



THE INTERLAKE STEAMSHIP COMPANY LOG

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Robert F. Dorn Named Great Lakes Man of the Year



In a ceremony held at Sault Ste. Marie, MI, on September 18, 2009, Interlake Senior Vice President **Robert F. Dorn** was honored as Great Lakes Marine Man of the Year. The honor includes induction into the Great Lakes Hall of Fame, housed in the SS *Valley Camp* Museum at the Soo. **Bob** was accompanied by his wife **Deborah**, daughter **Elizabeth (Libby) Mather**, and son **Philip**.

Also honored as Great Lakes Marine Man of the Year and inducted into the Hall of Fame was the late **Dewey P. Aston**, Interlake Steamship's Operations Manager from 1969 to 1985. His award was presented to his daughters **Cheryl Aston**, **Lorraine Linquist**, and **Annette Agner**.

Previous Great Lakes Men of the Year in attendance included **James R. Barker** (1975), Capt. **John P. Wellington** (1993), **Wesley R. Harkins** (2004), **John G. Tanner** (2005), and **George J. Ryan** (2006).

A number of current and retired Interlake personnel (including retired Vice President-Marine **David A. Groh**), as well as many others from the Great Lakes maritime community attended the event. Capt. **John Wellington** served as master of ceremonies; speakers included Interlake Chairman **James R. Barker** and Lake Carriers' Association President **James H.I. Weakley**.

Great Lakes Marine Man of the Year and the Hall of Fame are sponsored by the Soo Locks Visitors Center Association. **Bob Dorn's** and **Dewey Aston's** biographical information can be found on pages 2-3, and photos of the event are on page 4.

Economic Conditions Affect Shipping

2009 has been a particularly tough year for Great Lakes vessel operators. The economic downturn that began in 2008 has rippled through many industries, particularly those tied to the American steel industry. Less steel obviously requires less iron ore and other raw materials, resulting in less cargo for Great Lakes freighters to haul. A number of ships in both US and Canadian-flag Great Lakes fleets are not currently operating.

Interlake Steamship has not been immune to the economic conditions. The 2009 sailing season began with only six vessels in operation. Str. **Kaye E. Barker** and MV **Stewart J. Cort** have not operated at all this season, and as demand fluctuated, others experienced temporary layup periods. On a bright note, MV **Charles M. Beeghly's** repowering project, which was still underway at the season's start, was completed in June. The **Beeghly** completed sea trials in mid-June and re-

entered service on June 16 (*photos on page 3*). In early October, the active Interlake fleet numbered seven vessels.

This is a trying period for Interlake, our employees, our suppliers, and our customers. We have weathered other "down" cycles in the Great Lakes vessel industry, and are confident that the current reduced demand will once again bounce back.

M/V CHARLES M. BEEGHLY departs Duluth, August 24, 2009.

--photo by Ed Labernik



ROBERT F. DORN

Senior Vice President
The Interlake Steamship Company

Robert F. Dorn has devoted his professional life to the Great Lakes shipping industry. He began his maritime career in 1976, when he was hired by The Interlake Steamship Company as Assistant Personnel Supervisor because of his background dealing with management and union issues and anticipated changes in marine technology. He exemplifies a true hawsepipe, deck side mariner, advancing through increasingly senior positions with Interlake as Personnel Manager, Operations Manager, Fleet Port Captain, and Vice President of Operations. He was named Senior Vice President of The Interlake Steamship Company in 1988.



Mr. Dorn's career has spanned the Great Lakes merchant marine industry's transition from the traditional, coal-fired, reciprocating steam engines and straight deckers to the modern, 1,000 foot-long, diesel-powered, fully-automated, self-unloaders, and self-unloading, articulated tug/barge operations.

Mr. Dorn was instrumental in supplying operational insights as Interlake moved to private ownership by James R. Barker. Through innovative fiscal management practices and collaborative union contracts, he also added valuable expertise and leadership when Interlake restructured again as it weathered repeated steel industry collapses.

Mr. Dorn continues to be a sought after presence by the U. S. Army Corps of Engineers for dredging and maintenance projects. He initiated an informal system of conference calls with other vessel operators to monitor ice conditions and vessel traffic, which has now been adopted formally by the United States Coast Guard. Mr. Dorn directed the implementation of the United States Coast Guard's Streamlined Inspection Program in which Interlake is the only U.S.-Flag company on the Great Lakes in full partnership with the Coast Guard. He continues to work with Federal and State Environmental Protection Agencies on invasive species and water quality issues in the Great Lakes.

As Senior Vice President, Mr. Dorn leads the operations of The Interlake Steamship Company, the largest privately-held U.S.-Flag Great Lakes fleet. He is responsible for providing safe, efficient, reliable marine transport of bulk cargo throughout the Great Lakes.

He is an active member of many professional associations and currently serves on the Great Lakes Maritime Task Force; Lake Carriers' Association's Board of Directors, Advisory Committee, and Navigation Committee; Marine Engineers' Beneficial Association's Board of Trustees; Board of Governors of Northwestern Michigan College/Great Lakes Maritime Academy; and the Board of Directors for Arvak Ltd. of Bermuda.

In addition, Mr. Dorn is a past President of The Propeller Club of the United States-Port of Cleveland and a Trustee of The Great Lakes Historical Society. He is a member of the International Ship Masters' Association and American Bureau of Shipping, and has chaired and served on numerous committees of Lake Carriers' Association. He is also a Past President of the Clifton Club, spent five years on the Bay Village Board of Education's Citizen Advisory Board, and served as a volunteer for Lake Erie Nature and Science Center and Lorain County Habitat for Humanity.

A Lakewood, Ohio, native, Mr. Dorn earned a B.A. from Hiram College. He is married to Deborah Kidder Dorn. They have two children, Elizabeth Dorn Mather (Jason) and Philip R. Dorn, and three grandchildren.

Great Lakes Marine Man of the Year 2009

DEWEY P. ASTON

(1923-1989)

Operations Manager (*Retired*)
The Interlake Steamship Company



Dewey P. Aston (1923-1989), retired Interlake Operations Manager, was the son of a merchant marine engineer and grandson of a Great Lakes captain. Dewey spent several years as a Great Lakes Merchant mariner, and during World War II, he served on various ocean cargo ships. After the war, he was hired by Interlake Steamship and transferred in 1948 to Duluth, where he held a variety of positions. In 1968, he became Interlake's vessel agent in Chicago, and in 1966, he came back to Cleveland with a position in Vessel Dispatch. In 1968, he became Assistant Operations Manager; he advanced to Operations Manager the next year, and held that position until he retired in 1985. He passed away in 1989.

Dewey was detail-oriented and particularly interested in shipboard and personnel safety. He witnessed the transition of the industry from traditional fore-and-aft, coal-fired triple expansion powered vessels to self-unloading, diesel-powered 1000-footers. He worked in an era when a handshake deal was as binding as today's multi-page legal documents. A sense of honor and work ethic were Dewey Aston's hallmarks.



He served on the Navigation Committee of Lake Carriers' Association and was active in the Propeller Club of the United States. Though not a ship owner or company executive, he embodied the self-sacrificing dedication and unyielding work ethic upon which the Great Lakes merchant marine industry has always relied.

Dewey married Elizabeth Wells in 1943; she passed away in 1993. Dewey and Betty had four children – daughters Cheryl Aston, Lorraine Aston Linqvist, and Annette Aston Agner, and a son, Jay, a US Army helicopter pilot, lost in Vietnam. They have two grandsons.

(condensed from complete text of Great Lakes Marine Man of the Year Award)

Beeghly Repowering Completed



MV **CHARLES M. BEEGHLY** departed Sturgeon Bay, WI, on June 16, 2009, on her first trip as a diesel-powered ship. Prior to sea trials, **Father Dominick** of St. Joseph's Roman Catholic Church (Sturgeon Bay), blessed the **BEEGHLY** on June 9, saying in part, "Today we gather to bless this ship and those who will use it for their work. The Lord calmed the Sea of Galilee and brought his disciples to safety. We commend those who sail on this vessel into his care."



MV **CHARLES M. BEEGHLY** unloads coal at Marquette, MI, June 20, 2009, on her first trip as a motor vessel.

--photo by Rod Burdick

Great Lakes Hall of Fame Marine Man of the Year Dinner



Great Lakes Hall of Fame

The Great Lakes Hall of Fame is dedicated to the memory of those explorers, inventors, shipbuilders, sailors, and countless others who have made a contribution to the exploration and development of the Great Lakes through the area of sail, steam, and present.

Their bravery, their talents, and their ideas have powered the development of the Great Lakes transportation system, thus opening the heart land of North America to settlement and commerce.

The skill and dedication of these people and thousands of others was needed to fulfill the tremendous potential of the Great Lakes.

500 LOCKS VISITORS CENTER



Life on the Beach

A number of Interlakers left their ships for retirement life “on the beach” this year. Here are some photos from their last days aboard ship.

Captain **Scott M. Briggs**, who sailed a number of Interlake vessels, including SS *Charles M. Beeghly* and MV *Mesabi Miner*, left SS *Herbert C. Jackson* in August. **Scott’s** wife **Debra** and two friends accompanied him on his last trip on the *Jackson*. The crew had a special retirement dinner for him.

Captain **Scott D. Parker** left MV *James R. Barker* for life ashore in August 2009.

Chief Engineer **Henry R. Terry** left MV *James R. Barker* in August. **Henry’s** wife **Anne** was aboard for the retirement party held by the *Barker’s* crew on August 12.

Chief Engineer **Raymond J. Yak** left SS *Herbert C. Jackson* in August after the crew held a going-away party for him.

Right: Capt. Scott Briggs & Chief Cook George Rydberg, Str. Herbert C. Jackson.



Above left: Capt. Briggs turns the Jackson over to Capt. Russ Brohl. Above: Capt. Briggs on Mesabi Miner. Far left: Capt. Briggs with some of the Jackson’s crew. Left: Deb and Scott Briggs.

--photos from George Rydberg and Scott Briggs



Above left: Ray Yak receives congratulations from the Herbert C. Jackson’s crew. Above right: Chief Engineer Ray Yak.

--photos by George Rydberg



Above and right: James R. Barker’s crew congratulates Chief Engineer Henry Terry. Far right: Anne and Henry Terry, and Henry with gifts from Barker’s crew.

--photos by Greg Sipper & Gary Elwell

Winter Meeting

This year's Interlake winter meeting was held in Cleveland from March 1-4, 2009. Emphasis was on understanding the challenges presented by the current economic situation.

Chairman **James R. Barker** described the nation's slide into the current economic crisis and the uncertainty that is prevalent as the country attempts to get moving again. He characterized the present time as an important time in the company, the country, and the world.

Our partners in the steel industry are struggling, too. Steel was booming during the first part of 2008. The year began with what Mr. **Barker** termed "irrational exuberance." Not only for Interlake, but for other fleets as well, the year began with a full order book and pressure to deliver. As quickly as it boomed, the ore business ground to a halt in December.

Mr. **Barker** noted that during the 1982 downturn, Interlake fit out only two ships, but at that time iron ore was the fleet's primary cargo. Now that we are diversified cargo-wise with a significant portion of our tonnage in coal, most of our fleet will operate this season. It is imperative, though, that we continue to watch our costs as we deal with the economic stress. He also pointed out that there will be competition because there are a number of idle and empty boats on the Lakes.

President **Mark Barker** addressed fleet projects, including the **CHARLES M. BEEGHLY** repowering, and maintenance plans. "In the last few years, we've put a lot of money back into the fleet," he said. We must continue to invest in our assets to guarantee long-term viability. But in the current economic climate, we need to be cautious and plan our projects in a smart way with the goal of keeping our assets working safely and efficiently well into the future. He also noted that we must keep up with new regulations and regulatory changes, such as the strict engine emissions regulations that are coming by 2016.



Vice President Marketing & Marine Traffic **John Hopkins** reviewed the up-and-down year in 2008. The year that began amazingly strong started to fall apart in October and November, and deteriorated further in December and into January 2009. The results were late season cancellations and a decline in 2008 of 56 sailing days from 2007. On the positive side, there was a 30-day improvement in delay time from a year earlier, and somewhat higher water levels helped raise trip capacity.

In the overall Great Lakes vessel industry, **John** noted that ore and coal tonnages had been pretty steady for the last four years. He said that 2008 steel production was down 7 million tons from 2007, and the 2009 forecast has steel production pegged at about 47 percent of capacity.

Providing excellent customer service is a primary objective. To that end, the marketing and traffic department works to ensure efficient vessel utilization – including maximizing backhauls, reducing delays, and making the most of water levels.

During the 2008 season, Interlake vessels made 580 trips, down from 636 in 2007, and carried nearly 18 million tons of cargo. Tug-barge **DOROTHYANN-PATHFINDER** made the most deliveries – 111; and Str. **HERBERT C. JACKSON** hauled 103 cargoes.

Superintendent Engineer **Ian Sharp** discussed the winter work program repairs, and other engineering projects including vessel repowerings. All vessels received gray water holding tank modifications during the winter to meet environmental standards, a project of significant cost. Changes have also been made to reduce water consumption. Other winter projects including the ongoing engine work programs aboard the 1000-footers, outer loop belt replacement on MV **JAMES R. BARKER**, port tunnel belt replacement on MV **MESABI MINER**, cargo hold #1 slope plate renewal on MV **PAUL R. TREGURTHA**, cargo hold and longitudinal bulkhead work on MV **CHARLES M. BEEGHLY** and Str. **HERBERT C. JACKSON**, and drydocking of Barge **PATHFINDER**.

The re-engining project aboard the **BEEGHLY** is nearing completion. Virtually all the new equipment is aboard, and the project was about 40 percent complete at the time of the winter meetings.

The Engineering staff also discussed the upcoming re-engining of MV **PAUL R. TREGURTHA** during the 2009-2010 winter along with the resulting maintenance and environmental benefits.

Chuck Kakuska of Sea-K's Licensing Service, discussed the licensing and documentation process at the US Coast Guard's National Maritime Center in WV. It is important for mariners to make copies of whatever paperwork they send to the Coast Guard. When renewing credentials, start early – about eight (8) months before expiration – and make sure all information and forms submitted are accurate. Application processing is often delayed by medical reviews, and inexperienced evaluators are not always responsive to mariner inquiries.

continued on next page...

Winter Meeting, continued

Business technology, fuel issues, personnel matters, government regulations and reporting procedures, the wellness program and the employee assistance program were also discussed.

Attendees enjoyed one evening's dinner on the shores of frozen Lake Erie at Pier W restaurant. At the following evening's dinner-dance, retirees Captain **James L. Nuzzo** and Chief Engineer **Graham Williamson** were honored for their years of Interlake service.



Above: Chief Engineer Graham Williamson (22 years experience), James R. Barker, Paul R. Tregurtha, Captain James L. Nuzzo (32 years experience), Robert F. Dorn.



Capt. Jim and Carol Nuzzo



Chief Engineers Henry Terry and Graham Williamson



Winter Meeting Dinner-Dance



Retirements

Best Wishes to the following Interlakers who have “swallowed the anchor”:

John Fischer - QMED (SS *CHARLES M. BEEGHLY*) - May 1, 2008

John F. Callahan - Master (SS *KAYE E. BARKER*) - September 1, 2008

Robert Idalski - AB GPMR (SS *CHARLES M. BEEGHLY*) - January 1, 2009

Larry Neece - AB GPMR (MV *LEE A. TREGURTHA*) - March 1, 2009

Douglas Paulson - AB GPMR (MV *PAUL R. TREGURTHA*) - April 1, 2009

Steven P. Nevin - Second Mate (MV *PAUL R. TREGURTHA*) - January 1, 2009

Graham Williamson - Chief Engineer (SS *HERBERT C. JACKSON*) -
January 13, 2009

Keith Crothers - AB GPMR (MV *LEE A. TREGURTHA*) - June 1, 2009

Scott M. Briggs - Master (MV *MESABI MINER*) - August 1, 2009

Scott D. Parker - Master (MV *JAMES R. BARKER*) - August 1, 2009

Henry R. Terry - Chief Engineer (MV *JAMES R. BARKER*) - August 24, 2009

Raymond J. Yak - Chief Engineer (SS *HERBERT C. JACKSON*) -
August 28, 2009

Second Poe-sized Lock Urged 25 Years Ago

Debate and concern over construction of a new lock at the Soo isn't new – following is a paragraph from the 1984 President's message in the Lake Carriers' Association Annual Report by George J. Ryan:

Great Lakes shipping has reached a point of no return with respect to its dependence upon Poe-class vessels in the Head-of-the-Lakes trade. The standby fleet has neither the cargo capacity nor self-unloading capability to overcome loss of Poe-class vessels. While the Federal budget deficit may preclude funding construction of a second Poe-sized lock during the 99th Congress, planning and study approval must continue. The day when the need is undebatable is fast approaching.



MVMESABI MINER and MV PAUL R. TREGURTHA meet at the Soo above the Locks, August 25, 2008. --photo by Scott Briggs

Groundbreaking for New Lock at Soo

At Sault Ste. Marie, the US Army Corps of Engineers held a Groundbreaking Ceremony for the new Poe-sized Soo replacement lock on June 30, 2009. An open house was held before and after the ceremony.

On June 4, the Corps of Engineers awarded a nearly \$2 million contract to build two cofferdams – the first step in building the new lock – to Tab Construction Company, Inc., of Canton, OH.

OOPS!!

QMED **John Fischer** is alive and well, enjoying an occasional golf outing in Nevada. In the Fall 2008 (Vol. 67, No. 2) issue of the *LOG*, he was unfortunately listed under “Final Bells,” when he should have been listed under “Retirements” with a retirement date of May 1, 2008. We apologize for the error, and thank him for being a good sport about the mistake.

New Faces in Richfield

Mormac Marine’s new Manager of Human Resources is **Susan Egan Woznicki**, who joined the Richfield office staff on April 6, 2009. Located in the Richfield office, she has oversight of human resources, payroll, and benefits for Mormac Marine, Interlake, and SeaStreak LLC.



Susan comes to Mormac/Interlake with considerable experience in human resources and benefits. She lives in Bay Village, OH, with her husband and daughter.

Susan can be reached in the office at 330-659-1437.

--photos by Laconda Anthony

Also in April, **Jayson Toth** joined the Interlake office staff as Assistant Operations Manager. He is working with **Bob Dorn** on fleet operations including compliance, inspections, SIP, etc.

No stranger to Interlake, **Jayson** has been employed aboard the Tug **DOROTHY ANN** – Barge **PATH-FINDER** since 2004, where he served as First Mate last year. He has also spent time aboard Str. **CHARLES M. BEEGHLY**. **Jayson** is a graduate of Massachusetts Maritime College. **Jayson** lives in Eastlake, OH.



He can be reached in the office at 330-659-1422.

Diesel Training in Bergen

In March 2009, a group of Interlake engineers traveled to Bergen, Norway, for specialized training on operation and maintenance of the Bergen diesel engines powering the **LEE A. TREGURTHA** and **CHARLES M. BEEGHLY**. Thanks to **Tricia Treen** for these photos.

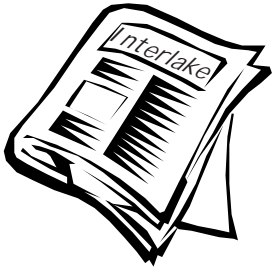
View of Bergen harbor, Norway, after ascending 1050-foot Mount Fløyen on the Fløibanen Funicular (cable car pulled along a track).



The group: Standing - Tricia and Tom Treen; Sitting (left to right) - Drew Leonardi, Björn Olsson, Eric Wlazlo, Jens Tornblad, Mark and Carrie Sipper, Donna and Mark St. Pierre, Margareta Andersson.



In the News...



- ❑ The Winter 2009 *Grosse Pointer* (magazine of the Grosse Pointe Yacht Club) displayed a winter cover shot of MV **PAUL R. TREGURTHA**. The story, "Great Lakes Leviathans," by **Larry W. Stephenson**, MD, discussed 1000-footers on the Lakes. Other photos included MVs **JAMES R. BARKER** and **STEWART J. CORT**, as well as the **PAUL TREGURTHA**. A second article in the magazine, "Exploring a Thousand-Footer," by **James Ramsey**, described a visit with Capt. **Tom McMullen** aboard the **PAUL TREGURTHA** at St. Clair, MI.
- ❑ A color photo of Str. **JOHN SHERWIN** being towed from Duluth appeared in the January 2009 issue of *Lake Superior Magazine*.
- ❑ A color photo of MV **MESABI MINER** was on the front page of the *Duluth News-Tribune* on March 16, 2009, with the teaser, "Fewer lakers this year?" An article in the Business Monday section, "Slow shipping season may leave some lakers high & dry," told how the weak economy is affecting Great Lakes shipping. Interlake President **Mark Barker** was quoted in the article, which included a photo of Str. **KAYE E. BARKER** at Fraser Shipyards, and winter work inside MV **LEE A. TREGURTHA**.
- ❑ WDIO-TV Duluth (Channel 10/13) news aired a segment on March 16, 2009, titled "Inside the Tregurtha," about winter work aboard the ship. Several Interlake people were interviewed and pictured. Also seen in a shipyard shot was Str. **KAYE E. BARKER**. The video can be viewed online at www.wdio.com/article/stories/S835313.shtml?cat=10335.
- ❑ When MV **LEE A. TREGURTHA** departed Duluth-Superior on April 1, 2009, bound for Two Harbors, she was beset in the ice pack outside the harbor. A color aerial photo of the **LEE TREGURTHA** and Str. *Alpena* (also stuck), along with US Coast Guard cutter *Alder*, was on the front page of the April 2 edition of the *Duluth News Tribune*. "Ice snares two lakers" was the title of the front-page article.
- ❑ A photo of MV **JAMES R. BARKER**, first outbound laker of the season, departing Duluth on March 30, 2009, accompanied the article, "Tons to celebrate: A world port anchored by domestic trade," in the Spring 2009 issue of *North Star Port*, magazine of the Duluth Seaway Port Authority.
- ❑ The "Meet the Crew" article in the July-September 2009 edition of *Great Laker* (published as a part of *Great Lakes/Seaway Review* magazine) featured 3rd Mate **Steve Meyer** (MV **LEE A. TREGURTHA**) and included a color photo of **Steve**.
- ❑ The cover story, "Not So Great," in the September 2009 issue of *WorkBoat* magazine discussed the current decline in cargo on the Lakes. Accompanying the article were pictures of MV **MESABI MINER** discharging coal at Marquette and Str. **KAYE E. BARKER** in layup at Superior.
- ❑ A shot of Str. **KAYE E. BARKER**, along with two other ships laid up at Superior, was on the cover of the September 2009 *Skillings Mining Review*.

Final Bells

Theresa Sayen - (Surviving Spouse of Capt. Marshall Sayen) - Unknown Date

Jack V. Shaw - QMED (Retired 1996) - December 9, 2008

Louis G. Roberts - Chief Engineer (Retired 1987) - December 21, 2008

Perry Willis - Watchman (Retired) - January 19, 2009

Engve "Swede" Jussila - Engineer (Retired) - March 11, 2009

Ernestine Risley - (Surviving Spouse of Franklyn Risley) - April 13, 2009

Robert Wing - 2nd Cook (Retired 2005) - April 26, 2009

James B. Manthey - Chief Engineer (Retired) - May 26, 2009

Arlene Sterling - (Surviving Spouse of Capt. Harvey Sterling) - September 8, 2009

Virgil W. Peterson - Oiler (Retired 1977) - September 11, 2009

Did You Know?...

Local vessel traffic for the 2009 season at Duluth-Superior began on March 30 when MV **JAMES R. BARKER** loaded coal at MERC's Superior Midwest Energy Terminal and departed, bound for Marquette, MI.

MV **JAMES R. BARKER** then was the first vessel of the season to deliver a cargo of coal to Marquette, MI, on April 1, 2009.



JAMES R. BARKER at Marquette, April 1, 2009.
--photo by Rod Burdick

Karin Branske-Scheckel celebrated her 35th anniversary at Interlake Steamship on February 11, 2009.

Published this year by University of Michigan Press, *Deckhand*, by **Nelson Haydamacker** and **Alan Millar** is the story of life on the Great Lakes as a deckhand aboard five Interlake ships during the early 1960s.



MV **JAMES R. BARKER** loaded ore at Marquette on May 8, 2009, a rare occurrence for a 1000-footer.

Four Attend License Advancement Classes

During the winter, four Interlake employees attended a six-week License Advancement Program at the Maritime Institute of Technology and Graduate Studies (MITAGS) in Baltimore, MD. The program included a week each of USCG-approved Firefighting and Radar, followed by a four-week segment of deck license preparation.

Paul Haverty, Thomas Moran II, Jeff Chabot, and Craig Larkins completed the course. The intense license prep involved being in class at least nine hours a day during the week, and many hours of self-study and charting in the evenings and over weekends. Also during the program, **Jeff** and **Paul** were able to study and obtain their FCC Marine Radio Operator's Permit. Classes concluded on March 6, 2009.



Displaying their License Advancement certificates are Paul Haverty, Tom Moran, Jeff Chabot, and Craig Larkins.
-MITAGS photo by instructor C. Edyvean

Death Notice

We have received word of the death of **Chester M. Reaume** at the age of 94 on June 19, 2009. Some of you may remember him. He was a wheelsman on Ford Motor Co.'s *Benson Ford* for 32 years. **Chester** was an uncle of retired Interlake Capt. **Jack Callahan**.

Just Launched...



Caelyn Maureen King, daughter of AB-GPMR **Michael** and **Katie King**, was born on April 24, 2008, joining big brother **Michael** in the King household in Chardon, OH. Shown in this photo are **Michael**, age 4, and **Caelyn** at three months.

**In the World:**

- ❑ The AIDS virus was identified by a French immunologist.
- ❑ On January 1, Brunei (on the north coast of the island of Borneo) became an independent nation.
- ❑ Captured US Navy pilot Lt. Robert C. Goodman Jr. was freed by Syria on January 3.
- ❑ On January 11, after 116 years, the US and the Vatican established full diplomatic relations.
- ❑ The Winter Olympics opened in Sarajevo, Yugoslavia, on February 8.
- ❑ US Marines were withdrawn from the Beirut International Peace Keeping Force in February.
- ❑ Soviet leader Yuri Andropov died on February 9; Konstantin Chernenko replaced him.
- ❑ British coal miners began a strike that lasted a year.
- ❑ In early May, the Soviet Union withdrew from the Summer Olympic Games in Los Angeles; other communist bloc nations followed.
- ❑ On May 11, moderate Jose Duarte was elected El Salvador's president.
- ❑ On June 6, Indian troops stormed the Sikh Golden Temple in Amritsar, and 300 people were killed.
- ❑ Canadian Prime Minister Pierre Trudeau announced his retirement, and he was replaced on June 30 by John Napier Turner. September 4 elections gave the job to Brian Mulroney of the Progressive Conservative Party, which won 211 seats in the House of Commons.
- ❑ Bishop Desmond Tutu of South Africa was awarded the Nobel Peace Prize for his work against apartheid.

In the United States:

- ❑ The Bell System was broken up on January 1.
- ❑ On January 24, Apple introduced the Macintosh computer.
- ❑ DNA profiling was developed.
- ❑ Sony and Philips introduced the first commercial CD players; Sony produced the first 3½" computer disk.
- ❑ The nation's population stood at 235,824,902. Life expectancy was 74.7 years.
- ❑ The federal debt was \$1,572.3 billion, or \$6,640 per capita. The inflation rate was 4.3 percent.
- ❑ On February 3, UCLA Medical Center researchers announced the first woman-to-woman embryo transfer resulting in a live birth.
- ❑ Space Shuttle *Challenger* was launched on February 3 – the 10th Shuttle mission. On February 7, astronauts Bruce McCandless II and Robert L. Stewart made the first untethered space walk. Then on February 11, *Challenger* made the first shuttle landing at Kennedy Space Center.

- ❑ US total personal income was \$3,108.7 billion. Average annual income was \$21,600. Average cost of a new home was \$86,730. Average month's rent was \$350. A movie ticket cost \$2.50; a gallon of gasoline cost \$1.10; and a first-class stamp was 20 cents.
- ❑ The Dow Jones Industrial Average peaked for the year on January 6 at 1286.64. The low of 1086.57 came on July 24.
- ❑ On June 8, an F5 tornado killed 9 and injured 200 in Barneveld, WI.
- ❑ 13 percent of US households owned computers. 88 percent of households had color TV sets; 34 percent had microwaves; 38 percent had automatic dishwashers; 30 percent had central air conditioning. 43.7 percent of houses with television subscribed to cable TV service.
- ❑ Petroleum imports averaged 4,715,000 barrels per day.
- ❑ 3,012,000 students graduated from high school; 1,662,000 enrolled in college.
- ❑ A May 27 flood killed 13 people in Tulsa, OK.
- ❑ Tornadoes killed 57 people in the Carolinas on March 28; 15 in MS on April 21-22, and 17 in the Midwest on April 26.
- ❑ Vanessa Williams became the first African-American Miss America, but surrendered her crown to Suzette Charles following publication of nude photos.
- ❑ Crack cocaine was introduced into Los Angeles and soon spread across the country.
- ❑ Author William Gibson coined the term "cyberspace" in his novel *Neuromancer*.
- ❑ In Super Bowl XVIII, the Los Angeles Raiders defeated the Washington Redskins, 38-9.
- ❑ The Boston Celtics defeated the Los Angeles Lakers, 4 games to 3, in the NBA Championship.
- ❑ *Swale* won the Kentucky Derby.

On the Great Lakes:

- ❑ The first meeting of the LCA Captains Committee was held on January to make recommendations on navigational issues and related concerns.
- ❑ At season's start, ice choked the St. Clair River for 19 days. In fact, from April 5 – 30, the US Coast Guard assisted commercial vessels 265 times in the St. Clair River. For the first time, the Ninth District utilized its authority to close the area to traffic due to ice conditions.
- ❑ Participation in the Sarnia Vessel Traffic System became mandatory on April 30; fine-tuning followed. Lake Carriers' Association supported VTS participation as a way to increase safety in the Detroit-St. Clair river system.
- ❑ A record 27,171,000 NT of foreign steel was imported, which limited the opportunity for Great Lakes ore carriers to capitalize on the beginning-to-revive economy.
- ❑ Only 62 of 102 vessels enrolled in LCA saw service during the year.
- ❑ Congress approved a centralized Marine weather Forecasting Center for the Lakes, but funding for it was frozen.
- ❑ An 18-day bridge failure affected the St. Lawrence Seaway.

25 Years Ago, continued

- ❑ Water levels on Lakes Superior, Michigan, and Ontario were below their historical averages.
- ❑ There were 169 US-registered cargo vessels and ferries on the Lakes.
- ❑ Republic Steel and J&L Steel merged to form LTV Steel, which became the second largest US steelmaker and third largest in the world.

In the Interlake Fleet:

- ❑ Under a new contract between Pickands Mather & Co. and Detroit Edison, Interlake vessels would haul 1.5 million tons of western coal during the year. In subsequent years, the contract called for 3 million tons annually from Superior, WI, to St. Clair, MI.
- ❑ A belt washing and scraping system along with chute enclosures and a boom hood were installed on MV *William J. DeLancey*'s (now *Paul R. Tregurtha*) unloading boom prior to fitout. Similar work was performed aboard MV *James R. Barker*.
- ❑ Str. *Charles M. Beeghly* fit out after not sailing for two years. Early in the season, however, she was out of commission for 17 days after striking the Superior entry piers.
- ❑ Str. *Herbert C. Jackson* came to the aid of four people stranded for two days aboard a powerless 20-foot cabin cruiser in Lake Michigan. The *Jackson* tied the small boat alongside and the four passengers came aboard where they were warmed and fed until a USCG 40-footer arrived.

New Icebreaker for the Lakes



*The new Mackinaw at Cheboygan, MI, June 2006.
USCG photo*

Legislation authorizing construction of a new icebreaker for the Great Lakes was welcomed by the Great Lakes shipping community. H.R. 1747, the Great Lakes Icebreaker Replacement Act of 2009, was introduced in the US House of Representatives on March 26 by Rep. **James L. Oberstar** (D-MN). The bill was passed in the house on April 27. The companion Senate Bill, S. 1024, was introduced on May 12 by Sen. Carl Levin (D-MI); it was referred to the Committee on Commerce, Science, and Transportation.

The bill calls for a ship similar to the new *Mackinaw*, which was launched in 2006, and has proven capable in all ice conditions. The US Coast Guard's five 140' icebreaking tugs stationed on the Lakes, were built in the late 1970s, and are becoming prone to breakdown with replacement parts difficult to obtain. Two other newer assets, not specifically built for icebreaking, have experienced difficulty in heavy ice conditions.

Legislators Receive Awards

Great Lakes Legislator of the Year

Representative **Brian M. Higgins** (D-NY) was named Great Lakes Legislator of the year by the Great Lakes Maritime Task Force (GLMTF). Honored for his support of Great Lakes shipping, Rep. **Higgins** received the award at GLMTF's 14th Annual Briefing for the Great Lakes Delegation in Washington, DC, on April 2, 2009.

Congressman **Higgins**, from Buffalo, NY, serves on the Coast Guard and Marine Transportation Committee. He supported the Water Resources Development Act of 2007, and recently voted for the economic stimulus package.

"I am honored to receive this award," Rep. **Higgins** said. "Even though Great Lakes shipping is a cornerstone of our economy, it is underutilized. If we move more cargo on the Lakes, that will relieve some of the congestion on our

highways and rail lines. I will continue to work in Congress for laws and policies that promote Great Lakes shipping, the greenest form of transportation."

Salute to Congress Award

The Propeller Club of the United States selected Representative **Ike Skelton** (D-MO), Chairman of the House Armed Services Committee, as the 2009 recipient of the Salute to Congress Award. Rep. **Skelton** received the award at the 25th annual Salute to Congress dinner in Bethesda, MD, on April 28, 2009.

Congressman **Skelton** was honored for his consistent and strong support of the US maritime industry and his recognition of its importance to our economy and national defense.



Congratulations!!

Purchasing Coordinator **Kimberly Bastel** graduated from the University of Phoenix with a Bachelor of Science in Business Management degree and a 3.82 GPA. The program focused on managing human and fiscal resources within the structure, culture, and mission of any organization. It stressed skill development in performance systems, employment law, public relations, financial analysis, and global business



strategies. After four years of night school while working full-time, **Kim** says the stressful and sleepless nights are now behind her. Commencement took place at Severance Hall in Cleveland, OH, on June 14, 2009. The Interlake office celebrated her accomplishment with her on June 15.



HAPPY BIRTHDAY

--photos by Laconda Anthony

Look who's 60! **John Hopkins**, Vice President Marketing & Marine Traffic celebrated his big day on April 24, 2009.



Joining the half-century club on June 27, 2009, was **Susan Egan Woznicki**, Mormac Marine Manager of Human Resources.

Marine Community Day

Representatives of various segments of the US and Canadian maritime industry and government agencies met in Cleveland, OH, on February 25 and 26, 2009, for the annual Admiral's Dinner and Marine Community Day seminars. Keynote speaker at the dinner was **Madhu Vuppuluri**, head of Essar Group's various business interests in the Americas (Essar Steel Minnesota LLC, Essar Steel Algoma Inc), who spoke about their corporate philosophy and plans for building future business.

The opening session of Marine Community Day included remarks from RADM **Peter Neffenger**, Commander, Ninth Coast Guard District, who briefly addressed ballast water, cargo residue, and icebreaking issues. BGEN **John W. Peabody**, Commander and Division Engineer, US Army Corps of Engineers, Great Lakes & Ohio River Division, spoke about the challenges of funding, infrastructure needs, the new lock

at the Soo, and the dredging backlog. **James Caponiti**, Assistant Maritime Administrator, US Maritime Administration, talked about MARAD's available grants. St. Lawrence Seaway Development Corporation Administrator **Collister "Terry" Johnson Jr.** discussed the Seaway's asset renewal program as well as the worldwide growth in container traffic. St. Lawrence Seaway Management Corporation President & CEO **Richard Corfe** addressed growing the system, infrastructure reliability, and modernization projects.

Breakout sessions provided the opportunity to hear updates on issues such as ballast water management, cargo sweeping, short sea shipping, EPA permits, and other current topics. In a final session, attendees were given the opportunity to provide their input in several areas related to strategic planning for the Great Lakes-St. Lawrence Seaway System.

Interlake Steamship

Our Vision -

To be the premier self-unloading partner for our iron ore, coal, stone and other customers.

Our Mission -

To deliver value through our commitment to a customer-first philosophy.

Our Values -

We embrace the values of integrity, respect, high performance and accountability.

Quality, Safety and Environmental Policy

Interlake Steamship is committed to providing innovative solutions, quality service and the highest possible level of customer satisfaction. We operate in the safest and most environmentally responsible manner possible through established continual improvement, quality, safety and environmental management practices, while maintaining compliance with all mandatory rules and regulations.

You may view the **Interlake LOG** at our website,
www.interlakesteamship.com.

LOG DEADLINES

Material received	will be included
by this date:	in this issue:
December 15, 2009	Fall-Winter 2009
March 15, 2009	Spring 2010

Back cover photo:

*M/V CHARLES M. BEEGLY departing Duluth,
August 24, 2009.*

--photo by Ed Labernik

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Send news -- shipboard news, family news, births, marriages, awards, etc. -- photos, and article ideas to:

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