



# THE INTERLAKE STEAMSHIP COMPANY

# LOG

Volume 69, Number 1

Winter-Spring 2010

## MV PAUL R. TREGURTHA

### Running on New Engines

Following a winter-long re-engining project, MV **PAUL R. TREGURTHA** left Bay Shipbuilding on April 8, 2010, for her first trip of the season. The ship's two original 16-cylinder Pielstick diesels were replaced with two (2) medium-speed, 6-cylinder MAK model 6M43C diesel engines. Each engine produces 6000 bkw, or 8040 bhp, for a total installed horsepower of 16,080 bhp. The new, more compact, engines meet all applicable emissions standards, and provide ease of maintenance as well as ex-

tended maintenance intervals. The project also included modification and/or replacement of associated machinery.

This was Interlake's third recent vessel repowering, all of which demonstrate our company's continuing efforts to reduce our environmental footprint. In addition, keeping our vessels working safely and efficiently ensures that the Interlake Steamship Company fleet will be able to provide superior customer service well into the future.



MV PAUL R. TREGURTHA departs Sturgeon Bay, April 8, 2010.

--photo by Phil Moore



Above and center below: Setting the starboard MAK diesel, December 2009.



Left and above: MAK diesel installation aboard PAUL R. TREGURTHA, December 2009.



Above: Starboard Pielstick removal, November 2009.

Interlake Engineering Department photos



Above: Setting the new port MAK diesel, December 2009.

# Winter Meetings

Cleveland was once again the location for Interlake Steamship's winter meetings in early March. Captains, Chief Engineers, Chief Cooks, and shoreside staff gathered to discuss company and industry topics, attend a management seminar, and salute those who retired during the past year.

The economic woes of 2009 certainly affected cargo movement on the Great Lakes. **John Hopkins**, Vice President Marketing & Marine Traffic noted that total US-flag tonnage was very weak in 2009, and iron ore was hit the hardest. In fact, steel production was down to below 1982 levels. But things are looking up for 2010, and all nine Interlake self-unloaders are expected to operate this season.

The 2010 season is expected to begin on an upturn, especially for ore, as the industry replenishes its depleted stockpiles. "The early demand is good news," said Chairman of the Board **James R. Barker**.

**John** discussed marketing objectives and complimented vessel personnel in their continuing efforts to provide superior customer service. "We're working hard and it shows," he said.

Interlake President **Mark Barker** addressed government regulations, including the EPA's engine emissions rules, ballast water regulations at both federal and state levels, the Asian carp issue, and cap and trade concerns.

Photos of various engineering projects, including vessel maintenance as well as special projects such as MV **Paul R. Tregurtha's** re-engining (*see page 1*), were presented and discussed by Superintendent Engineer **Ian Sharp**.

Because of reduced personnel needs during the weak 2009 season, a number of retirements during 2009 and early 2010, and expected operation of all vessels this year, the Personnel Department finds itself facing some hiring needs. During 2009, ten officers with 308 total years of experience retired. In addition, seven unlicensed crew members with 164 total years of experience have retired over the last 15 months (1/1/2009 to 4/1/2010). The Personnel Department also reported that all six Interlakers attending the AB/QMED School this winter (5 AB/1 QMED candidates) passed their certifying exams (*see page 7*).

During 2009, Interlake vessels experienced two lost-time injuries, both in the "slip/trip/fall" category. There were 11 non-lost-time injuries. As of the conclusion of the 2009 sailing season, Manager of Vessel Safety **Kevin Alway** reported that MV **Paul R. Tregurtha** has operated for 2582 days without a lost-time injury. In second place is T/B

**Dorothy Ann-Pathfinder** with 1319 sailing days without a lost-time injury.

Meeting attendees also heard from **Ed Priem**, Director of Marine and Energy Resources, about fuel topics; **Tom Wynne**, General Counsel, on legal and regulatory matters; and **Wayne Koelsing**, Director of Information Technology, with technology and communications updates.

Tuesday evening's (March 2) dinner-dance honored three of our recent retirees who were able to attend the event – Captain **Jack Callahan**, Captain **Russell Brohl**, and Chief Engineer **Lorne Warczinsky**.



Left: Capt. Jack Callahan;  
Right: Chief Engineer Lorne Warczinsky;  
Below: Capt. Russ and Lisa Brohl



Above: James R. Barker, Paul R. Tregurtha, Mark W. Barker, Robert F. Dorn





## Winter Meeting Photos



# Legislation Could End Lakes Dredging Crisis

In mid-April 2010, Senator **Carl Levin** (D-MI) introduced Senate Bill S. 3213, which would require the Harbor Maintenance Trust Fund (HMTF) to spend what it takes in each year. The bill was co-sponsored by Senators **Debbie Stabenow** (D-MI), **Sherrod Brown** (D-OH) and others.

The US levies a tax on cargo moving through deep-draft ports to pay for dredging nationwide that generates significant funds, as much as \$1.6 billion per year. However, annual expenditures are less than \$800 million. As a result, the fund has a surplus, on paper, of nearly \$5 billion. That surplus is the reason an estimated 15 million cubic yards of sediment clog Great Lakes ports and waterways and force ships to leave as much as 10,000 tons of cargo on the dock during periods when low water levels amplify the lack of adequate dredging.

The government has been diverting the HMTF taxes it collects for dredging to paper balance the federal budget instead. If the fund would spend what it takes in each year going forward, the dredging crisis would be thing of the past in five years or so.

Similar legislation was introduced in the House of Representatives in March, co-sponsored by Representative **Bart Stupak** (D-MI).



—from *Great Lakes Maritime Task Force news release, April 20, 2010*

## Maritime Cabotage Task Force Annual Report - Economic Impact of Shipping

The 2009 Annual Report of the Maritime Cabotage Task Force, highlighting the impact of Jones Act shipping, contained a page titled “Jones Act Shipping on the Great Lakes:”

The Jones Act fleet on the Great Lakes is comprised of approximately 60 large vessels. More than 1600 men and women, onboard the ships and onshore, are needed to keep Great Lakes ships and tug/barge units running. Annual payroll and benefits top \$125 million.

The majority of Jones Act vessels on the Great Lakes transport raw materials, such as iron ore for steel production, coal for power generation, and limestone and cement for construction. In a strong economy, Great Lakes Jones Act vessels carry about 115 million tons of cargo annually, It has been estimated that another 400,000 jobs depend on Great Lakes cargoes.

Also included was a photo of Capt. **Tim Dayton** in the pilot house of MV **PAUL R. TREGURTHA**. The photo’s caption mentioned the ship’s new engines and how they will “make [the ship] even more efficient and further reduce its already small carbon footprint.” **Tim** was quoted on the importance of maintaining the Jones Act. “. . .it keeps Americans working, providing the materials used in many major American industries, which employ many other Americans. For example, my ship, the largest on the Great Lakes, the **PAUL R.**

**TREGURTHA**, delivered more than 3 million tons of coal to Detroit Edison in 2009, which in turn provided the people and industries of southeast Michigan with electricity. All around the country, other Jones Act vessels deliver cargoes in a safe, efficient, and ecologically friendly manner while meeting stringent American standards.”



*Capt. Tim Dayton*

The MCTF Board of Directors comments highlighted a recent report commissioned by the Transportation Institute. It presented the following economic impacts of the nearly 40,000 vessels engaged in Jones Act trades throughout the United States:

- There are 499,676 Jones Act jobs in this country.
- The Jones Act generates \$100.3 billion in total annual economic output.
- Additionally, the Jones Act generates \$11 billion in US taxes.
- Annually, \$46 billion is value-added due to the economic output of the Jones Act.
- \$29 billion in Jones Act-related US labor compensation is paid annually.



# Great Lakes Legislator of the Year

On February 4, 2010, Congresswoman **Betty Sutton** (D-OH) was awarded 2010 Great Lakes Legislator of the Year honors by the Great Lakes Maritime Task Force (GLMTF) in Washington, DC. A lifelong commitment to American-made products, dedication to saving and creating jobs, creating economic development opportunities, and her commitment to restoring the promise of the middle class earned her the award.



*Rep. Betty Sutton (D-OH) receives Great Lakes Legislator of the Year award from the Great Lakes Maritime Task Force on February 4, 2010, in Washington, DC.*

*--GLMTF photo*

“Representative **Sutton**’s leading role in enacting the Consumer Assistance to Recycle and Save (CARS, or ‘Cash for Clunkers’) Act made her our overwhelming choice,” said **James H. I. Weakley**, president of GLMTF and Lake Carriers’ Association. He noted that there is a strong connection between shipping on the Great Lakes and the automotive industry. “On average, a car requires 1600 pounds of steel... Iron ore, the primary ingredient in steel, is the largest cargo

on the Great Lakes. It takes about 1.5 tons of iron ore to make a ton of steel, so those vehicles consumed nearly 400,000 tons of Minnesota and Michigan iron ore that moved from mine to mill in US-Flag lakers.”

Congresswoman **Sutton**’s other contributions to Great Lakes shipping since her election in 2006 include voting for the Water Resources Development Act of 2007 that called for accelerated dredging of Great Lakes ports and waterways, as well as authorizing full Federal funding for a second Poe-sized lock at the Soo. She voted for the Coast Guard Reauthorization Act of 2009 which authorizes construction of another USCG heavy icebreaker for the Lakes. She also has co-sponsored HR 3486, the Short Sea Shipping Act of 2009.

Interlake Steamship is a founding member of GLMTF.

*—from GLMTF news release, January 28, 2010*



*Left: Interlake President Mark W. Barker and Congresswoman Sutton at the Washington reception. Right: James R. Barker discusses Great Lakes shipping with Rep. Betty Sutton (D-OH).*

*--GLMTF photos*



## Blessing of the Fleet

The Annual Blessing of the Fleet was held at Mariners’ Church in Detroit on Sunday, March 14, 2010. Capt. **Tom McMullen** presented an Interlake flag for blessing at the service.

*--photo by William A. Strauss*



## *LEE A. TREGURTHA* Opens Soo Second Boat is *JAMES R. BARKER*



MV LEE A. TREGURTHA opens the Soo Locks, March 21, 2010.

--photos by Wayne Schloop, US Army Corps of Engineers

When the Soo Locks opened at 0700 on Sunday, March 21, 2010, MV *LEE A. TREGURTHA* was the first ship through. She had arrived the night before to await the Poe Lock's opening. She locked through upbound, and headed for Silver Bay, MN, to load taconite pellets.

The first downbound ship was MV *JAMES R. BARKER* at about 1600 on March 21, loaded with coal for the power plants at St. Clair and Monroe, MI.

This year, the US Army Corps of Engineers opened the locks four days early, citing the improved business climate and the need to replenish low iron ore and coal inventories.

---

## 2010 Season Firsts

Interlake vessels were busy from the outset of the 2010 navigation season, with a number of "firsts" for the year. The list may not be complete, but we present some of them here.

- ✦ On March 2, tug-barge *Dorothy Ann-Pathfinder* began shuttling cargoes of ore from the Cleveland Bulk Terminal lakefront dock to the Arcelor Mittal Upper Dock on the Cuyahoga River.
- ✦ SS *Herbert C. Jackson* delivered the first cargo of the season to Severstal Steel, Dearborn, MI, on March 16.
- ✦ MV *James R. Barker* was the first departure from Superior, WI, on March 20, with a load of coal.
- ✦ MV *Lee A. Tregurtha* opened the Soo Locks on March 21. Then she opened Silver Bay, MN, on March 22 when she arrived to load taconite.
- ✦ MV *Charles M. Beeghly* opened Marquette's upper

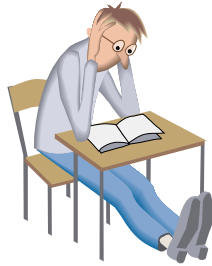
harbor on March 23 when she arrived to load ore for Detroit.



CHARLES M. BEEGHLY at Marquette, March 23, 2010.  
--photo by Rod Burdick

- ✦ On March 28, MV *James R. Barker* made the first coal delivery of the season to Marquette's WE Energies.

## AB/QMED School



Winter AB/QMED School was held in Traverse City, MI, at Great Lakes Maritime Academy, February 8-19, 2010. All six Interlake candidates in attendance successfully completed the course and passed their certification exams.

AB: **Ryan Christensen**  
**Eric Darby**  
**Kevin Davis**  
**Justin Kuznicki**  
**Jake Smith**  
 QMED: **Chris Perkins**

*Congratulations!!*

## Retirements

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

**Jeffrey P. Green** - Second Mate (MV *CHARLES M. BEEGHLY*) -  
 August 11, 2009

**Daniel Culligan** - First Mate (MV *PAUL R. TREGURTHA*) - August 30, 2009

**Louis W. "Bill" Meador** - 2nd Cook - (MV *CHARLES M. BEEGHLY*) -  
 September 1, 2009

**Russell D. Brohl** - Master (SS *HERBERT C. JACKSON*) - October 31, 2009

**Lorne A. Warczinsky** - Chief Engineer (MV *PAUL R. TREGURTHA*) -  
 November 19, 2009

**George Rydberg** - Chief Cook (MV *MESABI MINER*) - November 23, 2009

**Michael Zielinski** - Second Mate (MV *MESABI MINER*) - November 26, 2009

**David N. Marshall** - AB GPMR (MV *LEE A. TREGURTHA*) - April 1, 2010

**Charles H. Reed** - AB GPMR (MV *CHARLES M. BEEGHLY*) - April 1, 2010

**Vernon Warrichaiet** - QMED (MV *CHARLES M. BEEGHLY*) - April 1, 2010

## Did You Know?...

Interlake President **Mark Barker** was a guest on the **Paul W. Smith** radio broadcast (station WJR-AM Detroit) on May 5, 2010. As part of Smith's Michigan tour highlighting places and activities around the state, the program was broadcast from Freighter's Restaurant at the Soo. During the interview, **Mark** emphasized the importance of the Soo Locks--and the waterborne commerce that passes through them--to the nation's economy. He also highlighted the skills of vessel masters as they navigate the locks, harbors, and connecting waterways around the Great Lakes.

# In the News...



- A photo of work being done outside the pilot house of tug **DOROTHY ANN** appeared in *The Plain Dealer* (Cleveland) on February 24, 2010.
- The March 2010 issue of *Popular Mechanics* magazine contained an illustrated article, "On Board the World's Most Powerful Tugboat," covering a ride on Moran Towing's **Edward J. Moran** as it escorted the 909' x 142' LNG carrier **Methane Princess** and docked her at the Elba Island LNG terminal five miles east of Savannah, GA.
- A photo, taken by Capt. **Tim Dayton**, of MV **JAMES R. BARKER** on a cold Lake Superior in December 2009 appeared in the Winter 2009-10 issue of *North Star Port* (magazine of the Duluth Seaway Port Authority).
- A photo of MV **LEE A. TREGURTHA** loading ore at CN/DMIR Dock 6 in Duluth graced the cover of the Fall 2009 issue of *North Star Port*. Another picture of the **LEE TREGURTHA** accompanied the page 2 article, "Charting a path toward sustainability."
- The Fall 2009 *North Star Port* also featured an article, with photo, "Dorn is Great Lakes Marine Man of the Year."

## Early Season Ice in St. Clair River

As last winter's crop of ice broke up, it collected in lower Lake Huron and its movement down the St. Clair River resulted in ice jam challenges during the latter part of March. Several Interlake vessels were delayed by the ice at various times. Both US and Canadian Coast Guard icebreakers worked to keep the ice broken up and flowing down the river.

--photos by Frank Frisk

MV JAMES R. BARKER in St. Clair River ice, March 22 (below left) and March 24, 2010 (right, below, and below right).



## Final Bells

**Marvin LeMay** - 2nd Assistant Engineer (retired) - March 21, 2010



# Fitout 2010



Above left, above, right, below, below left: MV CHARLES M. BEEGHLY. Below right, 2nd below left, 2nd below center, 3rd below left: MV LEEA. TREGURTHA.

--photos by Jayson Toth



Above: MV PAUL R. TREGURTHA downbound at Blue Water Bridges, April 13, 2010. --photo by Frank Frisk



Above left: CHARLES M. BEEGHLY, March 23; above right: LEE A. TREGURTHA, April 11; below: MV MESABI MINER, April 18; all at Marquette, MI. --photos by Rod Burdick



Left inset: SS KAYE E. BARKER, Fraser Shipyards, Superior, WI, hull painting underway, April 22, 2010. Left: KAYE BARKER with new paint completed. --photos by Ed Labernik





**In the World:**

- ❑ The world's population stood at 4.85 billion.
- ❑ Soviet leader Chernenko died at the age of 73 and was replaced by Mikhail Gorbachev on March 11.
- ❑ On June 14, two Shi'ite Muslim gunmen captured TWA flight 847 airliner with 133 people aboard, 104 of them Americans. The final hostages were freed on June 30.
- ❑ British scientists report the opening of an enormous hole in the earth's ozone layer over Antarctica.

**In the United States:**

- ❑ The US population stood at 237,923,795. Life expectancy was 74.7 years.
- ❑ On January 20, Ronald Reagan took the oath for his second term as the 40<sup>th</sup> President of the US.
- ❑ The cost of a first-class stamp rose from 20 cents to 22 cents on February 17.
- ❑ The Consumer Price Index was 107.6. Unemployment stood at 7.2 percent.
- ❑ In Super Bowl XIX, the San Francisco 49ers defeated the Miami Dolphins 38-16.
- ❑ Oklahoma, with a record of 11-1, was the NCAA football champion.
- ❑ Auburn running back Bo Jackson won the Heisman Trophy.
- ❑ The Los Angeles Lakers defeated the Boston Celtics, 4 games to 2, in the NBA championship.
- ❑ The Edmonton Oilers defeated the Philadelphia Flyers, 4 games to 1, to take the Stanley Cup.
- ❑ *Spend A Buck* won the Kentucky Derby.
- ❑ In the NCAA basketball championship, Villanova defeated Georgetown, 66-64.
- ❑ The availability of relatively inexpensive laser printers and computers, desktop publishing became increasingly common.
- ❑ The Academy Award for Best Picture went to *Out of Africa*. Best Actor was William Hurt in *Kiss of the Spider Woman*, and Best Actress was Geraldine Page in *The Trip to Bountiful*.
- ❑ The Grammy Award for Record of the Year went to "We Are the World," by USA for Africa. *No Jacket Required* by Phil Collins was Album of the Year.
- ❑ The Nobel Prize in Chemistry was awarded to scientists Herbert A. Hauptman and Jerome Karle for their outstanding achievements in the development of direct methods for the determination of crystal structures.
- ❑ The Nobel Prize in Medicine was awarded to Michael S. Brown and Joseph L. Goldstein of the University of

Texas Health Science Center for their discoveries concerning the regulation of cholesterol metabolism.

**On the Great Lakes:**

- ❑ The continuing onslaught of foreign steel again depressed lake iron ore tonnages. Nationwide, 24.3 million tons of foreign steel entered the US, representing 25.3 percent of the market.
- ❑ The average iron ore cargo was 32,187 GT, more than double the average just 15 years earlier.
- ❑ Efforts were expanded by Lake Carriers' Association toward a close liaison with the Dominion Marine Association (Canada) in areas of mutual concern.
- ❑ A Port User Charge of 0.04 percent of cargo value was imminent.
- ❑ Only 60 of the 97 vessels in the US-flag fleet on the Great Lakes saw service during the year.
- ❑ A Final Interim Feasibility Report, issued by the US Army Corps of Engineers on March 29, 1985, recommended construction of a new lock at the Soo to accommodate all vessel sizes in the current US-flag Great Lakes fleet. According to Corps estimates, construction could begin in 1992 at the earliest, with completion four years later. LCA found that timetable unacceptable.
- ❑ Studies were underway to permit navigation through the Soo Locks until January 31.
- ❑ Precipitation in the Great Lakes basin was 27 percent above normal, and Lakes Michigan, Huron, St. Clair, and Erie set new record high levels.
- ❑ The 93 vessels enrolled in LCA had a per trip midsummer capacity of 2,346,477 GT.
- ❑ The US Coast Guard provided 131 icebreaking assists to commercial vessels carrying cargoes valued at \$75,383,482.
- ❑ The commercial navigation season at the Soo Locks began on April 1, and ended 277 days later on January 2, 1986. There were 4439 commercial vessel transits, representing 74,158,393 NT of cargo.

**In the Interlake Fleet:**

- ❑ Several personnel changes in the office saw Robert F. Dorn being named manager – fleet operations, and John B. Hopkins became manager – fleet marketing & development. Dewey P. Aston, manager of operations, retired on February 1.
- ❑ Just prior to fitout in Cleveland, Str. **HERBERT C. JACKSON** was the location where an agreement was signed between Cuyahoga Community College (Cleveland) and Great Lakes Maritime Academy, in which they joined forces to offer students a Great Lakes shipping education.
- ❑ MV **William J. De Lancey** (now **PAUL R. TREGURTHA**) completed her first five-year survey.

# Interlake Steamship

## Our Vision -

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

## Our Mission -

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

## Our Values -

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

---

## Quality, Safety and Environmental Policy

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

---

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

---

## LOG DEADLINES

Material received	will be included
by this date:	in this issue:
June 30, 2010	Summer 2010
September 30, 2010	Fall 2010

---

*Back cover photo:*

*MV JAMES R. BARKER navigates in the ice-choked St. Clair River, March 24, 2010.*

*--photo by Frank Frisk*

---

**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  
(Email: [crohn@interlake-steamship.com](mailto:crohn@interlake-steamship.com))  
The Interlake LOG  
The Interlake Steamship Company  
Interlake Corporate Center  
4199 Kinross Lakes Parkway  
Richfield, OH 44286



*AN ISO COMPANY*

---

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

