



# THE INTERLAKE STEAMSHIP COMPANY LOG

Volume 65, Number 1

Winter-Spring 2006

## WINTER MEETINGS COMPLETED

From March 5 to 7, 2006, Interlake Steamship Company captains and chiefs met in Cleveland for their annual winter meeting. At the general meeting on March 6, the 2005 season was reviewed and the 2006 season was previewed. Senior Vice President **Bob Dorn** called 2005 a “year of continued improvement,” and commended everyone for their efforts.

“2005 was a surprisingly good year,” said Chairman of the Board and President **James R. Barker**. He also noted that it was a “transformation year in the industry,” and addressed Great Lakes shipping industry issues such as the pending sale of the Oglebay Norton fleet, the purchase of ISG by Mittal Steel, the re-opening of the Erie Shipyard. “Our world has changed,” he said. What hasn’t changed is Interlake’s ongoing commitment to our fleet and our customers.

Vice President Marketing & Marine Traffic **John Hopkins** discussed our marketing efforts and noted that 2005 was a good year for Interlake, even though US steel production was down six percent. We hauled a record amount of coal last year, and the coal market is still good. Overall, the season began strong, softened mid-season, but ended on a strong note. January 2006 brought good weather, good demand, and resulted in record January revenue. We expect similar cargo and revenue results for the 2006 season. The traffic department continues to look at delay time, especially last year’s 35 percent of vessel delay time that was attributable to dock delays.

Interlake vessels completed 668 trips in 2005, delivering 20.2 million tons of cargo (the highest total since 1999). In the previous year (2004), there were 670 trips delivering just over 20 million tons.

Mr. **Barker** presented the company financial report, noting the steep increase in fuel costs. Fuel expense has risen to the same percentage of overall costs as crew expense. He noted that repair costs will not come down; they are currently also a large portion of overall costs.

Mr. **Barker** pointed out that funding for Corps of Engineers dredging on the Great Lakes is an area of great concern now.

Dredging projects on the Lakes are grossly underfunded when compared to other areas, and our industry needs to lobby for its fair share of dredging funds.

**Mark Barker**, Vice President and Director of Engineering, discussed the engineering side of 2005. He noted that repairs make up 18 percent of vessel operating costs. 2005 saw the start of the re-engining project on Str. **LEE A. TREGURTHA**, and the addition of MV **STEWART J. CORT** to our fleet. Current major winter projects include slope plating renewal in cargo hold #2 aboard MV **PAUL R. TREGURTHA**, and the replacement of the second of three cargo hold bulkheads aboard Str. **HERBERT C. JACKSON**. “We are putting money back into our fleet,” **Mark** said, “and there are other projects on the horizon that are being considered.”

Fleet Superintendent **Ian Sharp** talked about the 2005-06 winter work program. “There are over 600 work items – small and large – in winter work,” he said. He showed photos of some of the work underway. The repowering of the **LEE TREGURTHA** will extend the life of this 1942-vintage ship. Replacing the original steam plant with a modern, efficient and extensively automated heavy fuel diesel propulsion plant and auxiliaries, as well as a controllable pitch propeller, will keep her competitive and permit her operation well into the future. Safety, equipment flexibility, and redundancy are most important as reflected in the design of the improvements. Project Engineer **Dale Miller** presented a slide show of work on the **LEE TREGURTHA** project to date.

**Brendan O’Connor**, Director of Human Resources & Industrial Relations, and **Glenn Kolke**, Manager of Marine Personnel, addressed personnel matters, including the transition of the **CORT** into the fleet, Canadian Immigration laws, travel expenses, and the impact of the **LEE TREGURTHA** conversion. **Jeff Healy**, attorney with Tucker Ellis and West, presented a legal update and review of several interesting maritime cases.

**Matt Baker**, Director-Marine Operations, discussed the Interlake safety program. “Safety is a condition of employment.” MV **PAUL R. TREGURTHA** has had five

*continued on page 2...*

## Winter Meetings, continued

years with no lost-time accidents; Str. **KAYE E. BARKER** has three lost-time accident-free years; and Str. **HERBERT C. JACKSON** has accumulated two accident-free years. Congratulations to these vessels and crews. **Matt** also spoke about other operational items, including the new NS5 system, computer system standardization throughout the fleet, and regulatory matters. **Ed Priem** reviewed fuel price history and presented forecasts for 2006.



DTE Energy's William S. Harvey, Manager Fuel Supply, St. Clair Power Plant, presents plaques to: (above) Chief Engineer Dave Guay and Captain Scott Briggs, MV MESABI MINER; (above right) Chief Engineer Henry Terry and Captain Joe Buonosore, MV JAMES R. BARKER; (right) Chief Engineer Lorne Warczinsky and Captain Tim Dayton, MV PAUL R. TREGURTHA.



Lake Carriers' Association Vice President of Operations **Rick Harkins** presented general shipping industry and regulatory issues.

Representatives from DTE Energy (Detroit Edison) - **Larry A. Rose**, Manager-Operations & Logistics; **Karthik Krishnamurthy**, Specialist Fuel Resources; and **William S. Harvey**, Manager Fuel Supply, St. Clair Power Plant - were on hand to present plaques to the captains and chief engineers of MVs **PAUL R. TREGURTHA**, **JAMES R. BARKER**, and **MESABI MINER** in recognition of cargo delivered and excellent customer service.

The day concluded with the annual Captains and Chiefs Dinner.



## Chief Cooks Meet



Interlake Chief Cooks met in the Interlake office in Richfield, OH, on March 1 and 2, 2006, to discuss purchasing and other galley matters.



# SHERWIN Drydocked at Superior

Twenty-five years ago, on November 16, 1981, Str. **JOHN SHERWIN** entered long-term layup at Superior, WI. Since then, she has seen several different berths around the Duluth-Superior harbor, and held one cargo of storage grain. On April 10, 2006, the Interlake flag was raised aboard the **SHERWIN**, and on April 11, she was towed from the Superior Municipal Dock to Fraser Shipyards Inc. for drydocking and hull inspection. In light of the accelerated corrosion of steel structures within Duluth-Superior harbor, her hull was examined and gauged. At this writing, future plans for the **SHERWIN** are awaiting further evaluation.



photo by Ken Newhams, Duluth Shipping News



Above and below: Str. SHERWIN on her trip through Duluth-Superior harbor. photos by Kathy Johnson



Str. **JOHN SHERWIN**<sup>(2)</sup> was built as Hull 192 by The American Ship Building Company at their Toledo, OH, shipyard. Named for **John Sherwin**, senior managing director of Pickands Mather & Co., the 710-foot long ship was christened on May 1, 1958. Originally powered by a coal-fired steam plant, she was converted to burn oil – and lengthened by the addition of a 96-foot midbody – during the winter of 1972-73. The **SHERWIN** has always been a member of the Interlake fleet.

Her tow and drydocking generated a good deal of interest and a number of newspaper articles in the Twin Ports media.



Above: The move as seen aboard the SHERWIN. Left: SHERWIN in Fraser Shipyards' drydock. --photos by Ed Priem/Rick Eichmueller.



Right: SHERWIN on drydock; zebra mussel accumulation. --photo by Ken Newhams, Duluth Shipping News.



View of the SHERWIN move as seen from MV PAUL R. TREGURTHA at the Murphy Oil terminal. photo by John Woodward

# MARQUETTE ORE DOCK GETS UPGRADE

The most significant upgrade of the facility in decades is underway at the Marquette Ore Dock. Cleveland-Cliffs Michigan Operations Transportation Division is converting the loading chute pocket doors from manual operation to an automatic, air operated system. The new door system will allow for remote opening and closing of the doors and eliminate the manual operation that has been in place since the dock was constructed in 1912.

Manual operation of the pocket doors is more labor-intensive and provided special challenges for the employees – known at “pin-knockers” – to kick open the doors. The challenges included manual operation in difficult weather situations and working with doors that could sometimes be difficult to open due to pellet buildup or weather related problems.

The project targets the 100 doors on the south side of the dock for completion in 2006, and the 100 doors on the north side of the dock for completion in 2007, at a total cost of approximately \$5 million. Current pocket door renovations continued into April. For the first several weeks of the 2006 shipping season, vessels were loaded on the north side of the facility until the door project on the south side was completed.



“This is the most significant upgrade to dock operations since 1912,” said **Clifford Smith**, general manager of Cleveland-Cliffs Michigan Operations. “It’s an indication of just how

highly we value the dock and its continuing operation. We ship millions of tons of iron ore pellets from the dock annually, and it is critically important that it operate as effectively and efficiently as possible.”

In 2005, more than 7.8 million tons of pellets were loaded at the Marquette Ore Dock in over 350 vessels.

## Marquette Ore Dock Facts

Length:	1,250 feet
Width:	60 feet
Height:	75 feet above the water
Pockets:	200
Doors:	100 North Side; 100 South Side
Storage Capacity:	50,000 tons
Annual Capacity:	9.5 to 10 Million tons of pellets
Record Annual Shipment:	9,465,601 tons in 1989

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## Final Bells

**Joseph Zaksek** - (retired) - Date Unknown

**Aileen Jacobs** - Surviving Spouse - February 1, 2005

**Leslie G. Christensen** - (retired) - November 21, 2005

**Adelaide Johnson** - Surviving Spouse of Allen - January 12, 2006

**Richard J. Sirbello** - GPMR/AB - March 25, 2006

GPMR **Rick Sirbello**, assigned to MV **JAMES R. BARKER** but on medical leave, passed away on March 25, 2006, at the age of 58. A memorial service was held in Lyndhurst, OH, on April 3, and a memorial at sea will be held aboard the **BARKER** later this spring.

# Ike Retires



On April 1, 2006, Assistant Fleet Engineer **Herman "Ike" Eckenfels** retired – again – at the age of 75. Ten years ago, at the age of 65, he retired from Ohio Machinery (now Ohio CAT). During his career as a service technician with Ohio Machinery, he was well-known for Caterpillar diesel maintenance and repair work throughout the Interlake fleet.

Not ready to retire for good, **Ike** came to Interlake shortly thereafter, where his primary responsibility for the past decade has been to keep our Caterpillar equipment in top shape. **Ike's** ability, knowledge, and work ethic are outstanding, and he was always willing to jump in and take on other tasks. On March 21, 2006, the Interlake office staff celebrated **Ike's** 75<sup>th</sup> birthday, and held a retirement dinner on April 21.

He passed the wrench to his son **Terry**, who is now Interlake's Service Engineer. You can be sure that **Ike** won't be sitting idle, however; he has donned his coveralls and work gloves to complete some projects at home for his wife **Natalie**. *Best Wishes to both of them!*



Above: Terry Eckenfels. Far left: LCA President Jim Weakley congratulates Ike and Natalie. Left: Interlake Director of Engineering Mark Barker reads inscription on Ike's retirement clock.

## AB/QMED School Graduates

Hard work paid off for these Interlakers who attended this winter's AB/QMED School at Great Lakes Maritime Academy in Traverse City, MI. *Congratulations!*

### AB School:

**Jeff Hostutler**

**Paul Haverty**

**Craig Larkins**

**Jason DeMenter**

### QMED School:

**Gary Payment**



## GLMTF in Washington

The Great Lakes Maritime Task Force held its 11<sup>th</sup> Annual Informational Breakfast for the Great Lakes Delegation in Washington, DC, on May 3, 2006.

At the event, Senator **Carl Levin** (D-MI) was honored as GLMTF Great Lakes Legislator of the Year. Great Lakes dredging issues and the current dredging crisis were also addressed. **Fred Shusterich**, president of Midwest Energy Resources Company, discussed how light loading, due to lack of dredging at various ports, is affecting Superior Midwest Energy Terminal's efforts to expand its business.

GLMTF is publicly taking the lead on restoring adequate funding for dredging deep-draft Great Lakes ports and water ways, and the organization has recently gained several members. Cleveland-Cliffs Inc, Lafarge North America, the ports of Duluth, Indiana Harbor, Milwaukee, Oswego, and Toledo have joined. Interlake has been a member of GLMTF since the task force began.

**1980** | **25 Years Ago...**

**MV PAUL R. TREGURTHA Was New**

On April 25, 1981, the new “Queen of the Lakes,” MV *William J. De Lancey* was christened in Lorain, OH. A special four-page edition of *The Interlake Steamship Company LOG* was published to commemorate the event, and we reprint the text below. The *De Lancey*’s first Captain was **Edward Rogowski**; her first Chief Engineer was **Kenneth Johansen**. The ship was renamed *Paul R. Tregurtha* in 1990. *(Photos from the Interlake archives)*

*Largest Vessel Ever to Sail Great Lakes*

**WILLIAM J. DE LANCEY Christened in Lorain**

The M/V WILLIAM J. DE LANCEY, newest addition to the Interlake fleet and largest vessel ever to sail the Great Lakes, was christened in Lorain, Ohio, on April 25 [1981]. Mrs. Sally Roe De Lancey, wife of Republic Steel Corporation’s chairman and chief executive officer, sponsored her husband’s namesake and cracked the traditional bottle of champagne on the ship’s gleaming hull. Their daughter, Miss Ann L. De Lancey, served as maid of honor.



The DE LANCEY’s christening crowned a chain of events which began in February, 1978, when Interlake Steamship and Republic Steel signed a 25-year haulage contract. The agreement, which becomes fully implemented in 1981, spurred construction of the 1,013.5-foot supercarrier as well as conversion of the S.S. ELTON HOYT 2<sup>ND</sup> to a self-unloader.

Elton Hoyt III, president and chief executive officer of Pickands Mather & Co., spoke at the christening about the high caliber of PM’s customers, partners and associates in the steel industry for nearly a century. “We have been privileged indeed in the companies and people with whom we have maintained business relationships.” He went on to say however, that April 25 was “a very special day on which we are christening a ship which represents the very tangible implementation of our expanded relationship with Republic Steel.”



*Do you recognize any of these people?*

In praise of De Lancey, Hoyt said, “Like every steel executive in the past several years, Bill De Lancey is piloting his company through some pretty rough economic weather and, in my opinion, is prevailing through the tough times. He, his management, and his Republic teammates are a real positive asset, not only to the communities in which they operate, but on a national scale.”

Hoyt also commended Interlake’s employees, noting that “their constant dedication to high professional standards has made the Company’s reputation such that the PM fleet was chosen as Republic’s primary transporter of iron ore.”

William J. De Lancey expressed his appreciation for the honor shown him, and emphasized that his namesake “should be recognized as another impressive indicator of the progress of the

*continued next page...*

American steel industry toward greater productivity.” He also voiced his confidence in Pickands Mather and Moore McCormack, stressing that the companies have “carried forward into this vessel nearly 100 years in production and transportation of raw materials for the steel industry.”

Other christening speakers included George Steinbrenner III, chairman of the board of The American Ship Building Co., James R. Barker, Chairman and chief executive officer of Moore McCormack Resources, Inc., and the Honorable James A. Rhodes, governor of Ohio. Rhodes applauded PM and Republic for continuing to expand in the face of unrealistic governmental regulations.

The Reverend W. Chave McCracken of St. Paul’s Church in Cleveland Heights delivered the ship’s blessing, praying that the DE LANCEY “may always prove to be a blessing to the future of this land.”



*James R. Barker*



*With their wives, from left: Vice President-Marine David Groh, Captain Edward Rogowski, Chief Engineer Kenneth Johansen.*

Following christening ceremonies, employees of PM, Interlake, Republic and AmShip toured the vessel. An estimated 6000 men, women and children marveled at the DE LANCEY’s size and complexity.

The general public was invited to view the DE LANCEY on the 26<sup>th</sup>. A line began to form at 8 a.m., and by 8:30 p.m. an estimated 15-18,000 people had toured the vessel. Despite the long wait (more than three hours), and a chilly breeze, hosts and hostesses aboard the ship received innumerable compliments about the M/V WILLIAM J. DE LANCEY.



*Above and right: Crowds tour the DeLancey on April 26, 1981. Left and lower left: DeLancey at the ASB Lorain yard, April 16, 1981. Below right: DeLancey underway, spring 1981.*



# Lee A. Tregurtha Repowering



The project aboard the **LEE A. TREGURTHA** to replace her original steam plant with a modern, efficient and extensively automated heavy fuel diesel



Str. **LEE A. TREGURTHA** arriving at Sturgeon Bay on January 9, 2006.

propulsion plant and auxiliaries is progressing, with return to service expected this summer. The life-extension project aboard this 1942-vintage ship will retain the benefits of burning heavy



Propulsion plant prior to removals.

fuel and maintaining speed, but will include the benefits of being high automated. The **LEE TREGURTHA**'s displacement will remain unchanged, while cargo carrying capacity will improve slightly. She will have increased maneuverability, enhanced by her new controllable pitch propeller system with direct pilot house control.

Work began upon Str. **LEE A. TREGURTHA**'s arrival at Bay Shipbuilding, Sturgeon Bay, WI, in January. To minimize the vessel's down-time, the repowering project timeline was shortened through significant use of pre-fabricated, fully-outfitted equipment modules. Fabrication started early last fall.



Stack removal. --photo by Dale Miller

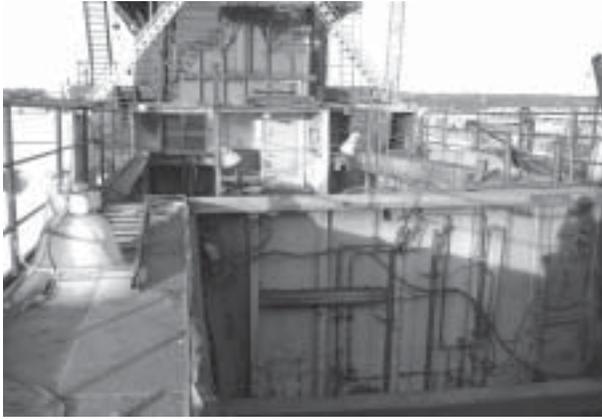
When MV **LEE A. TREGURTHA** returns to service, she will be powered by two Bergen Rolls-Royce heavy fuel, Model B32:40 L6P diesel engines of 8040 total horsepower at 740 RPM rated speed. Bergen is also supplying one heavy fuel Model KRG-5 auxiliary diesel generator set, rated 750 kW at 720 RPM, and one 750 kW shaft driven generator, driven on the starboard main engine via a reduction gear PTO. The new Renk main

reduction gear is twin input, single output, 750 to 114 RPM reduction with a power take off for the shaft generator. Her new propeller is a KaMeWa controllable pitch propeller system with five 17-foot diameter blades, designed for enhanced performance and durability, and fabricated to ABS grade 1B ice service rating.

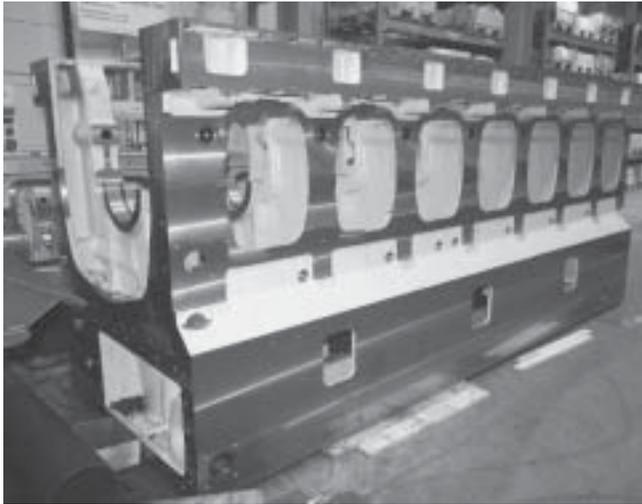
On these two pages are some photographs of the work in progress.



Low pressure turbine removal. --photo by Dale Miller



Above: Engine room demolition, deck view (left), and inside view (right).



Above: Main engine block.

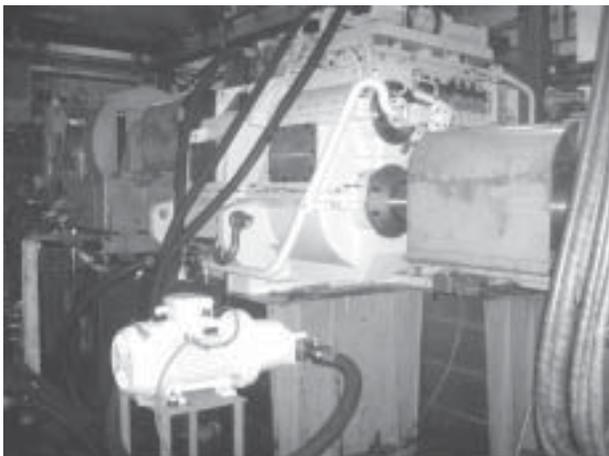


Right: Prefabricated main engine foundation.

Near right: Prefabricated engineers control room. Far right: Installation of engineers control room aboard LEE TREGURTHA.



Below: Main reduction gearbox, testing. Below right: New five-bladed propeller and hub.





# One Season Ends, Another Begins

These pictures were snapped at the end of the 2005 season and the beginning of the 2006 operating season.

Left: 3rd Assistant Engineer Craig Matthews and Chief Cook Raymona Kelley aboard MV JAMES R. BARKER, Fall 2005. --photo by Scott Cooper



Above: Hardy members of MV PAUL R. TREGURTHA's crew, January 2006. --photo by Tim Dayton



Above: MV MESABI MINER and USCGC Mackinaw above the Locks, spring 2006. Right: GPMR/AB Pat Sturtevant. Below: USCGC Katmai Bay, spring 2006.



--photos by Scott Briggs



Above: MV PAUL R. TREGURTHA at Murphy Oil Terminal, spring 2006. --photo by John Woodward



Brendan O'Connor, Dale Miller, Glenn Kolke, Sturgeon Bay, winter 2006. --photo by Bob Dorn

## Retirements

Best Wishes to the following Interlakers who have "swallowed the anchor":

**Cary Stewart** - Second Cook - September 1, 2005

**Herman "Ike" Eckenfels** - Assistant Fleet Engineer - April 1, 2006

# In the News. . .



- ❑ The color cover of the October-December 2005 issue of *Great Lakes/Seaway Review* magazine featured a 2004-05 winter night-time view of Bay Shipbuilding at Sturgeon Bay, WI. MV **MESABI MINER** was in the picture.
- ❑ The October-December 2005 issue of *Great Laker* ran a feature article on Soo Marine Supply and the MV *Ojibway*. In two of the color photos with the *Ojibway* were MV **STEWART J. CORT** and SS **LEE A. TREGURTHA**.
- ❑ The color cover photo of the Winter 2005 *Inland Seas*, the quarterly journal of The Great Lakes Historical Society, showed MV **PAUL R. TREGURTHA** turning in the ice in Soo Harbor on January 28, 2005.
- ❑ The “Duluth Shipping News” column in the *Duluth News Tribune* ran photos of Str. **KAYE E. BARKER** on January 2, MV **PAUL R. TREGURTHA** on January 12; MV **JAMES R. BARKER** on January 13, March 16, March 20; Str. **CHARLES M. BEEGHLY** on January 15; MV **STEWART J. CORT** on March 28; MV **MESABI MINER** on April 28; and Str. **JOHN SHERWIN** on April 11 and 13, 2006. The April 13 photo pictured **Bob Dorn, Ian Sharp, and Mark Barker** at the *SHERWIN*’s stern.
- ❑ On January 12, 2006, the front page of the *Duluth News Tribune* ran a color sunset photo of Str. **JOHN SHERWIN** and her reflection in the harbor, where there was very little ice at that time.
- ❑ In late January 2006, a 48-foot billboard went up at the interchange of I-94 and I-69 in Port Huron, MI, announcing Vantage Point, Port Huron’s new maritime and ship watching center. The billboard featured a photo of Str. **CHARLES M. BEEGHLY**.
- ❑ In the background on the color cover of the January-March 2006 issue of *Great Lakes/Seaway Review* magazine was the stern of MV **PAUL R. TREGURTHA**. In the foreground was the former Str. **ELTON HOYT 2<sup>ND</sup>**, now *Michipicoten*.
- ❑ The January-March 2006 edition of *Great Laker* (included in *Great Lakes/Seaway Review*) featured several Interlake-related articles.
  - “Meet the Crew: At home in the engine room,” profiled Chief Engineer **Mark St. Pierre** and included a color photo of **Mark** aboard Str. **CHARLES M. BEEGHLY**.
  - “Meet the Fleet: *Mesabi Miner* a reliable record-setter,” highlighted the history of MV **MESABI MINER**.
  - “A dream come true,” illustrated with color photos, chronicled a guest trip aboard Str. **LEE A. TREGURTHA**. Mentioned in the story were Captain **Jim Nuzzo**, First Mate **Tom Ochs**, and wheelsman **Larry Neece**.
- ❑ Captain **Russell Brohl**, 1<sup>st</sup> Vice President of International Ship Masters’ Association, was pictured with the other newly-elected ISMA Grand Lodge officers in the January-March 2006 issue of *Great Lakes/Seaway Review* magazine.
- ❑ On March 8, 2006, the *Milwaukee Journal Sentinel* article, “Day in, day out, days and days on board,” featured an interview with 1<sup>st</sup> Assistant Engineer **Ken Adair** who was shipkeeping aboard Str. **KAYE E. BARKER**.
- ❑ The March 15, 2006, *Superior Daily Telegram* front page included a color picture of MV **JAMES R. BARKER** loading coal at Superior Midwest Energy Terminal. The photo was titled, “Shipping season begins.”
- ❑ The *Duluth News Tribune* also ran a March 15 front-page color photo of MV **JAMES R. BARKER** loading coal at Superior. The accompanying article, “Season’s first laker departs,” included quotes from Capt. **Joe Buonocore**.
- ❑ Numerous articles and photos of Str. **JOHN SHERWIN**’s move and drydocking appeared in the *Duluth News Tribune* and the *Superior Daily Telegram* in April 2006. “On the move” with a color photo of the *SHERWIN* and two tugs ran on the front page of the *Daily Telegram* on April 12. “The Incredible Hull: The John Sherwin might sail the Great Lakes again after sitting idle for 24 years in the Twin Ports” was a front page article in the *News Tribune* on April 12. A color photo and several others accompanied the article. One of the pictures included “an unidentified worker” on top of the *SHERWIN*’s pilot house, who turned out to be **Rick Eichmueller**.



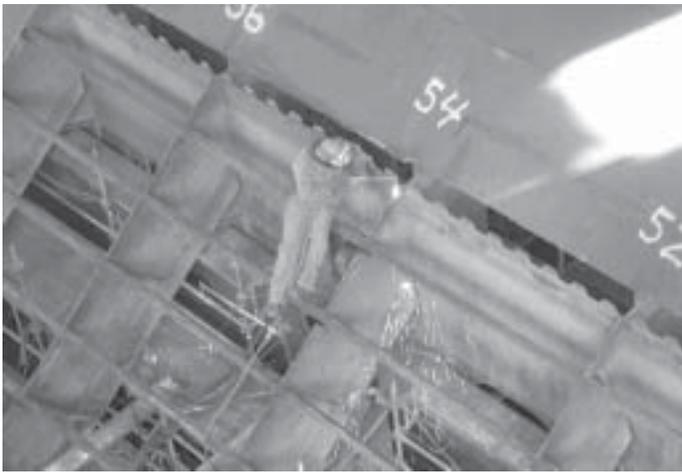
# It Happened in Winter

*Pictures from January and February 2006*



*Above left: Str. CHARLES M. BEEGHLY in ice at Superior, WI.  
--photo by Phil Moore*

*Above: MV STEWART J. CORT receives new hull paint during five-year drydocking and survey at Bay Shipbuilding, Sturgeon Bay.*



*Above left: Cargo hold slope plate renewal aboard MV PAUL R. TREGURTHA. Above: Cargo hold bulkhead renewal aboard Str. HERBERT C. JACKSON.*



*Left: MV STEWART J. CORT and MV PAUL R. TREGURTHA at their layup berths at Bay Shipbuilding, Sturgeon Bay, WI.*

*--photo by Rick Eichmueller*



*--crew photos by Bob Dorn*

*Right: MV MESABI MINER during layup at Milwaukee, WI, January 29, 2006.  
--photo by Brian Jaeschke*



## Just Launched

**Luke William Barker** greeted the world on January 18, 2006, at 1405. **Luke** weighed in at 8 lbs 2 oz, and measured 20 inches long. **Mark** and **Liz** are the proud parents.




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## CONGRATULATIONS

**Joseph Schmidt**, son of Captain **Gary Schmidt**, T/B **DOROTHY ANN-PATHFINDER**, graduated on December 16, 2005, from the Art Institute of Colorado, in Denver, with a BA in Culinary Management.



*Congratulations!*

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## Hello, Dad!



--photo by Tim Dayton

When MV **PAUL R. TREGURTHA** locked through at the Soo last fall, GPMR/AB **Doug Paulson**'s daughter and a friend were there on an observation deck holding a greeting sign for him.

## Attention Readers

We are in the process of updating our **LOG** mailing list. *If the mailing label on your copy has an asterisk (\*) above your name, you need to respond in order to remain on the mailing list.* If you have Internet access, you may want to read the **LOG** there, since it is posted on our website even before hard copies are mailed.

Please choose from the following options. You may mail your selection to us on the enclosed card or respond via email to [crohn@interlake-steamship.com](mailto:crohn@interlake-steamship.com).

\_\_\_\_\_ I will read **The Interlake LOG** online at the Interlake Steamship website: [www.interlakesteamship.com](http://www.interlakesteamship.com).

\_\_\_\_\_ I wish to continue receiving **The Interlake LOG** via surface postal mail.

\_\_\_\_\_ I am no longer interested in **The Interlake LOG**. Please remove me from the mailing list.

If we do not hear from you, you will be removed from our mailing list following the next issue of the **LOG**. *If you are an Interlake retiree, you will remain on our mailing list and you do not need to return the card.*

Thank you for your help.

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## Catch of the Day



--photo by Scott Briggs

In April 2006, GPMR/AB **Danilo Polonia** (MV **MESABI MINER**) caught these two coho salmon at Taconite Harbor, MN.

## Did You Know?...

- ✿ Strs. **KAYE E. BARKER** and **HERBERT C. JACKSON** made their first trips ever to Stelco at Nanticoke, Ontario, on January 5 and January 7, 2006, respectively.
- ✿ MV **JAMES R. BARKER**'s departure from Duluth-Superior on March 14, 2006, with a load of coal from Superior Midwest Energy Terminal for Taconite Harbor, MN, was the earliest departure in Twin Ports' recent history.
- ✿ MV **JAMES R. BARKER** was the first arrival of the 2006 shipping season at Marquette, MI, when she arrived on March 18 to unload coal. It was the **BARKER**'s second coal load of the season.
- ✿ The Port of Duluth-Superior's 2006 Great Lakes commercial navigation season officially opened on March 26, 2006, when MV **PAUL R. TREGURTHA** arrived to load coal.
- ✿ During the last week of March 2006, Cleveland-Cliffs Inc produced its 500 millionth ton of iron ore pellets in Michigan. Cliffs-managed mines in Michigan began producing pellets in 1956.

# Marine Community Day in Cleveland

US and Canadian representatives from all sectors of the maritime industry met to exchange ideas and information at the annual US Coast Guard Marine Community Day in Cleveland on March 8, 2006. This year's theme was "Great Lakes Shipping: Safe, Smart & Secure."

Luncheon keynote speaker was RADM **Thomas H. Gilmour**, Assistant Commandant for Prevention, US Coast Guard Headquarters. Ninth Coast Guard District Commander RADM **Robert J. Papp, Jr.** gave both opening and closing remarks for the day.

Speakers for the "Great Lakes Shipping Super Session" included **John Jamian**, Deputy Administrator, US Maritime Administration – *Great Lakes Benefit Study*; **Albert S. Jacquez**, President, St. Lawrence Seaway Development Corp. and **Richard J. Corfe**, President, St. Lawrence Seaway Management Corp. – *The Good News about Great Lakes/Seaway Maritime Commerce*; BGen **Bruce A. Berwick**, Commander-Great Lakes & Ohio River Division, US Army Corps of Engineers – *Great Lakes 5-Year Development Perspective*; **David L. Knight**, Program Manager-Transportation & Sustainable Development, Great Lakes Commission; **Raymond W. Johnston**, President, Chamber of Maritime Commerce; Dr. **Richard D. Stewart**, Co-Director, Great Lakes Maritime Research Institute & Director-Transportation and Logistics Research Center, University of Wisconsin-Superior; and **Richard W. Harkins**, Vice President-Operations, Lake Carriers' Association – *Progress Toward a Smarter, Greener Great Lakes Maritime Shipping System*.

Two other general sessions included panelists speaking on *Marine Transportation System Initiatives* – **Floyd Miras**, Sr. Representative-Great lakes Region, MARAD; **Patrick J. O'Hern**, Vice President & General Manager, Bay Shipbuilding Company; **Joe Woods**, Director Sales & Business Development, ABS Nautical Systems; **Michael McQuillan**, Executive Vice President, Osprey Line, LLC; and *Ballast Water* – CDR **Karen Phillips**, Chief Waterways Planning & Development, Ninth CG District; CAPT **Lorne Thomas**, Office of Operating & Environmental Standards, USCG Headquarters; **Tom Morris**, Environmental Protection Manager, Transport Canada; and **Katherine Glassner-Schwayder**, Facilitator, Great Lakes Panel on Aquatic Nuisance Species.

Attendees chose from open discussion sessions covering several areas of interest: *Toledo Regional Exam Center/Drug & Alcohol Program Inspector*; *Cruise Ships/Passenger Vessels on the Great Lakes*; *Great Lakes Pilotage Office*; *US Army Corps of Engineers*; and *Commanding Officers – USCG Great Lakes Sectors*.



**Thomas R. Puskarich**, retired oiler, celebrated his 90<sup>th</sup> birthday on November 19, 2005, with a party hosted by his children in Ashland, WI. *Happy Birthday!*

# 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.

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## 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.

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Our website, [www.interlakesteamship.com](http://www.interlakesteamship.com), is currently being redesigned. Watch for our newly updated look -- coming soon!

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## LOG DEADLINES

To keep the **LOG** arriving regularly, we've established these deadlines:

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### Material received

#### by this date:

June 15, 2006

September 15, 2006

### will be included

#### in this issue:

Summer 2006

Fall 2006

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### Back cover photo:

Str. JOHN SHERWIN is towed through Duluth-Superior harbor on her way to Fraser Shipyards, Inc., while MV PAUL R. TREGURTHA fuels at Murphy Marine Terminal.

--photo by Ken Newhams,  
Duluth Shipping News

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The Interlake Steamship Company LOG is published quarterly for employees and friends of The Interlake Steamship Company, Lakes Shipping Company, Inc., and Interlake Transportation, Inc. Published at Richfield, Ohio.

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

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