



THE INTERLAKE STEAMSHIP COMPANY LOG

Volume 66, Number 2

Summer 2007

President's Message

MOVING AHEAD



In this, my first letter to you as Interlake Steamship Company's President, I would like to share with you what I see occurring in our maritime industry, our company and the challenges we face as we move ahead.

First, let's talk about the industry we serve on the Great Lakes. There is a lot of optimism about the three primary markets which we service—

the steel industry, power generating companies, and the limestone and aggregate industry. We have recently witnessed a remarkable turn-around in the steel industry here in the Great Lakes basin. To mention just a few examples, it was not that many years ago when LTV was shut down and in bankruptcy, Bethlehem Steel had filed bankruptcy, and the EVTAC mining operation was closed. Today, most of LTV and Bethlehem are operating as part of Mittal Steel, and the Chinese Laiwu Steel Group is co-owner with Cleveland Cliffs in the operation of the EVTAC facility, now known as United Taconite. Despite an increase in steel imports and relaxation of certain import tariffs, the demand for iron ore remains high and relatively stable. Many of our steel company customers are making significant capital investment in their facilities which bodes well for the future. Within the iron ore sector another new opportunity on the horizon is the development of Iron Ore Nuggets. Two separate nugget facilities have been announced: Mesabi Nugget at North Shore Mining in Silver Bay, Minnesota, and the joint venture of Cleveland Cliffs and Kobe Steel at Cliffs' Empire Mine. These plants will produce iron ore nuggets that are approximately 96% iron, compared to taconite pellets containing about 65% iron, which may introduce us to a new market--the electric furnaces, which have surpassed the traditional BOF in steel production.

Electric utility companies across the Great Lakes are operating at historically high output levels. The expectation is that the demand for power will continue to expand. Changes in US

environmental policy have mandated a restriction in sulfur dioxide smokestack emissions from coal combustion. The resulting impact of these regulations has caused an ever increasing demand for the use of low sulfur Western coal. In a relatively new development, there is considerable time and effort being expended in the design, engineering and potential construction of a new coal powered electric generating plant in Rogers City, MI. This facility will use the latest in clean emissions technology and take all coal deliveries by ship.

The limestone business continues to benefit from existing power plants adding "scrubbers" in what has become the standard technology for cleaning sulfur dioxide from smokestacks. Wet limestone scrubbers use lime slurries to prevent sulfur dioxide from passing through smokestacks and into the air in a process called "flue gas desulphurization." Utilities and industry are more than likely to install many more scrubbers over the next few years as they work toward total compliance with the Clean Air Act. As another growth opportunity, much of the limestone used in these scrubbers around the Great Lakes basin can be readily delivered by ship.

Noteworthy in this review is the fact that continued dramatic increases in oil prices have sparked major investments in the construction of bio-fuel plants. The US lakes fleet, which has not carried corn in recent times, could start carrying it again. The most economic and efficient method for the delivery of vast amounts of corn to these bio-fuel plants is by ship.

While we are optimistic about an improving industry, there are many challenges facing this industry. Specifically, we must continue to focus on the issues of low water levels brought on by continued drought and compounded by a lack of maintenance dredging, environmental concerns specifically related to ballast water and invasive species, and the deterioration of our waterways' infrastructure and docks. In a recent Lake Carriers' Association report, its members estimate that "75 percent of the cargos they've carried in the past 5 years have represented less than full loads because of

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MOVING AHEAD, continued

inadequate dredging of ports and waterways.” For years, the Federal fund designated for maintenance dredging on the Great Lakes has been inadequate. Low water brought on by drought conditions across the Great Lakes basin and lack of dredging has forced our ships to carry less than full loads. For example, the largest ship in our fleet today will load 10,785 gross tons less than its designed maximum carrying capacity. Not only does this affect our customers by not being able to receive full loads, but it also increases the cost to deliver this cargo as it will take more vessel trips. Lake Carriers’ Association, the Great Lakes Maritime Task Force, and Interlake Steamship, together with others in our industry, have engaged both the US Army Corps of Engineers and our legislators in Washington to impress upon them the crises we face. We must get the funding for the Corps of Engineers increased so that, at a minimum, maintenance dredging is performed and proper maintenance and repair is undertaken on an annual basis. We have begun to gain some traction in this area, but it is imperative to keep dredging at the top of our priorities. Without proper funding to the Corps of Engineers, our industry as a whole will be at risk. All stakeholders who are affected by the lack of dredging funds must speak with a united voice to ensure that our message is heard.

Our waterborne transportation system is one of the most efficient in the world, but we have given up some of this competitive advantage by neglecting the infrastructure at certain docks. We must be able to load and unload our ships at the highest rates possible. At many docks, we cannot achieve this. Each time we do not load or unload at the maximum efficiency, dollars are wasted. Again, dredging is an issue. Along the face of some docks, shoaling is forcing our ships to light load. These issues must be addressed by dock owners and operators, who we service, to ensure that our transportation system remains competitive.

Each mode of transportation affects the environment, but let there be no doubt that these effects can be greatly minimized when waterborne methodologies are employed. The most pressing environmental challenge currently facing us is the introduction by ocean-going vessels of non-indigenous species to the Great Lakes. Through their ballast water discharge, ocean-going ships have introduced a wide range of aquatics, such as the zebra mussel, ruffe and round goby. So as to not further exacerbate this situation, Interlake Steamship, in concert with Lake Carriers’ Association and other Great Lakes shipping companies, developed and implemented ballast water management practices to help curb the migration of these unwelcome aquatic nuisances. In this business we touch the environment in many ways. We are

good stewards of the environment. It is these lakes that we depend on not only for the success of our business, but also for the enjoyment of our families. We must understand the environmental issues and develop practical and workable solutions. Beyond the voluntary ballast water practices which we have in place, Interlake re-powered the *LEE A. TREGURTHA* with the latest EPA-compliant engines, and fleet-wide changed our main propeller shaft bearings from oil to water lubricated to eliminate the chance of oil leaks through a ship’s stern tube seals. These are just a few examples of how Interlake has taken, and continues to take, proactive approaches to insure the well-being and sustainability of the Great Lakes ecosystem.

Interlake has and continues to reinvest in its fleet of ships. The re-powering of the steamship *LEE A. TREGURTHA* from a 1942-vintage steam plant to a modern, highly efficient motor vessel is tangible proof of our company’s commitment to this industry. Clearly, the M/V *LEE A. TREGURTHA* is now the most modern ship plying the waters of the Great Lakes. Throughout the fleet, we have been upgrading equipment with the latest technology. We will continue to make improvements and investments in the fleet. It is important for us to reinvest in these assets to ensure that we deliver our cargoes with the level of service and reliability that our customers have come to expect.

It is the people of Interlake Steamship that make the difference. From shore-side to ship-board personnel, each and every one of us is an important component to the success of Interlake Steamship. Collectively, our hard work and dedication to our profession provide the platform for long-term corporate vision, viability and stability. I cannot over-emphasize this outstanding contribution which all of you have made to this company.

I am excited about the future of our company and our industry. We will take advantage of new opportunities with our existing assets, as well as look for new, innovative solutions to meet the demands of the future. We have many challenges, but as we move ahead, we will also have opportunities. As we continually improve our company and operating practices, we will stay at the forefront of marine transportation on the Great Lakes. I look forward to working with all of you.

With warmest regards,



Mark W. Barker

President

The Interlake Steamship Company

Chief Cook John Duning



We are very sorry to report that we have lost a member of the Interlake family. Chief Cook **John R. Duning**, 65, long-time cook aboard MV **PAUL R. TREGURTHA**, passed away on July 15, 2007, following a brief illness while he was on vacation. Services were held in Rogers City, MI, on July 19.

John joined Interlake aboard Str. **ELTON HOYT 2ND** on May 30, 1988. He became the **PAUL TREGURTHA**'s Chief Cook at fitout in 1991, a position he held for over 16 years. Many who knew him commented that **John** was a gentlemen and a great shipmate. Enjoyed by crew members as well as corporate guests, **John**'s friendly personality and coking talents will be greatly missed.

We extend our deepest sympathy to **John**'s wife, **Carlene**, and the rest of his family.



Welcome Aboard!

New Faces in the Office

Wayne Koesling, Interlake's Business Technology Manager, has worked in the information technologies field in various environments including manufacturing, government, and transportation. In 20 years of IT management, **Wayne**



has earned his Microsoft Certified Systems Engineer certification and several other certifications from technical institutes. Because IT is such an ever-changing, fast-paced field, he has recently returned to school to complete his degree in Information Technologies Management at Kent State University in Kent, OH.

A Minnesota native, **Wayne** has also lived in the Washington, DC, area. He and his wife **Kathy**, currently live in Stow, OH, with their children **Nicholas** and **Jillian**. Father and son are both students at KSU – **Wayne** at night, and **Nicholas** during the day. "We see each other in passing," **Wayne** said.

Chad Kidder, Assistant to Engineering and Operations, came to Interlake from Goodyear Tire & Rubber Company, where he held a position in the lease tire sales department since mid-2003. In spring 2007, **Chad** graduated from Stark State College of Technology in Canton, OH, with a bachelor's degree in auto mechanics. He has always enjoyed mechanics and working on all kinds of machines. "As a hobby, I enjoy working on my car, as well as other peoples' cars – making them quicker, or just making them run. I take my car down the drag strip, to autocross events, and on the occasional road course to test my work."



Chad's goal has been to work with big machinery – and it looks like he got what he wanted. "This job has surpassed my expectations, and I really enjoy it. It's been great working with those of you I have met so far, and I look forward to meeting and working with everyone else!"

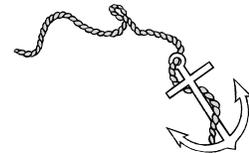


MINER Turns 30

On Labor Day, the crew of MV **MESABI MINER** celebrated the vessel's 30 years of service. "We celebrated on Labor Day because the vessel was named after the hard-working miners it represents," said Capt. **Scott Briggs**. Chief Cook **George Rydberg** arranged to have the banner made, and it's now on display over the galley serving area.

Shown in the photo above are (left to right): Dave Johnson, Scott Briggs, Pat Sturtevant, Vinny Madison, Dan Polonia, Randy Johnson, Tom Perry, Dave Guay, Duane McCarthy, Dennis Johnson, Jan Diehn, Corey Arnott, Charles Gregory, and Jeremiah Lundquist.

The **MINER** was christened on June 11, 1977 at Duluth, MN, named in honor of the men and women in the iron ore mining industry. Senator **Hubert H. Humphrey** delivered the keynote address at the ceremony, and his wife christened the ship.



Fore! - Jackson Loads Golf Course Sand

On July 29, 2007, Str. **HERBERT C. JACKSON** arrived at Fairport Harbor, OH, to take on a partial load of 3204 tons of golf course sand for distributor Fairmount Minerals at Duluth, MN. The **JACKSON** completed her load with stone at Cedarville, MI, on July 31, and arrived at Duluth to unload both products on August 2.



*HERBERT C. JACKSON arriving at Fairport Harbor.
photo by Bob Hunter, courtesy Great Lakes & Seaway
Shipping Online Inc. (www.BoatNerd.com)*

TRAINING IN PORT REVEL

In May 2007, relief captains **Paul Franks** and **Tom McMullen** journeyed abroad to attend the shiphandling training course at the Port Revel Shiphandling and Training Centre located in the French Alps, about 60 km from Grenoble, France. Their wives, **Carol Franks** and **Sue McMullen**, were able to travel along.

Created 40 years ago, the Port Revel Shiphandling and Training Centre was the world's first shiphandling training school. Training courses use large-scale (1:25) manned ship models to reproduce actual navigational conditions in the Port Revel shipping channels and on the ten-acre lake. The fleet currently consists of nine manned ship models and three radio-controlled tractor tugs. The ship models can be configured to represent 20 different vessels, including steam turbine or diesel engines. They are manned with two students - one serving as captain and the other as helmsman/chief engineer.

The centre's facilities include a current generator, a new wind generator, wave-making machine, a canal section, a lake bottom shaped to produce areas of varying depths, and a track recording system using DGPS. More information about Port Revel is available on their website at www.portrevel.com.



Above: View of part of lake at Port Revel.
Below: Tom McMullen in manned model.



Below: Wind generating equipment



Paul Franks sitting on deck aboard manned model, above, and waving, below.



photos courtesy Carol Franks



Century-Old Shipwreck Located



In August 2007, researchers from the Great Lakes Shipwreck Historical Society discovered a 100-year-old shipwreck at the bottom of Lake Superior. The wreckage was located in 460 feet of water eight miles north of Deer Park, MI, and about ten miles nearer shore than had previously been thought. Only one survivor, the second mate, made it to shore, barely alive after seven hours on a raft that was flipped over several times in breaking waves near the shore. He was found almost immediately, quickly recovered, and soon resumed his sailing career. The 22 other crew members perished, and all but two bodies were eventually recovered.

The new, 420-foot steel steamer *Cyprus*, built at American Ship Building Company, Lorain, OH, was only on her second trip, carrying iron ore from Superior, WI, to Buffalo, NY, when she capsized and quickly sank in a moderate storm on October 11, 1907. Why she was lost is one of Lake Superior's mysteries. From accounts of other ships on the lake that day, the gale was nothing that she shouldn't have been able to handle. Theories include faulty hatch covers (the ship was equipped with then-new Mulholland sliding hatch covers), hull damage, and engine or rudder trouble. The Shipwreck Historical Society plans further research.

Interestingly, the *Cyprus* was in the Lackawanna Steamship Company fleet, one of several fleets managed by Pickands Mather & Co. that eventually were consolidated into The Interlake Steamship Company in 1913.

Lake Superior Drops to Record August Low

This year, Lake Superior's water level reached a new all-time low for the month of August. The lake fell to 600.4 feet above sea level, its lowest August reading in at least 147 years – and 22 inches below August's long-term average. Unfortunately, no recovery is forecast any time soon. Duluth is a foot short of normal precipitation since June 1, and received less than a quarter-inch of rain during August.

—from *LCA Advisor*, September 1, 2007



Space Shuttle view of Lake Superior

From the Port Revel Archives...

On page 2, you saw Interlake's most recent Port Revel Shiphandling Centre graduates. Here's a picture found in the Port Revel class archives -- taken about 15 years ago. Recognize anyone?



In the News...



- A June 21, 2007, CBS Evening News segment about low water levels on the Great Lakes included footage of MV *PAUL R. TREGURTHA* at Duluth.
- On August 27, 2007, Minneapolis/St. Paul television station KARE 11 ran a segment about low water levels in Lake Superior. The piece discussed effects on the shipping industry and featured several shots of MV *JAMES R. BARKER* loading coal at Superior Midwest Energy Terminal.
- Interlake President **Mark Barker** was quoted concerning the dredging crisis in the cover story, "Drudgery: Funding, costs have curtailed dredging across the U.S.," in the September 2007 issue of *WorkBoat* magazine.

4TH WELLAND CANAL MARKS 75TH ANNIVERSARY

Events commemorating the opening of the fourth Welland Canal in August 1932 are taking place in various communities along the Welland Canal this summer.

Construction of a waterway and locks to bypass Niagara Falls and the Niagara River rapids began in 1824, and the first Welland Canal opened to traffic in 1829. Transit was a two-day voyage, and vessel size was limited by the dimensions of the smallest of the 40 wooden locks (110' x 22' x 8) on the 27-mile route.

Opened in 1845, the second Welland Canal consisted of 27 masonry locks that were 150' x 26.5' x 9'.

The third Welland Canal was constructed between 1881 and 1887. It had 26 stone-constructed locks, 270' x 45'. The depth was designed at 12 feet, but increased to 14 feet during construction. In 1889, nearly 2000 vessel transits were recorded.

Plans for the fourth Welland Canal were completed in 1912. Construction began the following year, but World War I put the project on "hold" until 1919. The Lake Ontario terminus was moved from Port Dalhousie to Port Weller, and a harbor constructed there. The entire canal project was completed in 1932. Since then, the Welland Realignment project, which straightened a section of the canal and bypassed the city of Welland, was completed in 1973. The eight locks in today's Welland are 766' x 80', with a project depth of 27 feet.



Night passage - Str. J. L. MAUTHE downbound in Welland Canal, July 1993.



T/B DOROTHY ANN-PATHFINDER in Welland Canal, 2000.

Interlake file photos



In the World:

- ❑ Israel invaded Lebanon in an attack on the PLO on June 4.
- ❑ World gold production was 43,082,814 troy ounces.
- ❑ On September 14, Lebanese president-elect Bashir Gemayel was killed by a bomb in east Beirut. The next day, Lebanese Christian Phalangists killed hundreds of people in two Palestinian refugee camps in west Beirut.
- ❑ Also on September 14, Princess Grace of Monaco died of injuries suffered when her car plunged off a mountain road.
- ❑ Jimmy Connors and Martina Navratilova were Wimbledon champions.
- ❑ Keke Rosberg, of Finland, won the World Grand Prix championship.
- ❑ Italy took soccer's World Cup by defeating West Germany, 3-1.

In the United States:

- ❑ Total personal income was \$2,584.6 billion. \$404 billion was paid in personal taxes.
- ❑ \$36.6 billion worth of agricultural products were exported. Agricultural imports were valued at \$15.4 billion.
- ❑ Of the 3,100,000 high school graduates in 1982, 1,568,000 enrolled in college.
- ❑ On June 21, John W. Hinckley, Jr., was found not guilty by reason of insanity in the shooting of President Ronald Reagan.
- ❑ Alexander M. Haig, Jr., resigned as Secretary of State on June 25.
- ❑ The Equal Rights Amendment failed ratification on June 30.
- ❑ 153 people, including eight on the ground, were killed on July 9 when a Pan Am 727 crashed after takeoff in Kenner, LA.
- ❑ President Ronald Reagan lifted the embargo on sales of gas and oil equipment to the Soviet Union.
- ❑ The Dow Jones Industrial Average reached its low for the year – 776.92 – on August 12. Its high of 1070.55 came on December 27.
- ❑ A 91 lb. 4 oz. flathead catfish was taken at Lake Lewisville, TX, on March 28. A record 121.5 lb. cubera snapper was caught at Cameron, LA, on July 5. A record 78.5 lb. striped bass was caught off Atlantic City, NJ, on September 21.
- ❑ Men's singles US Open tennis champ was Jimmy Connors. In women's singles, it was Chris Evert Lloyd.
- ❑ Tom Watson won golf's US Open. Ray Floyd was the PGA champion. Craig Stadler won the Masters tournament, and he was the PGA's leading money winner at \$446,462.

- ❑ LPGA leading money winner was JoAnne Carner with \$291,404.
- ❑ Angel Cordero, Jr., was the leading jockey money winner with \$9,483,590.
- ❑ US men's figure skating champion was Scott Hamilton. Women's champ was Rosalynn Summers.
- ❑ Rick Mears was Indy Car champion.
- ❑ Darrell Waltrip won the Winston Cup.
- ❑ Bobby Allison won the Daytona 500 at an average speed of 153.991 mph in his Buick.
- ❑ John Belushi died of a drug overdose at age 33.
- ❑ *Atlas Van Lines*, driven by Chip Hanauer, won the American Power Boat Association Gold Cup.
- ❑ The National League won baseball's All-Star game, 4-1.

On the Great Lakes:

- ❑ The US Maritime Administration's firefighting school opened near Toledo, OH.
- ❑ Great Lakes interests opposed a US Coast Guard policy that would have decommissioned the *Mackinaw*, and the decision was made to keep the icebreaker working on the Lakes.
- ❑ Lake Carriers' Association's Vessel Personnel and Safety Committee adopted physical standards for entry-level personnel.
- ❑ Four new vessels entered service – one US and three Canadian.

In the Interlake Fleet:

- ❑ Due to lower demand caused by the steel industry recession, MV *MESABI MINER* laid up in mid-June. MV *JAMES R. BARKER* was laid up in late August, leaving only MV *WILLIAM J. DELANCEY*, Str. *CHARLES M. BEEGHLY*, Str. *ELTON HOYT 2ND*, and Str. *HERBERT C. JACKSON* operating for the remainder of the season.
- ❑ MV *William J. DeLancey* (now *PAUL R. TREGURTHA*) loaded a record 62,701 GT of pellets at Escanaba on July 30, and then beat her own record by loading 63,007 GT of taconite pellets at Escanaba on August 7.
- ❑ The *Mormaclynx*, one of 13 cargo liners in the Moore McCormack Lines fleet (Moore McCormack Resources was Pickands Mather & Company's – and thus also Interlake's – parent company at the time), was lengthened to 665 feet by the addition of a 115-foot midbody at Lorain, OH. Her container cargo capacity increased from 199 to 628 TEUs.



Retirements

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

Frank O’Driscoll - QMED - July 1, 2007



LETTER TO THE LOG

from Shirley (Long) Rodrigues

My dad, **George E. Long**, was born on a farm in Sturgeon Bay, WI, in 1911. While working at a gas station, he inquired of a friend how to get a job on the Great Lakes. Soon he was on a train headed for Lorain, OH, with the name of an ore carrier in his pocket. There, he acquired his first job as coalpasser aboard the *Henry Steinbrenner* in 1928. My father’s career with The Interlake Steamship Company began in the ‘30s aboard the Str. *Colonel James Pickands*.

Married in 1935, he soon found himself with a growing family and very little opportunity to see them during the season, so we moved from Sturgeon Bay to Superior. In those days, layup was always in December, and Dad was always home for Christmas – although one year he made it with two days to spare. Sailing was over for the winter, but Dad’s work was not. He walked one mile each way in freezing temperatures

and blinding snow to a job at Fraser Shipyards. In the spring, his fitout papers arrived, and away he would go again.

Through the years, he progressed from coalpasser to oiler, then to 3rd, 2nd, and 1st assistant engineer, and eventually to Chief Engineer – a goal he set for himself when he first stepped on the deck of the *Steinbrenner*.

Dad ran a tight and spotless engine room, and was not afraid of getting his hands dirty. I have heard the story of how he would throw a rubber mat down in front of the 440 electrical panel and stick his hands in to repair whatever needed to be fixed when no one would dare do that. He said, “Ain’t gonna hurt you as long as you don’t touch two wires together.” I don’t think they believed him. My sister and I made two trips with Dad – such a time I had, and so interesting!

Dad retired in the ‘80s to Washburn, WI, and his second love – fishing! He is now 95 years old, in great health for his age, and still gets around. Although he has difficulty writing, I know he would enjoy mail from shipmates who may remember him. His address is 911 West 3rd Street, Ashland, WI 54806.

Final Bells

Violet A. Reisner - Surviving Spouse of Gustav - May 21, 2007

Leonard V. Olsen, Sr. - Master (Retired) - June 24, 2007

John Duning - Chief Cook (MV *PAUL R. TREGURTHA*) - July 15, 2007



Farewell, Tammie

In July, the office staff said goodbye to Manager of Accounting **Tammie Wade**, who decided to return to her home and family in Connecticut. A former Mormac employee in Stamford, CT, **Tammie** came to Interlake and Ohio seven years ago. We wish her well in her future endeavors.



Great-Granddaughter Arrives on Great-Grandpa's Birthday



Congratulations to Captain **Jack Callahan** (Str. **KAYE E. BARKER**) and his family! **Grace Ireland Bullock**, first great-grandchild of **Jack** and **Gloria**, arrived on March 19, 2007, which is also **Jack's** birthday. Shown in the photo at

right are five generations: Great-great-grandmother **Clara**, Great-grandmother **Gloria**, Grandfather **Don**, and Mom **Brandi** holding **Grace**.



Reunion in Washington



During a visit to Washington State in December 2006, former Interlake 2nd Cook **Sandra Van Tassel** and her daughter **Jaycee Brynn** got together with **Macy Hallin** (surviving spouse of Captain **Mitch Hallin**). **Macy** recently reported that granddaughter **Norah** will be joined by a little sister at the end of August. **Macy** has also written a Pacific County (WA) birding guide, and has been appointed to the leadership team for Camp Victory.

Jaycee Brynn, Sandra, and Macy, December 2006.

"Jacques and Pierre"

They thought they could hide behind the glasses and under the berets while in France to attend the Port Revel Shiphandling School. But the **LOG** caught them anyway!

--photo by Carol Franks



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:

October 15, 2007

January 1, 2008

will be included

in this issue:

Fall 2007

Winter 2007-08

Back cover photo:

A picture from last summer - T/B DOROTHY ANN-PATHFINDER loads at Marquette Ore Dock; Str. CHARLES M. BEEGHLY arrives in background, July 22, 2006.

--photo by Rod Burdick

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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