



# *International Ship Masters' Association*



## **136<sup>th</sup> Grand Lodge Convention**

**Duluth, MN**

*January 28 - February 1, 2026*



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## **Welcome to Duluth – History in the Making**

On behalf of ISMA Twin Ports Lodge #12 and the 2026 Convention Committee, I'd like to welcome you to Duluth for the 136th Grand Lodge Convention of the International Ship Masters' Association.

We have an exciting convention planned, featuring prominent guest speakers, excursions to Canal Park and Fraser Shipyards, and three nights of top-notch entertainment. Most importantly, the convention affords the opportunity for the Grand Lodge to conduct business.

In this program book is an article titled, "Past Grand Presidents from Twin Ports Lodge #12 – Historic Era," highlighting the work, passion, and accomplishments of these notable figures. Palpable in the backdrop of these profiles is the important maritime history of the Great Lakes, which they helped shape.

Fast forward to today. We are in an exciting and promising time for the U.S. Merchant Marine. On April 9, 2025, President Trump signed the *Restoring America's Maritime Dominance* Executive Order. Soon after, the bipartisan SHIPs for America Act, aimed to completely modernize our Merchant Marine, was introduced in both chambers of Congress. The U.S. maritime industry finally has the potential of rebounding from decades of decline. We are truly living in an era of "history in the making."

This begs the questions:

- Individually and collectively, what can we do to advance the legacy of ISMA?
- How will history remember our current events and legislative efforts?
- What can we do to better serve our respective ISMA lodges?

In closing, I'd like to thank our sponsors, program book advertisers, and supporters. We at Lodge #12 hope that you will enjoy your time at the 2026 Grand Lodge Convention.

Fraternally,

Captain Christopher J. Edyvean  
Grand 1<sup>st</sup> Vice President (Grand President-Elect)  
2026 Convention Committee Chair



*Front cover photo: Polsteam vessel Lubie inbound Duluth Harbor for Riverland grain terminal on July 13, 2022, piloted by Twin Ports Lodge #12 member Capt. Christopher Edyvean, assisted by tug Kentucky, captained by Twin Ports Lodge #12 member, Capt. James "Chip" Walsh. Photo courtesy of Dave Schauer. Above photo: Courtesy of Dave Schauer.*

*Editor's note: ISMA Lodge #12 extends our thanks to the Duluth News Tribune for allowing use of various historical images from their archived newspapers. The articles in this program book are intended for individuals interested in ISMA history and proceedings, and may contain some images and data reproduced under the provisions of Fair Use for educational purposes. Also, during research, there were instances of conflicting information such as birth/death dates, middle initials, etc. The features in this magazine were written in good faith with attempts to recall events with the greatest possible accuracy. The ISMA Grand Lodge and its member lodges are non-profit organizations. This publication is not for sale.*

# **2026 ISMA Convention Committee**

**Convention Chairman** – Chris Edyvean

**Vice Chair** – Shawn McKenzie

**Convention Committee** – Ken Gerasimos, Ed Montgomery, Joe Walters

**Master of Ceremonies** – Peggy O’Connell

**Convention Volunteers** – Rob Cavanaugh, Dann Edholm, Chris Edyvean, Jr., Nayah Edyvean, Terry Edyvean, Rick Eichmuller, Rose Eichmueller, June Klees, Jeanne Montgomery, Dean Olson, Marie Olson, Ethan Rentschler, Dave Robb, Linda Robb, Richard Stewart

**Convention Sponsors:** Platinum – Key Lakes/Great Lakes Fleet; Gold – Port of Monroe; Duluth Seaway Port Authority; Silver – Enbridge; Western Great Lakes Pilots Association; Bronze – International Organization of Masters, Mates, & Pilots; Marine Pollution Control; Port City Marine Services; Fraser Shipyards; J.W. Westcott Company

## **Special Thanks**

Lodge #12 extends our appreciation to our sponsors and to those who purchased ads/pages in this convention program book, and to those who helped support the convention in other manners. Special recognition is acknowledged to Key Lakes/Great Lakes Fleet, not only for being our sole Platinum Sponsor, but also for donating the freighter trip raffle aboard the *Edwin H. Gott*, which raised a significant amount of funds in the early stages of convention planning. We also wish to extend our appreciation to the Duluth News Tribune for allowing use of historic news articles and details which greatly enhance this publication.

*This publication was printed locally by Silver Tonsberg Printing Company in Superior, WI. Lay-out/design was completed by Susan Alexander (susan.alexander269@gmail.com).*

### **TWIN PORTS LODGE #12**

**WELCOMES YOU TO DULUTH FOR THE 2026 ISMA GRAND LODGE CONVENTION!**

*Founded in 1911, Twin Ports Lodge #12 has only hosted the convention five times previously: 1958, 1967, 1982, 2001, and 2015.*

**Lodge #12 dedicates this book in memory of Captain Ed Montgomery, who crossed the bar on December 17.**



# Welcome to North America's farthest-inland seaport!

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 **Duluth Seaway  
Port Authority**



# 2026 ISMA

## Grand Lodge Convention

### *Agenda*

#### **Wednesday, January 28<sup>th</sup>**

3 p.m. – 6 p.m.	Early Registration	Ballroom level lobby
3 p.m. – 10 p.m.	Hospitality Room open!	Hospitality Room # 515
4 p.m. – 5 p.m.	NELC Meeting	Superior/Michigan/Huron
5 p.m. – 6 p.m.	Delegate Caucus	Superior/Michigan/Huron
6 p.m. – 7 p.m.	Pizza & Social hour	Hospitality Room # 515

#### **Thursday, January 29<sup>th</sup>**

7 a.m. – 5 p.m.	Registration	Ballroom level lobby
8 a.m. – 9 a.m.	Breakfast buffet	Lyric Conference Center
9 a.m. – Noon	Grand Lodge convenes	Superior/Michigan/Huron
Noon – 1 p.m.	Lunch buffet Lunch speaker: Kevin Beardsley (Duluth Seaway Port Authority)	Lyric Conference Room
1 p.m. – 4 p.m.	Grand Lodge convenes	Superior/Michigan/Huron
5 p.m. – 6 p.m.	Social hour/bar	Lyric Conference Center
6 p.m. – 9 p.m.	Dinner (Tailgate theme w/keg of beer) Live music: Piano Man Peter Grewe	Lyric Conference Center
9 p.m. – 11 p.m.	Hospitality Room open!	Hospitality Room # 515

#### **Friday, January 30<sup>th</sup>**

7 a.m. – Noon	Late Registration	Ballroom level lobby
8 a.m. – 9 a.m.	Breakfast buffet	Lyric Conference Center
9 a.m. – 9:40	Guest speaker: Helen Stewart (Fugro) <i>“All Hands for the Lakes: Vessel Masters as Stewards of Great Lakes Science”</i>	Superior/Michigan/Huron
9:40 – 10:10	Guest speaker: Patrick Kelly (Fraser Shipyards)	Superior/Michigan/Huron
10:10 – 10:30	Coffee (short break)	Superior/Michigan/Huron
10:30 – 11:00	Guest speaker: Sara Fuentes (American Maritime Partnership)	Superior/Michigan/Huron

11:00 – 11:30	Guest speaker: Mary Subuda, PhD (Great Lakes Commission)	Superior/Michigan/Huron
Noon – 1 p.m.	Lunch buffet Lunch speaker: J.M. “Mike” McCoshen (Great Lakes/Seaway Development Corp)	Lyric Conference Center
1:00 p.m. – 2:45 p.m.	(extended break)	
2:45 p.m. – 4:00 p.m.	Installation rehearsal	Superior/Michigan/Huron
4:00 p.m. – 5 p.m.	Installation Ceremony (Everyone invited to attend ceremony!)	Superior/Michigan/Huron
5:00 p.m.	Shuttle service to DECC begins	Hotel lobby
5:15 p.m. – 6:45 p.m.	Social hour/bar	DECC (Harbor Side Room)
6:15 p.m.	Group photo op for ISMA members	DECC (Harbor Side Room)
6:45 p.m. – 11:30 p.m.	GRAND BALL <u>Includes:</u> Grand President’s Award Scholarship presentation Guest speaker: Rep. Tom Tiffany (Wisconsin’s 7 <sup>th</sup> District) 50/50 Drawing Live music: Shirts & Skins	DECC (Harbor Side Room) (Opening formalities to begin at 6:45!)

**Saturday, January 31<sup>st</sup>**

8 a.m. – 9 a.m.	Breakfast buffet	Lyric Conference Center
9 a.m. – 11 a.m.	Grand Lodge convenes	Superior/Michigan/Huron
Noon – 1 p.m.	Lunch buffet	Lyric Conference Center
1 p.m. – 4 p.m.	(Two options for excursions)  Visit to Canal Park area (Maritime Museum, shopping, etc.)  Tour of Fraser Shipyards	Meet in hotel lobby by 1 p.m. for shuttle  Meet in hotel lobby by 1 p.m. (Duluth Seafarers Center van to provide ride)
5 p.m. – 6 p.m.	Social hour/bar	Great Lakes Ballroom
6 p.m. – 10 p.m.	Dinner & Theme Night: 80’s Party! Up to \$500 prize for best costume D.J. – Sounds Unlimited Entertainment	Great Lakes Ballroom
10 p.m. – Midnight	Hospitality Room open!	Hospitality Room # 515

**Sunday, February 1<sup>st</sup>**

8 a.m. – 9 a.m.	Continental breakfast	Superior/Michigan/Huron
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*Safe travels & see you next year in Toledo!*



# 2025 Grand President

## Captain Patrick Hart



Captain Patrick Hart began his sailing career at about three months old aboard a series of his grandfather's yachts, culminating on the *My Alice*, a wooden craft of 42 feet in length. A natural at the wheel, the Detroit River was his early training grounds centering on Harsens Island. While in high school, he worked on the Harsens Island Ferry as a deckhand and obtained his first license at the age of 18. After graduating high school, Pat attended the Great Lakes Maritime Academy, graduating in 1983. At that time, shipping on the Great Lakes was in a significant

downturn and he found work with Great Lakes Towing as a harbor tug Captain in Detroit. This led to a job as a Mate, then Relief Captain, aboard the tug *Triton* with Merce Transportation. In 1988, Pat began sailing for Great Lakes Fleet as a Third Mate aboard the *Irvin L. Clymer*. In 1995, Pat wrote and received his Unlimited Master's license. In 2000, Pat became a Captain of many vessels in the Grand River Navigation fleet, then with Andrie as Captain of the Holcim Cement vessels. He is currently serving a First Mate on various Interlake vessels.

Captain Hart joined the International Ship Masters' Association in 1985 beginning with Lodge #2 in Port Huron. In 1985, he transferred to Northeast Michigan Lodge #19 in Alpena which he is currently the Lodge President.

Captain Hart resides in Rogers City with his four children and three Grandchildren.



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# Grand First Vice President (Grand President-Elect)

## Captain Chris Edyvean



Christopher Edyvean began his maritime career in 1992 after completing the trainee program at the Harry Lundeberg School of Seamanship, affiliated with the Seafarers International Union (SIU). His first assignment was as a Steward Assistant aboard the *USNS Harkness*, a research vessel positioned in the Persian Gulf. He sailed entry-level for three years in all shipboard departments, upgrading to Able-Seaman (AB) in 1995. From then until 2005, he sailed with the SIU in various AB ratings on Great Lakes and ocean vessels. Edyvean earned the Merchant Marine Expeditionary Award for service aboard the *USNS Pomeroy* and *USNS Watkins* during the Iraqi/Afghanistan conflicts.

Edyvean wrote his original license and pilotage endorsements between 2004-2005 and began sailing with Grand River Navigation in early 2006. He worked on the *M/V Maumee* from 2007-2010, primarily as First Mate, then sailed as Captain from 2011-2014 on vessels such as the tug *Olive L. Moore* w/ barge *Lewis J. Kuber*, *M/V Manistee*, and *ITB McKee Sons*.

Edyvean joined the International Ship Masters' Association in 2006 as a member of the Cleveland Lodge, having been sponsored by Captain Al Tielke. He was given the ISMA Hawsepiper Scholarship Award in 2007 and transferred to Twin Ports Lodge #12 in 2009.

In 2014, Captain Edyvean was hired as an Apprentice Pilot with Western Great Lakes Pilots Association (WGLPA), partnering two years later. He served for seven years on WGLPA's Board of Supervisors, including a 2-year term as Association President before retiring in early 2025.

Meanwhile, in 2009, Edyvean designed and began instructing the Great Lakes License Advancement Program and Great Lakes Pilotage Familiarization courses at the Maritime Institute of Technology and Graduate Studies (MITAGS), which he continues today. Capt. Edyvean has authored several training/study manuals and has had articles published in *Professional Mariner* magazine, *gCaptain*, and other maritime news outlets. Additionally, he has been a member of the Council of American Master Mariners (CAMM) since 2017.

Edyvean has been a member of the American Merchant Marine Veterans (AMMV) organization since 2005. In 2015, he was elected National President of AMMV, serving two 2-year terms until 2019. He has since served AMMV as magazine editor, Regional Vice President, National Secretary, and on several committees. During his tenure as AMMV's National President, he helped spark the grassroots movement resulting in passage of the Merchant Mariners of World War II Congressional Gold Medal Act in 2020. Capt. Edyvean will attest that the proudest moment of his career was being present at the National Statuary Hall in the Capitol on May 18, 2022, to witness the official Congressional Gold Medal ceremony for our WWII mariners.

Edyvean splits his time between his home in Hurley, WI, and with his partner, Dr. June Klees, in Escanaba, MI. He has three grown kids: Terry (Nayah – daughter-in-law), Chris, Jr. (Bryce – daughter-in-law; Ember – granddaughter), and Hailey, all of whom have attended numerous ISMA events.



*Congratulations & Best Wishes*

**Captain Chris Edyvean**  
**2026 Grand Lodge President**  
**& Twin Ports Lodge #12**

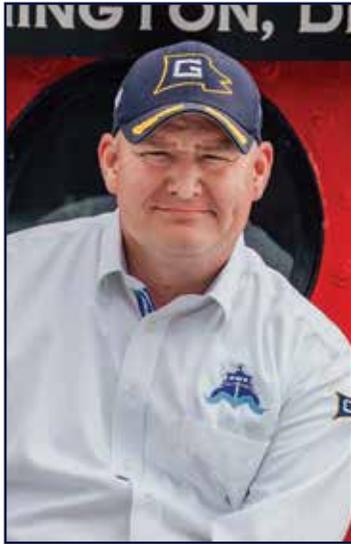
**From Cleveland Lodge #4**

***Rock on!***



# Grand Second Vice President (Grand First Vice President-Elect)

## Captain Paul C. LaMarre III



Paul C. LaMarre III is a maritime leader whose career reflects operational authority, policy expertise, and a sustained commitment to national service. A former naval aviator and licensed master, he brings both technical fluency and strategic clarity to the advancement of U.S. maritime logistics and inland waterway development.

He is a graduate of the California Maritime Academy with a Bachelor of Science in Marine Transportation and minors in logistics and naval science. Capt. LaMarre holds a U.S. Coast Guard Master of Towing Vessels (Unlimited) license and remains active aboard Great Lakes towing vessels. His continued time on the water keeps him closely connected to the realities of vessel operations, cargo movement, and the responsibilities of command.

Earlier in his career, Capt. LaMarre flew the F/A-18 Hornet as a U.S. Navy pilot. The training and discipline of carrier aviation shaped a leadership style grounded in precision, mission focus, and operational accountability. These attributes remain evident in his approach to port strategy, inter-agency coordination, and infrastructure delivery.

Since 2012, Capt. LaMarre has served as Port Director of the Port of Monroe, Michigan. Under his leadership, the Port has secured tens of millions of dollars in federal and state investment, executed long-term cargo development agreements, and completed complex environmental permitting. He has positioned the Port as a national leader in inland wind energy logistics and the reuse of coal combustion residuals. His success in translating regional assets into national value has made Monroe a model for how smaller U.S. ports can advance economic and environmental goals.

Capt. LaMarre serves as President of the American Great Lakes Ports Association. Elected by his peers, he represents all U.S. Great Lakes ports in policy and regulatory discussions with Congress, the Department of Transportation, and other federal agencies. His work supports competitive access to inland markets, efficient multimodal infrastructure, and stable long-term investment in the maritime sector.

He was appointed by the Secretary of Homeland Security to the U.S. Coast Guard's Great Lakes Pilotage Advisory Committee. In that role, he helps shape pilotage policy across the U.S. Canadian Seaway, a 2,300-mile maritime corridor that connects North America's industrial heartland to global markets. The Seaway supports more than thirty-five billion dollars in annual commerce and remains vital to the nation's economic security and supply chain resilience.

Capt. LaMarre has also contributed to national maritime policy through his service on the USDOT National Freight Advisory Committee, the Port Performance Freight Statistics Working Group, and the Marine Transportation System National Advisory Committee. In Michigan, he chairs the Governor's Port Authority Advisory Committee and serves as a maritime advisor to the state's Commission for Logistics and Supply Chain Collaboration.

His career includes senior-level roles in cargo development, vessel operations, and shipyard management. This diversity of experience enables him to evaluate complex infrastructure projects

through a combined lens of operational integrity, commercial realism, and public-sector accountability.

He also directed the founding and development of the National Museum of the Great Lakes, leading the restoration of multiple historic vessels and securing more than fifteen million dollars in capital funding to preserve and promote the region's working maritime heritage.

Most recently, Capt. LaMarre is leading the successful delivery of the first SAFE Port Act compliant international container terminal in the history of the Great Lakes.

This ten-year effort required sustained coordination across multiple federal agencies, complex regulatory environments, and competing political interests. Its completion is a landmark for the region, demonstrating that inland ports can meet the highest standards of maritime security and global logistics performance.

His motivation remains clear. He believes that a strong maritime sector is crucial to national security, economic independence, and the resilience of the transportation system. He is committed to ensuring that the United States remains a maritime nation, not just in policy but in practice. Through every role he has held, he continues to champion the enduring values of seafaring – discipline, honor, and a readiness to serve.



Artwork of Capt. Paul LaMarre III



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# Grand Secretary/Treasurer

## Captain Thomas Foster



Thomas Foster began his sailing career in the Royal Canadian Navy at the ripe old age of 18 years. He enlisted in late 1967 and was called to service in 1968. Following basic training and trade selection training he was assigned to the Destroyer Escort *HMCS Assiniboine*.

The ship set out on a six-month tour with the Standing Naval Force Atlantic under Canadian Commodore Doug Boyle. During the assignment the ships of the flotilla were tasked to provide a rifle team for a NATO competition. Then Able Seaman Foster was chosen as

Captain of the team. Canada won the Commodore's Cup which led to a rather unusual career path for AB Foster, as it led to special overseas assignments.

Returning to Canada in 1974 he mustered out and proceeded to get an education in the U.S., specifically Cuyahoga Community College. Later, he attended Cleveland State University becoming a journalist. It didn't work out, as the water was always calling; he worked several jobs on small watercraft.

Back in Canada, he had a brief stint racing cars and playing professional golf which also became a lost cause as he continued to search for water projects, some including his own vessel.

After much soul searching, he returned to large ships in 2008, and in 2010 was seriously injured in an engine room accident aboard the *CSL Mapleglen*. Not a total loss as after two and half years of convalescing, he attended Georgian College Barrie Campus and obtained a Post Graduate Diploma in Occupational Health and Safety Management and began teaching safety aboard Algoma Ships for the school.

After a little more than a year of teaching he took over the position of Consulting Director of the Great Lakes Marine Training and Research Centre at Georgian Owen Sound Campus.

In 2016 after some time with Algoma, CSL, Fetes Shipping, McKeil Marine and others he took his Transport Canada exams for a Masters ticket and away went another adventure, it has lasted to this day.

Captain Foster is the father of three children, two sons in the Military, and a daughter who teaches nonverbal violent Autistic children. He is married to a lovely lady named Marlyn Pellerin (A-13026), who after meeting Foster, went to sea as a Chief Cook and is an associate member of Lodge #15 in Owen Sound, Ontario.

Brother Foster is also a member of Lodge #15 Georgian Bay-Huronian in Owen Sound. Along with being the current Grand Lodge Secretary/Treasurer of ISMA he holds the Second Vice President title in Lodge #15.

11337

## Grand Chaplain

# Captain Mary Ann Schallip



Mary Ann earned her sea service time working as a deckhand on the *Neebish Islander II* alongside Captain Bob who improved her ship handling skills, and in 1993 became the first licensed female captain on the St. Mary's River. In 2005, both she and her husband Bob went to work at American & Canadian Lock Tours, aka Soo Locks Boat Tours, working as Captain and Operations Manager coordinating scheduling, training, bookkeeping, and anything else that needed to be done. She retired in October 2016 then went back to work as Operations Manager in 2022. In 2023 she retired again.

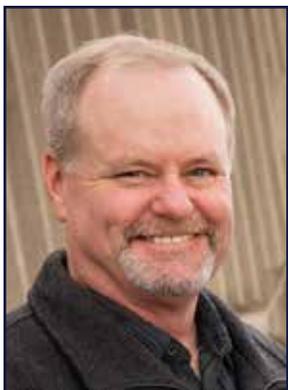
She is currently the Secretary and Treasurer for Great Lakes Captain's Association and International Ship Masters Association Lodge #22 in Sault Ste. Marie. She has also been the ISMA Grand Lodge Chaplain for the last six years. She is a recipient of the Lewis Ludington Award.

Mary Ann and Bob have three children: Captain Michele Schallip, USCG; Stephanie Pins, Director of Risk Management and Quality Assurance at War Memorial Hospital in the Sault (husband Mike Pins); and Robert Schallip, III, Pilot for Royal Air in Pontiac, Michigan (wife Megan). She has a nine-year-old grandson and a seven-year-old granddaughter. Bob and Mary Ann have lived on Neebish Island for the last 35 years.

13094

## Grand Warden

# Captain Michael Loescher



Captain Michael Loescher has been at the helm since age ten on his first vessel. His early experience was on the inland waters of Wisconsin and the Great Lakes. Mike currently sails mostly on the Great Lakes and has operated vessels on U.S. inland and coastal waters, Alaska, the Pacific Northwest, Canada, the Caribbean and the Southern Ocean. He has recently become fond of voyaging aboard Viking Cruise ships with his wife, always having dinner with the ship's Captain and touring the navigational bridge.

On land, Mike has earned both B.S. and M.S. degrees in Engineering. He holds a Professional Engineer license and has worked mainly as an independent Computer Consultant since the year 2000. Captain Mike is extensively involved in the Wisconsin Shipwreck Coast National Marine Sanctuary both as a NOAA Advisory Council member and in the Shipwreck Coast Friends non-profit group. Mike is also member of the Wisconsin Marine Historical Society and Wisconsin Underwater Archaeological Association.

Mike was appointed Grand Warden at the 2025 Alpena Grand Lodge Convention and serves as Editor of the ISMA newsletter. He is a member of ISMA Milwaukee Lodge #6 and is the Science/Technology Officer.

12824

## Grand Marshal

# Captain Beth Fernandez



Beth Fernandez began her working career as a Chemical Engineer before transitioning to a maritime career (as a hawsepiper). She has served in roles ranging from deck crew to Captain on multiple vessels including large Federal research vessels, dinner boats, tour boats, and SCUBA diving charter boats.

In addition to her seafaring experience, she is actively engaged in maritime preservation as a volunteer at a museum ship. She is Captain and technical advisor for a functioning replica Viking ship and is an active Great Lakes SCUBA diver. She currently serves as ISMA Lodge #6 President.

12598

## Grand Sentinel

# Captain Scott Reynolds

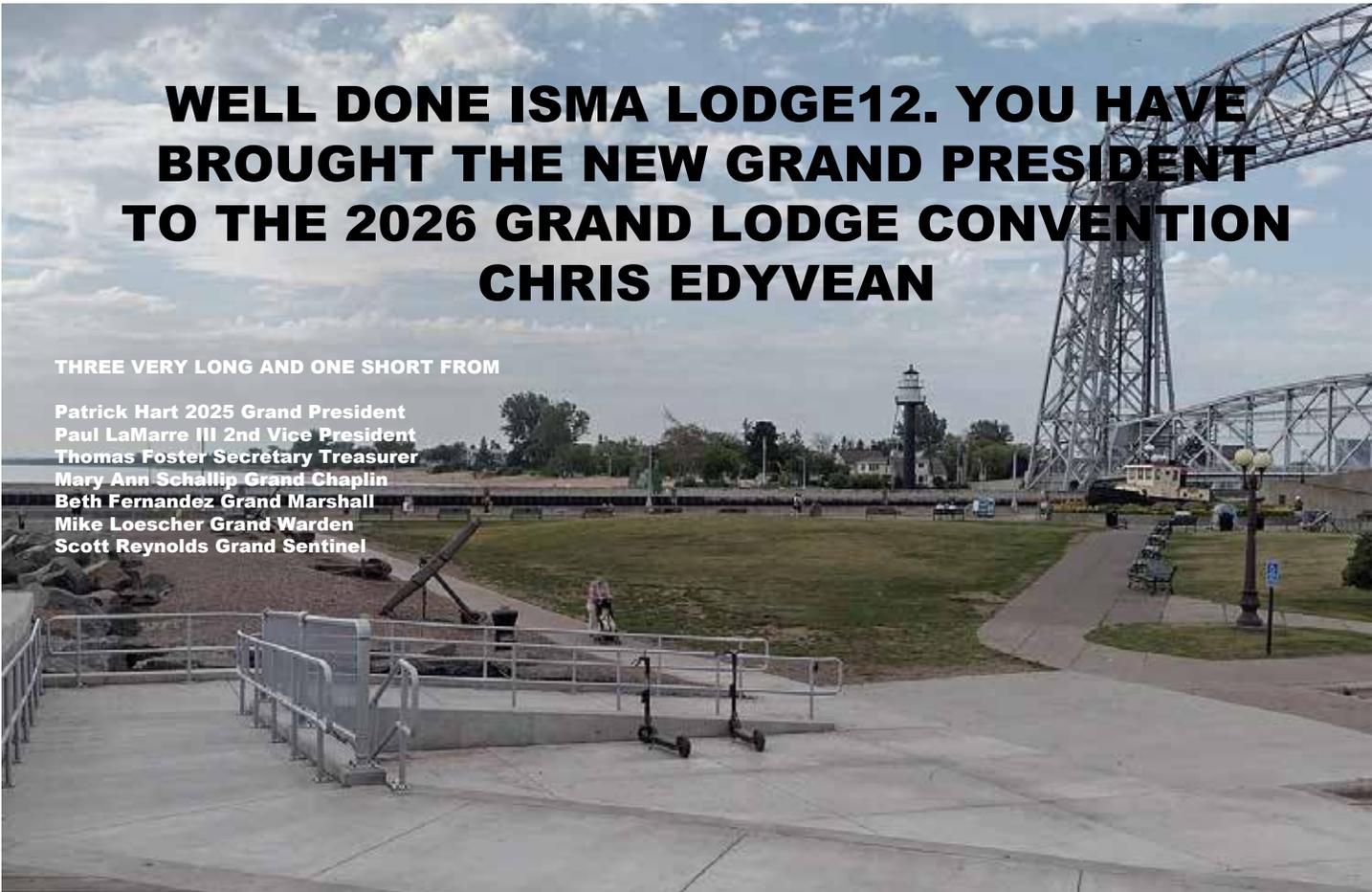


Captain Scott Reynolds currently works as a Fireboat Operator (Captain) for the Detroit Fire Department, in Detroit, Michigan. Captain Reynolds has been with DFD for 13 seasons. Prior to accepting the position at DFD, Captain Reynolds worked as a Wheelman on the car ferry *Badger*, out of Ludington, MI. Before his work on the Great Lakes, Captain Reynolds was a Deputy with the Oakland County Sheriff Department for 30 years. While at the Sheriff's Office, Captain Reynolds was on the Dive Team and K9 Handler while working in road patrol. Captain Reynolds is a past President of Detroit Lodge #7. Captain Reynolds and his wife, Kat, have been married for over 25 years, and live in lower Michigan.

# WELL DONE ISMA LODGE12. YOU HAVE BROUGHT THE NEW GRAND PRESIDENT TO THE 2026 GRAND LODGE CONVENTION CHRIS EDYVEAN

THREE VERY LONG AND ONE SHORT FROM

Patrick Hart 2025 Grand President  
Paul LaMarre III 2nd Vice President  
Thomas Foster Secretary Treasurer  
Mary Ann Schallip Grand Chaplin  
Beth Fernandez Grand Marshall  
Mike Loescher Grand Warden  
Scott Reynolds Grand Sentinel



## *Congratulations Chris!*



## *From Your Friends In Canada*

# ISMA Navigation, Engineering, and Legislative Committee (NELC)

12921

## NELC Chairman: Captain Scott Skrzypczak

Capt. Skrzypczak is currently serving as ISMA's U.S. Chairperson for the Navigation, Engineering, and Legislative Committee, a position he was first appointed to in 2016. A 2008 graduate of Great Lakes Maritime Academy, he has worked aboard numerous types of vessels both on the Great Lakes and deep sea, even earning the Maritime Administration's Merchant Marine Expeditionary Medal for delivering in support of Operation Enduring Freedom and Operation Iraqi Freedom. In 2017, he returned to school through California Maritime Academy, completing his Master of Science in Transportation in 2019. He currently works as a Federal Registered Pilot on the Great Lakes for Lakes Pilots Association in Port Huron, MI where he also has the honor of serving as their Vice President. He, his wife Gabby, and their two cattle dogs live in Detroit, MI.

### About the ISMA NELC

For over a century, the NELC has been working hard to improve our Great Lakes waterways with a strong emphasis on safety. In 1914, ISMA Grand President Capt. Charles J. Autterson and his delegation visited the White House and met with President Woodrow Wilson to discuss maritime matters, and the Association has ever since been on the forefront of monitoring policy and change which affect Great Lakes navigation. Members of the ISMA are among the most skilled mariners in the world, and the NELC's respected voice comes from the collective input of these experienced shipboard officers. In many cases throughout the decades, the recommendations brought forth by the NELC have resulted in positive improvements in navigation, infrastructure, and safety protocol.

In more recent years, NELC members have attended the annual *Congressional Sail-In* and *Salute to Congress* events in Washington, have participated in USCG Working Groups to help evaluate Merchant Mariner exam questions, have attended regional conferences and meetings pertaining to all aspects of the Great Lakes shipping industry, and have been instrumental in pushing state legislation. The latter resulted in the creation of a special Merchant Marine license plate in Michigan to assist in boosting public awareness of maritime opportunities. Other current initiatives include advocating for the efficient funding of the new lock at Sault Ste Marie, acquiring another heavy icebreaker for the Great Lakes, and supporting pending legislation at the federal level for the SHIPS for America Act. Looking toward the future, ISMA through the NELC will advocate for increasing the numbers of mariners entering the industry to help achieve the goal of restoring American maritime dominance.

For more information, visit:  
[www.shipmaster.org](http://www.shipmaster.org)



Capt. Scott Skrzypczak with Senator Debbie Stabenow in 2024

# ISMA Scholarship Committee

11455

## Scholarship Committee Chairman: Captain Seann O'Donoughue



Seann is a Master Mariner having been at sea for the past 42 years. He has commanded everything from Seaway and Ocean bulk carriers to tall ships and pocket cruise ships.

As a child, Seann would spend summers at the family cottage on the St. Lawrence Seaway, watching the freighters sail past growing his interest in ships and boats. As soon as he was old enough, he started sailing on tall ships and crewing on yacht deliveries, being given his first *Know Your Ships* book at age 17. This confirmed his passion and love for the adventurous life at sea, leading him to Georgian College, and graduating the Marine Navigation Program.

Seann has travelled around the globe from China and the Pacific to Panama and all over the Caribbean, the US East Coast, Canadian Maritime provinces, and the Great Lakes.

After 25 years with Algoma Central Marine, in 2026, he retired as Master of the *CWB Marquis*, joining the Great Lakes Pilotage Authority. He has been a District #3 Pilot for the past ten years specializing in Lakes Superior, Huron, and Michigan.

From volunteering with tall ships for youth, to teaching, Seann is committed to supporting those starting out in their marine career, and has mentored cadets, captains and pilots. He is frequently involved in fundraising, scholarships, and field trips to support both youth and cadets. For 25 winters, he has worked teaching ship handling and radar courses on the marine simulator. In 2015 he was the winner of the Distinguished Georgian Alumni award for his decades of volunteer service with Georgian College.

He is President of ISMA Georgian Bay Lodge #15 and has been Scholarship Chairman for 22 years. He is a member of the Company of Master Mariners and the Marine Club. A few items on his bucket list are the Completion of the Great Loop, as well as

circumnavigating Georgian Bay by Sea-Doo.

Seann is the proud father of four grown-up children and lives in Wiarton, Ontario.

### About the ISMA Grand Lodge Scholarship Program

Each year, ISMA awards three scholarships: One to an American student/cadet, one to a Canadian student/cadet, and one to a hawsepiper (either U.S. or Canadian). The value of each scholarship (2026) is \$1,500. To apply, candidates must follow the criteria and guidelines found in the scholarship section of [www.shipmaster.org](http://www.shipmaster.org). Generally, the annual deadline is November 1 with the announcement of the winners by mid-December.

Through the ISMA Grand Lodge Scholarship Program, ISMA members seek to “give back” by supporting the next generation of Great Lakes marine officers. The Grand Lodge has awarded over 70 scholarships since 1998. Any person or entity wishing to donate to the scholarship fund may do so. Additionally, many of ISMA’s member lodges run their own scholarship program at a local level.



2025 ISMA Grand Lodge Scholarship winners Jeffrey Jaeger (left center) and Erin Carey (right center) pictured with PGP Capt. Mark Mather (left) and Capt. Seann O'Donoughue (right)

# CONGRATULATIONS CAPTAIN EDYVEAN

LAKES PILOTS ASSOCIATION

EST. 1960

Providing U.S. Pilotage services to Lake Erie and the St. Clair/Detroit River system since 1960.

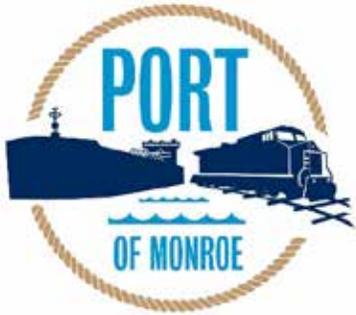
We congratulate Capt Edyvean on becoming the 2026 ISMA Grand Lodge President!



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# Rep. Tom Tiffany

**KEYNOTE SPEAKER**



Congressman Tom Tiffany represents Wisconsin's 7th Congressional District and was first elected to Congress in a special election in May 2020.

In Congress, Rep. Tiffany serves on the House Judiciary Committee and the House Natural Resources Committee, where he chairs the Subcommittee on Federal Lands. He has worked to secure critical investments for Wisconsin shipyards, including in the Twin Ports, helping strengthen America's maritime and defense industries. These efforts are expanding fleet capacity, modernizing our national defense, and creating and protecting family-wage jobs throughout Northern Wisconsin.

Before serving in Congress, Rep. Tiffany represented Wisconsin's 12th District in both the State Assembly and State Senate. He was a member of the Joint Finance Committee, which oversees the state budget, and served as chairman of the Senate Committee on Sporting, Heritage, Mining, and Forestry.

Rep. Tiffany has deep roots in Wisconsin. He grew up on a dairy farm near Elmwood and earned a degree in agricultural economics from the University of Wisconsin-River Falls.

# Sara Fuentes

**GUEST SPEAKER**



Ms. Fuentes is the Vice President, Government Affairs at Transportation Institute. She oversees efforts to educate stakeholders on the importance of a strong U.S.-flagged maritime industry. Transportation Institute is a nonprofit that advocates for a strong U.S.-flag merchant marine and American maritime policy. As part of this work, she serves as Vice President of the American Maritime Partnership, Vice President of the Propeller Club-Port of Washington D.C., and chairs the Regulatory Affairs Committee of the USA Maritime coalition. Ms. Fuentes has eighteen years of experience in the maritime industry, previously as staff Vice President of Government & External Affairs with the Navy League of the United States. In this position, she led the revitalization of the association's legislative affairs program and expanded the Navy League's presence on Capitol Hill and with maritime stakeholders nationwide. She remains heavily involved

in the Navy League, elected in 2023 as the National Vice President for Legislative Affairs on the Board of Directors, serving on the Merchant Marine Affairs Committee, and the Legislative Affairs committee. Before that, she was Legislative Administrator for ATK, an aerospace and defense company. She was honored by the D.C. chapter of the National Naval Officers Association for her efforts promoting NNOA's goals.

Ms. Fuentes is on the National Board for the Congressional Hispanic Caucus Institute, a member of Women's International Shipping & Trading Association, National Naval Officers Association of the U.S, and the Hispanic Lobbyists Association. She was previously on the boards of the National Audubon Society, the Bird Alliance of Washington DC, and Women in Aerospace. Ms. Fuentes earned her MA in Security Policy Studies from the George Washington University Elliott School of International Affairs and graduated cum laude from Princeton University with a degree in Politics and a certificate in Women & Gender Studies.



# J.M. “Mike” McCoshen

**GUEST SPEAKER**



J.M. (Mike) McCoshen serves as the twelfth Administrator of the Great Lakes St. Lawrence Seaway Development Corporation (GLS), an operating administration of the U.S. Department of Transportation. Appointed by President Donald J. Trump on June 16, 2025, Administrator J. M. (Mike) McCoshen oversees the federal corporation responsible for the operation and maintenance of the U.S. portion of the St. Lawrence Seaway between Montréal and Lake Erie increasing maritime trade and economic development throughout the Great Lakes region.

Prior to his appointment as Administrator, he most recently served as President of McCoshen Logistics Solutions LLC, a consulting firm focused on bulk terminals and cargo logistics throughout the Great Lakes region. Previously, Mr. McCoshen spent two decades as President and Chief Operating Officer of Hallett Dock Company in Duluth, MN, directing operations at the westernmost terminal on the Great Lakes. He began his career in 1976 as a heavy equipment operator and shiploader at the Burlington Northern (now BNSF Railway) taconite transshipment facility in Superior, WI, steadily rising through the ranks to eventually manage that terminal's operations.

A native of Superior, WI, McCoshen brings more than 45 years of experience in maritime transportation and waterfront operations. Across his career, he has played a role in moving more than 200 million tons of cargo through the Seaway System.



# Kevin Beardsley

**GUEST SPEAKER**



Kevin Beardsley is executive director of the Duluth Seaway Port Authority. His career spans more than 25 years of leadership in financial management, strategic planning and public-sector operations. He joined the Port Authority in 2014 as chief financial officer, serving also as interim executive director in 2018. A catalyst for regional economic development and port modernization, Beardsley's work has helped produce record tonnage totals at multiple cargo facilities throughout the Port of Duluth-Superior. He holds a bachelor's degree in accounting from the University of Wisconsin-Superior and an associate's degree in business from Hibbing Community College. A Certified Public Accountant, he has also completed the Maritime Port Executive (MPE) and Professional Port Manager (PPM) programs. Beardsley serves on numerous boards throughout the community, having earned a reputation for financial acumen, strategic vision and collaborative leadership.



# Patrick Kelly

**GUEST SPEAKER**



Mr. Kelly has held the Chief Executive Officer role since the middle of 2021 after successfully leading the acquisition of Fraser Industries with three partners. He brings a variety of experiences and leadership roles in manufacturing and construction organizations and is known among top corporations – from private equity to global public companies – as a strategic collaborative executive who identifies and delivers growth and profitability that enhance stakeholder value. He has over 35 years general business experience, most recently as Managing Partner at Foundry Mountain Infrastructure Partners, a North American-focused mid-stream and transportation investment firm. Mr. Kelly has guided six private equity and family office-backed companies through acquisition, growth, fund raises and/or successful exits. In each case, he held either the CEO or CFO position.

Mr. Kelly began his career with Amoco Corporation and BP after its acquisition of Amoco. Over a 23-year career there, roles included financial planning and analysis/strategy, treasury and capital markets, mergers and acquisitions, business development

and profit & loss operations management roles, often involving maritime supported businesses. He has worked and lived in various cities across North America, Europe, and Asia. Mr. Kelly holds an MBA with majors in finance and strategy from the J.L. Kellogg Graduate School of Management at Northwestern University, a Master of Science degree in geology and geophysics from Wright State University, and a Bachelor of Science degree with honors in geology from Saint Lawrence University.



# Mary Sabuda

**GUEST SPEAKER**



Mary Sabuda covers maritime transportation policy at the Great Lakes Commission. In this role, she works to advance policy and funding priorities related to navigation and maritime transportation in the Great Lakes basin, promote knowledge transfer and coordination among stakeholders and policymakers, and develop new partnerships within the maritime community. Before joining the GLC, Mary most recently worked in Washington, D.C., for a Great Lakes U.S. Senator supporting maritime, environment, energy, and agriculture issues. Prior to that position, she worked in government affairs covering issues of importance to the chemistry enterprise. Mary holds a Ph.D. in earth and environmental sciences from the University of Minnesota – Twin Cities as well as master's and bachelor's degrees in geology from Michigan State University.



# Helen Stewart

## GUEST SPEAKER



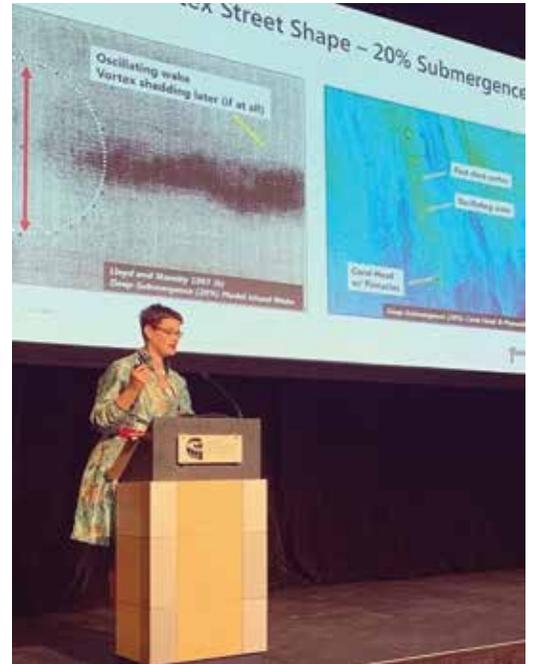
Helen Stewart of Fugro will be offering a presentation entitled, “All Hands for all the Lakes: Vessel Masters as Stewards of Great Lakes Science.”

Helen Stewart is an NSPS/THSOA Certified Hydrographer and member of The Hydrographic Society of the USA. In her career spanning over two decades, Helen has worked in many different aspects of hydrography from nautical charting, geophysical surveys, and deepwater AUV projects to subsea engineering surveys and pelagic oceanographic research. Helen recently pioneered a novel method of using multi-spectral satellite imagery to detect sub-sea hazards to navigation and threats to coastal and riverine structures, which is now being developed for monitoring risks to critical waterway infrastructure such as bridges and wharves.

In 2021, Helen began working with the International Hydrographic Organization, the Hydrographic Society of America, and Canadian Hydrographic Service on policy guidelines for fair, equitable, and inclusive treatment for the maritime workforce, with a particular focus on safety for seafarers, shore-based workers, and office workers alike.

As a result of this advocacy work, and on her recommendation, the University National Oceanographic Laboratory System (UNOLS) changed their cruise planning methods to verify that all seafarers on UNOLS vessels were provided appropriately sized survival suits. Her professional advocacy work extends into workforce development and community capacity building.

Helen has a Bachelor of Science from the University of Texas at Austin and a Master of Science from the University of Cape Town. Outside of work, she is a couture seamstress, a cyclist, and the caretaker of two cats, way too many cactuses, and a pocket prairie located in Houston, USA.



# Convention Entertainment

## **Thursday, January 29: Piano Man Peter Grewe**

From Peter & Tammy Grewe:

“Pianoman and The Tamster” have been playing and singing together for ... well, a long time! The one thing we find when we play a show is that most of the people in the audience know most of the songs we do. We try to pick and play songs that are epic memory makers from about 1965 to 1985. We also throw in semi-obscure songs that other folks don't play – but everybody loves!

Our main goal in performing is to help the audience have as good a time as us. We love what we do! Our instrumentation consists of keyboard, guitar, percussion, and vocals. We can adapt the vibe to any audience that could even possibly enjoy the songs we do.

Our song list is wide-ranging. We do everything from Pink Floyd to Patsy Cline. (Well, almost everything!)

If you enjoy CSN, Elton, Billy, Steely Dan, The Eagles, David Bowie, John Denver, Jim Croce, ELP, just to name a few – we're gonna have some fun!



## **Friday, January 30: (Grand Ball) Shirts & Skins**



About the Shirts & Skins group:

Shirts & Skins is a dynamic, modular, national touring dance band ready for any event. They have played everything from small intimate weddings to the largest Oktoberfest in the United States, and all events in between.

Made up of almost thirty members at any given time, Shirts & Skins offer multiple line-ups for any variety of venue, music genre, or occasion. They rehearse together, train together, and laugh together to make each unit they send out just as tight as the last. You'll love what Shirts & Skins has to offer, from oldies to the newest hot singles. They'll have you smiling and dancing all night long!



## **Saturday, January 31: (Theme Night) Sounds Unlimited Entertainment (DJ)**



About Sounds Unlimited Entertainment:

Think of your favorite song... got it? The lyrics of your favorite song tell a piece of a story within you. We want to know you like the melody!

We know music and we get to personally know our clients – you're the most important part of our business! Our art is crafted in music, people, energy and atmosphere. Our team will go above and beyond all expectations to ensure every detail of your [event](#) is polished to perfection. We are more than a DJ Service, we are passionate supporters of you, your vision and your event.

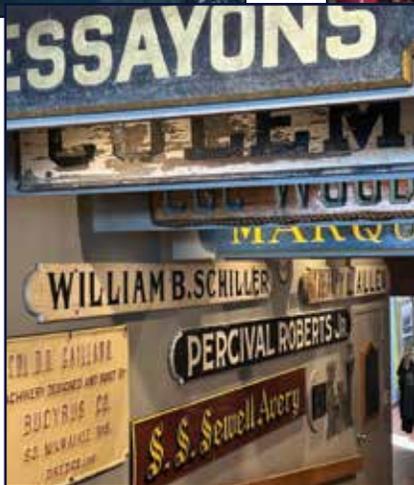
It's taken great training and long-term experience to become the best entertainment team in the Northland. Award-winning customer service is earned. We have earned this with our personalized approach, exceptional attention to detail, flexible hours and guarantees of service. Take it from our clients – we set the stage for an unforgettable event. We take pride in being a local business delivering memorable

events to the Twin Ports and the entire Twin Cities area since 1978. Owner, Cory Bonneville, had no idea an entertainment hobby could be so rewarding. In keeping the vision of a professional and memorable show, the fun in business began and a team was built.

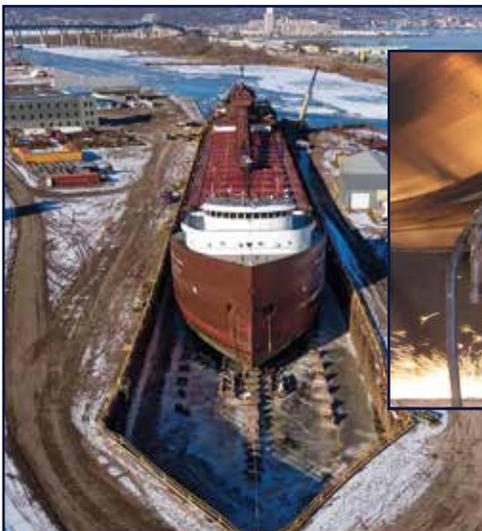


# Convention Excursions - Saturday, January 31

## Canal Park & Lake Superior Marine Museum



## Tour of Fraser Shipyards



**FRASER**  
SHIPYARDS

# PAST GRAND PRESIDENTS OF THE INTERNATIONAL SHIPMASTERS' ASSOCIATION

YEAR	GRAND PRESIDENT	HOME PORT	YEAR	GRAND PRESIDENT	HOME PORT
1891–1894	Alexander Clark	Buffalo, New York	1934	Lee C. Hinslea	Cleveland, Ohio
1895	Charles E. Benham	Cleveland, Ohio	1935	William S. McDonald	Kenmore, New York
1896–1897	George McCullagh	Detroit, Michigan	1936	Colin C. Carlisle	Milwaukee, Wisconsin
1898	William E. Rice	Port Huron, Michigan	1937	George W. Wilson	Detroit, Michigan
1899	Henry Leisk	Milwaukee, Wisconsin	1938	William T. Bright	Chicago, Illinois
1900	Alexander J. McKay	Detroit, Michigan	1939	T. Howard Saunders	Kenmore, New York
1901	Charles H. Hubbard	Chicago, Illinois	1940	A.J. Munroe	Rocky River, Ohio
1902	Julius A. Ward	Algonac, Michigan	1941	Fred W. Thodey	Port Huron, Michigan
1903	Walter D. Hamilton	Chicago, Illinois	1942	Wayne Pringle	Toledo, Ohio
1904	H.H. Parsons	Detroit, Michigan	1943	Rudolph C. Høglund	Detroit, Michigan
1905	James A. Calbick	Chicago, Illinois	1944	W. Ross Maitland	Buffalo, New York
1906	William D. Ames	Cleveland, Ohio	1945	Clyde T. Gallagher	Avon Lake, Ohio
1907–1908	Murray G. McIntosh	Detroit, Michigan	1946	Philip E. Thorpe	Chicago, Illinois
1909	John H. McDonald	Marine City, Michigan	1947	Henry F. Wiersch	Rocky River, Ohio
1910	John H. Sinclair	Port Huron, Michigan	1948	Patrick J. Healy	Eggertsville, New York
1911	James G. Herbert	Buffalo, New York	1949	Ezra D. Purdy	Port Huron, Michigan
1912	Charles T. Bronson	Milwaukee, Wisconsin	1950	Harold P. Murphy	Toledo, Ohio
1913	Millard M. Stewart	Algonac, Michigan	1951	Arthur M. Hendrickson	Euclid, Ohio
1914	Charles J. Auttonson	Duluth, Minnesota	1952	Charles Gonyaw	Tonawanda, New York
1915	Alexander C. Smith	Amherstburg, Ontario	1953	Jere B. Sullivan	Milwaukee, Wisconsin
1916–1918	William J. Crosby	Detroit, Michigan	1954	John B. Stephens	Toronto, Ontario
1919	W.L. Girardin	Lakewood, Ohio	1955	Alfred J. Gaffney	Toledo, Ohio
1920–1924	Lee C. DeNike	Highland Park, Michigan	1956	L. Anthony Gilbert	Ogdensburg, New York
1925–1927	John J. Powers	Ogdensburg, New York	1957	John Gallagher	Fairview Park, Ohio
1928	Fred N. Watts	Algonac, Michigan	1958	Clifford Patnode	Superior, Wisconsin
1929–1930	Peter M. Cartwright	Milwaukee, Wisconsin	1959	John B. Oliver	Toledo, Ohio
1931–1932	Milton J. Brown	Cleveland, Ohio	1960	Francis B. Shinsky	Buffalo, New York
1933	Frederick L. Leckie	Cleveland, Ohio	1961	Sid G. Williamson	Toronto, Ontario

<b>YEAR</b>	<b>GRAND PRESIDENT</b>	<b>HOME PORT</b>	<b>YEAR</b>	<b>GRAND PRESIDENT</b>	<b>HOME PORT</b>
1962	Shirel D. Ferson	Lincoln Park, Michigan	1994	William E. Cline	Port Huron, Michigan
1963	Arne D. Tenhula	Brookfield, Wisconsin	1995	Gerald M. Greig	Barrow Bay, Ontario
1964	Eugene O. Peo	Ogdensburg, New York	1996	Richard Race	Chicago, Illinois
1965	Thomas A. Allen	Lakewood, Ohio	1997	Michael S. Capser	Toledo, Ohio
1966	Ervin L. Malloch	Evergreen Park, Illinois	1998	John A. Cork	Sault Ste. Marie, Michigan
1967	Anthony F. Rico	Duluth, Minnesota	1999	Dean G. Hobbs	Traverse City, Michigan
1968	Ace C. Zyp	Toledo, Ohio	2000	Albert M. Tielke	Avon, Ohio
1969	I. Ray Millar	Port Huron, Michigan	2001	Ray H. Skelton	Duluth, Minnesota
1970	Donald E. Erickson	Taylor, Michigan	2002	Patrick F. Owens	Marysville, Michigan
1971	Elmer F. Murray Jr.	Tonawanda, New York	2003	George P. Haynes	Port Huron, Michigan
1972	James F. Gallagher	Rocky River, Ohio	2004	John M. Biolchini	Rogers City, Michigan
1973	Ralph F. Weber	Green Bay, Wisconsin	2005	Raymond L. Sheldon	Escanaba, Michigan
1974	Edward Magill	Erie, Pennsylvania	2006	Ronald L. Brezinski	Elyria, Ohio
1975	James Burns	Sarnia, Ontario	2007	Russell D. Brohl	Put-in-Bay, Ohio
1976	Robert O. Ketola	Toledo, Ohio	2008	Robert W. Haller	Taylor, Michigan
1977	Gustav Goransson	Detroit, Michigan	2009	Jeremiah L. Bissette	Thorold, Ontario
1978	Joseph E. Fitch	Cleveland, Ohio	2010	Edward J. Morris	Bay City, Michigan
1979	Kurth R. Grainger	Manitowoc, Wisconsin	2011	Thomas R. McMullen	Detroit, Michigan
1980	Gerald Jost	Toledo, Ohio	2012	Seann O'Donoghue	Owen Sound, Ontario
1981	Harvey E. MacDermid	Ashtabula, Ohio	2013	Rebecca Hancock	Traverse City, Michigan
1982	Mitchell B. Hallin	Duluth, Minnesota	2014	Robert G. Schallip	Neebish Island, Michigan
1983	William A. Hoey III	Grosse Ile, Michigan	2015	Joseph Walters	Washburn, Wisconsin
1984	Delmar R. Webster	Pompano Beach, Florida	2016	Robert Lund	Chicago, Illinois
1985	Victor H. Anderson	Ashtabula, Ohio	2017	Lee W. Barnhill	Alpena, Michigan
1986	James E. Daleski	Alpena, Michigan	2018	Harold L. Dusseau	Perrysburg, Ohio
1987	G. Victor Chamberlain	Sandusky, Ohio	2019	Mark W. Mather	Traverse City, Michigan
1988	George Ferguson	Thunder Bay, Ontario	2020	Joseph C. Ruch	Port Huron, Michigan
1989	Pete Jimerson	Victor, New York	2021	Joseph C. Ruch	Port Huron, Michigan
1990	James C. Leaney	St. Catharines, Ontario	2022	William J. Rabatsky	Cleveland, Ohio
1991	Ronald R. Ingram	Detroit, Michigan	2023	Luther L. Clyburn	Detroit, Michigan
1992	John P. Wellington	Sault Ste. Marie, Michigan	2024	Todd T. Taylor	Milwaukee, Wisconsin
1993	Gordon T. Burke	Alpena, Michigan	2025	Patrick Hart	Rogers City, Michigan

# CAPTAIN CHARLES J. AUTTERSON

## *One of ISMA's early giants*

*Researched and written by Capt. Chris Edyvean*

Although Captain Charles James Auttersen was officially with Detroit Lodge #7 during his tenure as ISMA Grand President, he lived in Duluth for a considerable amount of time. His legacy is entwined with the history of the Twin Ports and Lake Superior.

Charles was one of the three Auttersen brothers from the Saint Clair, MI area whom all eventually sailed as Great Lakes captains. Born in 1875, he was the middle child. Historical records indicate that brother J.W. Auttersen (1866-1932) was Master of the *Richard J. Reiss* in 1922, while brother John C. Auttersen (1877-1932) was Master of the *William D. Crawford*. In fact, John Auttersen died in Duluth while the *Crawford* was in port. He was found in his car in the ditch on Miller Trunk Highway.

Much information on the early sailing years of Charles J. Auttersen can be found in the Duluth News Tribune archives. He began sailing at the age of 15 on the *J.W. Ward*, and soon after the *J.M. Nicklanson*, both wooden packet boats carrying freight between Duluth and Buffalo. Although this work was just a summer job while still in high school, Auttersen became "a full-fledged Wheelsman and Watchman at age 18." At age 21 he obtained his officer license and was sailing as Second Mate on the *Niagara*. About four years later he secured a First Mate credential. Following a short stint with the W.C. Richardson fleet, Auttersen found a home for the next three decades with the Tomlinson fleet.

A Tomlinson Fleet fit-out notice posted in the Detroit Free Press in 1910 indicated that Capt.

Charles Auttersen was assigned as Master of the *Hoover and Mason*.

The Detroit Free Press ran an article about the 1914 ISMA Grand Lodge Convention, which was held in Washington, D.C. A delegate of twenty ISMA representatives, led by freshly installed ISMA Grand President Auttersen, were slated to visit the

White House and meet with President Woodrow Wilson. One objective of the visit with lawmakers and congressional committees was to protest a provision of the La Follette-Furuseh Seaman's Bill which would "crowd crews with idle men."

In December 1917, Charles married Ms. Rae Ness of Duluth. The ceremony took place at the Ness residence, officiated by Rev. H.A. Ofstie of the First Norwegian-Danish Methodist Episcopal Church. The newlyweds then vacationed to the eastern states.

Earlier in the career of Captain Auttersen came an ill-fated incident which is still well known today. Auttersen sailed the SS *Chester A. Congdon* out of Thunder Bay on an early November morning in 1918. Initially, foul weather prompted him to turn the

vessel back to the safety of the harbor. Later that morning Auttersen resumed the voyage, only to become encapsulated in thick fog. The *Congdon* ran aground on Canoe Rocks near Isle Royale and broke apart a couple days later during a storm. However, in those days long before radar or any other type of electronic navigation, and before weather forecasts gained reliability, casualties of this nature were unfortunately common. Auttersen would resume his notable career. (In 1984, the



*Grand President (1914) (Retrieved from ISMA Lodge #7 website)*

Congdon wreck site was listed on the National Register of Historic Places.)

In 1931, an Indiana paper reported that Captain Autterson had a severe 12-day case of the hiccoughs to the point in which he was removed from his ship and hospitalized in Duluth. Another news outlet reported that he arrived at the hospital in critical condition and was given insulin as a serum and put on a liquid diet, which ultimately provided the cure.

In November of 1938, Autterson was the subject of a viral Associated Press wire photo which pictured him standing on the iced-over deck of the *John P. Geistman*. Apparently 44 (of a deck cargo of 50) automobiles were lost over the side in a massive storm on Lake Superior. After fighting the storm for over 24 hours, Autterson captained the vessel safely into Duluth. "It was the meanest blow I've ever seen," said Autterson, according to the Minneapolis Journal. "I have never seen the wind come from so many different directions and shift so rapidly as it did during that storm."

Autterson was also a businessman. As early as 1916, according to a Buffalo newspaper, Autterson teamed up with Captain James Murphy, retired master



**Captain Charles J. Autterson**, master of the freighter, *John P. Geistman*, survived the heavy coating of ice left by a storm Monday night that tore loose 44 automobiles carried as a deck cargo and sent them over the side into Lake Superior. The ship docked at Duluth, Minn., yesterday after fighting the storm for nearly 24 hours.—AP WIREPHOTO.

Autterson weathered a storm aboard the *John P. Geistman* in 1938, a story which made newspapers nationwide



*SS Chester A. Congdon* (Retrieved from Wikipedia)

holder of Champion City Mines, Inc., which operated the Lucky Boy Mine near Hawthorne, Nevada, and was visiting the area as he was making his way home from a trip to Southern California. (*Editor's note: Evidence suggests this mine was mostly shut down a year later in 1942 due to WWII restrictions. It was dismantled in 1947.*)

Autterson was still sailing in 1943. The Minneapolis Star newspaper stated on April 5 of that year that the U.S. government desired 95 million tons of ore shipped for the war effort. Autterson and another old laker captain, Martin O. Ness, were preparing for the season's fit-out on their respective ships when Autterson was interviewed for comment. The article continued, "Captain Autterson thinks the goal will be hard to make. There's a lot of grain to be shipped, too, he points out. He com-

of the Joseph G. Butler to form the Murphy Autterson Company, which handled real estate in the Detroit area. Autterson was Master of the *Congdon* at that time. Much later in 1941, a newspaper indicated that Autterson was a large stock-



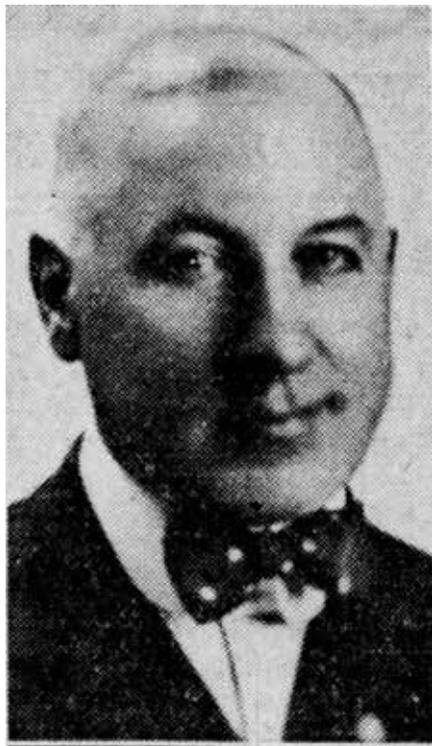
**MRS. CHARLES J. AUTTERSON**  
(MISS RAE NESS.)

Autterson married Ms. Rae Ness of Duluth in 1917 (Image courtesy of Duluth News Tribune)

mands the W.D. Rees for Cargill. His boat was caught in Duluth last December when shipping closed, and he'll take a cargo of wheat down on his first trip." The story went on to recap Autterson's casualty on the Congdon and his icy trip across a stormy Lake Superior in which the automobiles were lost, then concludes, "But you need Captain Autterson's diagram on a tablecloth to understand the troubles of those trips. He'll be ready to resume storytelling when the season ends, eight months hence."

Charles J. Autterson made his contributions to the war effort in WWII. His obituary in the Duluth News Tribune stated that he sailed Liberty Ships built at the head of the lakes out to Atlantic Ocean ports. This is at least partially incorrect given the dimensions of the Seaway at that time, and that no actual Liberty Ships were built on the Great Lakes. However, it is likely that Autterson may have captained the T1-M-1 tankers or N3-S-A2 cargo vessels built at Barnes-Duluth Shipbuilding (formerly McDougall) or more likely the C1-M cargo ships ordered by

the Emergency Shipbuilding Program (built after Walter Butler Shipbuilders bought the yard from Barnes-Duluth) from Duluth to the vessel's point of departure from the Great Lakes. (Archived data verifies many of these ships were towed to the Gulf,



**CAPT. CHARLES J. AUTTERSON**

*Captain Autterson, circa 1934  
(Image courtesy of Duluth News Tribune)*



*Grave marker of Charles J. Autterson, Forrest Hill Cemetery, Duluth*

routed down through the Mississippi River system via the entry point of Chicago. To accommodate this, masts were dismantled to achieve proper air draft and pontoons were attached to the stern section to provide lift for light draft.)

Captain Autterson retired in 1945 after a 55-year career on the water. He died at St. Luke's Hospital in Duluth on June 2, 1949, having been survived by his wife, Rae. Autterson is buried at Forrest Hill Cemetery.

## Who was Chester A. Congdon?



*Gravesite of Chester A. Congdon at Forrest Hill Cemetery, Duluth*

The namesake of the SS *Chester A. Congdon* was a prominent figure in Minnesota, having been involved in state level politics, mining, law, agriculture, and other businesses; he was also a member of many social clubs and organizations. Chester Congdon built the Glensheen Mansion (completed in 1908), which is now owned by the University of Minnesota-Duluth and open for tours. Chester Congdon passed way in 1916, two years before the ship named after him ran aground and sank under the command of Capt. Charles J. Autterson. Ironically, Congdon and Autterson are both buried at Forrest Hill Cemetery in Duluth, a very short distance apart. The Glensheen Mansion, along with the wreck of the *Chester A. Congdon*, are both on the National Register of Historic Places.



*The International Ship Masters' Association Grand Lodge would like to give a special thank you to Odielle Ketelhut for her devoted time in digitizing the Grand Lodges Historical Records. These records span 50+ years. In total she has scanned more than three thousand individual paper documents over a period of several months and created an electronic catalog that exceeds four gigabytes of data.*

*A little family history about Odielle: She was born in Duluth, Minnesota. Her father Captain John E. Borgen and Uncle Captain Carl "Henry" Borgen worked for the Wilson Transit Company. Captain John was a member of Lodge #12, pennant number #9142. Both men had commands of masters' and mates aboard the Wilson Line*

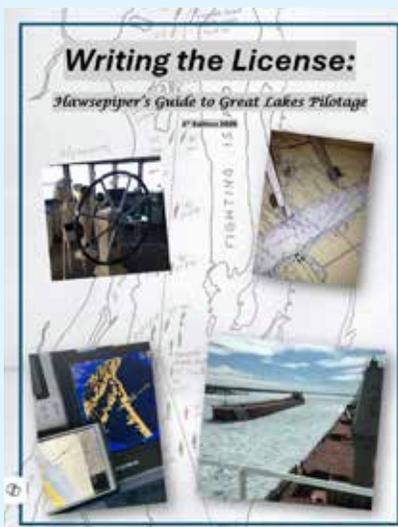
*ships. Her Grandfather Captain Christian Borgen was that Captain of the Ford Motor Company tug "C.J. Morse". Her family has almost a century of experience of sailing ships on the great lakes.*

*Her son Cary Ketelhut is carrying on the family tradition and is a member of the Port Huron Lodge #2, pennant number #13340. This is how she became reacquainted with her family history and the ISMA.*

*Thank You Odielle for your dedication and service to ISMA Grand lodge!*

## Great Lakes Pilotage Study Guides

*Writing the License: Hawsepiper's Guide to Great Lakes Pilotage" -- 4<sup>th</sup> Edition 2026*



Contact:

Capt. Chris Edyvean  
[cjedyvean@hotmail.com](mailto:cjedyvean@hotmail.com)

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# Congratulations Twin Ports Lodge and Captain Chris Edyvean

*Peggy O'Connell and Captain Ray Sheldon  
Lodge 12 and 18 Members*



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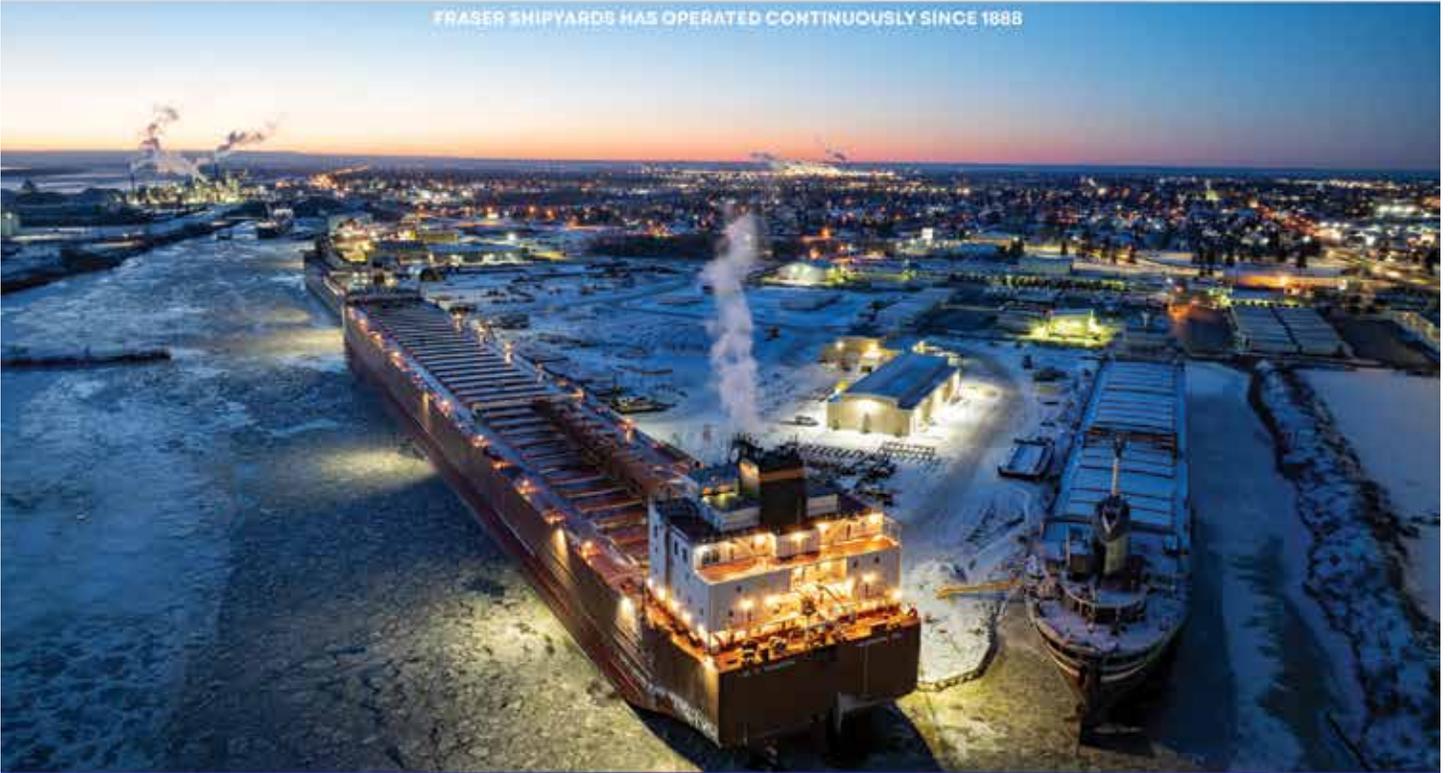
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# Past ISMA Grand Presidents from Twin Ports Lodge #12 – Historic Era

Researched and written by Capt. Chris Edyvean

## CAPTAIN HENRY WIERSCH A legend among legends

Capt. Henry F. Wiersch was the first ISMA Grand Lodge President from Twin Ports Lodge #12. Born in Duluth in 1892, Henry married Ester E. Otterson in 1917. The couple later moved to Rocky River, Ohio sometime between 1944 and 1950.

Wiersch began sailing as a teenager in 1909 aboard the *Turret Cape* for about \$15 a month working 18-hour days. Records indicate he was serving as a Second Mate by 1913 and Master in 1929, with his first command being aboard the *John H. Topping*.

Captain Wiersch came ashore in 1943, and five years later (while serving as Grand Lodge President) was ap-

pointed to the position of Marine Superintendent with the Columbia Transportation Division of Oglebay Norton, a position held until retirement.

Capt. Wiersch was known for promoting maritime education and training. He wintered in Duluth, at one point setting up a free lifeboat school for mariners.

Apparently, Henry appreciated a good cigar, as evidenced in a 1940 advertisement in the Duluth News Tribune for Harvester Cigars.

In 1947, Captain Wiersch was installed as the first ISMA Grand Lodge President from the Du-

luth/Superior Twin Ports Lodge #12. Interestingly, while the Twin Ports Lodge hosted its 35<sup>th</sup> annual Shipmaster's Ball on January 11 that winter at the Hotel Duluth, the ISMA Grand Lodge convention (in which Wiersch was installed) was held in Toronto later that month. Serving as delegate for Lodge #12 was PGP Charles J. Autterson.

In the spring of 1951, Wiersch had a close brush with death in a serious car accident near Pontiac, Michigan in which he fractured a leg, arm, and hip.

An article in the Cleveland Plain Dealer in December 1954 described how Captain Wiersch spoke up at the Propeller Club conference in Miami in support of a United States/Canadian treaty to effect pilotage on the Great Lakes.

In August 1955, The Buffalo News indicated that Wiersch was involved in talks of a high-level bridge to be constructed over the Union Ship Canal, which would become the Father Baker Bridge.

Captain Wiersch was named Honorary Convention Chairman at the Grand Lodge Convention in Duluth in 1958.

In that same



Capt. Wiersch at retirement age

REGISTRATION CARD—(Men born on or after April 28, 1897 and on or before February 16, 1917)			
SERIAL NUMBER	1. NAME (Print)		ORDER NUMBER
U 1805	HENRY	F WIERSCH	
2. PLACE OF RESIDENCE (Print) 4428 Cambridge St Duluth St. Louis MINN			
[THE PLACE OF RESIDENCE GIVEN ON THE LINE ABOVE WILL DETERMINE LOCAL BOARD JURISDICTION; LINE 2 OF REGISTRATION CERTIFICATE WILL BE IDENTICAL]			
3. MAILING ADDRESS MARINE P.O. DETROIT MICH Joseph H FRANTZ			
4. TELEPHONE		5. AGE IN YEARS	6. PLACE OF BIRTH
LAKESIDE 868		50	DULUTH MINN.
DATE OF BIRTH		7. NAME AND ADDRESS OF PERSON WHO WILL ALWAYS KNOW YOUR ADDRESS	
Jan 18, 1892		MRS ESTER WIERSCH 4428 Cambridge St Duluth MINN.	
8. EMPLOYER'S NAME AND ADDRESS			
THE Columbia Transportation Co. Cleveland Ohio			
9. PLACE OF EMPLOYMENT OR BUSINESS			
Steamer Joseph H. FRANTZ			

Wiersch WWII Draft Card (Retrieved from Ancestry.com)

## HENRY F. WIERSCH

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Consolidated Cigar Corporation, New York

Image courtesy of Duluth News Tribune

timeframe, Wiersch spoke out publicly against the threat of Great Lakes waterways funding possibly being diverted for use in the “space race” following the Russian Sputnik event.

Later in 1958, the Cleveland Plain Dealer announced his upcoming retirement, referring to Wiersch as “one of the all-time greats of the lakes shipping industry.”

Wiersch reflected upon an interesting “sea story” in a 1969 issue of the Duluth News Tribune. While working as a ship keeper in the mid-1920’s in Buffalo Harbor, a young Wiersch watched as a powerful seiche lifted the 440-foot *W.C. Richardson* and set it down moments later upon the wooden dock. As Wiersch called the office to try to explain what happened, the weight of the 5,000-ton vessel crushed the wooden dock, and the *Richardson* slid back into the water!

Wiersch lived in Pompano Beach, FL at the time of his death in 1972.



SS Harry T. Ewig, one of many ships in which Patnode served as Master

An article published in February 1948 in the Duluth News Tribune headlined, “Capt. Clifford Patnode Among Youngest Masters on Inland Seas.” He was due to sail the *Wolverine* that season.

Several Duluth newspaper articles document Patnode’s involvement with the Twin Ports Lodge. In fact, his wife Marion helped establish a Ladies’ Auxiliary of Twin Ports Lodge #12 in 1954, with meetings initially held at the Patnode residence.

Patnode made the headlines in 1956 for using his vessel, the self-unloading crane ship *O.S. McFarland* to lighten the *Hannah* Steamship’s *George M. Humphrey*, in which he “fought heavy ice to come to the aid of the *Humphrey*, when that ship tore out a section of her bottom in the St. Mary’s River,” and later that year to lighten *Inland Steel’s Wilfred Sykes*, which was stuck in the mud off the Great Northern Railroad ore docks, with no tugs available to assist due to a licensed tugman’s strike.

Captain Clifford Patnode was installed as Grand Lodge President at the 1958 convention, and although Patnode was the second Grand President to hail from Twin Ports Lodge #12, he was installed at Duluth’s first ever ISMA Grand Lodge Convention.

The Duluth News Tribune also documented Patnode’s involvement, while serving as Grand Lodge President and representing ISMA, in early discussions regarding the need for pilots on the Great Lakes when the new Seaway opens. Patnode was in direct communication with the Merchant Marine Subcommittee regarding legislative activities of such.

A 1961 article from Duluth News Tribune announced that Mr. & Mrs. Patnode were having a ceremony to renew vows on their 25<sup>th</sup> wedding anniversary. Patnode continued to sail with Columbia Transportation and was then assigned to the *W.C. Richardson*. By this time, he and Marion had a total of four children.

Patnode made the Cleveland news in 1963 when he received the “Men of Iron” award for bringing the first ship of the season into Cleveland with ore from a Lake Superior port.

Captain Patnode retired from an entire career of service with Columbia/Oglebay in 1965, only to spend some time with Lake Superior Pilots/Upper Lakes Pilots.

Also in 1965, Patnode and one of his sons took over ownership of the Main Nite Club, located at 1809 North

## CAPTAIN CLIFFORD PATNODE Local Captain rises to Grand President

NAME IN FULL		NATIONALITY	DATE OF BIRTH	DATE OF EXPIRATION	ISSUED BY	EXPIRES	REMARKS	STATUS OF LICENSE
FAMILY NAME	GIVEN NAME		MM	DD	MM	DD		
PATNODE	CLIFFORD	U.S.	MAR	1914	NO	YES	188235	25C
LAFOREST	BERNARD	U.S.	MAY	1875	NO	YES	232026	
COZYVASKI	ANTHONY	U.S.	MAY	1887	NO	YES	133567	
RICO	ANTHONY	US	MAY	1887	NO	YES	2680	

Crew list of *O.S. McFarland* indicating Clifford Patnode as Master and Tony Rico as Third Mate (Retrieved from Ancestry.com)

Born in 1914, Clifford Patnode graduated from high school in Superior, Wisconsin in 1932 and soon after began sailing as a deckhand on the *S.B. Way*. In 1939 he obtained his First-Class Pilot and Master licenses.

Records indicate Patnode sailed as Third Mate on the Great Lakes during WWII, while also holding a Coast Guard commission as lieutenant.

In 1944, Patnode was involved in a collision in heavy fog. He was serving as a Mate aboard the *Frank E. Vigor* when it collided with the *Philip Minch* about 30 miles east of Point Pelee. The *Vigor* sank in 40 feet of water in just three minutes. While seven of the crew escaped by lifeboat, Patnode and others were saved by clinging to the anchor chain of the *Minch*. The *Vigor* was enroute to Buffalo with 6,000 tons of sulfur while the *Minch* was in ballast having just delivered a grain cargo to Buffalo. The Cleveland Plain Dealer reported that the sulfur “ignited, causing thick, noxious smoke to mingle with the impenetrable fog.” While the entire crew of the *Vigor* was rescued, another Lake Erie collision in fog occurred on that very same day between the *James H. Reed* and *Ashcroft*, with casualties reported.



Patnode (far left) as Grand President, seated to his right is Tony Rico (1958) (Image courtesy of Duluth News Tribune)



Captain & Mrs. Clifford Patnode, 1961 (Image courtesy of Duluth News Tribune)

President from Duluth/Superior Lodge #12 and somewhat of a legendary figure.

## CAPTAIN ANTHONY “TONY” F. RICO Grandfather of Great Lakes pilotage

Anthony Rico was born on July 4, 1921. His draft registration card at age 20 indicated he lived in Duluth and was employed by the Zenith Furnace Company.

Rico went to sea with the Merchant Marine during WWII. While Rico once stated in an interview that he first sailed in 1939 as a Messman, crew lists found on *Ancestry.com* positively place Rico aboard the *SS Esso Aruba* as Ordinary Seaman (May 1944), *SS Esso New Haven* as Wiper (June 1944), and *SS Fisk Victory* as Able Seaman (October 1945). (*Editor’s note: In 1988, U.S. Merchant Mariners who served in WWII were granted veteran status, making Rico a veteran more than four decades after the war ended.*)

Sometime after WWII, Rico continued to work his way “up the hawsepipe” on lake freighters. Various *Ancestry.com* crew lists place Rico on the Great Lakes as Wheelsman onboard the *Harry T. Ewig* (Master: Cliff Patnode) in 1951, as Third Mate aboard the *G.G. Post* in 1952, as Third Mate on the *O.S. McFarland* in 1955 (Master: Cliff Patnode), and the *Harry R. Jones* as First Mate in 1956. Most of these vessels were operated by Columbia/

Oglebay. It is unclear when Rico obtained his Master’s license.

Captain Tony Rico became the third Grand President from Twin Ports Lodge #12 in 1967, with the Grand Lodge Convention being held at the Hotel Duluth and attracting notable guests such as Rep. John A. Blatnik and

several high ranking USCG officials. Historical data suggests Rico was a strong advocate for the Port of Duluth/Superior, always considering future improvements.

However, Capt. Rico is best known for his role in Great Lakes pilotage. In over three full decades of involvement, mostly while serving as President of his pilot group (Lake Superior Pilots Association, later Upper Great Lakes Pilots), Rico constantly held his ground when dealing with adversaries of pilotage and was known for pushing the envelope when dealing with government regulators. For example, Rico orchestrated a 1970 “walk-off” in which pilots from his district were protesting “Canadian freighters that do not carry Great Lakes pilots.” The walk-off lasted only two days but yielded the promise of negotiation. Rico was vocal on



Anthony Rico (left) as Third Mate aboard Harry T. Ewig (1953) (Image courtesy of Duluth News Tribune)



Rico (left) with daughters (1958) (Image courtesy of Duluth News Tribune)



Rico (left) as Grand President of ISMA (1967) (Image courtesy of Duluth News Tribune)

the topic of pilotage rate issues, often inducing controversy and/or action.

Stories of Tony Rico have been handed down by generations of pilots working in Great Lakes pilotage district #3 (Lake Michigan, Lake Superior, Lake Huron, and the St. Mary's River). Much historical evidence exists to support Rico's waterfront legacy. Most notably, the opening of the modern Seaway created an immediate need for pilotage service for the larger vessels then entering the Great Lakes, and this "need" was experienced and acted upon by Rico long before government regulation encroached pilotage.

A 1968 issue of The Duluth News Tribune recapped Rico's contributions to the establishment of Great Lakes pilotage in an article titled, "Seaman Can Thank Tony for Pilots." The story read:

On May 7, 1959, Rico was asked to pilot an ocean vessel in to the Itasca Elevator in Superior, only the fifth Saltie to visit the Twin Ports in the Seaway era. Rico had a great deal of experience as a Great Lakes officer... (The following day) Rico asked a Duluth attorney about procedures in organizing a piloting business. Almost immediately the Twin Ports Harbor Pilots Association was organized... On July 9, 1959, the Lake Superior Pilots Association, Inc. was formed. Original stockholders, in addition to Rico, were E.L. (Buster) Slaughter, International Vice President of the International Longshoremen's Association; Conrad Fredin, attorney and Port Authority of Duluth Commissioner; Theodore Svensson, who operated his own vessel agency; and Robert Baker, former agency operator now with the large Alastair Guthrie Agency, Inc. All are of Duluth... Seaway traffic picked up and four more pilots were hired: the late Captain John Carlson and Matt Crawford, both of Duluth, and Capt. Ned Swan and Capt. Herman Booth, both of Detroit... Still more pilots were added in 1960 and in November of that year Rico was called to Washington, D.C. by Senator Warren Magnuson of Washington, chairman of a committee proposing pilotage regulations for the Great Lakes. Rico later testified before the Senate and his testimony led to the pilotage laws now in effect, virtually the same rules that were adopted by the Lake Superior Pilots Association when it was formed. President Dwight

D. Eisenhower signed the pilotage late that year and it became effective in 1961... The original stockholders sold their shares after government involvement and the Lake Superior Pilots Association today is owned by 14 active pilots. (Editor's note: PGP Capt. Clifford Patnode was one of these 14.) In addition, four Canadian pilots work with the group under the Canadian Civil Service Agreement...

As a mariner, Rico was not immune to the hazards of the job. In 1961, an Associated Press article reported Rico as the pilot of the loaded Greek freighter Anvrakikos which grounded near Whitefish Point, requiring lightering. Later, in 1965, a Star Tribune article featuring Rico quoted him admitting to running a ship aground near Duluth Piers a few days earlier. In this same article, Rico discussed the challenges of communicating with foreign crews, recalling one time when he ordered them to stand by the anchor, and instead, they brought him a ham sandwich!

In 1976, Rico was part of a Duluth group called for testimony as part of a safety probe by the Merchant Marine Subcommittee (led by Rep. James L. Oberstar) into the sinking of the *Edmund Fitzgerald*.

Rico moved the pilots into the Seaway Building (formerly the Madison School, built in 1906, closed 1940), which was then renovated in the late 70's/early 80's at a cost of \$700,000. "We went a little bit overboard on it," Rico explained to the Duluth News Tribune.

During his later years in pilotage, Rico continued to make a name for himself, and at times Upper Lakes Pilots (with Rico as President) found themselves the subject of intense scrutiny. Former Duluth Seaway Port Authority Director, the late Davis Helberg, once stated, "... controversy never troubled Tony. He thrived on it."

An archived letter from Upper Great Lakes Pilots, Inc. indicates that Tony Rico stepped down from the President's position on March 8, 1990, but was immediately voted to the position of Chairman of the Board of Directors. Upper Great Lakes Pilots, Inc. dissolved in 1992 and was replaced by Western Great Lakes Pilots Association, LLP, which marked the end of Rico's long run on the Great Lakes.

While those who remember Rico have varying opinions of him, there is no doubt that Great Lakes pilots of today have ultimately benefited from his work and efforts in the early decades of pilotage.

Rico resided in Palm Springs, FL at the time of his death in April 1996.



Rico piloting Chinese vessel Van Fu (1965)

# Past ISMA Grand Presidents from Twin Ports Lodge #12 – Modern Era

## CAPTAIN BRYAN MITCHELL HALLIN (Grand President 1982)



Most of the biographical information available for Mitch Hallin is found in an article written by Great Lakes maritime author/historian Patrick Lapinski, who has kindly granted permission to use many of the details found in this document. It is summarized as follows:

B. Mitchell Hallin was one of three children (two boys/one girl) born as triplets on May 11, 1946.

In the fall of 1966 the Hallin boys, just over twenty years old, began their sailing careers when they boarded the steamer *W.E. Fitzgerald* in Milwaukee.

Mitch wrote his original license over the winter of 1972-73, and fit-out the *Consumers Power* as Third Mate that spring. Soon after, he made the jump over to Interlake Steamship, first working on the *Harry Coulby*.

Hallin remained with Interlake, where his career would flourish. In 1977 he was assigned as Third Mate of the newly commissioned *Mesabi Miner*. Two years later Hallin earned his Master's license although he would have to wait some time before seeing work as a relief captain. „Mitch was a very talented person,“ recalled

Captain Bob Libby. „He could have succeeded at any endeavor that he would have wanted to go into.“

Mitch Hallin was installed as the Grand President of ISMA in 1982, as the Grand Lodge Convention was held at the Normandy Inn in Duluth.

During the 1993 season, Captain Hallin was given command of the *Paul R. Tregurtha*, a position he would retain for the remainder of his career.

Captain Hallin was a member of the Captains' Committee of the Lake Carriers' Association. He was also a member of both the Harbor Club and Propeller Club in Duluth.

An article from the Lansing State Journal in the summer of 2000 featured a picture of Captain Hallin with two boy scouts, who were guests on a trip from St. Clair, MI to Duluth, MN.

In 2001 he and his crew received a Certificate of Appreciation from the U.S. Coast Guard for their part in the rescue of the disabled pleasure craft *Sunbird*.

On May 3, 2002, Captain Mitch Hallin passed away on board the *Paul R. Tregurtha*. A series of coordinated tributes were carried out on May 10 by vessels all around the Great Lakes. An article in the Duluth News Tribune recalled highlights of Hallin's career, featuring comments from Lodge #12 members Ed Montgomery and Ray Skelton.

## CAPTAIN RAY SKELTON (Grand President 2001)



A native of Bay City, Michigan, Ray Skelton began his maritime journey by serving in the U.S. Navy from August 1, 1961, to November 20, 1964, where he was assigned to submarine duty in the Pacific. Skelton

then started sailing on Great Lakes freighters, working

his way up the ranks to Captain. He obtained his license for First Class Pilot in 1972 and Master in 1976. Skelton worked for Litton Great Lakes and American Steamship Company.

A newspaper in Rochester, Minnesota, featured Skelton's comments in an October 2, 1975, edition. Skelton was Third Mate on the *Presque Isle*, which arrived in Milwaukee for an emergency repair on its steering gear. At that time 1,000-foot vessels were a relatively new site on the Great Lakes, which prompted the newsworthy article.

In 1990, Skelton went to work for the Duluth Seaway Port Authority, where he handled security, environmental, and governmental issues, as well as foreign trade zone affairs. Skelton served on several task forces and committees such as: Transportation Research Board Environmental Committee, Arrowhead Counter Terrorism Task Force, USCG D-9 Security Committee, Minnesota Sea Grant Advisory Board, Great Lakes Maritime Research Institute Advisory Committee, Area Maritime Security Committee, Harbor Technical Advisory Committee, Metropolitan Interstate Committee, and several more. Numerous articles found in archived Duluth News Tribune issues carried quotes from Capt. Skelton on whatever issue was prominent at the time.

In 2001, Capt. Skelton was installed as the Grand President of the International Ship Masters' Association. The convention was held at the Holiday Inn Downtown Duluth.

Skelton once served as President of the Twin Ports Chapter of the Propeller Club of the United States and also dabbled in work as a maritime instructor. He was one of the founders of the St. Louis River Quest, a program in which kids learn about the river and environmental protection.

Captain Ray Skelton passed away at age 63 in 2006. ISMA Twin Ports Lodge #12 began the Ray Skelton Scholarship Fund to honor his legacy. The annual River Quest Writing Contest, which began in 2008, was also named after Skelton.

## **CAPTAIN JOE WALTERS** **(Grand President 2015)**

Joe Walters began his career in 1979 as a Seaman Apprentice and Plank Owner (member of first crew) aboard the *USCGC Bristol Bay* in Detroit. Within a year, he was promoted to Quartermaster Third Class, a navigation specialist. By the end of the tour, he was standing his own deck watches. From there he transferred to the *USCG Raritan* in Cleveland in 1980 and sailed her out the Seaway to Governors Island, New York City. After a short stint in the District Office in Cleveland writing the Local Notice to Mariners, Joe went to the *USCGC Mobile Bay* in Sturgeon Bay for four years, making First Class Petty Officer in 1983. In addition to some intense ice breaking operations, this tour also included sailing to Grenada and back. He then served as a Search and Rescue Controller for Western Pacific Ocean at the Operations Center in Guam in 1985.

Walters then went to his third 140-foot ice-breaker, *USCGC Neah Bay* in Cleveland in 1987. After some more intense ice-breaking operations and a fisheries enforcement mission to Georges Bank near Boston, he made Chief Petty Officer in 1990 and went back up the street to the District Office.

Given the bleak outlook for going back afloat as a CPO, he sought and achieved promotion to Chief Warrant Officer, Boatswain in 1991 and went to a buoy tender, *USCGC Red Oak*, in Philadelphia as the First Lieutenant, or Deck Department Head and Aids to Navigation Officer. He then made it back to the Great Lakes to the *Sundew* in Duluth in 1994.

During his tours on the Great Lakes cutters, Joe traveled to every corner of the Lakes and made several transits in and out of the Seaway. Over the years he has also personally assisted almost every freighter on the Lakes through every ice operation from Montreal to Duluth, particularly the Straits of Mackinac, St. Mary's River, and Western Lake Superior.

He then went to Alaska in 1997 to the *USCGC Sweetbrier* in Cordova on Prince William Sound. He retired from the Coast Guard in 2000, went home to Alpena and sat for his first license in Toledo that winter.

In early 2001 he joined the U.S. Geological Survey *R/V Kiyi* as Captain in Ashland, Wisconsin where he continues to facilitate fisheries research for the Lake Superior Biological Station and several other partner organizations. Walters especially enjoys interacting with the Lakers, usually by conducting surveys right smack in front of oncoming freighters.

Captain Walters joined Twin Ports Lodge #12 in 2005 and currently serves as Lodge President. He sits on the Board of Directors of the Great Lakes Captains Association and the Steering Committee for the Great Lakes Association of Science Ships. Walters was installed as the ISMA Grand President at the 2015 Grand Lodge Convention held at the Radison Hotel in Duluth. He resides in Washburn, Wisconsin and holds a Private Pilot Aircraft License.





**1967 GRAND LODGE CONVENTION**

March 2<sup>nd</sup> – 4<sup>th</sup>, Hotel Duluth (Capt. Tony F. Rico – Grand President)

Front Row: (L-R) Stewart C. Minton (Grand Chaplain – Port Huron Lodge #2), William L. Jagenow (Grand Secretary – Detroit Lodge #7), Donald E. Erickson (Grand Sentinel – Detroit Lodge #7), Clifford Patnode (Past Grand President – Twin Ports Lodge #12), Malloch, Anthony “Tony” Rico (Grand President – Twin Ports Lodge #12), Tenhula, A. Cornelius “Ace” Zyp (Grand 1<sup>st</sup> Vice – Toledo Lodge #9), Kenneth K. LeRoy (Grand Treasurer – Toledo Lodge #9), Charles K. Valentine (Grand Marshal – Twin Ports Lodge #12), Lorne H. Young (Grand Warden – Toledo Lodge #9), I. Ray Millar (Grand 2<sup>nd</sup> Vice – Port Huron Lodge #2); Second Row: Becker, Broman, Everson, Birdsall, Gumtow, Jost, Wiinamaki, Roring, Ahlborg; Third Row: McCarthy, Johnson, Haukom, App, Gibson, Leonard, Mattson, Donaldson; Back Row: MacDermid, Burns, Almstead, Jacovetti, Mielimonka, Baker, Giessler  
Photo & information from Detroit Lodge #7 website



**2001 GRAND LODGE CONVENTION**

February 1<sup>st</sup> – 3<sup>rd</sup>, Holiday Inn Duluth (Capt. Ray Skelton – Grand President)

Photo retrieved from Detroit Lodge #7 website

# PICS FROM THE PAST



Jeanne and Ed Montgomery at the 2015 Grand Lodge Convention in Duluth on "Theme Night."



Photo of the band at the ISMA Lodge #12 Dinner Dance in 1940, held at the Hotel Duluth. Note the large ship model, lighthouse décor, and ISMA flag behind the chandeliers.

## REMEMBER WHEN? (1983)

### Ore boat's anchor snags car containing 2 bodies

**BY AL MILLER and LARRY GARDNER Staff writers**

A car containing two decomposed bodies was snagged Monday and pulled to the surface of Duluth Harbor by an ore boat's anchor.

The bodies had not been identified Monday night, but the case was reported to Duluth Area Troop 1000, whose WOI, Jerry H. was reported missing exactly five years ago today.

Police said the bodies appeared to be those of a man and a woman who may have been victims of a bad play.

Billy Theriault was last seen with Virgil LaPointe, a longshoreman from Duluth who was captured Aug. 30, 1978. The couple knew each other and never had sex in a car together.

The crushed 1978 Chevrolet Toronado, recovered near the Duluth Pier, contained the bodies of Philip R. Clarke, who works at the C. Arthur Clark Co. dock in West Duluth. A former of Duluth Police, some Bureau of Criminal Apprehension investigators and Duluth fire investigators were collecting evidence there last Monday.

The auto was located from 10 feet or more above water by an anchor of the Clarke.

"I've been with U.S. Coast for 36 years and I've never seen anything like this before," said James Theriault, wharfman on the Clarke. "The only reason the bodies were found was because the weather deteriorated for a very short time."

"It's just a fluke that we discovered that thing and found the car. This was really an act of

**Clarke and Theriault**  
The Clarke, a 1978-1979 self-cumulative had arrived in Duluth about 10:30 a.m. and was sailing through the harbor when its anchor snagged a car which sank up to 55 feet.

Thanks to safety fans on the St. Louis River in the high winds, the Clarke's captain dragged the car's left anchor and the Duluth Pier Terminal about 11 a.m. to help clear the bar.

Between 100 and 200 feet of anchor chain was cleared out. The vessel then was berthed at the terminal's berth 12, where the St. Louis River flows into the harbor.

When the wind abated about 6:30 p.m., crew members noted that the car's air was deflated and discovered the snagged auto impaled on it.

Theriault said he was operating the tug power when the auto and bodies in the harbor. "The fellow I was working with said he saw it down because there was a glow some white, the Clarke snags up the river to the road

**Clarke and Theriault**  
The X indicates the approximate area where the Clarke's anchor snagged the vehicle.

(Images courtesy of Duluth News Tribune)



2012 Fit-out Dinner: Ship Masters of Twin Ports Lodge #12

WGLPA congratulates incoming President Capt.  
Christopher Edyvean and wishes a successful  
convention to our friends at Twin Port Lodge  
#12!



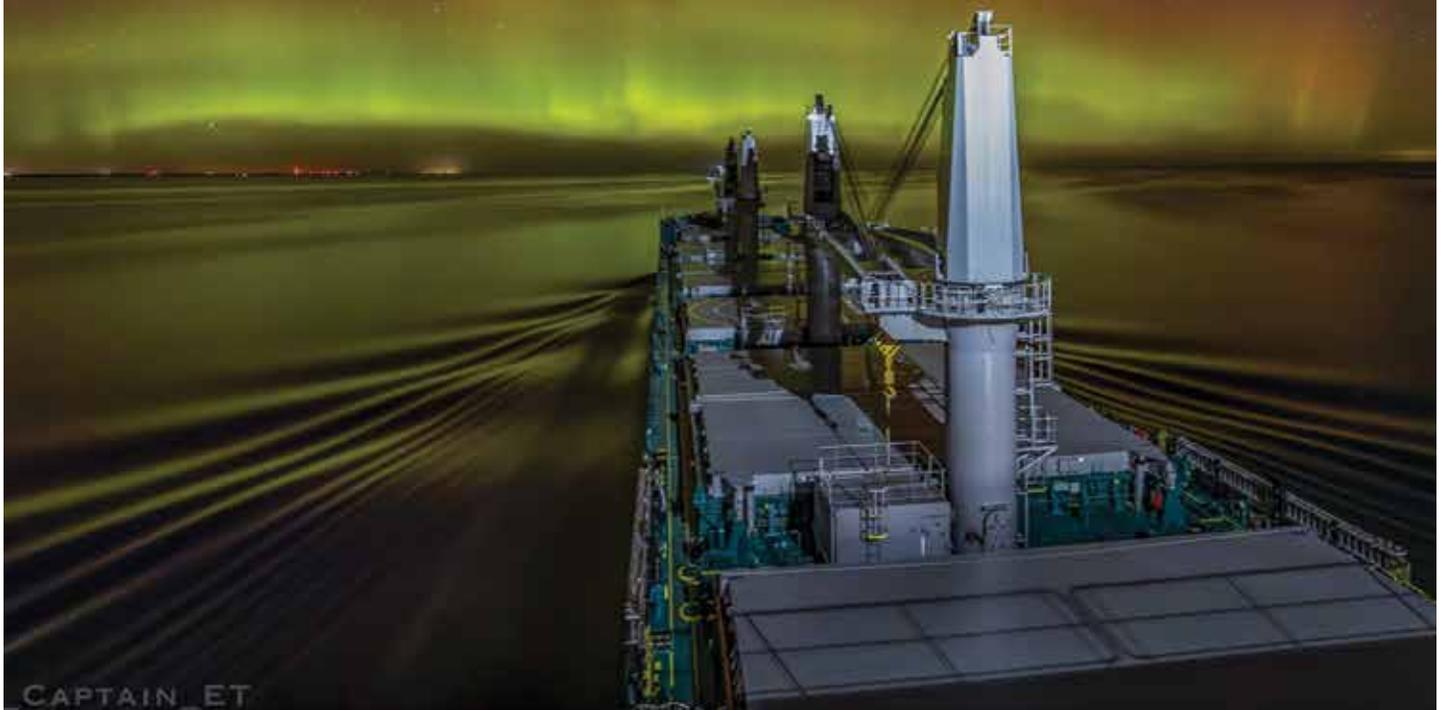
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# Masters, Mates & Pilots



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J. Lars Turner  
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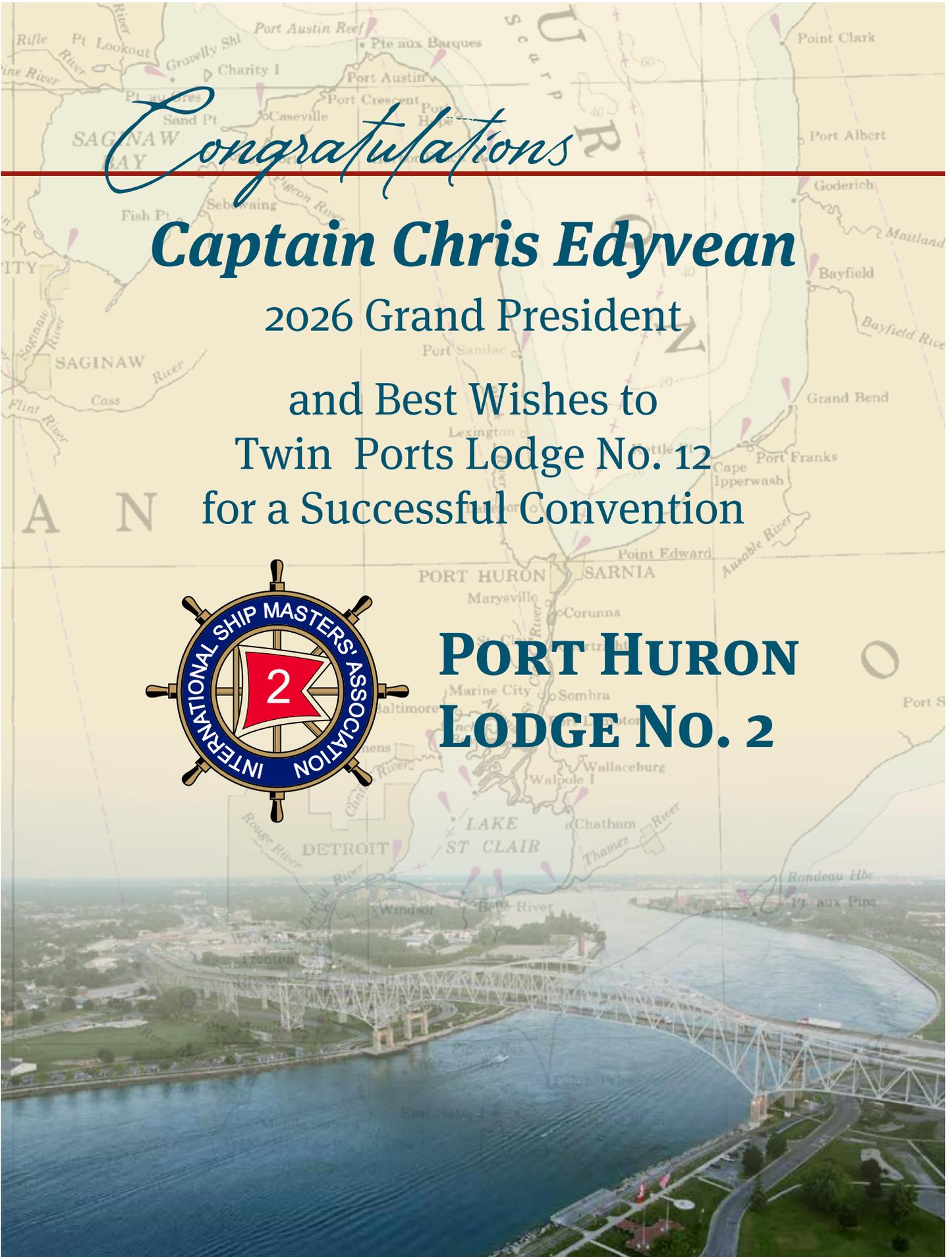
2026 Grand President

and Best Wishes to

**Twin Ports Lodge No. 12**  
for a Successful Convention



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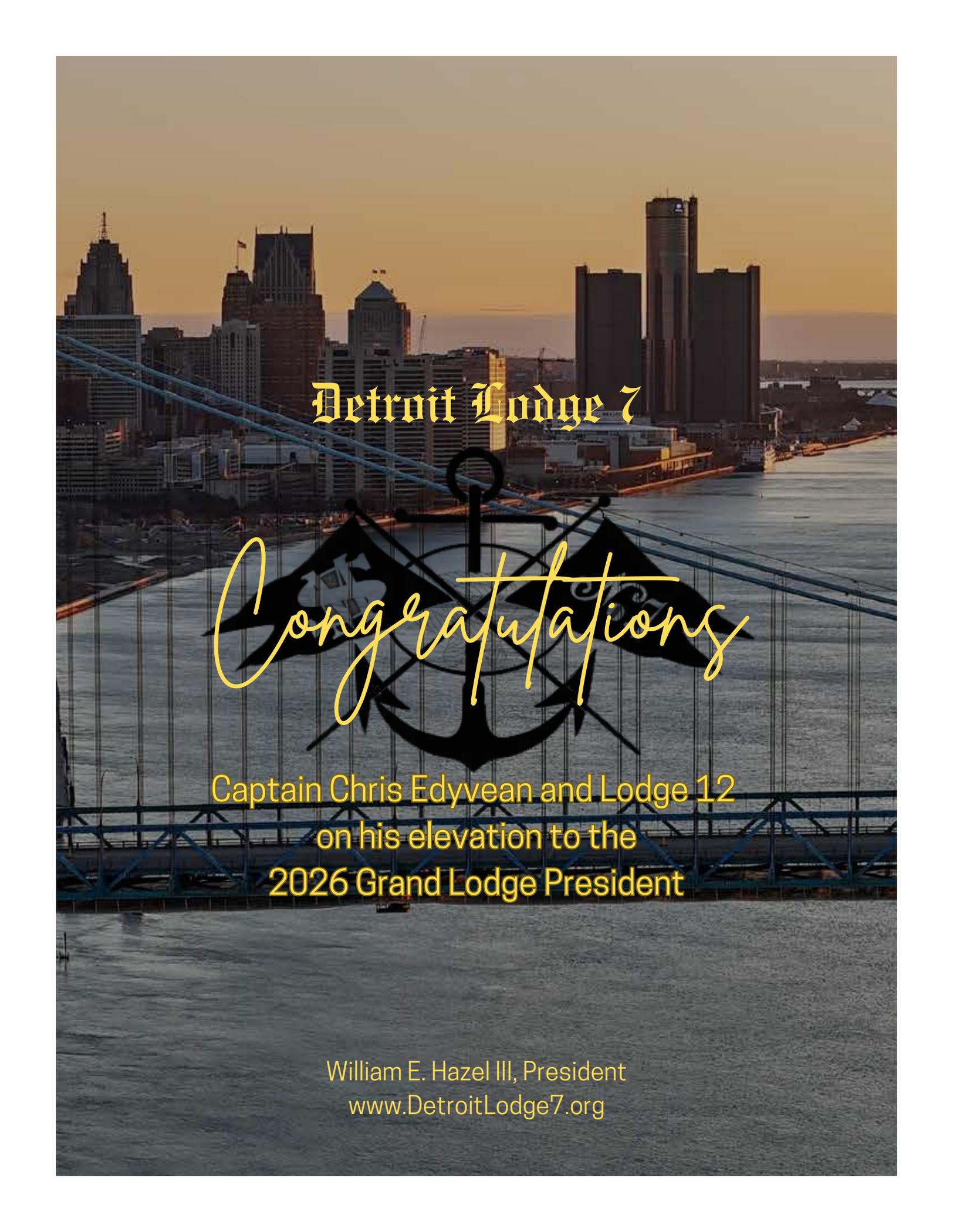


A big congratulations to incoming  
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"Our Man on Lake Superior"**



# Capt. Paul Halverson

## *No rescue too big, no rescue too small!*

Most mariners will sail their whole career without involvement in any type of rescue at sea. Few will ever get the chance to partake in saving a life or lives. But for Paul Halverson of Duluth, that opportunity came not once, but twice – and in two very different sets of circumstances.

Over half a century ago in 1975, a young Halverson (while holding a license) was sailing Wheelsman on the *SS William P. Snyder*, Jr., operated by Cleveland Cliffs. The vessel was upbound in Lake St. Clair on a late April evening that would not be forgotten anytime soon.

Halverson was assigned to the 4-8 watch and was readying himself for his afternoon/evening shift, when he and other crewmembers were alerted to an unusual situation. A recreational aircraft had just crashed into the water near the ship, and the First Mate was assembling crew to launch a lifeboat. Meanwhile, the ship's Master began to reduce speed as the *Snyder* drew closer to the downed airplane.

"I looked up and saw the Old Man on the bridge wing pointing down toward the water," recalled Halverson. "There was a woman in the lake. She was bobbing up and down beneath the waves and it didn't look like she was going to last."

On an impulse, Halverson jumped over the side to save the woman. For a split second after hitting the water, he thought the water wasn't that bad. But then the shock of the cold water jolted him, and his muscles locked. (There were still chunks of ice in the water from the winter freeze!) Someone threw a life ring buoy in the water, of which Halverson was able to reach. He then turned his attention back to the woman. Luckily, Halverson's body started to cooperate, and he soon reached the victim who was clearly in shock.

Halverson clung to the woman as he watched his ship get smaller with distance. Soon a small USCG boat arrived from the Belle Isle station, as well as a rescue helicopter. The woman, who turned out to be 20-year-old Michele Smith, was put in a litter basket and lifted to safety by the helicopter. Halverson declined medical

treatment and asked to return to his ship, of which the Coast Guard boat crew reluctantly obliged. (Unfortunately, there were three others that went down in the aircraft with zero chance of survival.)



*SS William P. Snyder, Jr. (photo credit: Jim Hoffman Collection)*

Once aboard, Halverson couldn't stop shivering and wondered if maybe he should have opted for medical attention! One of the Mates, none other than longtime Twin Ports Lodge #12 member Bob Libby, offered an alternative remedy – in the form of a shot or two of brandy.

Paul Halverson was awarded the Coast Guard Lifesaving Medal, being only the 186<sup>th</sup> person at that time to ever receive such honor.

Paul's story doesn't end there. In 1983, Captain Halverson joined Upper Lakes Pilots. His next rescue mission came in December of 1989 and involved rescuing more than just one person.

Capt. Halverson boarded the salty *Mengal Desai* at Detour on an early December morning with apprentice pilot Capt. Randy Hayes. After the 7 or 8-hour trip up through the St. Mary's River, Capt. Hayes took over. Halverson was in his cabin but was awake for several more hours until his presence was urgently requested on the bridge. The vessel was just below Manitou Island.

Halverson and Hayes had their hands full as they quickly learned that the Coast Guard tender *Mesquite* was aground off Keweenaw Point. The situation was so extreme that the crew would need to be completely evacuated. This would happen during the shroud of darkness.

Still in the pre-electronic chart and digital navigation era, Halverson approached with caution, using the technique of danger bearings to gauge the vessel's safety. A functional lifeboat from the *Mesquite* was utilized to start shuttling crew from the buoy tender to the *Mengal Desai*, with *Desai's* gangway now rigged for embarkation. The large ocean-going freighter was very close to shoal waters, thus requiring thoughtful and delicate maneuvering commands from Capt. Halverson. After the first batch of Coast Guard personnel were



*USCG Mesquite aground in December 1989*

aboard, Halverson maneuvered the vessel well clear of shoal water, then turned the ship around and made another pass for the second group. The process repeated a final time, with Halverson noting the ship crossing his danger bearing just as he was moving away with the last group. In total, 53 people were removed from the *Mesquite*.

Three of the rescued men had sustained injuries and were airlifted from the deck of the *Mengal Desai*, while the oth-



Capt. Paul Halverson (2025)

ers stayed aboard for the remainder of *Desai's* trip to Duluth.

Halverson was recognized with the Meritorious Public Service Award.

When Upper Great Lakes Pilots dissolved in 1992, Capt. Halverson was elected as the inaugural President of Western Great Lakes Pilots Association. He was involved in a bad car accident in 2004, which led to his medical retirement in 2006.

## Twin Ports Lodge #12 Secretary/Treasurer Capt. Christopher Shawn McKenzie has a strong connection to the *Fitz*

The most widely known Great Lakes shipwreck of all time occurred on November 10, 1975, when the *Edmund Fitzgerald* was lost with all hands on Lake Superior. Immortalized in the lyrics of a Gordon Lightfoot song, and more so in later years by the cult "Boatnerd" following on the lakes, everyone is familiar with the *Fitz*.

What is not so common today – over 50 years after the wreck – is finding anyone who was actively on the water back then who had any type of connection to the incident. From 1974-1978, Christopher Shawn McKenzie was enlisted in the U.S. Coast Guard. He was assigned to the USCGC *Naugatuck*, stationed at Sault St. Marie on that fateful night.

At that time, *Naugatuck*, a 100-foot tug built in 1939, was docked in the Soo in what the Coast Guard referred to as "yard availability status". Both the galley and berthing areas were under renovation and the main engines were being rebuilt in preparation for the upcoming navigation season. With no bunks, food, or water aboard, all crew were living off the ship. Around 7:30 p.m. on November 10, all crew members were recalled to the vessel to make preparations for getting underway – the mighty *Edmund Fitzgerald* was reported missing.

With all non-essential fittings and equipment not bolted down hastily thrown on the pier, the reassembled main engines were lit-off late in the evening of the 10<sup>th</sup>. Almost immediately, oil pressure spiked in the port main engine, necessitating that both main engines be shut down, allowed to cool, and the port main engine be disassembled again for repair. This delayed the departure for the search area until around 9 a.m. the following morning.

*Naugatuck* was on scene by late morning. McKen-



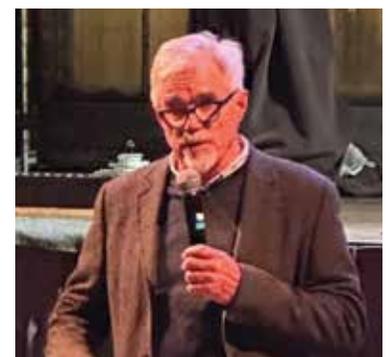
Tug Jimmy L in 2025, formerly the USCGC *Naugatuck* (photo credit: Dave Schauer)

zie recalls seeing oil sheens and floating debris scattered across lower Whitefish Bay from the lost freighter. *Naugatuck's* crew recovered many small pieces of wreckage throughout the day, including dunnage, a propane tank, oil drums, and lifeboat oars. The wreckage, all of which was covered in bunker oil, was piled on the stern of the tug.

During the first day's search, a life raft with its canopy partially collapsed, was spotted washed up on the Canadian shore behind Isle Parisienne. McKenzie and another crew member headed for the raft's location in the ship's workboat but were waived off by a Canadian search party who were already on scene. *Naugatuck* anchored behind the island that night and continued search and recovery efforts the following day.

Today, the *Naugatuck* has a new name and a new life as the tug *Jimmy L*.

Capt. Shawn McKenzie had an extensive maritime career following his time in the Coast Guard, having worked for the Military Sealift Command, Inland Steel, Reiss Marine, Interlake Steamship, American Steamship, and Western Great Lakes Pilots Association. He retired from WGLPA in 2021. Shawn has served as Secretary/Treasurer of Twin Ports Lodge #12 since around 1990.



Capt. Shawn McKenzie speaks at the "29 Bells" event in Milwaukee on the 50<sup>th</sup> anniversary of the *Fitz* sinking

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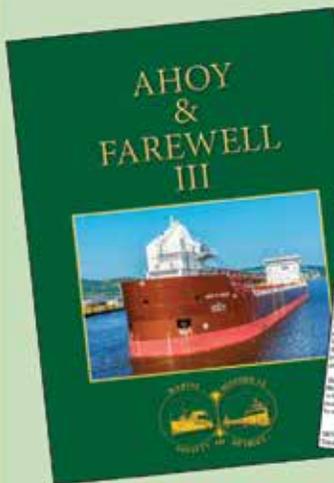


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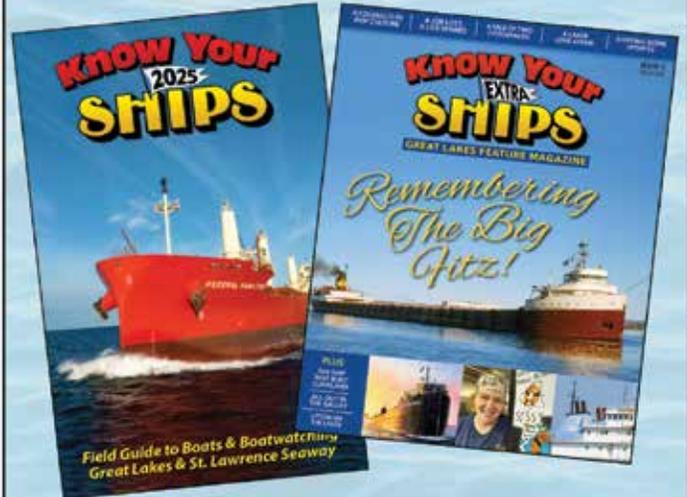
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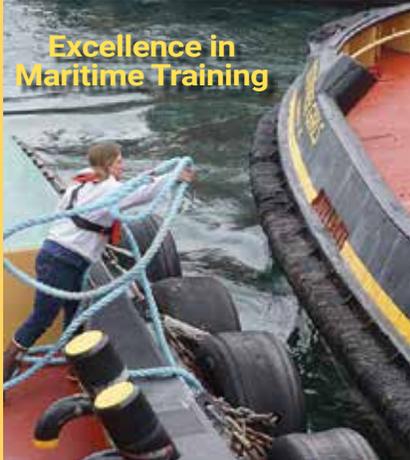
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**Congratulations!**  
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# Northeast Michigan Lodge 19



**Congratulates Capt. Chris Edyvean  
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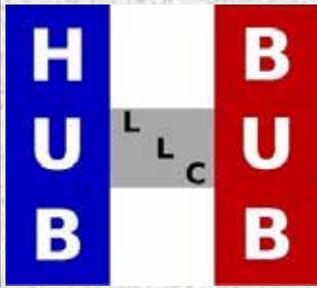
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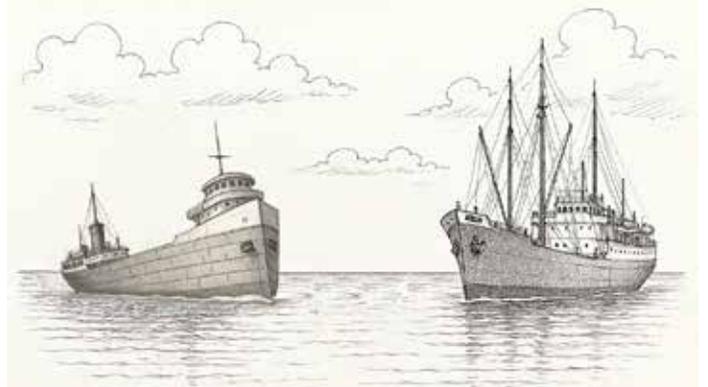


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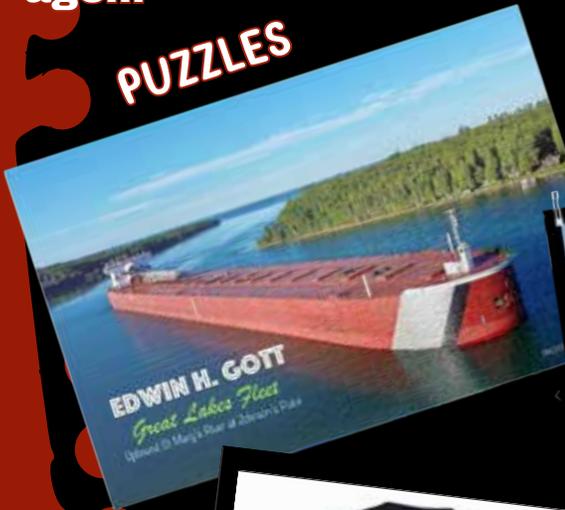
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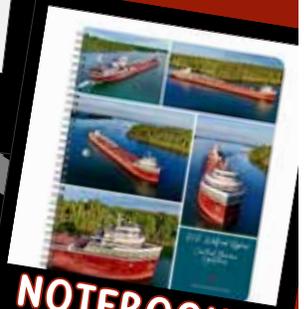


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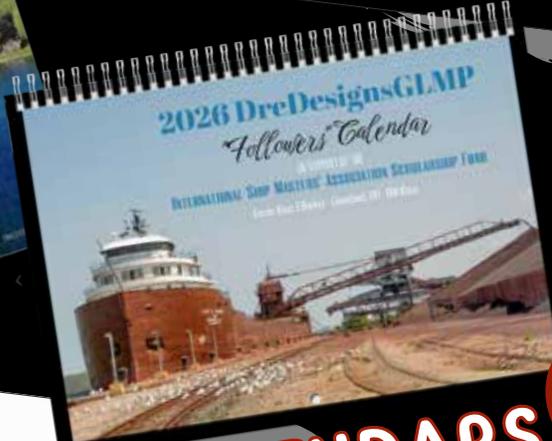
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