



THE INTERLAKE STEAMSHIP COMPANY

LOG

Volume 65, Number 3

Fall-Winter 2006-07

Sailing Season Ends

Three Interlake vessels reached their layup berths on January 19, 2007, bringing the fleet's operating season to an end. MV **LEE A. TREGURTHA** arrived at Bay Shipbuilding, Sturgeon Bay, WI, in the morning; MV **MESABI MINER** arrived at Superior Midwest Energy Terminal, Superior, WI, in the afternoon; and MV **JAMES R. BARKER** tied up at the Heavy Lift Dock, Milwaukee, WI, in the evening.

We wish everyone a safe, happy, and healthy winter layup period.



Smooth Sailing in 2007



LEE TREGURTHA **Repowering Project** **Completed**



Motor Vessel **LEE A. TREGURTHA** returned to commercial service on September 29, 2006, when she left Sturgeon Bay for Escanaba, MI, where she loaded taconite for delivery to Indiana Harbor, IN. She is now powered by two highly-automated Bergen Rolls-Royce heavy fuel diesel engines of 8040 total horsepower. This major project, headed by Fleet Superintendent **Ian Sharp**, significantly extends the **LEE TREGURTHA**'s operating life and ensures that this versatile carriers will be able to serve our customers well into the future.

More photos on page 5.

--photo by Dale Miller

Paul R. Tregurtha Voted “Maritime Man of the Year” by Massachusetts Maritime Academy

On November 10, 2006, with the highest turnout in the event’s history, **Paul R. Tregurtha** received the “Maritime Man of the Year” award at the annual award dinner hosted by the Massachusetts Maritime Academy.

The annual event was initiated twelve years ago by Admiral **Maurice Bresnahan** to honor the recipient and to raise funds for a merit scholarship program to benefit five cadet scholars with top academic credentials. The funds raised are now incorporated into the general scholarship program.

After receiving the award, Mr. **Tregurtha** offered some comments which focused on the lack of availability of qualified candidates to work in the tug and barge industry. He said that strict regulations plus the cost and time needed for licensing discourage many interested in pursuing a maritime career. Coincidentally, he indicated, it is increasingly difficult for crewmen to climb the traditional maritime ladder, as was historically the custom. Lifestyle issues are also a concern. Moran is actively addressing each of these issues.



John A. Angelicoussis and Paul R. Tregurtha

Mr. **Tregurtha** stated that, as in all of higher education, tuition and board costs are important factors in earning a maritime graduate degree, and lack of funding limits the number of students wishing to begin a career in the maritime industry.

This is especially true for the traditional pool of maritime academy applicants. Funds for scholarship assistance provided through events like the Maritime Man of the Year Award Dinner are an important part of the total program and will help to increase the applicant pool.

Mr. **Tregurtha** shared the honor of “Maritime Man of the Year” with Mr. **John A. Angelicoussis**, Chairman and CEO of Angelicoussis Shipping Group of Athens, Greece.

Angelicoussis Shipping Group was one of the first companies to order and operate liquid natural gas newbuildings, it owns one of the largest tanker fleets in the world today.

Both recipients, Mr. **Tregurtha** and Mr. **Angelicoussis**, well understand the complexities of operating a successful shipping company and each has particular awareness of the current strict safety and environmental requirements.

Lee Tregurtha’s First Cargo as Motor Vessel

On Saturday, October 1, 2006, MV **LEE A. TREGURTHA** delivered her first cargo after undergoing her diesel powerplant conversion. Here, Capt. **Jim Nuzzo** presents an Interlake hat to **Dan**, the dock foreman at Mittal Steel (Inland), Indiana Harbor, IN.



PATHFINDER Gets New Hatch Crane



On with the new; off with the old. These pictures show installation of Barge *PATHFINDER*'s new hatch crane, and removal of the old one in 2006.



photos by Gary Schmidt



The Gift of Sight

Although we are still saddened by the sudden loss of Captain **Joe Buonocore** in August 2006 (as reported on page 1 of the Summer 2006 *LOG*), we want to share something positive that resulted from his death and subsequent cornea donation. Following is the text of a letter that Capt. Buonocore's wife **Laura** received from the Lions Eye Bank for Long Island.

October 13, 2006

Dear Mrs. Buonocore and Family:

The Lions Eye Bank for Long Island would like to thank you for your kindness and consideration for others at a time which must have been filled with grief.

I hope it is of some comfort to you to realize that even in death, your husband Joseph has continued to serve

humanity by helping to restore the sight of those who are blind. Your gift of sight has helped two people from New York. One recipient is a 63-year-old female and the other recipient is a 21-year-old female. They were both suffering from cornea disease and are looking forward to being able to see clearly again.

Your willingness to give the Gift of Sight is so appreciated by the recipients and their families.

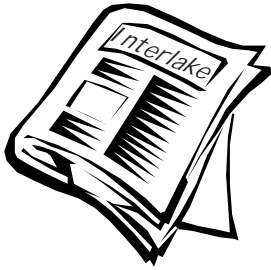
With our deep and sincere appreciation, I am

Sincerely,

Stephen G. Knapik,
Executive Director
Lions Eye Bank for Long Island



In the News...



- The “Duluth Shipping News” column in the *Duluth News Tribune* featured photos of MV **MESABI MINER** on September 15 and October 27, Str. **HERBERT C. JACKSON** on September 17 and October 14, MV **JAMES R. BARKER** on October 1 and November 5, MV **PAUL R. TREGURTHA** on October 3, and Str. **KAYE E. BARKER** on November 2, 2006.
- Newborn **Connor Douglas Hackle**, great-nephew of Marketing & Marine Traffic Administrative Assistant **Zoe Sively**, was featured on the front page of *The Plain Dealer* (Cleveland) on October 18, 2006, as a Cleveland-area baby who was born near the time that US Census officials estimated that the 300 millionth American arrived.
- A color photo of MV **LEE A. TREGURTHA** at Marquette illustrated the article, “Gales’ Celebrates Maritime Heritage and History,” in the October-November 2006 issue of *Lake Superior Magazine*.
- Providing background interest in a color photo in the *Duluth News Tribune* on December 2, 2006, was MV **JAMES R. BARKER** approaching the Aerial Lift Bridge as she entered Duluth Harbor.
- The 2007 Fairbanks Morse Engine Calendar included a small color photo of MV **MESABI MINER** on its front cover, and a full-page photo of MV **PAUL R. TREGURTHA** at the Duluth entry as the featured picture for May.

Winter 2007 Layup Locations

MV JAMES R. BARKER	Heavy Lift Dock	Milwaukee, WI
MV MESABI MINER	Superior Midwest Energy Terminal	Superior, WI
MV PAUL R. TREGURTHA	Bay Shipbuilding	Sturgeon Bay, WI
MV STEWART J. CORT	Port Terminal Berth 7	Duluth, MN
SS CHARLES M. BEEGHLY	Bay Shipbuilding	Sturgeon Bay, WI
SS HERBERT C. JACKSON	Bay Shipbuilding	Sturgeon Bay, WI
SS KAYE E. BARKER	Fraser Shipyards	Superior, WI
MV LEE A. TREGURTHA	Bay Shipbuilding	Sturgeon Bay, WI
T/B DOROTHY ANN-PATHFINDER	Nicholson Terminal	Detroit, MI

Lee A. Tregurtha Repowering

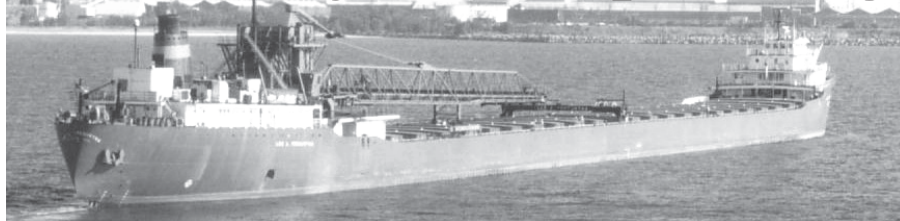


photo above: MV LEE A. TREGURTHA loads at Escanaba, by Rod Burdick.
Other five surrounding photos by Dale Miller.



Did You Know?...

➤ Interlake Fleet Superintendent **Ian Sharp**, Vice President and Treasurer **Mark Barker**, and Fleet Engineer **Dale Miller** were the featured speakers at the Lake Superior Marine Museum Association’s annual “Gales of November” program at Duluth on November 4, 2006. Their presentation focused on the steam-to-diesel conversion of the **LEE A. TREGURTHA**, which was headed by **Ian Sharp**.



Above: Ian Sharp;
Left: Mark Barker;
Right: Dale Miller

➤ Interlake’s Vice Chairman **Paul R. Tregurtha** made a trip aboard his namesake MV **PAUL R. TREGURTHA** in August 2006. He is shown on the **TREGURTHA**’s starboard bridge wing in this photo (below) waving to the crowd ashore as the ship entered Duluth on the way to load coal at SMET on August 15, 2006.



--photo by Ken Newhams, Duluth Shipping News

➤ When Str. **HERBERT C. JACKSON** loaded taconite at the Marquette Ore Dock on January 3, 2007, she was reported to be the last vessel to load using “pin-knockers,” dock workers who manually kick open the loading chute pocket doors. Conversion of the 100 doors to automatic operation will take place this winter. The 100 doors on the south side of the dock were converted from manual to automatic operation in 2006.



Right: SS **HERBERT C. JACKSON** loading on the north side of the Marquette Ore Dock, Summer 2006.

--photo by Rod Burdick



AB/QMED SCHOOL

Lake Carriers’ Association sponsored an AB/QMED School at Great Lakes Maritime Academy, Traverse City, MI, this winter. Class began on February 19, 2007, and concluded with exams on March 2, 2007. Several Interlake employees attended, and will be recognized in the next *LOG*.

Final Bells

William H. Williamson - Fleet Superintendent (retired) - January 4, 2007

We are very sorry to report the death of retired Fleet Superintendent **William H. Williamson** on January 4, 2007, at the age of 74. The following is reprinted from the Summer 1997 *LOG*, where **Bill**'s retirement was reported.

Bill Williamson's career spanned 51 years of general and marine engineering. He began as an office boy following graduation from secondary school, through apprenticeship, sea time on both steamers and motor ships, and culminated in his engineering management position with Interlake. Geographically, his career spans the globe, both at sea and ashore, from England to Canada to South Africa to the United States.

Following two separate periods with The American Ship Building Company in Lorain (in 1978, he worked on machinery and piping layouts for Str. *ELTON*

HOYT 2ND's conversion to a self-unloader), he was engaged by Pickands Mather & Co./Interlake Steamship in 1979 as Resident Mechanical Inspector at ASB-Lorain to supervise construction of MV *William J. DeLancey* (now **PAUL R. TREGURTHA**, of course). Upon the ship's completion, he became Assistant Fleet Engineer in Interlake's Cleveland office. Subsequent to **Lou Mensen**'s retirement in 1996, **Bill** became Fleet Superintendent.

"**Bill**'s loyalty, attention to detail, and perseverance have set a standard for all of us," said Senior Vice President **Robert F. Dorn**.

We extend our sincere sympathy to **Bill**'s wife **Margaret**, to son Chief Engineer **Graham Williamson**, son **John Williamson**, and daughter **Margaret** and her husband Chief Engineer **Skip Woods**, and their families. Services were held on Monday, January 8, 2007.

MORAN BUILDING NEW TUGS

On August 29, 2006, Moran Towing Corporation signed a contract with Washburn & Doughty Shipyard, East Boothbay, ME, for construction of six new tug boats from 2007 to 2009. The six vessels will most likely be 92-foot ship docking tugs, and will permit Moran to retire some of its older vessels. Construction of the six tug boats is slated to begin in the spring of 2007 and finish in mid 2009.

Two 92-foot, 5100-horsepower tugs are currently under construction by Washburn & Doughty, and steel work began recently for two other 121-foot tugs for Moran.

"This will give us about 90 tug boats," said **Paul R. Tregurtha**, Moran's chairman and CEO. The company is expected to hire more than 30 more crew members to main the vessels. "We hire and train our crews in anticipation of new equipment. These are high-tech pieces of equipment," he said.

The new tugs will be assigned to company port locations at the New York; Jacksonville, FL; Norfolk, VA; and Charleston, SC harbors, and at an unspecified port in Texas. Some of them will be used in a new capacity for Moran – docking liquefied natural gas carriers. While many will maneuver ships through busy harbors, others will be assigned to Moran's new fleet of double-hulled oil barges.

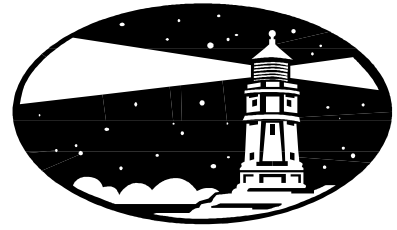
"All of our barges will be double-hulled by the end of the year," **Tregurtha** said. "We'll have eight double hulls by the end of the year, and three more in 2007-2008."

When the tugs are delivered, Moran will operate the largest fleet of tractor tugs in the United States, with most of them being recently-built tugs of 4000 to 6700 horsepower.

Moran's focus on fleet expansion demonstrates the company's forward-looking focus and commitment to the maritime industry.



1981 | 25 Years Ago...



In the World:

- ❑ The Nobel Peace Prize went to the Office of UN High Commissioner for Refugees.
- ❑ On October 6, Egyptian president Anwar al-Sadat was fatally shot by a band of commandos while reviewing a military parade in Cairo.
- ❑ 272 people lost their lives in typhoon *Imma* on November 25 in the Philippines.
- ❑ On December 1, a Yugoslavian DC-9 crashed into a mountain in Corsica, killing 174 people.
- ❑ On December 14, Israel annexed the disputed Golan Heights territory.
- ❑ Ghana president Hilla Limann was overthrown and Jerry J. Rawlings seized power.
- ❑ The 236-mph TGV, Europe's first high-speed passenger train, began operating out of Lyons, France.

In the United States:

- ❑ Cost of a first-class stamp rose to \$0.15 on March 22, and to \$0.20 on November 1.
- ❑ There were ten bank failures during the year.
- ❑ The value of agricultural exports was \$48.3 billion; \$16.8 billion of agricultural products were imported.
- ❑ In the World Series, the Los Angeles Dodgers defeated the New York Yankees, four games to two.
- ❑ The New York Islanders defeated Minnesota to take the Stanley Cup.
- ❑ The Supreme Court ruled to allow television cameras in the courtroom.
- ❑ The FDA approved the use of the artificial sweetener aspartame (name brand Nutrasweet).
- ❑ During the year, there were 145 strikes involving 729,000 workers.
- ❑ 8,536,039 automobiles were sold in the US. 1,858,896 of them were imported from Japan, and 282,691 from Germany.
- ❑ 39,760 US Coast Guard personnel were on active duty.
- ❑ The top-rated television show was *Dallas*.
- ❑ The Pulitzer Prize for fiction went to Beth Henley for *Crimes of the Heart*.
- ❑ The Newbery Medal for the most distinguished contribution to American literature for children went to Katherine Peterson for *Jacob Have I Loved*.
- ❑ Well-known people who passed away during the year included Joe Louis, Jack Albertson, Melvyn Douglas, Bill Haley, Richard Boone, Harry Chapin, William Holden, George Jessel, Lotte Lenya, Bob Marley, and Natalie Wood.

On the Great Lakes:

- ❑ US Public Health Service facilities, which provided medical services to seamen, closed on October 1.
- ❑ Total volume of dry bulk cargo moved on the Great Lakes totaled 175,811,959 NT, a decrease of 3.8 percent from the previous year.
- ❑ Great Lakes/St. Lawrence Seaway shipments of iron ore totaled 74,889,269 GT.
- ❑ Coal shipments were down 5 percent from the previous year, to 39,096,577 NT.
- ❑ Limestone shipments totaled 24.6 million tons in 1981, a decrease of 12.2 percent from 1980, and the lowest season total since 1958.
- ❑ Petroleum products moved on the Lakes totaled 79,464,349 barrels, or 15,829,782 NT, down 7.43 percent from the previous season.
- ❑ 8760 vessel passages were recorded in the Detroit River between April 8 and December 16. Vessel traffic was down 8.5 percent from the 1980 level.
- ❑ During the season, 74,871,319 NT of cargo moved through the Welland Canal.
- ❑ The National Weather Service issued a total of 136 gale and storm warnings.
- ❑ The National Weather Service received 29,796 ship weather observations from vessels on the Lakes.

In the Interlake Fleet:

- ❑ The original Interlake Str. *Frank Purnell* (which had passed to successive owners and been renamed *Steelton*, *Pioneer*, and *Hull No. 3*) was withdrawn from service, converted to a cement transfer and storage hull, and renamed *C.T.C. No. 1*.
- ❑ M/V *William J. DeLancey* (now **PAULR. TREGURTHA**) loaded the largest cargo of the season shipped from Escanaba, 62,212 GT.
- ❑ **David A. Groh** retired as Vice President – Marine. He became Marine Division Manager in 1968 and Vice President – Marine in 1971. In his farewell article in the Fall 1981 *Interlake LOG*, he said, "When I signed on in 1948, the fleet's flagship measured 633 feet. Today, Interlake's standard bearer stretches more than a thousand feet and transports nearly four times as much cargo in a single voyage."
- ❑ **John O. Greenwood** succeeded **Dave Groh** as Pickands Mather's Vice President – Marine.

Retirements

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

Edward Tomchak - Wiper - March 1, 2006

Mary Carrigan - Second Cook - June 1, 2006

Dennis Glasser - Chief Engineer - September 1, 2006

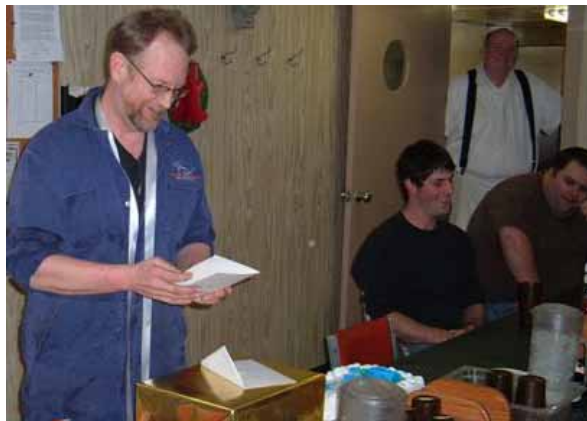
David Ashby - 3rd Assistant Engineer - February 1, 2007

Retirement Celebration



David Ashby, 3rd Assistant Engineer aboard M/V MESABI MINER, retired following the completion of the 2006 navigation season. The *MINER* crew held a retirement celebration for **Dave** aboard ship on January 16, 2007. Here are a few pictures from the party.

Best Wishes, Dave!



Capt. Russ Brohl (left) and Chief Engineer Dave Guay (right) congratulate Dave Ashby.

--photos courtesy Dave Guay

Artist Print Features MV *CORT*

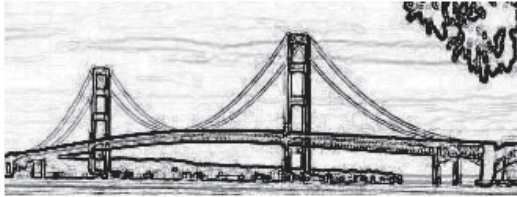
Duluth artist **Ed Labernik** has produced a new limited edition color print titled "Daddy's Home."

"The *Cort* was inbound Superior last May to load taconite at BNSF #5," said **Ed**. "A woman and her daughter were awaiting the return of dad who was aboard the *Cort*. As the *Cort* blew a salute, the girl said, 'Daddy's home.'"



MACKINAC BRIDGE WALK

The popular Labor Day Mackinac Bridge Run/Walk included three Interlakers – **Bill Giddens** (GPMR, Str. **HERBERT C. JACKSON**), **Dave Simmons** (GPMR, Str. **JACKSON**), and **Rebecca Hancock** (Relief Mate, M/V **STEWART J. CORT**).



—photo courtesy of Bill Giddens



HAPPY BIRTHDAY

Over the Hill

Ed Priem's Duluth office was appropriately decorated for his 50th birthday when he arrived for work on January 2, 2007. **Ed** sure looks happy about being around for half a century!



photos by Kevin Alway

OOPS!!

Correction: The **JOHN SHERWIN**'s cargo was *wheat*, not corn as was reported in the Summer 2006 **LOG**.



--photo by John Duning

Animals Welcome

The human crew members were not the only animals aboard MV **PAUL R. TREGURTHA** this year. In addition to the usual complement of hitchhiking birds, here are pictures showing a couple other creatures who visited the ship.



--photo by Bill Chrysler

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.

Our website, www.interlakesteamship.com, has been redesigned. Check it out, and be sure to check for updates and additions!

LOG DEADLINES

Material received

by this date:

March 31, 2007

June 30, 2007

will be included

in this issue:

Spring 2007

Summer 2007

Back cover photo:

M/V LEE A. TREGURTHA on her first visit to Marquette, MI, after repowering, October 9, 2006.

--photo by Lee Rowe

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:

Christine Rohn-Tielke, Editor
The Interlake LOG
The Interlake Steamship Company
Interlake Corporate Center
4199 Kinross Lakes Parkway
Richfield, OH 44286-9372

AN ISO COMPANY

The Interlake Steamship Company
Interlake Corporate Center
4199 Kimross Lakes Parkway
Richfield, OH 44286-9372

