



NORTH STAR PORT

SUMMER 2021



EDNA G'S 125TH | RAT GUARDS | BON VOYAGE ALDER | SEASON UPDATE

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

Industry is an important part of our mission at the Port Authority. Ultimately, we operate our Clure Public Marine Terminal as a multimodal logistics hub in a way that provides seamless transportation solutions. Why? To support our regional industries by providing supply chain cost savings that help them compete in domestic and global markets. And why, in turn, is it important to support our regional industries? Let's defer that answer to the end of this article.

A few years back, we conducted a study to provide a set of neutral data to inform the discussion about the value of industry at the local level. At that point in time, we repeatedly heard Duluth referred to as a "post-industrial economy." One planner told the Port Authority that as digitalization kept advancing, there would be no jobs in industry, and resultantly, the city shouldn't consider industry when planning for future land use. We knew this was a false narrative. Jobs in all sectors morph in the face of evolving technology and customer demand. The need to help educate drove the 2018 study.

The original study was completed by the Initiative for a Competitive Inner City. The results of that study (based on 2016 data) demonstrated that the city's industrial sector continues to drive significant growth in Duluth and the surrounding region. The study's findings helped generate rich dialogue around the value of industry to Duluth's economy. Our partners requested that we update the findings, and so we did, using 2019 data, as 2020 data won't be available until later this fall. We plan to update again when the 2020 data become available, so we can understand how the industrial sector responded in that pandemic-disrupted year.

The recent update supports the original study findings. We continue to see that Duluth's industrial sector is alive and well. The average annual income of an industrial worker in Duluth was \$69,000 in 2019, compared to \$51,000 for all workers in the city. In fact, if industrial jobs are left out of the calculus altogether, the city's average wage is \$48,000. And that's not all. The 2018 study found that Duluth's industrial jobs not only pay higher wages, but also provide competitive benefits and opportunities for career advancement. These are the kinds of jobs that allow people to save for retirement and college, and that encourage spending money back into the local economy. These industrial jobs are accessible across a wider range

of educational backgrounds—to high school graduates, to those with specialized technical training, including tradespeople, and to college graduates. Industrial jobs present an opportunity for equitable growth in our region, especially if we establish programs and policies that address gaps in job access (addressing transportation and childcare considerations, for example).

Duluth's industrial sector helps drive economic stability and growth. On a per-job basis, the industrial sector generates three times more local tax revenue and supports twice as many additional jobs compared to the rest of the economy. Every 10 industrial jobs in Duluth create or support an additional eight jobs elsewhere in the region,

while every 10 jobs elsewhere in the economy support an additional four jobs.

So there's part of the answer to the question in the first paragraph. The industrial sector means good wages, benefits and equitable opportunity, as well as economic stability. From an economic development perspective, we want to see our health care, education and tourism sectors thrive. But we

also want to see our industrial sector thrive. Duluth should be proud of its diverse economic base. While industrial jobs are often viewed as a part of the past rather than the future, it is time to revise this way of thinking. Advances in technology, commitments to process improvement, and evolved, highly regulated workplace safety and environmental controls mean that industry in the 21st century looks and behaves very differently than it did 50 or 100 years ago.

Finally, industry produces the goods, and the raw and semi-finished products that go into the goods, that we consume and use in our everyday lives. We can produce these goods elsewhere in the world, where environmental and worker safety regulations may not be established or are poorly enforced. Or we can acknowledge that our lifestyles involve consuming these goods and materials, and support their production in a responsible way that supports local economic activity. We've embraced the latter perspective, which brings us full circle to the importance of industry to the Port Authority's mission.



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.



Jayson Hron

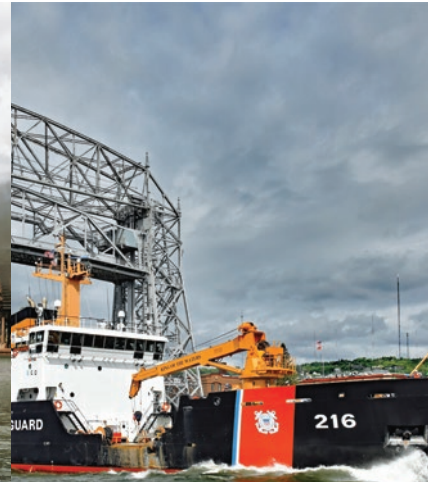
Three smaller buoys rest on a concrete apron at the U.S. Coast Guard's Marine Safety Unit-Duluth station on Minnesota Point. Duluth's Aids to Navigation team maintains these buoys, which are deployed each summer and removed each winter.

Inside your
NORTH STAR PORT

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Edna G



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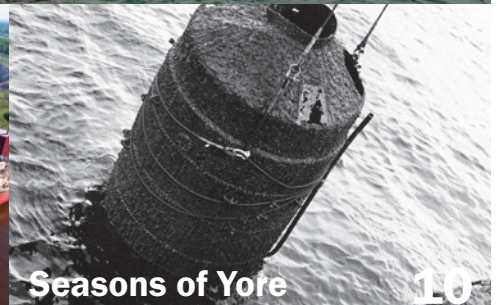
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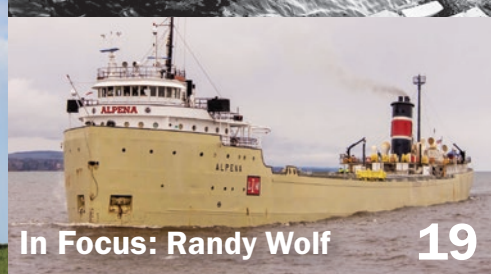
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On the covers

On the front:

The *Lee A. Tregurtha* gets an early start to the day with an entry under the Aerial Lift Bridge on July 21, 2021, at 4:29 a.m.

On the back:

The *G.L. Ostrander/Integrity* tug/barge combo sails into the Port of Duluth-Superior under midday sunshine on May 12, 2021. The vessel typically carries cement for LaFargeHolcim.



Jeff Doty



Paul Scinocca

Printed on 10% post-consumer waste paper.





Jean Basgen

Iconic *Edna G* turns 125

BY JULIE ZENNER

The superstitious might consider it a bad omen for a vessel to sink at launch. Fortunately, that did not prove true with the *Edna G*. Nothing could keep the iconic tugboat down for long. Despite an inauspicious start, she was destined for a long and storied career that spanned nearly a century, primarily assisting Great Lakes ore boats carrying taconite and iron ore used to build America.

This summer marks 125 years since the *Edna G* first toppled into the water. Now a floating museum in her former home port of Two Harbors, Minnesota, the *Edna G* long ago earned her spot on the National Register of Historic Places. She also has the distinction of being the last coal-fired, steam-powered tugboat to operate on the Great Lakes. As Two Harbors celebrates the *Edna G*'s 125th anniversary August 28-29, many people are looking to her past ... and future.

A Sinking Start

It was 1896. The shiny new tugboat commissioned by the Duluth and Iron Range (D&IR) Railroad and built for just over \$35,000 was ready to hit the water. Named after the daughter of railroad President Jacob Greatsinger, the *Edna G* was a real beauty, measuring 110 feet long, 23 feet across the beam, and decked out in a fresh coat of paint.

Like other vessels built in the late 1800s at Cleveland Shipbuilding in Ohio, the *Edna G* was launched sideways from the shipyard into the Cuyahoga River. Her entry into maritime society apparently made a splash in the local press.

“The *Edna G* has a very tall, sharp, V-shaped hull, so the balance was not good for a sideways launch,” said

Tom Koehler, a board member of the non-profit Friends of the *Edna G* and member of the Two Harbors *Edna G* Commission, citing news clippings from the time. “It took just a little hitch in a slide down around the bottom part of the tug for the boat to turn over and go turtle in the river.”

Fortunately, it was just a temporary setback. The *Edna G* was recovered, repaired and relaunched—finally making her way to Agate Bay in Two Harbors, a small port north of Duluth on Lake Superior.

Building America

Two Harbors was an early link between northern Minnesota’s Iron Range and a burgeoning steel industry. Iron ore transported via the D&IR Railroad was loaded onto ore boats for passage to steel mills on the Great Lakes. The *Edna G* helped facilitate that transport, safely guiding the lake carriers in and out of Agate Bay and its ore dock berths. She was one of the most powerful tugs of her day, constructed almost entirely of open-hearth steel with a 700-horsepower, two-cylinder reciprocating steam-powered engine.

“We like to say the *Edna G* is the tug that helped build America,” said Kathy Glenn, chair of the Friends of the *Edna G* and member of the Two Harbors *Edna G* Commission. “A significant portion of the iron ore used to make American steel in the late 1800s and early 1900s came from northern Minnesota, and the *Edna G* played a part in that movement.”

Countless commercial buildings, skyscrapers and bridges made of structural steel in the 20th century were touched by this hardworking tug and her capable crews.



Photos courtesy of Mike Ojard

(Opposite) The *Edna G* plies the waters in Two Harbors, Minnesota, alongside the ore docks, in the 1960s. (Above Left) Tom Koehler and Kathy Glenn. (Center) Captain Adolph Ojard, Sr., looking out the window of the pilothouse. (Right) Mike Ojard and J.P. Klug.

Other Heroic Exploits

The *Edna G* played roles in other heroic efforts, as well. She and her crew rescued survivors of the schooner barge *Madeira* that sank near Split Rock on Nov. 28, 1905, during what many call the worst storm in the history of the Great Lakes. The tug also recovered the body of the *Madeira's* mate, the only member of the 10-man crew to die in the wreck.

During World War I, the United States government requisitioned the *Edna G* to assist barges and troop ships on the East Coast. That stint, from 1917 to 1919, was the only period in which the *Edna G* served outside of her Two Harbors home port. She was later reinforced as an icebreaker, which helped facilitate the tug's involvement in firefighting and rescue operations. In 1949, her boiler was updated to 1,000 horsepower, enabling the *Edna G* to assist the increasingly larger ore boats needed to feed the U.S. steel industry.

But beneath her rugged exterior, the *Edna G* had a softer side. Her captain's quarters were well appointed with polished birch paneling, brass fittings and decorative lighting. Logbook entries tell of company officials using the tug for tour junkets along Minnesota's North Shore. She could comfortably accommodate four or five well-connected passengers who might use their connections to benefit the railroad or its northern Minnesota operations.

Family and Friends Remember

Perhaps no family in the region has stronger ties to the *Edna G* and its history than the Ojards of Knife River, a waterfront community about eight miles southwest of Two Harbors. Brothers Adolph Ojard, Sr., and Edward "Harvey" Ojard both spent decades aboard the tug—Adolph as captain and Harvey as chief engineer.

"It was unique having brothers on board," said Adolph Ojard, Jr., retired executive director of the Duluth Seaway Port Authority and son of the *Edna G's* last captain. "My

dad and Harvey would fight all of the time. They didn't always see eye to eye."

As a teenager and young adult, Adolph Ojard, Jr., often accompanied his father and the *Edna G's* crew as they guided vessels into the small harbor.

"(My father) was known throughout the Great Lakes as a great ship handler," Adolph Ojard, Jr., said. "Once he had their toelines, the ore boat captains knew they would safely make it to the dock, even in the worst of weather."

Success depended on a seasoned crew. A typical four-man crew included the captain, engineer, fireman and deckhand. They worked in tight quarters and were like a family. There was even a child onboard. Michael "Mike" Ojard was practically raised on the *Edna G*, learning the ropes from his father, Harvey, at very young age.

"There was no mother in the family, so I would go to work with my dad," Mike Ojard recalls. "Nobody wore life jackets in those days, and I'd sleep down in the crew's quarters on a big pile of asbestos lagging. Over the years, I got to know the vessel pretty well, definitely everything in the engine room."

Mike Ojard grew to love tug boats. His life path took multiple twists and turns. He worked as a sailor, a welder fitter, an auto body shop and transmission shop owner, and a vocational school teacher before realizing a life-long dream of becoming a tug boat captain. Today Captain Mike Ojard owns and operates Heritage Marine, Inc., a tug operation headquartered in Knife River with a fleet of tugs in Duluth-Superior. One of his vessels, the *Edward H*, is named after his father and painted in the exact color scheme as the *Edna G* out of nostalgia for the old tug.

He recently visited the *Edna G* with John Paul "J.P." Klug, a classmate who worked as a fireman on the tug from 1972 until it was retired in 1981.

As fireman, Klug handled calls from the steamboats, got arrival schedules from the office and called the crews

EDNA G continued on Page 13



Lieutenant Commander
Justin Erdman



BY JAYSON HRON

Before Lieutenant Commander Justin Erdman captained the *Alder* on Lake Superior, he managed an office in Miami. It was a military entrance processing station (MEPS); one of three in Florida amidst 65 nationwide. They exist to screen applicants, populate boot camps and prevent excitement. Adventure lurked only in a scalding coffee spill or the remote possibility of a recruit straying in the building.

“Some people say it’s just Groundhog Day,” said Erdman. “The same thing over and over again.”

For Erdman, though, it was part of a master plan. Unlike the more typical three-year assignments, Miami MEPS was a two-year hitch. That shorter term put him on a path back to Duluth, where he had served on the United States Coast Guard Cutter *Sundew* in the mid-1990s.

“I just really enjoy Duluth,” said Erdman, 46. “It’s a little under four hours from where I grew up, in Sparta, Wisconsin, and everybody’s nice and friendly. There’s a lot to do up here. Plus, I met my wife here, when she was graduating from UMD. We got married in 1997, left in 1998 for my assignment in San Diego, and I’ve been pretty much trying to come back ever since. Just none of the assignments ever lined up for us to come back here until 2019.”

It was then that Erdman became the sixth commanding

officer of the *Alder*, a 225-foot multi-mission buoy tender built in Wisconsin and homeported in Duluth since October 2004. July 2021 marked the end for both man and machine, as Erdman announced his retirement after 28 years of Coast Guard service and *Alder* departed Duluth for the last time. The venerable vessel is set to visit Baltimore, Maryland, for rehabilitation work before her redeployment in San Francisco, California.

“When I got here in 2019, I knew the ship was leaving this summer to go through the midlife process,” said Erdman. “And part of me wanted to try to stay long enough to make that trip. But at the same time, to be fair to the new commanding officer coming in, I wanted him to get that opportunity. It would be cool to say, ‘I’m the last *Alder* CO on Lake Superior in Duluth.’”

Lieutenant Commander Joel R. Wright earned that distinction July 7, sailing *Alder* through the Duluth Ship Canal after a formal change-of-command ceremony on July 2. Wright served most recently as executive officer aboard the USCGC *Mobile Bay* in Sturgeon Bay, Wisconsin. His term in Duluth-Superior will include captaining the USCGC *Spar* upon her scheduled arrival after the Soo Locks open in March 2022. Also a Juniper Class buoy tender, *Spar* operated in Kodiak, Alaska, before sailing to Baltimore for her midlife tune-up.

Erdman retires, *Alder* departs



David Schauer

“It’s an identical ship to *Alder*, for the most part,” said Erdman, who began his Coast Guard service in Alaska. “There are minor changes on all the ships, but the 16 they built in that class are pretty much identical. It’s been in Kodiak the entire time as its home port. I’ve known a few of its COs over time and other people that have been stationed on it.”

Questioned about the vessel’s unavailability until late March, Erdman said, “I’m sure people at the Coast Guard’s district office are planning for the fact that there won’t be a ship here in Duluth, or even on this side of the Soo Locks (this winter). There’s no way the Coast Guard will just leave Duluth unattended. They’ll keep somebody in the area to help ships lay up in the fall if needed, and then they’ll manage to make sure somebody gets here as soon as possible in the spring to get the harbor opened up.”

Erdman and the *Alder* did plenty of that work in recent years, opening iced shipping lanes, tending buoys throughout the Great Lakes and even leading a rescue on Mackinac Island.

“The first winter I was here was the first year *Alder* went below the Soo Locks for the winter,” said Erdman. “We spent the winter in St. Ignace, Michigan, and a medical situation occurred on the island. LifeFlight

wouldn’t fly, because the conditions were too bad, and the Coast Guard helicopters out of Traverse City wouldn’t fly, so we got underway with the *Alder*.”

Delicately navigating Mackinac Island’s tight, frozen harbor and fragile wooden pier, Erdman and the *Alder* crew sliced through wind-whipped sleet and ice to position a rescue team. They retrieved a woman in need of medical care, but found themselves flummoxed by how to get her on the ship, since it couldn’t sidle up to the shore. Erdman ultimately opted to use the vessel’s brow and crane to lift her aboard.

“The brow is really not designed to lift people the way we did, but it was the safest way to get her onboard,” said Erdman. “And we were able to do it and get her back to St. Ignace safely.”

Memories like that will stay with the retiring captain as he embarks on the next phase of his life.

“I always told the crew, ‘If anything cool comes up, I’m volunteering for it,’” said Erdman. “Out-of-the-ordinary stuff is what makes the best stories later on in life. There’s no good sea story about being on the bridge for your four-hour watch and nothing happening. Nobody wants to hear that story. It’s those out-of-the-ordinary things that are challenging at the time—later on, they make the best stories.”

SEASON UPDATE

SUMMER 2021



The Port of Duluth-Superior's king cargo, iron ore, led resurgent tonnage totals through the early summer months.

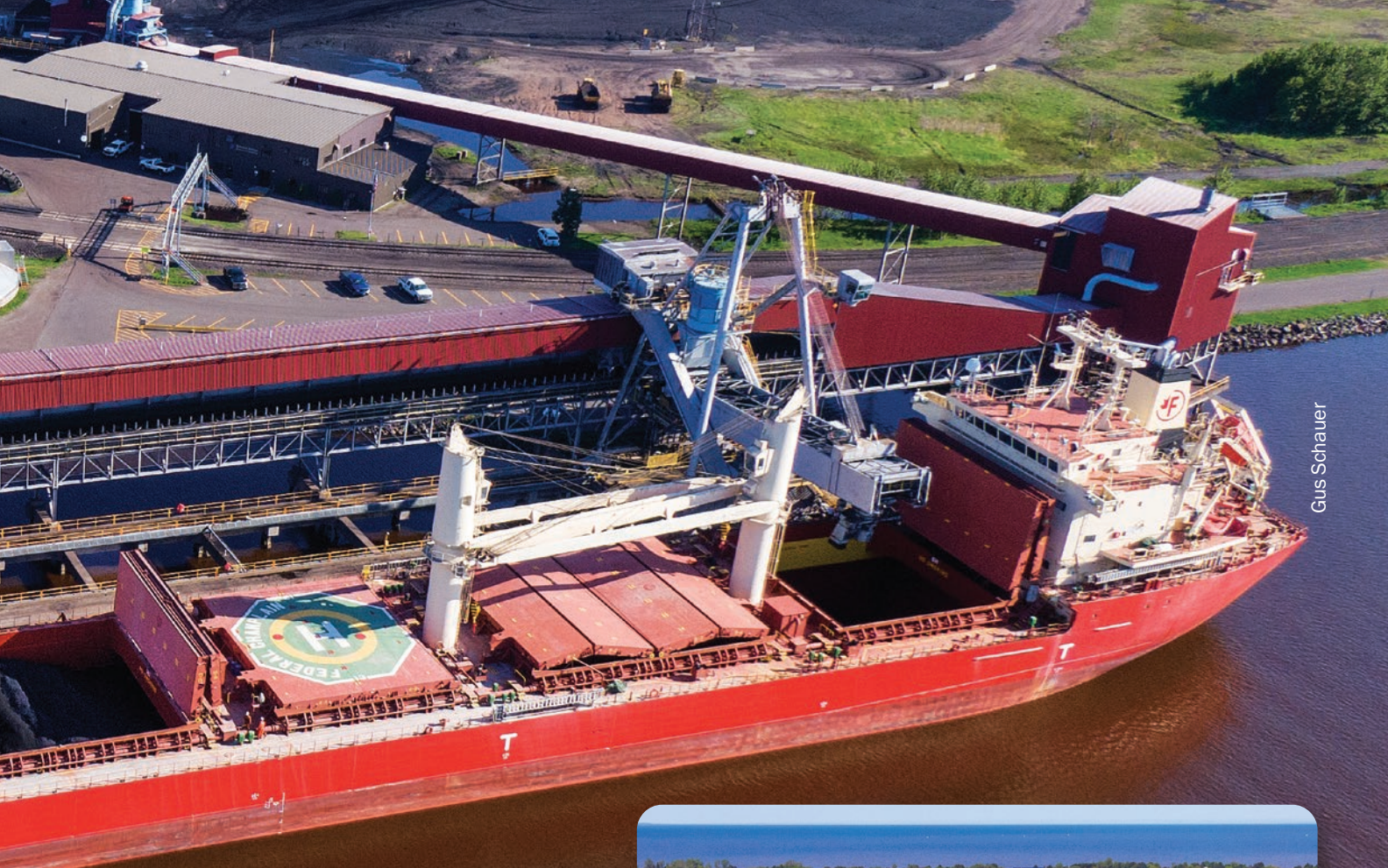
More than 2.3 million short tons of iron ore transited the Port of Duluth-Superior in June, the most in a single month since August 2019 and the highest June-only iron ore tonnage total since June 2014. That robust float helped keep the port's total tonnage 3.5 percent ahead of the five-season average and nearly 40 percent ahead of the 2020 pace through June 30.

Duluth-Superior's total iron ore tonnage through June topped 7 million short tons, putting it 10 percent ahead of the five-season average. Coal and petcoke tonnage also continued to climb, nearing 900,000 short tons in June and 2.6 million short tons entering July.

Examining the St. Lawrence Seaway as a whole, vessel transits finished June up 8.5 percent over last year, with total tonnage tracking more than 8 percent ahead of the 2020 pace.

"Steel demand remains strong and Minnesota's Iron Range continues to operate at full production, which is a good thing for the state, the region and for the Port of Duluth-Superior," said Deb DeLuca, executive director of the Duluth Seaway Port Authority. "The total number of vessel arrivals in our port (243 through June 30) is up nearly 30 percent over last season, which is another positive indicator in what's been a good shipping season thus far."





Gus Schauer

(Above) On June 2, the *Federal Champlain* became the first ocean-going ship to dock at Superior's Midwest Energy terminal in decades. While there, the vessel took on a load of petcoke, which is a less common commodity for the Port of Duluth-Superior, but one that transited the port with atypical frequency in the early summer months of 2021.



Jayson Hron

Late May was a busy time at the Clure Public Marine Terminal, with ore boats passing and the Amsterdam-flagged *Nunalik* docked to offload giant heavy-lift reactors bound for the Husky Energy refinery in Superior, Wisconsin. Duluth Cargo Connect worked with a Spliethoff team to lift the reactors from the *Nunalik* to a barge pushed by the *William C. Gaynor* tug, which sailed to Duluth from Muskegon, Michigan. The tug and barge then sailed across the bay to Superior for cargo discharge onto land-based last-mile transports.



Gus Schauer

Seasons of Yore: 1979

History hauled to the surface

BY JAYSON HRON



Forty-two years ago this month, while record taconite tonnages poured into modern thousand-footers, two submerged ships made the mightiest headlines.

Famed Civil War ironclad USS *Monitor* was first in the news, with an expedition Aug. 1, 1979, to its sunken ruins near Cape Hatteras, North Carolina. Soon after, at a depth of 210 feet, divers recovered the first historic artifact from the vessel—a glass mustard bottle. Tubular and clear with a slightly greenish hue, it hearkened back to the violent New Year's Eve storm that sank the *Monitor* and 16 crewmembers in 1862.

Four years before that fabled warship's demise, and some 930 miles to the northwest, the steamship *Indiana* also plunged to the depths. Shipwrecked near Michigan's Crisp Point Light, she sank June 6, 1858, donating a load of iron ore to Lake Superior's icy cargo hold.

Happily, there was no loss of life when *Indiana* sank, but like the *Monitor*, her wreckage remained undiscovered until the early 1970s. In a remarkable coincidence, both vessels were exhumed during the first two weeks of August 1979.

Notable especially for its pioneering engine, 23-foot-high boiler and two-ton propeller, *Indiana* was a mere 10 years old when she sank. The vessel's propulsion system became the archetype for Great Lakes ships, but these exemplary features also became part of her demise.

Fateful final journey

Sailing eastward with 21 people and 280 tons of ore from Marquette, Michigan, the vessel cut a jaunty path until her 10-foot propeller struck something in the water. The impact sheared a blade, which struck the vessel's sternpost. This caused a leak that ultimately sank the *Indiana*. The ship landed upright and slightly bow-down on the lakebed



Smithsonian Institution Archives

(Above) In 1979, divers recovered samples of iron ore from the *Indiana* wreckage. Upon analysis, the samples revealed a high percentage of pure iron.

(Center) A mustard condiment bottle recovered from the sunken USS *Monitor*.



in 120 feet of water; its bow split open and ore spilled out onto the sandy bottom. According to the Smithsonian Institution, one contemporary newspaper declared it the “first cargo of Lake Superior iron ore ever lost on the lakes.” Unfortunately, it wouldn’t be the last. When divers found the wreckage in 1972, they located a litter of sunken vessels in the vicinity. Another submerged ship added its tonnage nearby in 1975—the *Edmund Fitzgerald*.

Pieces of history

In 1978, experts deemed the *Indiana* eligible for the National Register of Historic Places. One year later, Smithsonian staff members collaborated with U.S. Navy divers and the U.S. Army Corps of Engineers to salvage historic artifacts from its wreckage. First they hoisted the propeller, which rested approximately seven miles from shore. Next

they lifted the boiler onto derrick barge *Coleman*, but not before draining a portion of its 1858 vintage water to lighten the load. Their next target was the historic engine, but it didn’t come easy. A storm blew across Lake Superior, pushing the barge off its position and delaying the recovery process. After repositioning the barge, divers needed to cut away the top deck and bolts from the *Indiana* (under approximately 118 feet of water) before connecting the crane from the *Coleman*. Finally, after two days of extra tugging, the engine came free and ascended to the barge deck.

John Stine of the Smithsonian told the Associated Press, “We frankly have never seen a piece like this in unaltered condition.”

Officials deemed it the earliest known marine steam engine with a documented working history. Today it resides at the National Museum of American History.

TOOLS OF THE TRADE

RAT GUARDS

In 1968, the Duluth Seaway Port Authority and Superior Board of Harbor Commissioners published a guidebook of port rules and regulations. Page 9 advised that “all ocean vessels must put approved rat guards on all lines leading to the dock or wharf.” In this issue of *North Star Port*, Captain Ed Montgomery, president of Sea Service LLC and a longtime Duluth-Superior linehandler, explains why.

North Star Port: What’s a rat guard? Is it still a thing?

Ed Montgomery: Well, yes, actually. Rat guards are a thing and still in use. Duluth-Superior, like most ports, had a rat problem from the opening of the St. Lawrence Seaway to sometime in the late 1980s. Rats want one thing (well, two actually): food (and having babies). Ships, particularly grain ships, have lots of food—tons in fact. So rats are interested. But, even with no grain cargo on board, rats would be attracted to the galley smells, as well as their food scraps and waste cans. So it became a battle of wits and wills. Think Wile E. Coyote and the Road Runner—only smaller.

Sailors developed rat guards to save their cargo and crew food from infestation, and the diseases which rats often carried. They found that the rats were boarding the ships by adeptly climbing the ropes—literally, a direct line to dinner!

North Star Port: How does it work?

EM: Rat guards are usually made of a smooth material, such as wood or metal, and often in a round or convex shape with a several-inch slot cut to accommodate the mooring line rope on which it would be resting. The rats would then slide off the rope as soon as they tried to climb over, under or around the guard.

Modern extermination efforts by the grain elevators have pretty much eliminated rats from most of our working waterfront. But in the 1970s and early 1980s, as longshoremen linehandlers, we’d see many rats scurry away when we arrived to meet a ship or let it sail—particularly at night. The elevator managers even OK’d some of the guys to plink them with their .22 caliber rifles.

While the American and Canadian Great Lakes ports have essentially eliminated rats with active waterfront extermination programs, many ports around the world have not, so the old standby mooring line rat guards are still in use, and when ships arrive here, the foreign ships put them out mainly out of force of habit.



Captain Ed Montgomery



Kevin Jacobsen



Jayson Hron

EDNA G

Continued from Page 5

in to work. But he spent most of his time in the boiler room shoveling coal and carefully banking fires to build up steam pressure and make sure the *Edna G* was ready to go when needed.

According to stats on museumships.us, the *Edna G* holds 70 tons of coal, and it was always shoveled by hand. It would burn five to six tons a day and reload about every five days. It was grueling, physical work for a fireman, especially on trips beyond Agate Bay.

“Going to Duluth was exhausting—we had to fire it every 15 minutes or so when we were underway,” Klug said. “It wasn’t usually that hot, but in the winter, when it was 20 below, it was cold down in the boiler room, even with the furnace going.”

Klug recalls many stories of life on the *Edna G* and exploits with his fellow crewmen. He was proud of his work and proud of the powerful vessel. A favorite memory is a race held during the U.S. bicentennial in 1976. It pitted the *Edna G* against a U.S. Coast Guard cutter and a U.S. Army Corps of Engineers diesel-powered tug.

“I had the fire built up. We got a full bell and I closed the door and opened the damper,” Klug recalled, explaining the power of steam pressure. “It took off like a shot. The other boats had more horsepower, but we had instant power. It was like a Ferrari.”

The *Edna G* easily won. After the race, Captain Adolph Ojard, Sr., commented, “Now when *Edna* retires, she can go with dignity.”

A New Era Begins

That day was approaching quickly. Two years earlier, in 1974, the *Edna G* had been placed on the National Register of Historic Places. By then, her distinguished career was waning, and her role was largely ceremonial. The refitting of Great Lakes freighters with bow thrusters and variable pitch propellers combined with the growing size of lake carriers had reduced the need for the *Edna G*’s services in Two Harbors.

Her final tow was the *Cason J. Calloway* on Dec. 30, 1980. She was officially retired the next month—the last coal-fired, steam-powered tug to operate on the Great Lakes. The Duluth Missabe and Iron Range Railway (formerly the D&IR) donated the *Edna G* to the City of Two Harbors. The floating museum is overseen by the Two Harbors *Edna G* Commission.

“(Her retirement) wasn’t emotional for me at the time—it was just a job,” Klug said with a break in his voice. “But looking back, it was the best job in the world.”

Adolph Ojard, Jr., was manager of operations at the Port of Two Harbors when his father captained the *Edna G* for the last time.

“What I remember most is she had the most beautiful whistle on the Great Lakes, bar none,” he said, imitating the sound of her master’s salute—three long blasts followed by two short ones. “No matter how many times you heard it, you’d get goosebumps.”

“The history of the steel industry is written in every crease and dent in the tug’s hull,” said Koehler, who helped organize the group Friends of the *Edna G* out of concern for the tug’s deteriorating condition and need for restoration.

A 2019 study conducted by AMI Consulting Engineers identified several restoration options ranging in price from \$775,000 to \$1.3 million. The *Edna G* Commission is exploring whether to pull the vessel from the water and create a permanent home on land or make major repairs to keep it afloat.

“Whatever happens to this tug, it has to be kept in its context to maintain its historic status,” Koehler said. “That means somewhere close to or in Agate Bay.”

As Two Harbors celebrates the *Edna G*’s 125th Anniversary this summer, the tug that sank at launch is once again in need of a lift. Hopefully, it will raise her profile as a community icon and reinforce her position as a national treasure.



1896-2021 *Edna G* 125th Anniversary Celebration

Paul Van Hoven Park,
2 Waterfront Drive, Two Harbors, MN
Saturday, Aug. 28, 10 a.m. to 6 p.m.
Sunday, Aug. 29, 10 a.m. to 6 p.m.

- Music and entertainment
- Arts and crafts booths
- Food
- *Edna G* tours
- Games for kids and adults
- History booths
- Raffle
- Writing and coloring contests

Port's heroics became today's expectations Let's be thankful for that

BY MATT BAUMGARTNER, PRESIDENT, DULUTH AREA CHAMBER OF COMMERCE

They say that yesterday's heroics become today's expectations; well, let me remind you of what today's expectations have become. According to data from September 2018, the Port of Duluth-Superior supports 7,881 jobs. It moves 35 million short tons of cargo annually. It produces \$1.4 billion in economic activity; generating \$504 million in income and \$240 million in tax revenue. That data, while now an expectation, should remain heroic and at the forefront of our community pride.

On July 19, 2021, I began my tenure as the new president of the Duluth Area Chamber of Commerce. Prior to being selected, I worked in Canal Park for over 14 years with Grandma's Restaurant Company. I was also president of the Canal Park Business Association and served as a board member for the Lake Superior Maritime Visitor Center. I can say with certainty that without an active and vibrant port, none of those things would have been possible.

Furthermore, I have seen on many occasions both residents and visitors who are dining or recreating in Canal Park quickly pay their tab and sprint to see an incoming or outgoing vessel under our beloved Aerial Lift Bridge. I share this anecdote to illustrate the deep connection between the port activity and tourism. The port remains the No. 1 attraction in our area and we should rejoice in that fact. This is proof that environment, community, industry and tourism can coexist.

Natural beauty and amenities, a diverse local economy and an adventurous and entrepreneurial spirit all converge in the Northland to bring unparalleled opportunity to our region. Lake Superior provides us with a place to exercise, a place to reflect, a place to learn, a place to connect spiritually, and a place where community and congregation intersect with commerce. That unique combination of elements is the reason that my wife and I remain steadfast in our desire to raise our children here.



David Schauer

Visitors gather July 1 in Duluth's Canal Park to watch the coal-laden *American Century* depart the port. In addition to being great spectacle, Great Lakes shipping is a powerful economic driver for the regional economy.

I believe in a Duluth that is prosperous for everyone and I believe that the port plays a fundamental role in that vision.

The Chamber is honored to stand in support of our port and the incredible value it brings to our region. We were humbled when Deb DeLuca, executive director of the Duluth Seaway Port Authority, served on our board of directors. We look forward to many more years of the port's heroics becoming the day's expectations.



Matt Baumgartner
Duluth Area Chamber of
Commerce



Randy Wolf

PORT PASSINGS

Robert “Bob” Benson Kanuit, 76, of Hermantown, Minnesota, a longtime senior executive at the former Cutler-Magner Company in Duluth, died April 24, 2021.

Kanuit graduated from Hermantown High School in 1962. He earned an accounting degree through the University of Minnesota Duluth and soon became a certified public accountant. After working in the accounting field for a few years, Kanuit was hired as the controller at Cutler-Magner Company, a privately owned salt and lime processing and distribution business with facilities in Duluth and Superior. Kanuit quickly ascended to vice president and chief financial officer and spent more than three decades with the company. (NOTE: Cutler-Magner Company was sold to Graymont Western U.S., Inc., in 2007, and Compass Minerals acquired the salt portion of the business in 2009.)

After retirement, Kanuit and his wife, Margie, lived on Island Lake, near Duluth, for several years, making memories with family. They died within three days of each other after 55 years of marriage. Kanuit is survived by an adult son and daughter, four grandchildren, a twin brother, a sister and many other family members and friends.

MnDOT funding awarded for Clure Terminal rail improvements

A critical stretch of Clure Public Marine Terminal rail will soon see an upgrade thanks in part to a \$647,000 grant from the Minnesota Department of Transportation's Rail Service Improvement Program.

The award, announced June 30, will help the Duluth Seaway Port Authority reconstruct and modernize approximately 700 feet of curved rail crossing and a switch. This section of track serves three terminal tenants in addition to the Duluth Cargo Connect operation, making it an especially vital artery.

"This crossing was built in the late 1950s with 100-pound rail, which was standard back then," said Dean Lembke, Duluth Seaway Port Authority facilities manager. "The upgrade will include changing to 115-pound rail, which is the modern Class I standard for industrial track. This new 115-pound rail section will provide a safer, more durable crossing."

Total cost of the project, which will also include new concrete crossing panels, is expected to be \$930,000.

"From an infrastructure perspective, the Clure Terminal is like a small city," said Deb DeLuca, Duluth Seaway Port Authority executive director. "It has roads, rail, buildings, utilities, stormwater management, plus the marine components, like dock walls. However, unlike a city, the Clure Terminal's core function is smooth, safe and efficient transportation of cargo, literally connecting our region to the world. Because of that, it's vitally important to maintain this infrastructure and upgrade it to help regional



Jayson Hron

manufacturers remain competitive in North American and global markets. This MnDOT grant will help us do that by solidifying a key link in the supply chain."

MnDOT awarded seven projects throughout the state during its most recent round of rail service funding.

"The number of applicants for the 2021 MRSI grants show there's a great need to maintain or improve rail freight service in local markets throughout the state," said Peter Dahlberg, Office of Freight and Commercial Vehicle Operations program manager.

The Twin Ports Ministry to Seafarers' annual Blessing of the Port moved outdoors on May 13, 2021, due to COVID-19 precautions. Held alongside the Duluth Ship Canal with a well-timed arrival from U.S. Coast Guard Cutter *Alder*, the event included introductory comments from Deb DeLuca, executive director of the Port Authority (pictured at left). The service itself was performed by members of the Ministry to Seafarers board, including Reverend Dennis Paulson (pictured at the lectern), Reverend Doug Paulson (pictured middle), Bridget Jones, Nathan Sager and Chico Anderson.



Jayson Hron

Stauber hosts roundtable to address Garfield/I-535 interchange ramps

United States Congressman Pete Stauber, a former commissioner of the Duluth Seaway Port Authority, hosted a roundtable discussion July 7 in support of infrastructure improvements related to the Twin Ports Interchange and Garfield Avenue Ramps project.

Convened at the Seaway Building on Rice's Point in Duluth, the event brought together stakeholders from throughout the region. MnDOT's Duane Hill provided an overview of the estimated \$343 million project, which promises to eliminate blind merges and left exits, replace aging infrastructure, and better accommodate freight movements through the interchanges next to the Clure Public Marine Terminal.

At stake is the project's Work Package 4, which was deferred due to a funding gap. This portion of the project is critical to both port and public interests. It calls for redesign and replacement of the Garfield Avenue/Interstate 535 interchange ramps, which would expedite cargo flow to and from the port while also removing oversize/overweight traffic from city streets.

Cargo-hauling trucks traverse the Garfield Avenue ramps approximately 50,000 times in a given year.

"Those ramps are the connection, the lifeblood to move freight in and out of Rice's Point," said Jonathan Lamb, president of Duluth Cargo Connect. "To fully harness the benefit of the Twin Ports Interchange project, the Garfield ramps replacement needs to be accelerated."



Jayson Hiron

Stauber agreed, staunchly supporting a project component he believes will position the port for future success, while also protecting people and pavement in corridors of the city near Rice's Point.

"Safety is the first, second and third priority," said Stauber. "We want to have the safest, most efficient port for cargo moving in and out, and also for people on the highways connected to our working waterfront."

"This world-class port needs a world-class interchange and highway access. It's a community commitment to get this part of the project to the finish line now, rather than delay it."

DeLuca honored by Center for Transportation Studies

The University of Minnesota's Center for Transportation Studies presented Duluth Seaway Port Authority Executive Director Deb DeLuca with its 2021 Distinguished Service Award at a May 19 virtual ceremony led by CTS Interim Director Dawn Hood.

The William K. Smith Distinguished Service Award is presented annually to a private sector professional in the freight transportation and supply chain industry for leadership in the field and contributions to mentorship and education of future leaders.

DeLuca is the third recipient of the award with connections to the Port of Duluth-Superior. Previous port honorees included former Duluth Seaway Port Authority Executive Director Vanta Coda II (2017) and current Lake Superior Warehousing Marketing Director Ronald Dvorak (2015). The CTS began presenting the service award in 2002.

"I'm grateful for the recognition, but it's truly an award that belongs to our entire team," said DeLuca. "Together,

we've improved the freight transportation landscape not only in this port, but for the region as a whole, and we've done it thanks to strategic planning, hard work and collaboration. It's a great team effort of longtime industry experts and a new generation of contributors who will be the industry's future."



Jayson Hiron

River Quest writing contest winners announced

Adeline Seele and Raven Wagner, both from the North Shore Community School, claimed top honors in the 2021 St. Louis River Quest Ray Skelton writing contest.

Seele won the poem category with a Healthy Stream/Lake Clean couplet. Wagner won in the essay category with a treatise on safety and cleanliness in the St. Louis River.

COVID-19 precautions forced 2021 River Quest into a month-long digital model, which was accessed via stlouisriverquest.org. Hundreds of sixth-graders throughout the region participated, adapting to the unusual circumstances along with their teachers.

“It was a tight squeeze to try to get this done during this especially crazy end of year,” said North Shore teacher Leigh Jackson. “(But) the videos and information presented were fantastic. I feel like those who did participate enjoyed it very much.”

River Quest will return to its familiar in-person format in May 2022.



Raven Wagner (above) and Adeline Seele (right) from the North Shore Community School won this year’s St. Louis River Quest Ray Skelton Writing Contest.



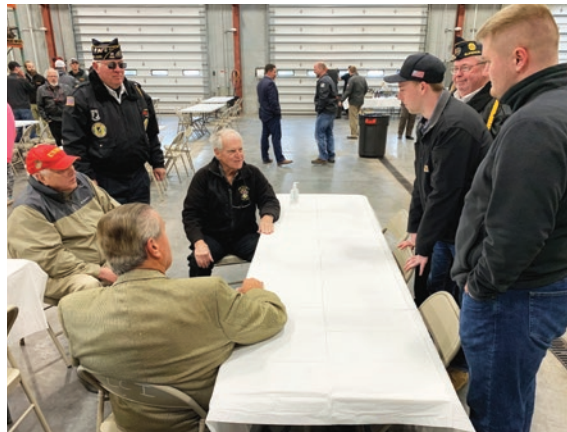
Lakehead Constructors raise landmark U.S. flag

Duluthian David Wheat headlined a well-attended dedication of a massive new American flag at the Lakehead Constructors headquarters in Superior, Wisconsin, on May 27, 2021.

Lakehead President and CEO Brian Maki, along with Business Development Director Kirk Ilenda, helped lead the event, which included a tribute to Wheat and a barbeque lunch. High winds made the actual flag-hoisting a challenge, but in true constructors’ style, banner-raisers overcame the elements and soon Old Glory was waving alongside U.S. Highway 2 and the Richard I. Bong Memorial Bridge.

Wheat, 81, was a guest of honor at the festivities. As a United States combat pilot during the Vietnam War, he flew 80 missions in 1965 before he was shot down, taken as a prisoner of war and held captive for more than seven years. Wheat earned a Silver Star, Bronze Star, the Purple Heart and the Distinguished Flying Cross for his valor in action and service to his country.

The Duluth Seaway Port Authority is working with Lakehead Constructors this summer on the East Warehouse dock enclosure project at the Clure Public Marine Terminal.



David Wheat, seated in black, meets with attendees of the Lakehead Constructors flag dedication event on May 27, 2021. The decorated former U.S. combat pilot survived more than seven years as a prisoner of war in North Vietnam during the late 1960s and early 1970s.



IN FOCUS: Randy Wolf

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

How did you first get into shipping photography?

I have been a steelhead fisherman on the North Shore of Lake Superior since I was 11 years old. Fishing near river mouths, I would see ships coming and going and always thought it would be fun to photograph them. I started taking ship photos about five years ago. Nighttime photos of salties loading grain and shots with movement are my favorites.

Is photography your primary profession?

I work at USG Interiors (manufacturer of ceiling systems) and have a hobby farm with a few head of cattle. I was a volunteer fireman in Wrenshall, Minn., for 37 years and spent 12 years as fire chief. My other hobbies include making art out of horseshoes and cowboy fast draw. I compete in Old West gunfighting.

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

I take most of my photos on the North Shore and in Duluth. I never know what I'm going to get on the waterfront. It is like Christmas. Some days there is dead calm with reflections, other times it is windy and wavy. I just love being there. The views of the boats and the reflections at night—it doesn't get more peaceful than that.

Do you have other specialty areas?

I like taking photos of the Milky Way, northern lights, landscapes and animals. Wildlife can be challenging. I can sit someplace for 10 hours and not see a thing, and then sometimes I just stumble across an animal in the wild when I'm not expecting it.



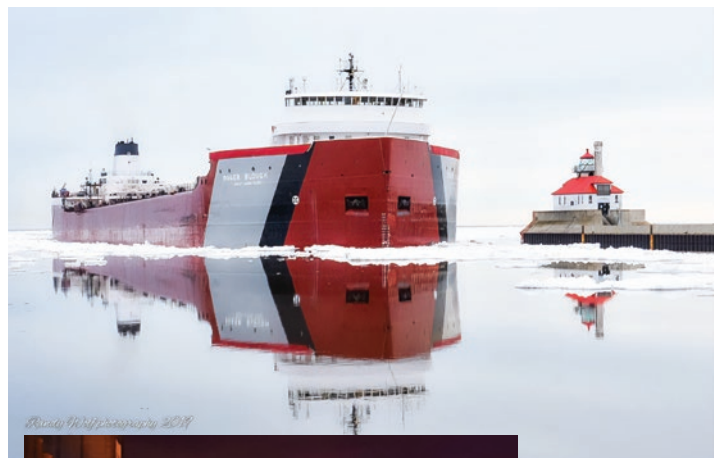
Randy Wolf

How would you describe your approach to photography?

Sometimes I wing it, but I usually plan the night photos. I get out of my vehicle, look at the reflections, see how the water is moving and explore different angles. When you look through a camera lens, the world around you disappears. You focus on one thing and nothing else matters.

How do you know when you get a great shot?

I shoot everything digitally with a 7200 Nikon camera. If I don't have to edit an image, I know I got a good one. Out of 60 or 70 shots, I might get one or two that I really like. That's the fun of it.



Photos by Randy Wolf. See more of his work on Facebook (Randy Wolf Photography) and Instagram (Randy.Wolf.146)



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