



# THE INTERLAKE STEAMSHIP COMPANY LOG

Volume 67, Number 1

Winter-Spring 2007-08

## A Look Back and a Peek Ahead

# Winter Meetings Held in Cleveland

This year's annual Interlake winter meetings were held on March 3-5, in Cleveland, OH. Those in attendance were treated to a typical variety of northern Ohio winter weather – from balmy temperatures in the 60s to wind, rain, and a major ice-and-snow storm.

Interlake President **Mark W. Barker** welcomed the Captains and Chief Engineers to the meeting. Chairman and CEO **James R. Barker** began the general discussions with a look at current industry and economic issues. He noted that, although the turnaround in the steel industry is “amazing,” economic signals, including devaluation of the US dollar and the banking crisis, certainly require close monitoring. He pointed out that the skyrocketing price of iron ore (and the value of other commodities), combined with the relative decline in labor costs as a percentage of steel pricing, means that US-made steel is now competitive. The domestic steel industry is in better shape than it has been over the last 20 years. Steel imports have fallen dramatically, there are several iron ore range expansions taking place, and coal is doing well. “Good things are happening in our space, and that’s helping us,” Mr. **Barker** said. “There are some new opportunities out there.”

He discussed the increased amount of money spent on vessel repairs in 2007. “It was a good year, and we put money back into our fleet,” he said. “In 2008, we will put more money into the fleet.” Str. **Charles M. Beeghly** will be re-engined during winter 2008-09. He also pointed out that fuel costs have increased dramatically and the uphill trend will continue in 2008.

Vice President – Marketing **John Hopkins** reviewed 2007 as “another exciting year.” The year started strong, weakened in the summer, but the market rebounded and stayed strong through the rest of the year. Interlake carried over 19 million tons of cargo in 2007. Overall US-flag tonnage on the Great Lakes was down by about 1.6 million tons for the year. Noting several new market possibilities, **John** looks forward to a good year in 2008. He also noted that water levels may improve slightly this year. Marketing objectives continue to be: efficient vessel utilization (including the importance of

maximizing backhauls and reducing delay time), development of new markets, providing top-notch customer service, and maintaining our diversified customer base. Economic and industry pressures have added to the challenges of providing excellent customer service. **John** said, “We get great feedback from customers about our fleet.”

**Mark Barker** commented on the principles encompassed in the ISO standard, focusing on the principle of continual improvement. Now, when things are going well, is the time to figure out how to do things better. The Interlake Management System is a quality management process that includes review of management and operating procedures, updating and formalizing those procedures. It will allow us to be proactive and includes goals at all levels. The result of this quality management system is a formalized version of how we do what we do.

**Mark** also spoke about fleet improvement. “It’s time to reinvest and renew our ships.” Re-engining the **Beeghly**, and then MV **Paul R. Tregurtha**, helps keep our fleet reliability at the highest level. He addressed the challenges we face, both as a company and within the industry: environmental regulations, competition, the state of the nation’s infrastructure, and effects of water levels.

**Ian Sharp**, Superintendent Engineer, presented a rundown on Interlake’s just-completed winter work program, covering engineering projects as well as accommodation space renewal. A lot of work was accomplished, including drydocking of MV **James R. Barker**, and overhaul of tug **Dorothy Ann**’s Z-drives at her Cleveland layup berth. He discussed the upcoming repowering projects in more detail. These repowering projects are necessary to replace the aging steam plants, as well as the older diesels in the fleet. By systematically planning these repowerings now while the vessels are in good working order, instead of waiting for a mechanical failure, we can better control project costs and scheduling to minimize out of service time. These repowerings should insure that our fleet remains reliable for decades to come. We are also addressing ever-important environmental challenges by upgrading existing propulsion machinery with the latest EPA compliant diesels. We are

*continued on page 2...*

## Winter Meetings, continued

taking significant steps toward reducing the environmental impact of our vessels' operations. Currently, detailed drawings are being developed for the *Beeghly* project. The ship's existing steam turbine plant will be replaced with two (2) Bergen 6-cylinder B:32:40L diesels. The *Paul Tregurtha's* existing Pielstick diesel engines will be replaced with two (2) MAK M43 engines, resulting in reduced emissions and improving general ease of maintenance.

Lake Carriers' Association President **James H. I. Weakley** updated meeting attendees on recent developments in Washington, including authorization and appropriations bills. He discussed ongoing Corps of Engineers dredging concerns. The \$138.4 million for FY08 Great Lakes dredging is the highest total in recent years, but the proposed FY09 budget cuts that amount by 35 percent. The Great Lakes region needs about \$170 million annually in dredging funding.

**Chuck Kakuska** of Sea-K's Licensing Service discussed licensing and credentialing issues, including the relocation of the National Maritime Center (NMC) to its new, permanent location in Martinsburg, WV. The REC Toledo is no longer doing evaluations, but accepts application paperwork and does fingerprinting before forwarding the file to West Virginia. Documents and licenses are issued from the NMC in West Virginia. Beginning September 25, 2008, mariners must have a valid TWIC card. **Chuck** reminded everyone to copy all their credentials and keep the copy in a safe place. If a duplicate is necessary, and the mariner's records are not found in the Coast Guard computer database, the Coast Guard will assume that the mariner did not have the license/credential – unless a copy can be submitted. The Coast Guard purges their license files every seven years. **Chuck** advised starting the renewal process at least three months in advance.

Manager of Vessel Safety **Kevin Alway** shared safety statistics, including the *Paul Tregurtha's* remarkable 2,070 days with no lost-time injuries. Crew members will receive special, personalized jackets commemorating this achievement. Jackets were presented to Captain **Tim Dayton** and Chief Engineer **Lorne Warczinsky**. Fleet-wide, there were 4 lost-time and 15 non-lost-time accidents during the 2007 season. **Kevin** also reported that the 2007 SIP audit record was outstanding.

Senior Vice President **Bob Dorn** commented on icebreaking plans for spring breakout, and the good news that water levels may be up a bit this year. He also discussed the Personal Protection Equipment (PPE) Handbooks that will be provided this year, detailing safety measures for various tasks.

Other presentations covered computer and communications updates; fuel supplies, upward spiraling prices, and availability; purchasing; the fleet-wide health and wellness emphasis, presented by Dr. **Kent Soderstrum** and **Darlene**

**Davis**, RN; and EAP resources available through AssistNOW, presented by **Tracy Tillotson**, director.

On one evening, officers, office personnel, and guests were treated to dinner amidst the automobile and airplane collection on display at the Western Reserve Historical Society's Crawford Auto-Aviation Museum. The final evening of the meetings included dinner and dancing.



"We're going to have a good year [in 2008]," said **James R. Barker**.







Welcome Aboard!

## Tom Wynne - General Counsel

**Thomas M. Wynne** joined Interlake Steamship as General Counsel on January 2, 2008. He will be working with all departments on our legal issues.



**Tom** was formerly a partner in the Cleveland, Ohio, law firm of Ray, Robinson, Carle & Davies P.L.L. (along with its predecessor firms dating back to 1890, it is the second oldest law firm in the city and the oldest Cleveland firm practicing maritime law). While at the law firm, Tom practiced admiralty and maritime law, representing both local and international vessel owners and their respective insurers. Recently, Tom's maritime work has included defense of shipboard personal injury claims, marine related property damage claims, transactional work including the sale, purchase and charter of vessels, and cargo damage claims.

**Tom** earned his undergraduate degree, with honors, in Marine Transportation Management/Business Administration from the State University of New York Maritime College in 1990, where he also earned minors in Marine Operations and International Business. He holds a US Coast Guard issued license as Third Mate of Steam and Motor Vessels, Unlimited Gross Tonnage upon Open Oceans. Prior to entering law school, **Tom** sailed as second officer aboard the *M/V Biehl Trader*, a 210-foot escort vessel based in Valdez, Alaska, and

as third officer aboard the *M/V OMI Star*, a 660-foot chemical tanker engaged in domestic trade.

He received his law degree, *magna cum laude*, from the University of Toledo College of Law (J.D. 1994).

**Tom** clerked for Ray, Robinson between his second and third years of law school, went to work there as an associate after graduating from law school in 1994, and became a principal in the firm in January 2000.

A member of the Cleveland Bar Association and Maritime Law Association of the United States, **Tom** is admitted to practice in the Ohio Supreme Court, the United States District Courts for the Northern District of Ohio, Eastern District of Michigan, Western District of Michigan and Northern District of Indiana, and the United States Courts of Appeals for the Sixth and Seventh Circuits. He is also an adjunct instructor at the University of Toledo College of Law, where he occasionally teaches Admiralty Law.

A resident of Bay Village, OH, since 1998, **Tom** and his wife **Patty** have three sons, **J.P.** (age 6), **Patrick** (age 4), and **Michael** (age 2).

*Welcome Aboard!*

## WRDA Becomes Law

The Water Resources Development Act of 2007 (WRDA) has become law. Following President Bush's veto of WRDA on November 2, 2007, both the US House of Representatives and the US Senate voted—on November 6 and November 8 respectively—to override the veto.

The WRDA includes authorization of construction of a second Poe-sized lock at the Soo, at full Federal expense. The bill also directs the US Army Corps of Engineers to accelerate its dredging program on the Great Lakes. WRDA addresses important national navigable waterway infrastructure needs, including channel improvement projects, dredged material disposal and storage facilities, and policy provisions to improve the Corps of Engineers project implementation process.

While the 2007 WRDA *authorizes* the projects it contains, it does not *fund* them. Funding appropriations will require separate action and further review by Congress. Authorization is the first step in building the second Poe-sized lock, a project that could take ten years to complete. Congress must next appropriate the \$341 million needed for lock construction.



# *MINER* Closes and Opens Duluth-Superior Seasons – Again

For the second year in a row, MV *MESABI MINER* represented the last commercial vessel movement at Duluth-Superior. She carried the last cargo of the port's 2007 shipping season when she departed on January 18, 2008, with a load of coal for Marquette, MI. Then she closed the season as the last inbound vessel at Duluth-Superior when she returned for layup at Superior Midwest Energy Terminal on January 21.



Left: Alder commander Kevin Wirth meets with MESABI MINER Capt. Scott Briggs and 1st Mate Tom McMullen, March 15, 2008.

--photo by Ken Newhams, Duluth Shipping News

Less than two months later, on March 16, 2008, *MESABI MINER* was the first ship to depart Duluth-Superior for the 2008 season, again with a load of coal for Marquette, MI. She was the first commercial vessel into the port when she returned to take on another cargo of coal on March 19.



Above left: MV MESABI MINER departs through the Superior entry, March 16, 2008.

--photo by Ken Newhams, Duluth Shipping News

*MINER* Captain Scott Briggs and First Mate Tom McMullen met with LCDR Kevin Wirth, commanding officer, aboard the US Coast Guard cutter *Alder* on March 15 to discuss icebreaking operations in Duluth-Superior harbor. They were aboard while the *Alder* broke ice in the harbor.



Above: Tom McMullen

--photo by Scott Briggs

The *MINER*'s March 2008 season opening was featured in photos and a slideshow on the Duluth Shipping News website, [www.duluthshippingnews.com](http://www.duluthshippingnews.com). Her arrival for layup in January was featured on the cover (as well as an article on page 4) of the Winter 2007-08 issue of *North Star Port*, the magazine of the Duluth Seaway Port Authority.



Above left: USCGC ALDER at work on the track in Duluth-Superior harbor, March 15, 2008. Above right: ALDER crew members with Capt. Scott Briggs, aboard the ALDER, March 15, 2008.

--photos by/from Scott Briggs

Previously, the *MINER* closed the 2006 Duluth-Superior shipping season when she arrived for layup on January 19 2007. She opened the 2007 season there when she departed with a coal cargo on March 16, 2007.

# 2007 Season Affected by Water Depth

During the 2007 navigation season, the Interlake Steamship Company fleet carried nearly 19.3 million tons of cargo, a figure undoubtedly held down by the dredging crisis and low water levels.

Interlake Steamship vessels made 636 trips during the season. Barge *PATHFINDER* carried the most cargoes at 119; Str. *HERBERT C. JACKSON* was second with 100 cargoes. MV *PAUL R. TREGURTHA*, of course, hauled the most tonnage, followed closely by MV *MESABI MINER*.

Overall, 2007 US-flag dry bulk tonnage on the Great Lakes totaled 104.9 million tons. Due to inadequate water depth, this figure was down by 5.2 percent from 2006, and down nearly 7 million tons from the 2004 total.



Above and right: MV STEWART J. CORT, Milwaukee, WI. --photos by Aaron Adato

## Winter Images



Below: MV JAMES R. BARKER on drydock at Bay Shipbuilding, Sturgeon Bay, WI.

--Engineering Dept. photo



Above: Cargo hold work aboard Str. HERBERT C. JACKSON. Below: Cargo hold work aboard MV PAUL R. TREGURTHA.

--Engineering Dept. photos



Left: New hatch crane for Str. KAYE E. BARKER. Right: Z-drive, Tug DOROTHY ANN.

--Engineering Dept. photos



## *Best Wishes, Brad!*

Second Cook **Bradley Johnson** retired effective May 1, 2007. The **LOG** recently received a few photos from his retirement celebration held aboard MV **PAUL R. TREGURTHA** in April. (He didn't have to bake his own cake, did he?)



--photos by Bill Chrysler

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## Service Anniversaries

*Congratulations to the following Interlake employees who achieved service milestones in 2007!*

### 35 Years

Kenneth D'Abato

### 30 Years

Scott Briggs  
Paul Franks  
Daniel DeMerse  
Dale Kramme

### 20 Years

Graham Williamson  
Francis O'Driscoll  
Larry Neece

### 15 Years

Gregory Lundeen  
David Bates  
Timothy Madden  
Andrzej Gryko  
Paul Quaine

### 10 Years

Calvin Crockett  
Vernon Warrichaiet  
Scott Cooper  
Louis Meador, Jr.  
Art Goussy  
William Pohlman  
Lloyd Bell  
Steven Hughes  
Paul Berger  
Craig Olson  
Kevin Rice  
Brendan O'Connor  
Zoe Sively  
Jennifer Surrena-MacDonald  
Kimberly Bastel





# GLMTF Annual Washington Breakfast



Above: Interlake Chairman and CEO James R. Barker talks with 2007 Great Lakes Legislator of the Year Rep. Dave Camp.

Last year, the Great Lakes Maritime Task Force’s 12<sup>th</sup> Annual Briefing for the Great Lakes Delegation in Washington was held on May 2, 2007. At the breakfast gathering, Rep. **Dave Camp** (R-MI) was honored as Great Lakes Legislator of the Year for 2007. “I am truly honored to receive this award,” said Congressman Camp. “Great Lakes shipping is critical to Michigan and our nation’s economic well-being...Great Lakes shipping is truly an economic lifeline for our state and nation.”

--Lake Carriers' Association photos



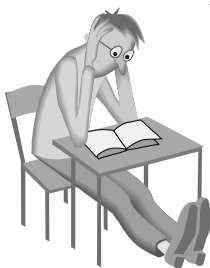
Right: Rep. Jim Oberstar (D-MN) with James R. Barker and Mark W. Barker



## GLMTF Annual Meeting

The Great Lakes Maritime Task Force held its Annual Meeting in Cleveland on October 25, and agreed to keep its primary focus on restoration of the Great Lakes navigation system in 2008. Construction of the second Poe-sized lock at the Soo, authorized in the 2007 Water Resources Development Act, will be another GLMTF priority for the year ahead.

## AB/QMED School



Congratulations to these new ABs and QMEDs who qualified through the AB/QMED School at Great Lakes Maritime Academy, Traverse City, MI, in February 2008.

**AB:** *Sam Harju*  
*Mike Young*  
*Mark Hendrickson*

**QMED:** *Ryan Borowicz*

## Baker Leaves Interlake



**Matt Baker**, Director – Marine Operations, left Interlake in October 2007 to return to the East Coast and a position with sister company Moran Towing Corporation. A farewell lunch was held in the Interlake office. We wish him well!



# Retirements

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

**Stephen C. Paler** - QMED (Str. *CHARLES M. BEEGHLY*) - August 1, 2007

## Winter 2007-08 Layup Locations

MV <i>JAMES R. BARKER</i>	Bay Shipbuilding	Sturgeon Bay, WI
MV <i>MESABI MINER</i>	Superior Midwest Energy Terminal	Superior, WI
MV <i>PAUL R. TREGURTHA</i>	Bay Shipbuilding	Sturgeon Bay, WI
MV <i>STEWART J. CORT</i>	Port Authority, Crane Dock	Milwaukee, WI
SS <i>CHARLES M. BEEGHLY</i>	Bay Shipbuilding	Sturgeon Bay, WI
SS <i>HERBERT C. JACKSON</i>	Bay Shipbuilding	Sturgeon Bay, WI
MV <i>LEE A. TREGURTHA</i>	Fraser Shipyards	Superior, WI
SS <i>KAYE E. BARKER</i>	Bay Shipbuilding	Sturgeon Bay, WI
T/B <i>DOROTHY ANN-PATHFINDER</i>	Old Riverbed, Ontario Stone #4	Cleveland, OH

# HAPPY BIRTHDAY

Receptionist **Laconda Anthony** turned 30 on November 17, 2007, and the occasion was celebrated appropriately a few days later. Incidentally, November 17 was the day that Purchasing Coordinator **Jennifer Surrena-MacDonald**'s baby was born, and **Laconda** won the cash in the office "baby pool."



--photos courtesy Dale Miller

*Some Recent Photos*

# 2007 Autumn Shots



Above: MV MESABI MINER, November 28, 2007. Right: MESABI MINER, December 10, 2007.  
--photos by Scott Briggs



Above: Str. HERBERT C. JACKSON, October 2007. Below: MV PAUL R. TREGURTHA, December 2007.  
--photos by Bill Chrysler



Above: Aaron Griffin, Str. HERBERT C. JACKSON, October 2007. Right: MV PAUL R. TREGURTHA, December 2007.  
--photos by Bill Chrysler



Below: Str. HERBERT C. JACKSON, October 2007.  
--photo by Bill Chrysler



Above: Neil Swartzinski, Str. HERBERT C. JACKSON, October 2007.  
--photo by Bill Chrysler



Above: John Hopkins, Vice President Marketing & Marine Traffic, on a trip aboard Str. CHARLES M. BEEGHLY in October 2007, with Str. HERBERT C. JACKSON in the background.

# In the News...



- Captain **Jack Callahan** (Str. **KAYE E. BARKER**) was profiled by author **Patrick Lapinski** in the July-September issue of *Great Laker*, published in connection with *Great Lakes/Seaway Review* magazine. The article was accompanied by a color photo of **Jack**.
- An article in the *Put-in-Bay Gazette* in October 2007, told how Captain **Jack** and **Gloria Callahan**, as part of their 25<sup>th</sup> wedding anniversary celebration, renewed their vows on the bow of the *Benson Ford* on the West Shore of Put-in-Bay, where the forward cabins of the former ship are situated at water's edge. The article noted that **Jack** proposed to **Gloria** in the pilot house of the *Benson Ford* where he was 2<sup>nd</sup> Mate 26 years ago.
- On November 13, 2007, Fox Business did a live spot aboard Str. **CHARLES M. BEEGHLY**, where they interviewed Capt. **Joe Ruch** about light loading.
- The Winter 2007 issue of *Inland Seas*, quarterly journal of The Great Lakes Historical Society, featured a color front cover photo of MV **MESABI MINER** at Marquette, MI.
- On December 19, 2007, the "Duluth Shipping News" column in the *Duluth News Tribune* featured a photo, taken on December 7, of MV **PAUL R. TREGURTHA** at the Duluth piers.
- On December 21, 2007, the *Duluth News Tribune* ran a story, "Winter Layup," discussing the benefits to the local economy from the work aboard the dozen or so vessels expected to lay up at Duluth-Superior this winter. The article was accompanied by a photo of MV **PAUL R. TREGURTHA** entering Duluth on a November trip.
- Also on December 21, the "Duluth Shipping News" column in the *Duluth News Tribune* featured the arrival of Str. **KAYE E. BARKER** at Duluth-Superior, and included this photo of Capt. **Greg Sipper** (center), son **Joel**, and wife **Emily**, aboard the vessel at Murphy Oil Fuel Dock.



--photo by Ken Newhams, *Duluth Shipping News*

- A color photo of Str. **HERBERT C. JACKSON** accompanied the article, "Federal Legislation Best Way to Regulate Ballast Water," in the Winter 2007 edition of *The Propeller Club Quarterly*.
- A photo of Str. **LEE A. TREGURTHA** moored at the Carbide Dock ran in the January 4, 2008, issue of the *Soo Evening News*.
- The cover photo for the Winter 2007-08 issue of Duluth Seaway Port Authority's *North Star Port* magazine was a nighttime shot of MV **MESABI MINER** in the ice, arriving for layup on January 21, 2008.



# 1982 | 25 Years Ago...

**In the World:**

- ❑ September 17-21 flooding in El Salvador and Guatemala killed more than 1300 people.
- ❑ Taiwan won the Little League World Series.
- ❑ An explosion in the Salang Tunnel in Afghanistan on November 2 killed between 1000 and 3000 people.
- ❑ Soviet leader Leonid Brezhnev died on November 10 at the age of 75. On November 15, Yuri Andropov was chosen as his successor.
- ❑ Lech Walesa, former leader of Solidarity, the Polish labor union, was freed on November 13, after 11 months of internment.
- ❑ A 6.0 magnitude earthquake killed 2800 people in North Yemen on December 13.
- ❑ 26 aircraft accidents took 764 passenger lives, a death rate of 0.13 per 100 passenger miles.

**In the United States:**

- ❑ The public debt climbed to \$1.142 trillion dollars, or \$4,913 per capita.
- ❑ There were 42 bank failures.
- ❑ The US produced 1,465,686 troy ounces of gold.
- ❑ There were 96 strikes, involving 656,000 workers; they were idled for a total of 9,061,000 work days.
- ❑ Total retail car sales numbered 7,982,143 vehicles.
- ❑ 2,926,407 automobiles were imported. 1,801,185 came from Japan; 259,385 came from Germany; 27 came from Mexico.
- ❑ Pro Rodeo All-Around Champion Chris Lybbert of Coyote, CA, won \$123,709.
- ❑ St. Louis took the World Series from Milwaukee, 4 games to 3.
- ❑ National League batting champion was Montreal's Al Oliver (.331); American League batting champ was Kansas City's Willie Wilson (.332).
- ❑ Home run leaders were NY Mets' Dave Kingman in the NL with 37. In the AL, Milwaukee's Gorman Thomas and California's Reggie Jackson were tied with 39 each.
- ❑ Cy Young Award winners were the Phillies' Steve Carlton and the Brewers' Pete Vuckovich.
- ❑ Total personal expenditures for transportation – car, rail, bus, air, as well as tolls, fuel, repairs, and insurance – were \$17,861,000,000.
- ❑ A November 8 fire at the Biloxi, MS, county jail killed 29.
- ❑ Launch of the Space Shuttle *Columbia* on November 11 was the first re-use of the craft, and the flight was completed on November 16.

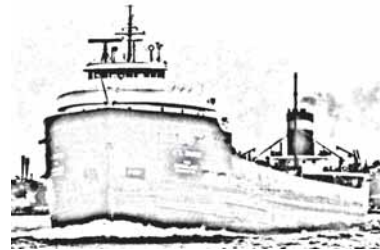
- ❑ Retired dentist Barney Clark, 61, received the first permanent artificial heart in a 7½-hour operation in Salt Lake City on December 2. The artificial heart was designed by Dr. Robert Jarvik.
- ❑ Notable people who passed away during the year included John Belushi, Ingrid Bergman, Grace Kelly, and Satchel Paige.

**On the Great Lakes:**

- ❑ Dry bulk cargo moved on the Lakes totaled 128,067,377 NT, a decrease of 27 percent from 1981.
- ❑ In Canada, P&H Shipping acquired the nine vessels of the bankrupt Soo River Company.
- ❑ Iron ore shipments totaled 38,512,574 GT, which was 48.6 percent below the 1981 figure, reflecting the impact of recession on the steel industry.
- ❑ Coal shipments decreased by 6 percent from a year earlier, to 36,679,223 NT. Limestone fell 38.7 percent to 15,076,245 NT. Grain held nearly steady at 28,283,271 NT.
- ❑ On December 31, Vice Admiral Paul E. Trimble retired as Lake Carriers' Association president. George J. Ryan was elected as his successor.

**In the Interlake Fleet:**

- ❑ Robert F. Dorn was appointed assistant manager – operations.
- ❑ John B. Hopkins was appointed assistant manager – ore traffic and marine sales.



## MV PAUL R. TREGURTHA Wins 2007 Soo Locks Title

MV PAUL R. TREGURTHA carried 2,935,916 net tons of cargo through the Soo Locks in 2007. This was more cargo than any other single vessel transported through the Locks in 2007.

In addition, of course, she carried other cargos that did not pass through the Soo.

# Final Bells

**Mildred Endelmann** - Surviving Spouse of Capt. Clifton Endelmann - April 21, 2007

**Fern A. Rapp** - Surviving Spouse of Capt. Carl F. Rapp - October 3, 2007

**Edward J. Tomchak** - Wiper (Retired) - December 27, 2007

**Donald R. Lundeen** - Wheelsman (Retired) - February 12, 2008

**Charles Hardy, Jr.** - Watchman (Retired) - March 2, 2008

**Eleanore Drake** - Surviving Spouse of Earl Drake - March 18, 2008

## Did You Know... This Bit of History?

The article reprinted below appeared in the December 1945 issue of *The Great Lakes News* (credited to the *Manitowoc Herald-Times*). It tells how the twin cities of Sault Ste. Marie wanted Sugar Island to be considered for the location of the United Nations headquarters. The UN was founded in 1945 to replace the League of Nations, in the hope that it would intervene in conflicts between nations and thereby avoid future wars.

### Why Not Sugar Island?

The twin cities of Sault Ste. Marie in the United States and Canada have sent official invitations to the United Nations to select Sugar Island, in the river between the two towns, as official headquarters for the UNO.

It doesn't look as though the Soo would have much chance against such cities as San Francisco, Philadelphia and Boston, but at least it has some argument for being chosen the capital of an organization devoted to the peace of the world.

Sugar Island once was the property of Great Britain. Today it belongs to the United States, having been acquired by arbitration between the two countries. It is located on the Canadian-American border half way along a 4,000 mile undefended frontier with a record of 130 years of peace. What an example for the nations of a war-torn world!

## New Book Tells Story of MV LEE A. TREGURTHA's World War II Years

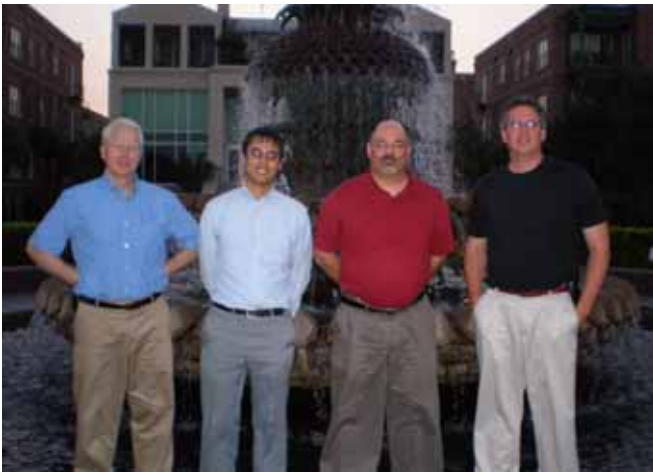
*King of the Oilers: The Story of the U.S.S. Chiwawa AO-68*, by **Jon L. Strupp**, was published last summer. The 176-page softcover book tells the story of the World War II fleet oiler *USS Chiwawa AO-68*. The author is the son of a *Chiwawa* crew member. Loaded with cargo consisting of kerosene, gasoline, diesel oil, Navy Special Fuel Oil, topside cargo, and passengers, the *Chiwawa* participated in transatlantic convoys, delivering goods to the European theater. Facing poor weather and the imminent threat of U-boats, the *Chiwawa* refueled the escort ships protecting the convoy while underway. When war in Europe ended, the *Chiwawa* was transferred to the Pacific theater. We all know the rest of the story, as she is now MV **LEE A. TREGURTHA**.



## Just Launched

Interlake President **Mark Barker** and his wife **Liz** received an early Christmas present when they welcomed their second son on December 21, 2007. **Eli Potter Barker** weighed in at 8 lbs. 13 oz. and measured long. He joined big brother **Luke** at home in time for Christmas.





## NS5 Conference Attendees

In September 2007, **Dale Miller, Chad Kidder, Wayne Koesling, and Phil Moore** (left) attended an NS5 conference in Charleston, SC.

--photo courtesy Phil Moore

## Just Launched



**Logan Michael MacDonald**, son of Purchasing Coordinator **Jennifer Surrena-MacDonald** and her husband **Michael**, greeted the world on November 17, 2007. He weighed in at 8 lbs. 6 oz. and measured 19 inches long. **Jennifer** received a few baby gifts from Interlake office personnel at her "going away" party prior to beginning maternity leave on November 2.

--photo by Jennifer Surrena-MacDonald, November 21, 2007.



--photo by Laconda Anthony

## The Route South



On their way from DeTour, MI, to Florida in October 2007, **Gina and Sandy Badenski** (caretaker at Detour) stopped by the Interlake office in Richfield. This photo of their motor home and trailered equipment were snapped in the parking lot.



# 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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You may also view the **Interlake LOG** at our website, [www.interlakesteamship.com](http://www.interlakesteamship.com).

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## LOG DEADLINES

Material received by this date:	will be included in this issue:
June 30, 2008	Summer 2008
September 30, 2008	Fall 2008

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Back cover photo:

Str. KAYE E. BARKER departing Duluth, MN,  
in December 2006.

--photo by Ed Labernik

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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.

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