper, and an eponymously named boat 140 miles from the city that never sleeps.

One hundred years ago, as Roger rambled home on the Babe's three-bagger, that pristine boat embarked on its maiden voyage. Its destination was New York City. Its port of origin was Duluth-Superior.

'Real boats'

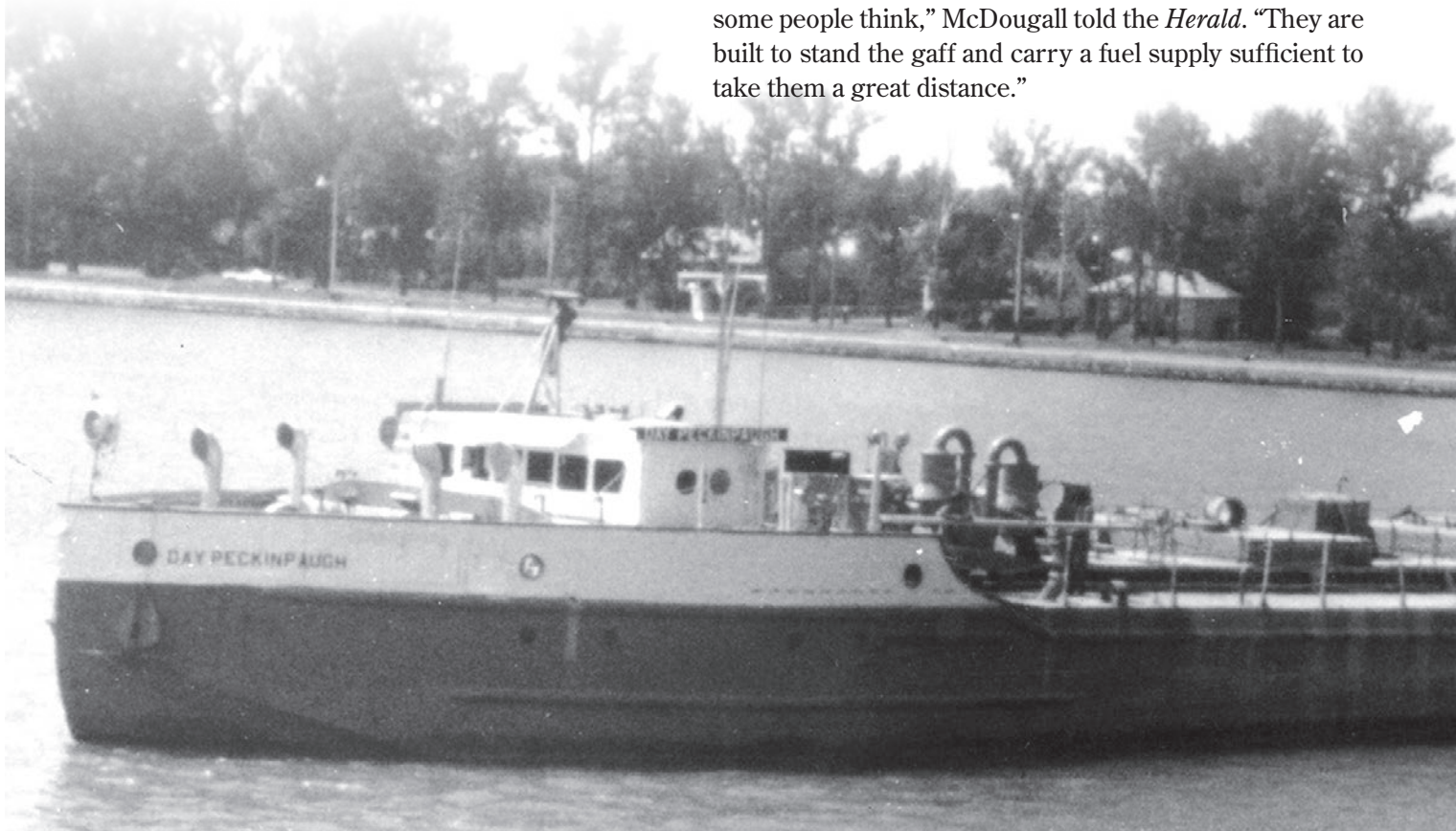
"NEW TYPE OF CANAL BARGE" proclaimed the *Duluth Herald* headline.

Officially deemed the *ILI 101* upon its launch, the McDougall-Duluth Shipbuilding Company creation measured 254 feet long with a 36-foot beam and a depth of 14 feet. This relatively shallow draft was crucial to its ultimate purpose—plying the Erie Canal between Buffalo and New York City—and also, as history would record, to its survival.

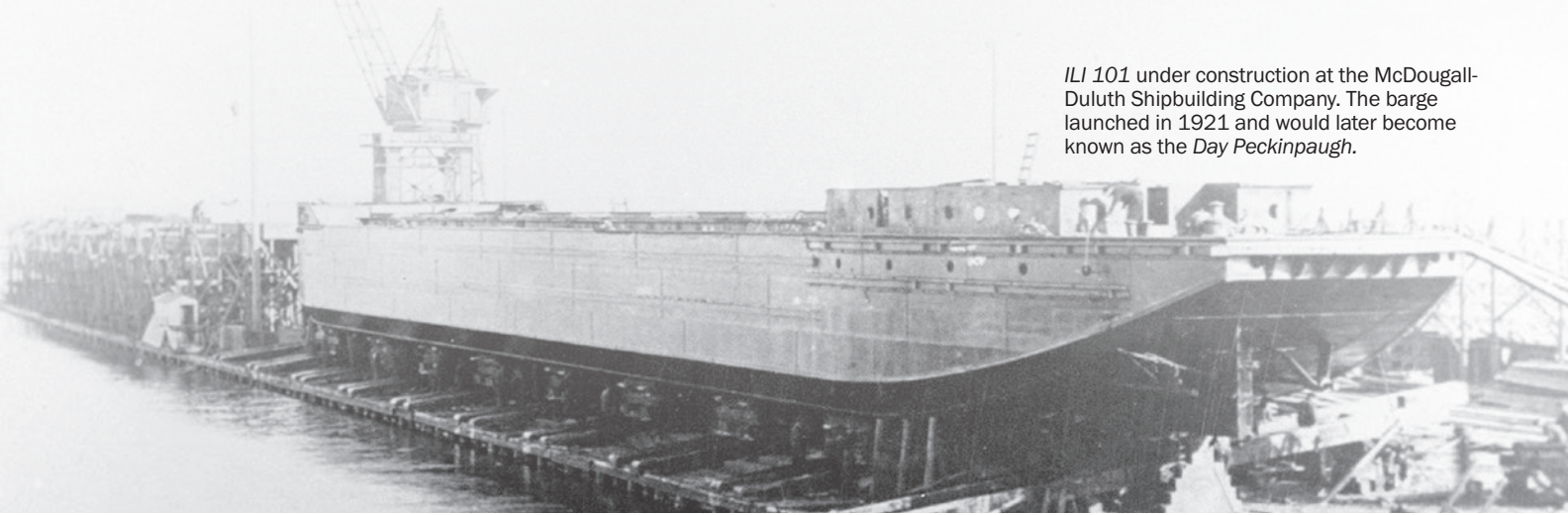
ILI 101 featured seven cargo holds in which it could carry 2,000 tons through the 11-foot Erie Canal draft. It was the first vessel specifically designed for the New York State Barge Canal dimensions. Duluthian Julius Barnes commissioned construction of the vessel for his newly formed Interwaterways Line, Inc., a partnership that also included A. Miller McDougall, McDougall-Duluth shipyard owner, as its vice president and manager.

The new twin-screw, diesel engine vessel was the first of four built at McDougall-Duluth to work the summertime Buffalo-to-NYC route, then shift to an East Coast NYC-to-Boston route during the winter.

"These are real boats, and not toys or a fancy article as some people think," McDougall told the *Herald*. "They are built to stand the gaff and carry a fuel supply sufficient to take them a great distance."



ILI 101 under construction at the McDougall-Duluth Shipbuilding Company. The barge launched in 1921 and would later become known as the *Day Peckinpaugh*.



Navigating an easterly breeze, *ILI 101* carried 70,000 bushels of oats (slightly more than half of the vessel's cargo-carrying capacity) from the Port of Duluth-Superior to New York City on its inaugural journey. She then sailed to Buffalo where she began regular service in the Great Lakes and the New York canal system.

Still sailing faithfully in 1922, ownership rechristened her the *Richard J. Barnes*, a name she later carried into World War II service with the United States Merchant Marine. The versatile barge carried coal and helped refuel cargo vessels along the East Coast during the war, at one point dodging a German U-boat's torpedo. It was thought that the torpedo passed underneath the high-riding *Barnes*, which was drafting a mere seven feet at the time of the attack.

Having its Day

In 1958, after 37 years of service, the *Barnes* changed hands again, this time joining the Erie Navigation fleet and

being retrofitted to carry sand and gravel. She was also renamed in honor of Day Peckinpaugh. The barge was eventually converted to a self-unloading cement hauler and made her last commercial run through the Erie Canal in 1994, capping nearly 75 years of stellar service.

According to the New York State Museum, a partnership of the museum, the Canal Society of New York State, the New York State Canal Corporation, the Erie Canalway National Heritage Corridor Commission, the New York State Office of Parks, Recreation, and Historic Preservation, and New York State Marine Highway Transportation Company saved *Day Peckinpaugh* from the scrap heap in 2005. That same year, the vessel also successfully transited the length of the Erie Canal. In 2009, she completed a 600-mile journey celebrating the Hudson-Fulton-Champlain Quadricentennial. A year later, a former employee tried to scuttle the vessel, but even that couldn't fully submerge the *Peckinpaugh*. She survived the attack and stands today as the largest artifact in the New York State Museum collection.



Port Authority returns to Rice's Point

Seaway Building becomes agency's new home

BY BRADY SLATER

In 2017, the Duluth Seaway Port Authority sealed a landmark marketing partnership with its terminal operator, Lake Superior Warehousing. The resulting Duluth Cargo Connect collaboration rebranded the working partnership between the two, giving customers a simpler understanding of what the Port of Duluth-Superior could offer at the Clure Public Marine Terminal.

But a year later, the Port Authority was on the move, leaving its longstanding headquarters on the Clure Terminal to give another growing port business some much-needed expansion space.

Now, after more than two years inland from the harbor, the Port Authority is back where it belongs—within sight of its docks.

In March 2021, the Port Authority moved to the aptly named Seaway Building at 802 Garfield Avenue in Duluth.

“It was important to get back down to the working waterfront, where all the action happens, and to be a part of it,” Port Authority Executive Director Deb DeLuca said. “This gives us new energy. We’ll be making decisions where the action is happening.”

In order to make room for Altec Industries, a manufacturer of vehicle-mounted aerial lift devices, in 2018, the Port Authority vacated its 1962-built office facility. The agency then spent roughly two years operating temporarily on West Superior Street in Duluth’s Lincoln Park neighborhood.

Before opening its new offices in early March, DeLuca, Chief Financial Officer Kevin Beardsley and Director of Communication and Marketing Jayson Hron met at the new location for a tour.

“We tried to save as much of this as we could,” Beardsley said, patting the auburn and sandy-colored Wrenshall, Minnesota, brick used in the 1907 reconstruction of what was then a school. Built with lumber in 1882, the Madison School served a bygone residential neighborhood on Rice’s Point, where most of the Port Authority’s dock space and infrastructure now resides.



The school burned and was rebuilt as a brick building the same year, according to the online Duluth historical resource *Zenith City Press*.

“Part of the joy of coming into a space like this and revitalizing it is that you can still feel the energy of the kids who were educated here, and the progress-minded community groups that met here,” said Hron. “We’re able to carry on that energy in a new way, but in the same space.”

The Seaway Building features nearly \$3.1 million in renovations—paid for, in part, through a \$2.37 million grant from the state transportation department’s Minnesota Port Development Assistance Program.

The building was renovated in the late 1970s and early 1980s, when it was in rough shape—a husk compared to what it has become today.



Throughout their tour, the new Port Authority facility revealed itself as an attractive and thoughtful showpiece. It's a place where deal-making can happen in ample conferencing space. There's even a courtyard with transportation-themed benches made, in part, from train rails.

Visitors to the new Port Authority headquarters can take the historic preserved stairs or a new elevator

warmth of the wood and the vibrancy of our new colors," DeLuca said. "It's calming, but to me, it's energizing, too. In our really long winters, you need something a little bit brighter and more colorful to carry you through."

The Port Authority bought the historic Seaway Building in the summer of 2018 for \$935,000, giving its eight tenants a year to relocate. The Port Authority then turned to Duluth's DSGW for the architecture and interior design, and Johnson Wilson Constructors to do the work. Kraus-Anderson Construction Company handled the interior demolition, taking a building chopped into small spaces and hallways and opening it up.

Tall windows surround the building and pour natural light into its interior.

The first floor features two nearly identical tenant spaces the Port Authority will lease once it's settled into the building. There's a workout room and showers that are often found in modern workplaces.

A giant conference room on the first floor looks out on the courtyard, and will be the new meeting site for the Port Authority's board of directors.

"It'll be great for maritime- and industry-related groups, events and meetings," Hron said. "We'll be able to support those kinds of events and gatherings much more fully and be a hub for planning and development activity along the working waterfront."

The building is twice as large as anything the Port Authority has inhabited before. Beardsley noted some empty offices and unidentified spaces which mean room for growth.

The building features a library, with a ladder that runs along its stack, and two new natural-gas boilers highlight the energy-efficient heating and cooling system.

DeLuca's executive office looks into an adjoining conference room and also out into the Duluth-Superior Harbor, where the Port Authority's gantry cranes are visible rising above the Clure Terminal.

Outside, to mark the front of the building, there's a ship's wheel, anchor and one of the original bollards from the modern advent of the Port Authority when it didn't yet have a permanent home.

A brush of the snow revealed its stamp at the top: "Port Authority 1958," it said.

As the official office of the Port Authority staff, the rehabilitated Seaway Building will support the Port Authority's mission to "bring business to the port, economic development to the region, and advocate for the maritime and transportation industries," and ultimately support commercial maritime activity at the Clure Terminal.

"I think about this as the future Port Authority office," DeLuca said. "Not just for now, but something that's going to be a legacy for many years to come."



Deb DeLuca, executive director of the Duluth Seaway Port Authority, cuts a ribbon to officially open the Port Authority's new headquarters at the Seaway Building on March 18, 2021.

to the second floor of the roughly 13,000-square-foot building.

Blonde wood paneling and heavy wooden beams help define the space—an open layout with different-sized offices around the perimeter.

Accent walls are painted "strong blue"—a deep blue shade that eliminates any of the green from the aqua-colored logo the Port Authority featured before an update last year.

"We wanted that feeling—the

Alex Kormann and Jayson Hron



If these walls could talk...

If these walls could talk, they'd tell a story stretching nearly 115 years into Duluth's past. A neighborhood story. An industrious story. A story of abandonment, decay and rejuvenation.

Masons built these walls of stone and brick in 1907 on the scorched foundation of the original Madison School. It served residents and community groups who shared Rice's Point with sawmills, docks, elevators and railroads.

Brickmakers in Wrenshall, Minnesota, shaped the bricks that help form these two-story walls. They used gray laminated clay from local soil, terra cotta that spurred a thriving industry just 20 miles away. These bricks are a sandy tan color, many with the Wrenshall name still visible.

Students learned within these walls, and while they did, Duluth-Superior grew to become the nation's top tonnage port. More docks and industrial facilities sprouted along Rice's Point. The neighborhood looked different than when Orrin Rice platted it in the 1890s. Times changed around these Madison School walls.

By the 1940s, fewer people lived on Rice's Point, instead, they came here to work. The seagulls' squawk and the steam whistle's wail bounced off these walls, but inside, the sounds of chalkboards and children ceased. That chapter was complete.

The raw materials that built America's Arsenal of Democracy sailed past these walls. Cheers of Allied victory echoed on these walls. After that, it was quiet.

These walls suffered from disuse, but they stood dutifully as the St. Lawrence Seaway opened and a new neighbor rose across the tracks—the Clure Public Marine Terminal. They heard talk of a new agency—the Seaway Port Authority of Duluth—which created an office across the tracks and brought new business to Rice's Point from all over the world.

These walls watched the Blatnik Bridge emerge and the Interstate Bridge disappear. Then a freeway bisected the neighborhood from the hillside. The Clure Terminal was busy, but other docks quieted. Fewer people came to work in the neighborhood outside these walls. Inside them, construction equipment mostly collected dust. These were not happy times.

New people arrived in 1977—the Seaway Services Corporation—and it's a good thing they did, because these 70-year-old walls were still standing, barely, but almost everything else needed help. Some of the people who walked around these walls wondered if it was even possible to salvage what had become of this once-proud centerpiece.

Local architects and constructors restored these walls and renamed it the Seaway Building. They preserved what treasures they could, like the original wrought iron railings and staircase. They said it cost half a million dollars, but it was a good investment. The new people working inside



these walls became Duluth Preservation Alliance honorees in appreciation of their efforts to preserve the city's architectural heritage. That was 1981.

People came and went, but more went than came. On the bright side, trains and ships were always in sight. In 1991, the Duluth Builders' Exchange bought the Seaway Building and moved its headquarters inside these walls.

The years passed and the Seaway Building reached the century mark. A year later, the people inside cheered two Bulldogs national championships. Business continued on Rice's Point. Duluth was once again rising. These walls showed their age but kept their charm.

That new agency from the late 1950s—it was now called the Duluth Seaway Port Authority—moved away from the neighborhood, though its people were always driving past these walls on their way to the Clure Terminal. That facility expanded to include a new pier across the tracks and directly northeast of these Seaway Building walls. The trains and ships were still in sight.

These walls stood tall on their 112th birthday, needing a little TLC, but still looking very much like a centerpiece. This time, rather than driving past, the Port Authority people stopped and walked inside. They talked of buying the Seaway Building and fortifying these walls to last another hundred years. A team of local architects and constructors eventually began that process. Then another pandemic struck, but the work continued, and soon these walls looked even better than they did during the last pandemic, when they were as young as some of the students seated inside.

In 2021, these walls celebrated their 114th year and a ribbon-cutting, as the Port Authority people completed the Seaway Building renovation and moved back to the working waterfront. They brought with them a new energy and excitement that buzzed within these walls. The trains and ships are still in sight, and the future, they say, looks rather bright.

TOOLS OF THE TRADE

HATCH CLAMP WRENCH

At nearly 1,014 feet in length, Interlake Steamship Company's *Paul R. Tregurtha* is the longest ship on the Great Lakes. Beneath a series of 36 hatches, her five cargo holds accommodate 70,000 tons of iron ore or coal. Each of the hatch covers weigh thousands of pounds, a weight requiring robust clamps to secure in place. When those hatches need opening, popping the clamp is a bit trickier than simply reaching for the key fob. In this issue of *North Star Port*, Jason Kahler, deckhand aboard the *Tregurtha*, introduces us to the tool that makes it happen.



North Star Port: This looks like a branding iron for rhinoceroses. What is it?

Jason Kahler: We call it a clamp wrench.

North Star Port: What does it do?

JK: It's used to lock down or release the tension on the cargo hatch clamps. Depending on the boat, they might have 30 to 60-plus clamps per hatch. On the *Paul R. Tregurtha*, there are 36 hatches with 30 clamps per hatch, so it's a well-used tool. The bend or angle in the wrench head helps you get leverage and also helps you not have to bend over as far.



Jason Kahler

North Star Port: That sounds like an important tool. What happens if someone loses the wrench, or if it gets tossed overboard in heavy seas?

JK: That would be bad. They're usually stored on the hatch crane, and I've seen extras in the bosun locker, but usually they're old or heavy, or don't fit well on the clamps.

North Star Port: Do you know where this clamp wrench was made?

JK: I'm not sure. Going back to your previous question, I don't think it would be too hard to make one as long as you can weld, so an engineer on the boat could probably make one, though it might not fit the clamps as precisely as this one.

North Star Port: Do clamp wrenches differ for each ship?

JK: I've sailed on three boats and the clamp wrench was the same on each of them, so I think they're pretty much universal.

North Star Port: What's the most unusual use you've seen for a clamp wrench?

JK: As you know, during the colder parts of the shipping season, sea sprays can form ice on the ships and the hatch cover clamps. The most unusual use of the clamp wrench I've seen is breaking ice off the clamps so they can be undone. You just have to make sure you don't bend the ends by banging on the ice.

bosun locker

/ boh-suhn / lä-kər /

a.k.a. boatswain's locker

Noun: a storage space for the materials and tools used by the deck crew



Paul Scinocca



Captain's Choice: *Chicago Trader*, née *The Harvester*

Captain Hugo Hietapelto sailed many Great Lakes ships, but his favorite was the *Chicago Trader*, a ship with its own special storyline.

Originally christened *The Harvester* and launched in the summer of 1911, the steamship was the first of two that sailed for Cyrus McCormick's International Harvester Company.

According to International Harvester's 1911 annual report, the 545-foot ship was built to carry iron ore from Minnesota's Mesabi Range (in 1911, International Harvester owned leases on the Agnew Mine in Hibbing and the Hawkins Mine in Nashwauk) to steel mills in South Chicago. She was a regular visitor to Duluth-Superior. Loaded fully, she could float some 10,000 tons of ore bound for International Harvester-owned Wisconsin Steel on South Chicago's Calumet River. This facility included three blast furnaces, six steel mills and employed 1,500 people on 118 acres.

These were halcyon days for International Harvester, a proud American company with an increasingly global reach. Foreign trade comprised 40 percent of the company's total business in 1911, a year in which gross sales (\$108 million) exceeded those of any previous year. International Harvester's capital expenditures—including the construction of a Great Lakes steamship—topped \$5.6 million and net profits reached \$15.5 million.

"The possibilities presented in foreign countries for still further extending that trade emphasize the necessity for continued and vigorous efforts on the part of the government to foster and encourage trade relations between the United States and foreign countries, so that American manufacturers may secure their share of the world's trade," wrote McCormick in his company's 1911 *Annual Report*.

International Harvester continued its domestic and global expansion for years to come. *The Harvester* helped feed McCormick's need for iron ore until her sale to the Gartland Steamship Company in 1964. Soon after, she was renamed the *Chicago Trader*, and would continue plying the Great Lakes under various owners—and with Captain Hietapelto occasionally at the helm—until her retirement in 1977, after which she was scrapped in Ashtabula, Ohio.

Captain Hugo E. Hietapelto, Sr., 99, of San Diego (Ocean Beach), California, passed away Friday, Jan. 29, 2021 after a short but difficult battle with Merkel Cell Carcinoma.

Hietapelto (also known as Sandy) was born and raised in Ashtabula, Ohio, and graduated from Harbor High School. His entire career was spent sailing on Great Lakes freighters. He resided in Lake Worth, Florida, with his family during the winter layup, and then, once retired, in San Diego. His first wife, Betty, and their four children often sailed with him in the summer. Hietapelto enjoyed horseback riding with his daughter, Melissa. When he retired, Hietapelto and his second wife, Dolores, traveled the United States extensively in their van, visiting almost all every state. Lake Tahoe, Palm Springs, Geneva-on-the-Lake and Florida were some of their favorite places. An avid golfer, Hietapelto played golf his entire life, won tournaments, including a silver medal at the Senior Olympics in California, and volunteered, along with Dolores, as marshal at golf tournaments throughout California. He was very proud of his two hole-in-one trophies.

Stationed in Alaska, Hietapelto briefly served in the U.S. Army Air Force during World War II. He worked his way up from deckhand to captain on the Great Lakes. Steamship companies for which he sailed included Boling and Cornelius, Interlake, Kinsman Transit, Reiss, and Steinbrenner. When Hietapelto retired, he served as a pilot for the Upper Great Lakes Pilot Association (District 3), stationed out of Detour Village, piloting foreign ships through the Great Lakes.

Hietapelto will be lovingly remembered by his four children (Amy, Melissa, David, Hugo Jr.) and two stepchildren (Connie, Robert), 17 grand- and step-grandchildren, 17 great-grand- and step-great-grandchildren, numerous nieces, nephews, grandnieces, grandnephews, great-grandnieces and nephews and literally thousands of Finnish cousins.

Interestingly, although they were born and raised in South Florida, three of Hietapelto's four

children by his first marriage now reside in Minnesota or northern Wisconsin. His eldest child, Dr. Amy Hietapelto, serves as dean of the Labovitz School of Business and Economics at the University of Minnesota Duluth. His youngest child, Hugo E. Hietapelto, Jr., also teaches in the business school at UMD.

Clarence E. Laliberte, 103, former president of Cutler Magnier Company, died March 27, 2021.

He spent 62 years at the privately-owned company on Duluth's industrial waterfront, working as an engineer, vice president and president. Under his leadership, Cutler Magnier Company became a regional leader in chemical lime production and salt processing.

Laliberte graduated from Duluth Central High School, then earned a degree in chemical engineering from Purdue University. He enlisted in the United States Armed Services in Jan. 1941 and later graduated from Officer Candidate School at the Aberdeen Proving Ground in

Maryland. He proudly served his country through the end of World War II in Dec. 1945. During this time, he met his future wife Elizabeth (Betty) Woughter. They married in 1943. After the war, the couple settled in Duluth and raised 11 children. Laliberte went to work for his father, Henry, at the Cutler Magnier Company, eventually taking over the family business.

Community service was important to Laliberte. He served on many boards, including Cathedral High School/Marshall School, the Cathedral of Our Lady of the Rosary Catholic Church, and Holy Rosary School. He was motivated by a deep faith and compassion for those in need. Laliberte enjoyed hunting and fishing with friends and family. He celebrated his 100th birthday playing tennis with loved ones. He is survived by 11 children, 17 grandchildren and 15 great grandchildren.

Leo Joseph Franklin, 93, of Duluth, died April 2, 2021. Franklin was born in Minneapolis and orphaned at a young age along with his sisters prior to being adopted. A zest for adventure led him to join the United States Merchant Marines at age 15. He earned a wheelsman position by age 16 and sailed the globe during World War II. Franklin met his wife, Carol, in England while awaiting ship repairs at the end of the war. They moved to Duluth, where Leo spent more than 30 years as a longshoreman, including service as president of the local International Longshoremen's Association.

Franklin and his wife were frequent attendees of Duluth-Superior's National Maritime Day events. He is survived by his wife, an adult daughter and son, five grandchildren and four great-grandchildren.



Setting a new course

BY TESS LEPLEY
ENGINEERING OFFICER CADET, GREAT LAKES MARITIME ACADEMY

Growing up on the Great Lakes, and always having some form of watercraft in my life, made my career choice easy. My academic career at the Great Lakes Maritime Academy, however, has not been the easiest, with a global pandemic posing many challenges. Despite those challenges, I've managed to keep my passion for the industry and, through hard work and dedication, I'm setting myself up for a bright future in the maritime world. I'm excited to begin my career after graduation in May 2022 as a third assistant engineer and help support shipping right here at home on the Great Lakes.

I'm from the southern shore of Lake Erie in a little town about 10 minutes away from Sandusky, Ohio. My parents have a lake house on

Sandusky Bay where I've spent all of my summers and where my passion for the water began. While in high school, I started working for a ferry company that has regular routes to the Lake Erie Islands. The magic of the sunsets over a calm lake, the adrenaline while bracing yourself during a bad storm, and the eeriness and intensity of navigating on a foggy morning only deepened my passion. Along the way, I met some great mentors who became friends and huge role models. Between the sea stories they told and the knowledge of the industry they shared, I became more and more enthralled with the maritime world. If it wasn't for their encouragement, I wouldn't be in the position I am today. I found myself wanting to work the job forever, but at the time, I didn't realize

that I could make a career out of sailing.

After I graduated high school, I went to a university to study mechanical engineering, but I found my mind wandering to the water, missing the variety and excitement of my previous mini-career. While I was interested in the work I was doing, I decided that I would rather be an operating engineer. A colleague of mine at the ferry company mentioned attending the Great Lakes Maritime Academy in Traverse City, Michigan. After a bit of research, I concluded that maritime engineering was the path I was meant to follow.

In November 2018, before my first college semester was over, I called my parents, asked them not to freak out, and told them that I absolutely had to tour the academy. We took a tour the second week of January 2019, and on Feb. 6, 2019, I was sitting in a university lecture hall, waiting to take a chemistry exam, when I received an email with "Congratulations!" in the subject line. I had been accepted to the academy! In a frenzy, I texted my mom, quitted the lecture hall to jump around a little, and, as soberly as I could, re-entered the hall with a big grin on my face. I thought to myself, this is what I've been waiting for. I ended up passing the exam, too!

That August, I packed my bags and headed north to Traverse City, a beautiful town always abustle with wonderful things and interesting people. Over the course of the summer, I decided that I wanted to join the



Tess Lepley



Engineering cadet Tess Lepley reports aboard the 224-foot former U.S. Navy submarine surveillance ship *Persistent*, which is now T/S *State of Michigan*. The vessel was built in 1986 and designed to tow highly sensitive sonar arrays for tracking Soviet submarines.

Strategic Sealift Officer Program through the United States Navy Reserves, and so on Aug. 12, 2019, I swore an oath of office and rang the admiral's bell into the Great Lakes Maritime Academy. It was the beginning of the best decision of my life.

A semester and a third into my new life, the world stopped. On March 12, 2020, I was on my way to class when I received an email stating that the novel coronavirus was spreading so quickly that the academy and all of the other college campuses would close to all face-to-face/in-person classes in two days. Walking into class, all of us were dumbfounded. Our engineering instructor arrived looking just as befuddled and speechless as we all felt. He told us to go home and be safe. Everything that could be transferred online would be, and classes would continue that way. Labs couldn't go online and those would have to be made up in person at a later date. Our summer cruise was canceled. This killed our spirits. We said goodbye to our instructor and to each other, not knowing when we were going to see our friends again, and went home defeated. No one was certain of anything except that the foreseeable future was extremely uncertain.

About a third of the way through the summer, I received an email from the academy saying that I could get on our training ship, T/S *State of Michigan*, for roughly a month. I immediately agreed, and a week later, I started a two-week quarantine. That quarantine period, during which we were allowed access to a socially distanced common area that was regularly cleaned, and the opportunity to go outside as we pleased, soon turned into a 28-day quarantine with solitary confinement, because one of the cadets we were quarantining with was asymptomatic with COVID-19. Taking no chances, and another set of COVID

tests, we proceeded into another two weeks of quarantine.

This was by far the hardest part of my COVID-19 experience thus far. The mental toll that the long quarantine took on all of the cadets was significant; there is only so much Netflix you can watch or books you can read. Waiting for the COVID test results was very nerve-racking. At that time, the processing centers were backlogged, and the results were what governed when and if we were sent sailing. We had all developed anxiety about the situation, constantly weighing whether the quarantine was worth it. The uncertainty of the future had us all losing hope. Finally on the 29th day of our quarantine, we got the call saying we all tested negative, and we immediately hopped on the ship and were underway within a few hours. We only sailed for 10 days, but I believe the on-board experience, even though brief, was worth it.

Going back to school immediately after sailing was much different as well, and we all confronted new challenges. Our online classes were hybrid, meaning what could be done online would be, but classes that were

in person would be held if social distancing could be safely accomplished. A few of the cadets decided to take a year off, either for financial reasons or the online format or both, and many people struggled with the new teaching methods.

This timeline brings us up to the present. This semester, we've had multiple classes canceled due to COVID-19, and we're trying to finish our labs that were canceled last year. This summer will be the first time my incoming class will be able to sail, and I know we are all champing at the bit. I'm grateful to everyone at the academy who has worked so hard to get us caught up, and make up for lost time. It wasn't easy to learn a new teaching format and navigate these uncertain waters during the pandemic. I, along with my fellow cadets, are extremely appreciative for everything they have done for us.

One of my instructors once told me, "Do as much as you can as a cadet to set yourself up for a successful career." As of this spring, I am the battalion commanding officer for the GLMA Strategic Sealift Officer (SSO)

OUTSIDE INSIGHTS Continued on Pg. 22



Jayson Hiron

Rice's Point Business Group scoops massive Earth Day haul

The Duluth Seaway Port Authority was among more than 30 members of the Rice's Point Business Group who joined forces April 21 to remove litter from the neighborhood, primarily near the Rice's Point DNR boat landing and throughout the Blatnik Bridge approaches. The cleanup battalion numbered some 60 volunteers and also included heavy equipment operators who helped haul away larger items.

"We're stewards of the environment here in the industrial heartland of Duluth and we're making sure we beautify these spaces," said Kate Ferguson, Port Authority director of trade and business development. "It's good for the environment and it's good for all of us."

In total, the group removed 10.5 tons of discarded trash and household debris in approximately four hours. Included in that total was a 4-ton dump trailer filled with steel,



Jayson Hron

which went to Azcon Metals for recycling. The haul also included 40 tires, household furniture and—literally—a kitchen sink.

In addition to Ferguson, the Rice's Point Business Group Earth Day Committee included Amy Herstad-Einbu (Altec Industries), Kevin

Johnson (Minnesota Department of Natural Resources), Lynn Bergstedt (Azcon Metals), Marva Beckman (AtWater Group) and Jim Borash (Waste Management).

Plans are underway to make the Rice's Point Business Group Earth Day Cleanup an annual event.

Klobuchar touts importance of port infrastructure

United States Senator Amy Klobuchar visited Duluth's Clure Public Marine Terminal on April 1, hosting a press conference during which she discussed President Joe Biden's proposed infrastructure plan. Duluth Seaway Port Authority Executive Director Deb DeLuca and Duluth Mayor Emily Larson also spoke during the event, which promoted creation of more resilient supply chains and improved port infrastructure in Duluth-Superior and throughout the Great Lakes.

"This idea of a major infrastructure package would be really great for northern Minnesota and specifically this port," said Klobuchar.

Biden's proposal includes \$42 billion for ports and airports. Of that, \$17 billion would be for inland waterways and ports.

"Ports are not simply local assets," said DeLuca. "They are part of a system that is foundational to the U.S. economy; they are the backbone of the nation's trade network."



Senator Amy Klobuchar

Jayson Hron



A pair of Algoma Central ships pass side by side in the St. Lawrence Seaway. The 2020 season was among the Seaway's safest ever by vessel incident count.

Safe Seaway transits becoming a system hallmark

Already among the world's safest waterways, the St. Lawrence Seaway produced another impressive campaign by that measure in 2020. A scant four vessel incidents occurred in the United States sector, the second-lowest total on record, and a feat achieved previously in 2017 and 2011.

Over the past 25 years, the average number of vessel incidents in the Seaway's U.S. sector has declined significantly, from an average of 19 per year (1996-2006) to six per year (2007-2020). Seaway officials point to a number of factors contributing to this improvement, the first of which was centralization of binational vessel inspections.

Prior to 1997, Canadian safety inspectors would board foreign flagged ships to conduct inspections in Montreal, Quebec, then the vessel would sail to the Snell Lock in Massena, New York, where United States inspectors would board the ship. Their inspections occurred while the ship sailed toward the Eisenhower Lock, a 45- to 60-minute transit. Occasionally, these inspec-

tions while underway necessitated captains leaving the deck or crew members shifting their focus from ship operations to inspection inquiries. In addition to being a distraction, this second round of inspection was inefficient, sometimes adding hours or more to transit times. Seaway officials from both countries sought a more effective solution, and in 1997, they centralized all inspections at the Port of Montreal. It was the first step toward a collaboration that expanded with binational ballast water inspections in 2007.

"Centralization of the inspection regime was a masterstroke in so many ways," said Craig Middlebrook, deputy administrator of the Great Lakes St. Lawrence Seaway Development Corporation. "It was much more efficient, and from a safety standpoint, it was much more effective."

Technological changes also contributed to improved Seaway safety. On-board Automatic Identification System (AIS) tracking technology became a Seaway requirement in

2003, providing ship captains with real-time vessel location and course data, plus warnings to alert them of potential threats. In 2012, the Draft Information System (DIS) augmented AIS, delivering accurate views of what was underneath the ship's keel, so captains could more easily anticipate and avoid potential trouble spots in the shipping channel.

Renewed fleets are a third contributing factor to safer Seaway sailings. Newer ships are plying those binational waterways, especially in the past 10 years, and those vessels offer better performance and safety features.

Coupling that with more effective training also helps, according to Middlebrook.

"Increased familiarity with new equipment and new protocols undoubtedly improves safety, whether its Seaway staff, vessel traffic controllers, ship crews or vessel masters," he said. "We're all getting more familiar with what's new, and the results reflect that."

Prettner Solon reappointed to Port Authority board; officers elected

In March, Minnesota Governor Tim Walz reappointed Yvonne Prettner Solon to a third term on the Duluth Seaway Port Authority Board of Commissioners. Prettner Solon served previously on the board as a Duluth City Council appointee from 1990-1994, including a term as president in 1993. She went on to become a three-term state senator, and later, Minnesota's 47th lieutenant governor. She served in that capacity from 2010-2014 before being appointed to a second term on the Port Authority board in 2015. Prettner Solon's most recent appointment extends through January 2027.

At the March 31 meeting of the Port Authority board, Prettner Solon was elected to the vice president role. Other officer appointments included Tony Sertich as president, Patrick Boyle as secretary, Mike Jugovich as treasurer and Tyrone Walker as assistant treasurer. Rick Revoir and Ray Klosowski comprise the remainder of the board. Together, this septet oversees the Port Authority's financial and organizational affairs.



Yvonne Prettner Solon



Tony Sertich



Patrick Boyle



Mike Jugovich



Tyrone Walker

OUTSIDE INSIGHTS

Continued from Pg. 18

Program through the U.S. Navy Reserves, the president of the GLMA Chapter of Women on the Water Club (WoW), the vice president of the GLMA Chapter of Propeller Club, and incoming class of 2019 engineering class representative. Each one of these extracurricular activities is helping me build new skill sets that I am able to bring to the industry. The SSO Program has taught me the importance of honor, courage and commitment and how to better incorporate those values into my work and lifestyle while serving my country. The WoW Club has taught me how to advocate for equality and against discrimination in the workplace and to never give up in the face of a challenge. Propeller Club has taught me to take interest in and learn about all the different elements of the industry that touch my job. Being a class representative has emboldened me to ask hard questions, advocate on behalf of my constituents and stay informed and on top of my administrative agenda. I take great pride in the work that I do and I will work hard to bring the qualities that I have learned with



Battalion commanding officer Tess Lepley, third from left, is sworn in with her constituents as part of the U.S. Navy Reserves' Strategic Sealift Officer Program.

me into my career as a third assistant engineer and a U.S. Navy officer.

I love the maritime industry and I want to stay involved and keep learning throughout my career and long after my sailing years have ended. I intend to help usher in years of continued prosperity in the Great Lakes maritime industry and to maintain the greatness of the Great Lakes through proper operation and maintenance of

her vessels. I have yet to sail into the Port of Duluth-Superior, but it is high on my list of things to achieve. I am looking forward to making the landing and supporting the commerce, beauty and longevity in what has always been my backyard and home: our Great Lakes.

IN FOCUS: Theresa Kautz

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

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

I got into the shipping scene because my family was part of the Polish Shipping Company, the Ziemia fleet, so we used to travel on those ships all of the time. My first time on board a ship was in 1979 and we traveled on the Great Lakes and overseas. I started doing photography in my teen years and into my 20s. The ships were always a draw. I just love the scenery, the water and the backdrop of the waterfront. The ships are huge. They are these massive steel structures that just come gliding by so peacefully. You can barely hear them.

Does having traveled on the vessels give you insights that other photographers might not have?

It probably gives me some advantage with the salties, because that is primarily what I was on board. When I shoot them, I look for certain details that I want to capture. For example, I focus on the pilot house. I like to get the captain working, and I like the bow shots because that is where I used to stand.

Do you have other specialty focus areas, as well?

I love shooting outdoor photography, sunrises, sunsets, nature and military aircraft. My husband is military and we've spent time on Air Force bases around the country.

How would you describe your approach to photography?

I approach it very mindfully. I try to use all of my senses to grab that perfect photo. I visually look at what is in the background, like a lighthouse, and perfectly time it when the bow of the ship approaches so I get them both in the shot. If I know the steamer *Alpena* is coming through, I make sure I am ready to take the shot when she blows her horn, because that is when it lets out steam.

How do you know when you get a great shot?

I usually don't know until I get home. Then I'll see what I thought was a great shot sometimes wasn't, and others make me say, "Wow, that's pretty special." It's hit or miss. You never know what you are going to get.

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

I have a 17-year-old son, and from the time he was born, he went with me to take pictures of the boats. Now he is taking photos, so that is pretty cool. We go together. It is kind of competitive to see who gets the better shot.



Theresa Kautz



Photos by Theresa Kautz



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