

**Narrator:** Gerry Dawson (GD)

**Company Affiliations:** Thunder Bay Tug Services, Thunder Bay Marine Services

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**Interviewer:** Nancy Perozzo (NP)

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**Transcriber:** Sarah Lorenowich

**Summary:** Owner and operator of Thunder Bay Tug Services and Thunder Bay Marines Services Gerry Dawson discusses his and his family's career on Thunder Bay's waterfront. He begins by sharing the story of his father starting a bumboat business in Thunder Bay. He lists some of the historic tugs from the period, explains the unique features of tugboats, and describes the process of assisting ships in and out of the harbour. He discusses interactions with ship's pilots, agents, and captains, and he shares stories of what can go wrong if a ship's navigator doesn't have expertise in the port. Dawson describes the other services performed by his company, the various staff on each tug, and his close cooperation with Lake Shippers Clearance Association. He surveys the waterfront and shares memorable stories of each grain elevator, like ship accidents in the port, putting out the Pool 8 fire, cleaning up the Pool 6 demolition, and squeezing ships side by side in UGG M and Pool 1. He describes the major changes and challenges in the tug business, like advancements in ship technology, the closure of the Port Arthur Shipyards, and the constant dangers posed by weather and ice. Other topics discussed include other tugboat competitors in town, the company's collection of tugboats, early memories of playing around Pool 3, and the importance of tugs for the port's efficiency.

**Keywords:** Thunder Bay Tug Services; Thunder Bay Marine Services; Tugboats; Grain transportation—ships; Terminal grain elevators—Thunder Bay; Great Lakes trade; St. Lawrence Seaway; Lakers; Ocean-going vessels; Bumboat; Ship's pilot; Ship's agent; Ship's captain; Ship's crew; Linesmen; Dredging; Ice breaking; Commercial diving; Lake Shippers Clearance Association; Ship accidents; Port Arthur Shipyards; Grain elevator disasters; Northwestern Elevator; Paterson Elevator; Western Grain By-Products; CPR Elevator D; SWP Pool 8; Searle Elevator; Cargill Elevator; Gillespie Elevator; Empire Elevator; P&H Elevator; MPE Pool 1; UGG Elevator M; Thunder Bay Elevator; SWP Pool 7A & B; Canada Malting Elevator; MPE Pool 3; Richardson Main Elevator; SWP Pool 4A & B; AWP Pool 9; UGG Elevator A

Time, Speaker, Narrative

NP: Today is January 22, 2015, and the interview is being conducted in Thunder Bay, Ontario. I'm going to have the person who we're interviewing introduce himself and his connection to grain in Thunder Bay.

GD: My name is Gerry Dawson. I've been in the tugboat business since I was a kid—probably since I was 4 years old. I now own Thunder Bay Tug Services. We service the lake vessels and saltwater ships that come into the elevators to pick up grain, and also any other commodities here—potash or dry bulk.

NP: Great. Now, I understand from a talk that you gave recently that your father also ran the business. First person in your family to run a tug business?

GD: Yes.

NP: Can you tell us a little bit about his history?

GD: Well, my father was an engineer on the ships, and he sailed for Canada Cement Company. He sailed up here to Thunder Bay a few times and realized there was a need for what they called a bumboat. Basically, that's a floating store. So, basically on a whim, him and my mother picked up and sold everything they had in Point Anne and Belleville area and bought a 38-foot wooden, they called it a crash tender, and sailed all the way from Niagara-on-the-Lake up to, at that time, Port Arthur, and started up a bumboat business. They got to within 35 miles of here and their engine broke down, so my mother ended up staying on the boat on Passage Island with the US Coast Guard while my father came onto Thunder Bay—or Port Arthur at that time—got parts for the boat, went back, and brought the boat in. My mother and father had very little-- Well, my mother had no seafaring experience. My father obviously had sailed. He was in the Merchant Marines and commercially.

NP: So, what were your parents' names?

GD: My father's name is Elliot Henry Dawson, and my mother's name was Wealthy Joyce, her maiden name was Goodman.

NP: Now that's an unusual choice of name! [Laughing]

GD: Oh, yeah it is! She always said she was wealthy in love and wealthy in friends, so. But it looked interesting on a paycheque. [Laughing]

NP: Now, I guess I'm just going to ask this question. Have you taken an interest in the history of tugboats in Thunder Bay, like beyond your family? Or is your interest mainly been in the family-owned?

GS: No, we grew up with the tugs all through our childhood. I mean, there was some of the old logging tugs that used to run around here. Our one small tug, the *Rosalee D*, was a log-salvage tug from Nipigon. So, we got to see the old *Abitibi* and the *Whalen*. Actually, we have a picture with a bunch of the old tugs sitting down at the old—well, it's the Marina now—but with the old sheds at it. No, we took quite an interest. Then with the salvaging and different things that the tugs have done around town and out at Isle Royale and different places, you kind of get an idea of what was there for history. I know a lot of people that were on the tugs years ago and grew up, again, with them being around our house with my father and mother. So, we had quite an interesting family life. Pilots from the ships, and, like I said, tug captains, different people would be over for dinner. So, it was an interesting upbringing.

NP: We're going to probably not be as linear in this discussion as normal because some of the things you say just raise other questions in my mind.

GD: Okay!

NP: But let's stick with the old tugs. Were there tugs that were—what can I say—famous? Like tugs that were in the Thunder Bay harbour that were loved by all or--?

GD: Well, the *James Whalen* was the main one. Everybody remembers it. It was the icebreaker here for many, many years. Big old steam tug. The big old smokestack on it. I remember as a kid, actually, going out with my father while they were breaking ice, and you could walk right up to where he was breaking ice pretty well. You still had a foot and a half or two feet of ice. Then there was the *Strathmore* and the *Strathbogie*, they belonged to—I forget which company—I think it was part of the Whalen group too. They were used a lot for salvaging. A lot of the trade back then was in the logging business. They were towing log booms in and out of Thunder Bay a lot. So, that's what a lot of the history was for the tugs. There were smaller ships back then to haul the grain, so then they would have smaller tugs for assisting them in and out of the harbour. So, like I said, it was interesting for me to see some of the old tugs—the *Abitibi* and other logging tug that used to be around here. The Kam, it was called the *Kaministiquia*. There was quite a few of them around at the time.

**[0:05:16]**

NP: Have there always been several tug companies in Thunder Bay from, let's say, the time your father started? Are they still around, or, like a lot of things, have they dropped out of the business over time?

GD: When my father first started, I guess there was really four of us. Well, he wasn't really in the tug business as such until the '60s when the Seaway opened. But there was FOB Marine—Fred Burnell, or Deep Diving Systems it was called originally—and they had about four tugs. They did mainly salvage work and dock repairs and that kind of stuff. Then there was Oscar Styffe, famous Styffe tugs that were around. They had two tugs, and they did the majority of the saltwater ships. Western Engineering was the other one. For some reason they had kind of a gentleman's agreement, I guess, that Western Engineering would look after the lake freighters and then Oscar Styffe's tugs would look after the saltwater ships. [Coughs] Excuse me. I think it was around '82/'83, someone else bought out Western Engineering and Gravel & Lakes and combined the two into one company. Then they went on strike in 1989 for 16 months, and that's when Thunder Bay Tug Service started up.

We have a smaller company that my parents started, Thunder Bay Marine Services, and we were more into servicing the saltwater ships, not actually assisting them in and out. We did, like I said, salvage work. We used to take the garbage off the ships that came in for loading, commercial diving—just about anything there was to do. We also took a lot of equipment out to the lighthouses. Took out supplies and materials to build lighthouse keepers' houses on different islands around the Thunder Bay area. So, like I said, we did quite a bit on the water back then. With the four different companies, everybody kind of had their own niche that they stuck to and didn't bother the other ones. It was kind of a gentleman's agreement back then.

NP: Are there still four companies?

GD: No, there's only two companies now. There's myself and Gravel & Lakes Services, which is the old Styffe's company.

NP: And it's sort of free competition now for--? Both would be doing work with like the salvaging, the lakers, the salties?

GD: Basically, we do the majority of the salvaging. They're strictly involved with harbour work as far as the ships, assisting them in and out of the harbour. There's three agents here in town that call us to do the work for the saltwater ships. So, they'll decide which tug company gets the ship to assist it in. It's usually split about 50 percent between us and our competitor. Then the lake freighters, they leave it up to the captains on the lake freighters to make the call.

NP: What makes a tug a tug? What is it about the shape of it, the equipping of it that--?

GD: It's basically the shape of it. It's a small, powerful--. It's mainly engine. That's what it comes down to. A tugboat is a tractor on the water. Basically, anything a tractor does onshore you can almost do with a tug on the water. You're pushing, you're pulling, you're moving. You're moving commodities on barges. Like I said, it's basically a tractor on the water. Again, it's the power inside

it. I mean, you have a small tug--. They have tugs that are 50 feet long with 5000 horsepower, so you can manoeuvre around in the elevator slips and different places that are easier to get to with a tug than you would with anything else. These lake freighters aren't—and the saltwater ships aren't—manoeuvrable to get in and out of the elevator slips, so that's why they have the tugs to move them around, assist them in and out.

NP: Now, you mentioned another word earlier on, and that was the pilots. Tell me about the job of a pilot.

GD: The pilots are only on the saltwater ships in Thunder--. Well, they're all over the Great Lakes system right from the time they come in the St. Lawrence. What they do is they have local knowledge of the different ports and the St. Lawrence Seaway, the different lakes. So, they take a pilot on in the St. Lawrence, and the pilot guides them—excuse me—I think there's three different districts that the pilots run. Because the saltwater ships don't have the experience on the lakes, they have to have a pilot bring them through. Even the lake freighters on the lower St. Lawrence have to take a pilot. It's some government-mandated thing that they have to have a pilot on them.

**[0:10:24]**

But basically, the pilot tells the captain what to steer, how to steer, how many revolutions to have on the engine to get in and out of the ports. Plus, it gives us, with the saltwater ship, it gives us an English-speaking person we can talk to because a lot of the saltwater ships are obviously foreign-going crews on them. We wouldn't be able to understand half of them if we didn't have a pilot onboard to guide us.

NP: When you say there's three districts, do they change pilots as they head into each district?

GD: Yes, as they get to different districts, they'll have a pilot boat come out, or sometimes it'll be like the Soo Locks or down the Welland Canal. The pilot will get aboard there, take it through the Welland Canal and go part way up Lake Erie or to the end of Lake Erie, and then the next pilot will take over from there. Our district is called District 3, and it's from Sarnia—or the bottom end of Lake Huron—and it does the top three lakes. They do Lake Huron, Lake Michigan, and Lake Superior. It's one of the biggest districts and probably has the least amount of pilots. It's governed and dispatched through the United States, and there's three right now. We used to have four Canadian pilots. We're down to three. The rest are all Americans. They had, I believe at one time, they had 36 Americans in this district, and now they're down to 13. They've just, with the lack of the grain trade in the last few years, people retired or died, and they never bothered to replace them. Whereas last year, they could've used a lot more pilots, especially in this district, to keep the ships moving.

NP: So, would the pilot stay on the ship then, say, coming from I think you said Sarnia was sort of the start of this district. So, the pilot gets on the ship--.

GD: They'd get on the ship in Sarnia or Port Huron, and they would ride it up to Sault Ste. Marie. Then he would still stay aboard, that particular pilot, or sometimes they would change him off and he would go down and pick up another ship. It just depends on how many ships they had in the district moving. Then they would have, sometimes, a pilot would take them up the St. Mary's River from DeTour Passage up to above the locks. Then they sometimes would have a lake pilot get on. Sometimes the same pilot would go the whole distance. He would go right from Port Huron all the way up to Thunder Bay or Duluth.

Or sometimes, I know some of them have been on ships they said for almost a week and a half, two weeks sometimes. They would get on in Port Huron, take it to Burns Harbor, offload, and then get back on it and come all the way up to Thunder Bay or Duluth. So, it's an interesting life. But this year they didn't have a lot of home time. I was talking to a lot of the American pilots because we take them out to the ships and pick them off the ships when they come to anchor, and this year none of them really got any time off at all.

NP: Do they stay onboard the ship when it's in harbour or do they--?

GD: No, not normally. Once they get to a harbour, they'll get off and go to a hotel for whatever length of time or, again, like I said, they would be dispatched to pick up another ship. They may pick up another ship at Port Huron and bring it back to Burns Harbor and then take the one that they had out, that they'd brought in earlier, and take it out. Just depends, like I said, how many ships are in the district and what's going on.

NP: Must be an interesting scheduling challenge.

GD: I really don't know how they keep track of it. Especially last year in 2014, the way the ships were and the way the spring started out with all the ice that we had, they were having to have two pilots onboard the ships. So, that's cut down to six ships you could only run at a time. That was because of the ice, because they were basically overworked because they had to be up almost 24 hours a day running through the ice to keep behind the icebreakers and that. So that's why they put two pilots on. They would take shifts and spell each other off, so they could get through the ice.

NP: And the other thing that I noticed—I have an apartment that overlooks the bay—that this year there were a lot of ships sitting in harbour, sometimes for days or even a week at a time.

GD: There was one sat out there for, I believe it was 32 days this year. The problem is they didn't have his cargo here. A lot of them were bringing steel and steel products into the United States, and then they're looking for a backhaul of grain or whatever they can get. So, sometimes they get here, and their cargo hasn't come, and the big problem this summer was the railway was way behind, and they didn't get the product delivered here to our elevators. So, the ships here ended up having to wait. Who pays those bills? I don't know. A lake freighter is about \$20 to 30 000 a day to sit at anchor, and a saltwater ship's probably between \$10 and 20 000 a day. So, that's \$600 000 while it's sitting out there for that length of time. Apparently, the grain elevators were paying for it for having them sit there, but that was a big problem. They couldn't get the commodities. I mean, that ship that was there for 32 days. We brought the guys in to get groceries and cigarettes, and by the time they finally got back into shore they were out of cigarettes again. [Laughing].

**[0:15:50]**

NP: Hm! Any pilots stationed in Thunder Bay?

GD: They used to. They weren't stationed here, but between the three Canadian pilots—or four that we had at one time—they would keep one here. They were on a two-week stint. They were on for two weeks, and then they get eight days off. Then they come back on for another two weeks. So, what they would do is they would have one stationed here for his two weeks. He would go on his time off. Then he would take two weeks in the St. Mary's River and run the river as a pilot. Then he'd take his eight days off. Then he'd go back for another two weeks as a trans-lake pilot. So, at one time they had a pilot stationed here, but our pilotage authority in all their wisdom has decided not to do that. We don't like to work with the American pilots as much because they don't have the local knowledge. So, we've had a couple of problems by not having the local-knowledge pilots on some of these ships. We haven't had a disaster or anything, but it's been interesting trying to work with some of them.

NP: Explain what some of the issues would be. Like why is that so important and what, if you're thinking you've got a ship coming in and a pilot that's not familiar, what--?

GD: Well, I mean even coming through the break wall, if he doesn't know the local currents and that. Like the three Canadian pilots that we have, they've sailed on Canadian lake freighters, so they know the system. They know the lakes; they know the currents; they know the winds and how it affects them going into different elevators. Whereas the Americans, they don't get up here that much. It's not their fault. They don't really want to do it either. It's just the way they're dispatched. But they don't have the local knowledge. We try to help them out as much as we can, but some of them get arrogant and figure they can do it on their own. I mean, we had a couple of instances where they almost hit the end of the dock this summer when we were taking them out or bringing them in. They just thought they were somewhere they weren't. They thought they were lined up for the dock and they

were lined up for shore. Like I said, we'd much rather work with the Canadian pilots. They have the knowledge, and they'll listen to us, too, if we try to talk them into doing it our way.

NP: This leads into a question about just what happens. As I'm watching the little tugs [laughing] head out to the big ships, it just looks--. Okay, you go, and you hook onto them, and that's it. So, maybe what we can do is have you go through the process right from the very beginning. What I mean by the very beginning is how far in advance do you know that the ship is coming in? How is the contact made with the shipping agent? So, can you take us through the initial contact where you know there's going to be a job, and then getting that ship back out and on its way? Is that a fair question?

GD: Yep! Yeah, we usually get a couple of days' notice that the ship is on its way. Usually once they get to Sault Ste. Marie or a little before. In the last, I would say about the last five years since these elevators have become more--. They've become more secretive, and they won't let anyone know when these ships are coming, whereas before, you would know sometimes a week or two weeks in advance when they were coming. So, the agent will let us know with the saltwater ships when they're going to arrive here. And quite often we'll have to go out and take the pilot off—the lake pilot when he gets here. Then he would go up to the hotel, and the ship would sit and wait until the elevator--. It used to be that we had a Lake Shippers Clearance Association that used to— or Canadian Ports it was called at the end—and they worked through the Wheat Board, and they would dispatch the ships. Again, you would have a lot more notice, whereas now, the grain elevators themselves are doing their own dispatching and telling the ships when it can come in and who's got first order—whether it's a laker or them. If they're not going to work overtime, sometimes they'll bump the saltwater ship back out to anchor and have to wait for a laker and then go back in again.

**[0:20:18]**

NP: Any speculation as to why the secrecy?

GD: Nobody wants anybody to know what they're doing. I don't know what it's all about. It was much easier before when we had an idea about what was going on. Even the agents now, they're pulling their hair out trying to figure it out because the elevators are doing their own dispatching. At one time, we would move a ship probably three or four different elevators, whereas now, it's usually one elevator it goes into, takes its full load, and leaves. So, that's cut into our revenue over the years. Like I said, nobody wants anybody to know what they're doing anymore, and it makes it a real pain to try and schedule. Sometimes we'll get a day's notice or two days' notice when the ship is coming in, and then it could change and say, "Okay, we want it in, in one hour now." So, then you've got to scramble and get the pilot and everybody aboard, and get out there and get it and bring it in. We ask for two hours—we prefer four—but we'll go as low as two hours' notice to do what we have to do.



But anyway, when we start, we would get the call from the agent, and he would give us a time that they want it alongside the elevators. So, we would also get a dispatch call from it's called Western Great Lakes Pilots, and they would tell us what time they want the pilot onboard. So, we would have to take the pilot out to the ship and put him aboard. Then we would standby at whatever entrance to the harbour they're going into—the North-South Kam entrance or the Mission entrance. The two tugs would standby there and wait for them to get to where we are, and then we would hook onto them and assist them in and out of the elevator.

We don't often tow the ships. We basically assist them. We hook up on the side of them, put our line up, and the pilot will tell us whether to push the bow or stern towards the dock or pull them off the dock. Basically, that's what our job is when we're alongside a ship. The lake freighters are different. The captains on the lake freighters would call us, and I mean sometimes, again, we would get a day's notice that they were in the Soo and they're going to need a tug when they get here. Sometimes they'll try to get out on their own, and we'll get 15-20 minutes saying, "I'm stuck. Come and get us." [Laughing] So, it's a very frustrating time when they'll try it on their own and the wind will catch them, or the current. And then all of a sudden, they're in a panic, and they want you to get there. We find it frustrating at times like that, especially at 3:00 and 4:00 in the morning.

NP: So, do you charge accordingly the panic price versus the--? [Laughing]

GD: No. Actually, we should! We've been talking about that, and that's what I've told Sharon. I said, "We should start charging a panic price or an emergency fee or something like that where these guys--." Like there was one this fall that he left the dock—or tried to leave the dock on his own—had blew his bow thruster out trying to get off. So, then he phones us at 11:30 on a Friday night, "Can you get down here right away and help me out?" So, we got our tug crew down there and got him out. Then he sat at anchor for three days. So, it wasn't as big a panic. I mean, it was for weather that he sat at anchor, but why he took off in the middle of the night when he didn't really have to? That's the nature of our business unfortunately.

NP: So, do you have a preference for guiding lakers or salties? What kind of problems can you encounter? What are the challenges of the actual process of guiding or towing if they need to?

GD: Assisting.

NP: Assisting!

GD: Assisting. I mean we prefer working with the lakers because the captains have the local knowledge. They've been up and down here many times. They're hauling from here to a Montreal port normally, or a St. Lawrence River port with the grain, so they've been in and out of this harbour. Sometimes they'll be usually about every two weeks, so they'll get in here 10 times a year

probably. So, we prefer working with some of them. I mean, some of them aren't as good as the others, but for the most part they're good guys to work with. We've got quite a reputation with the lake freighters, so we get the majority of the lake freighter business. The captains are a lot more knowledgeable of us and are willing to work with us. Whereas, like I was saying with the saltwater ships and some of the pilots, they figure they're the captain and they're going to tell us what to do. So, we just let them do it, and they run into a problem.

**[0:24:58]**

Like we had a couple this year where we had issues with ice and trying to get alongside the dock, and the pilot wouldn't listen to our way of doing it. Meanwhile, it took extra time, and we ended up having to charge extra for our services. But, again, the lakers are probably the easier ones to work with. They are more manoeuvrable and the captains, like I said, they know what they're doing, so they can make the ship do whatever they want. And we're just there to assist them.

NP: So, if you go back to the one where you had ice in the slip, what should have happened versus what did happen? What was the issue that, if the person had listened to the experience of your--?

GD: Well, even the agent—that was his ship—he said, “He should have listened to you and done what you told him.” Basically, what we did was we went in ahead of time and broke the ice, and then we do what we call sweeping the dock. I'll go with the smaller tug and put my bow up against the dock and pretty well take all the ice out if there's open water for it to go to. So, I did that, and I had the whole dock face clear of ice. Then I even went to the end of the dock—the outer end—and blew a pool of open water so he had a nice place to land. When you're dealing with ice, you want to get the shoulder of the ship right up against the dock when you first get close, and then you just work the bow along, and all the ice will stay away from the dock. So, we told the guy, I said, “I have this nice pool of open water. I've got that all cleared out for you.” So, he said, “Okay,” and it was an American. It was just a brand-new pilot, actually, he just started this year. He doesn't have a lot of experience. Well, he did work on the lake freighters for an American company.

But anyway, he came in and he was about 100 feet off the dock. All the ice that we had cleared, he brought back in with him, and we had a whole elevator slip full of ice. And then he says, “What do I do?” [Laughs] I said, “Well, you should have put it up against the dock to begin with,” in not quite so polite terms. My brother basically told him the same thing, “You should have listened to us and done it this way.” We got his bow tied up, and then I flushed the ice out from between the ship and the dock with the tug. I just put a line on the dock and blew the ice out behind the ship from in between him and the dock. But we had that happen last year, and we've had a few instances where the pilots won't listen, or they think they can do it a different way. They don't realize—I don't think they've been working in ice enough to know—that it's important that you have to get that bow up against the dock.

NP: When you say blow the ice out, what does that mean?

GD: I would put a rope on the dock from the back of the tug, and then I would use my propellor wash to blow between the ship and the dock. It would just work the ice out the back end, as long as there was a place for it to go. Usually when we do that, the other tug would either be holding the bow in or he would be at the stern holding the stern off so that there was room for the ice to go. Then as soon as we would get the ice out, he would push it back into the dock and it would be up nice and tight. But the pilot this time, when we asked, when he said, “How close do I have to get to the dock?” I said, “You’ve got to get within a foot, so they can load it!” “Oh,” he said, “while we were in Duluth, we were six feet off and they said it was fine.” I said, “Not here.”

NP: And what would have been the difference there?

GD: I don’t know why they did it there. Maybe they have a different loading system. They could have longer spouts on the elevator or something. I don’t know what the difference was. Or they just weren’t as concerned about getting it as close as we were, that’s all. That’s what the agents tell us, “We’ve got to get it close enough to load.” And the grain trimmers. We kind of know from experience that that ship has to be alongside the dock as tight as it can get.

NP: I’d asked the question about any kind of—I didn’t use the term hazard—but challenges of actually--. Is tying up a fair word to use? Tying up to the ship? Can anything go wrong there?

GD: No, not usually when you’re hooking onto the ship. It depends, again, on the weather too. If you’ve got a four- or five-foot sea running, or the wind is pushing--. Like, the ship is coming in anywhere from probably three to five knots. They’re moving when you come up alongside them, so it’s even a bit of a challenge to get in tight to the side of the ship without either banging it or, I mean, tugs have actually flipped over from when they’ve come alongside a ship. They had a pilot boat flip right over—where was that?—Lake Michigan, I believe it was. He came in and the weight from the ship caught him the wrong way and flipped the pilot boat over, and two people were killed. So, it can happen. But again, you try to gauge the speed of the ship and move yourself as close as you can without damaging him or yourself. There has been damage to the ships before here in Thunder Bay. Not since we’ve been involved, but I know when we had the smaller company, we’ve had to go do repairs on ships that have been damaged by the tugs. They punched holes in them. I mean, it’s no fault of the tug operator or the ship.

**[0:30:04]**

The one morning, the ship was going out and it was in the fall of the year when you have the sea smoke—the mist coming off the water. The tug was towing it out and he couldn't see the ship behind him, and the pilot came ahead on the ship and pulled the tug right around and punched a hole in the side of the ship. Lucky they didn't flip the tug over at that point too. Because you've got to realize, the ship's 30 000 tonne and the tugboat's usually around 200, so they've got a lot of difference in weight there to throw you around. That's what people find interesting is a tiny little tugboat can move a big ship like that.

NP: And that's because of the power of the engine?

GD: Yes, because of the power and, again, the manoeuvrability of them.

NP: When you mentioned the weight of the ships, so many would come in—most would come in—empty, and then they would go out.

GD: Fully loaded.

NP: Fully loaded. So, what difference does that make in the tug--?

GD: Well, obviously it will take a lot more power to move him when he's fully loaded. I mean, a lot of the ships, back in the canal days, canal size ships you're only talking maybe 8 to 10 000 tonnes. Now some of these bigger lake freighters are pushing 30 000 tonnes they'll carry out of here. I think 29 000 something is the record out of here. I mean, on the American side, those 1000-footers are carrying 50 000 tonne of product when they leave—iron ore or coal and different commodities. Whereas, like I said, the majority that come out of here, the saltwater ships are usually they're somewhere between 20 and 25 000 tonne they'll carry out of here.

So, again, like I said, it takes a lot more power. Some of the smaller ships you move easily, you don't have to use as much power. Obviously when they're fully loaded it takes a lot more power to move them out, so the price is adjusted accordingly. At one time it was by the tonne of the ship that we used to charge, but now it's just a flat rate.

NP: Is that because of extra fuel and extra time?

GD: Yes. Mainly. Again, we have two different rates. We have one rate for the saltwater ships and one rate for the lake freighters because lakers are usually a lot quicker. With using a pilot and foreign crew, it takes them a lot longer to tie up. A lake freighter will only put two lines on the dock when they're tying up, whereas a saltwater ship usually puts out four at each end. You're dealing

with a foreign crew, and we're also involved in the linesman service that tie up the saltwater ships. So, we have four linesmen on the dock to tie them up. They're English speaking, the crew on the saltwater ship is obviously foreign speaking, and there's some communication breakdown there between them, so it takes a little longer to tie them up.

NP: Tell me a little bit more about the linesmen. How do they work and how is their work coordinated with your work?

GD: Well, they're dispatched also. We get the call. We have the linesman service in town. That started back when the Seaway opened in the 1960s. The first saltwater ship that came in, actually, my dad happened to be there with the small tug doing something, and the agent realized that they had no one there to tie the ship up. Like a laker will land their own men on the dock and tie it up, whereas the saltwater ships aren't allowed to do that because they're foreign crew and sometimes they haven't cleared Customs. So, they can't come ashore until the Customs have been cleared. So, we will have normally four—we have three longshoremen and one company man—and Sharon will dispatch them and let them know what time the ship's coming in, which elevator they're going to, and they will be there when the ship comes in. They get a heaving line thrown down to them, which is a smaller diameter rope usually about three-eighths of an inch. Then they'll attach the mooring lines to that and bring them onto the dock and tie them up to the bollards.

Sometimes we'll have to shift them at the dock even, shift their lines up and down the dock if the crew doesn't want to do it or they say it's too hazardous on the dock. Or they just say, "It's not part of our contract. We don't want to do it. It's the elevator's fault we have to shift." It's interesting sometimes. I mean, a lot of these foreign crews, again, they're not dressed for our climate here in November and December.

NP: Why a need, do you think, for a separate linesman crew? Couldn't you just hop off the tug and--?

GD: No, you can't--. [Laughs] We have three people on the tug: We have a captain, an engineer, and a deckhand. That was actually how my parents' business started after the bumboat finished up was getting into the linesman business. It kept us busy. We used to have close to 150 saltwater ships coming in here every year, so we were dispatching guys steady to try to even keep up with the number of guys we needed. When they had two tug companies working, I mean, you were throwing crews. It's happening now too. You have to sometimes have two crews out doing the linesman service, and sometimes you have to have six at one elevator. There's two or three places where we have to have six men. So, Sharon's got to call out 10 linesmen and then 6 crew members for the tugs. We've even had four tugs out at one time, so we'd have to get four tug crews out plus 10 linesmen. So, it's a challenge sometimes to get everything coordinated. Then we have one local agent that will tend to change it by 15 minutes after you've called out 12, 14 people. [Laughs]

[0:35:45]

NP: So, what does a linesman need to know?

GD: Basically, it's a simple job. All they have to do is take the line from the crew on the ship and put it on the bollard. They know where the loading spouts are, so they will know where, they call it the spring line, it would head astern from the bow, and then they have the headlines and the opposite at the other end. So, they just have to know to position it underneath the loading spouts.

NP: I wouldn't think it was a—or is it?—for most people, it wouldn't be a full-time job?

GD: No, it's just a part-time job.

NP: So, where would you recruit them from?

GD: We get them from the International Longshoreman's Association [ILA], the stevedores. They normally work at Keefer Terminal loading the ships, and then, actually, the last few years we've probably been one of their bigger employers. They just go down a seniority list, and then we have a couple of company men. Sometimes if our tug guys aren't working on the tug, they'll go tie up the ship. Like when we first got into it, my brothers and I, when we were in high school, we did it! We were the linesmen before we got involved with the longshoremen. It put a lot of kids through school. My parents put a lot of people through university and college from just doing the linesman service.

We'd get out of high school at 3:20 in the afternoon, and sometimes we'd go right through to the next morning shifting ships. That's how much they were moving around at that time. Some mornings we wouldn't even bother going to school the next day, we'd just carry on. Like in the fall of the year, sometimes we're going 24 hours, 30 hours straight just moving ships from one dock to another.

NP: You mentioned the crew of the tugboat itself. So, there's three of you?

GD: When we're around the harbour, we have three on each tug. We have a captain, an engineer, and a deckhand. If we have to go out on the lake for a lake-tow or something, then we'll double that crew because they have to have sleep obviously. So, you're doing either four- or six-hour shifts. You'll have two captains, two engineers, sometimes—depending on what the job is—we'll take extra deckhands, maybe two or four deckhands depending on what we have to do when they're out. There hasn't been that many lake-tows in the last few years, but they still are there if we had to do it.

NP: So, describe the responsibilities of each of those three.

GD: Well, the captain is obviously in charge of the ship. He's steering the boat. It's his knowledge of how to get the ship in and out of the dock. He's responsible for his crew, obviously, and for the boat. He's basically the homeowner, I guess, or whatever you want to call him. He's making sure that everything is looked after, and also part of his responsibility is to make sure all the safety equipment is up to date and onboard, and all the lights are working. I mean, if something isn't working, he'll get a hold of the engineer to look after that or the mechanical part. But basically, like I said, he's the owner of the ship and they call it a master. So, he looks after the manoeuvring of the boat. Like I said, again, the knowledge of the captain is very important getting these ships in and out.

Then you have the engineer, who is in charge of the engine room, making sure everything mechanical is working properly. Any malfunction while you're on a job, it's his responsibility to either get it fixed, fix it, or get a hold of myself or somebody that knows what's going on and have it repaired once they get back to the dock if possible. I mean, sometimes we've had to tow our tugs back to the dock because of water in the fuel and different things. Touch wood we haven't had a mechanical breakdown in a long time, but it can happen. Then the deckhand, his responsibility is basically to untie the tug, tie it back up when you come back in, and then when you get alongside the ship to put a line up and tie up to the ship. Sometimes he's helping him--. When we get ice between the tug and the dock, he's pushing the ice out with a pipe pole or, again, he helps the engineer out. Usually brings the captain coffee. [Laughing] All the tough jobs!

**[0:40:17]**

NP: You've had a number of captains under your wing through the years, including when your dad would have had tugboat captains as well. What do you think makes a good captain? What have the bad ones been--? [Laughs]

GD: We haven't really had a bad one. I mean, it's experience more than anything. Like I said, Stan and I grew up in it. Some people can do it, some people can't. It's like anything. You've got a guy that can run a tractor or a backhoe, and it makes it look like it's a symphony—he's just going back and forth and doing what he's doing. There are some people who make it look a lot more cumbersome than trying to do it the easy way. Again, the knowledge, like we've had with the previous owners, Roger Hurst, I mean, he'd been around it since he was a kid. You don't even think about it. It just becomes part of you. I've had people come on the tug with me and they say, "You make it look easy!" Well, you do it long enough. It is a knack too, and you've got to learn how to work with the tug and make it part of you.

My oldest son Nathan, he's been working with me since he was 4 years old, and a lot of the pilots have said, "He's got it! You can see it in the way he manoeuvres it." Kind of like I said, it becomes an extension of your arms same as a backhoe operator. You don't even think about what you're doing. The rudder's moving, the propellor's going, and you just, like I said, you work in symphony. Between the two tugs working together, we've just been working together so long—either Stan and myself or Tom, Nathan, he's got his captain's papers now. He's our oldest son. All these guys have been at it for years, and it just comes natural. You don't have to tell them what to do. They know what to do.

NP: What is Tom's last name? Just so we have.

GD: Paglaro. He's actually got his captain's papers. He could sail a lake freighter if he wanted, but he wants to stay around home as much as possible. He's worked for the Coast Guard. He's, the last few years, been working up in Kenora on a tour boat up there. So, he just comes around when we need him in the spring and fall. He used to work for our competitor years ago too, and then he kind of semi-retired and then he came to work for us. But he's knowledgeable. Like I said, he's been at it since he was a kid.

That's a big problem coming up is there isn't as many trained people. I'm fortunate that Nathan got into it. We have one young lady that started with us last year—she's a second mate on the lake freighters—and she happened to call us and said she'd like to get some tug experience and wondered if we were willing to hire her. So, we were training her in the spring, but she went back on the lake freighters for most of the summer. So, I don't know if she'll be back with us this spring or not. But it's, like I said, unless you've been at it and have the experience, you can make it look like a real mess up if you don't know what you're doing.

NP: Hm. There was something that popped into my mind. Paglaro, how is that spelled? Just because we--.

GD: P-A-G-L-A-R-O.

NP: Good. Does it matter, as you said, the captain would be--. The tug is just an extension of them. So, is there a lot of variation if you move from one tug to the other?

GD: Well, that's another thing about who the captain is. Each tug has its own idiosyncrasy, obviously. We have one that's over 100 years old, or it will be 100 years old this year, and we've basically modernized. It's gone from being a steam tug to having four engines. We took the air controls out of it and put electronic controls on it to make it a lot simpler. Pretty well all three of our bigger tugs have the same steering system, same throttle system, so you get used to working with one and you can pretty well work on all three of them. The only difference is our biggest tug, the *Point Valour*, it has anywhere between an 8 to 10 second delay when you



go from ahead to astern, so you have to think 10 seconds ahead if you want that thing to stop. You've got to make sure you think 10 seconds before you're going to hit the dock. That's one you get used to.

The steering, we've made all our steering jog stick. It's electronic, electric over hydraulic. So, you don't have the big wheel anymore. I mean, big wheels look pretty and all that, but not when you're working on them 10, 12, 18 hours a day. You want something you're not going to be fatigued by spinning a wheel all day long. But yeah, the guys, like I said, they're trained, so they come aboard, and they know what the idiosyncrasy is of each boat. I mean, it takes a few minutes to get used to it, but they each have their own little quirks, so.

**[0:45:33]**

NP: Is it on-the-job training? Or is there actually a tugboat captain course?

GD: It's basically on-the-job training. There is, like these newer tugs—which I'd love to have one—is the tractor tugs. They're about \$5 million to buy, so we don't have one here, but they do have an actual tug course down in the States for learning how to run them because they're a completely different ballgame. You don't control the backend of the tug like you do with a normal one. You're controlling the middle of it, and you have as much power sideways, backwards, forwards—doesn't matter. They can go completely sideways and still put out their full 2 or 3000 horsepower. Whereas on a normal tug, conventional tug, you're controlling the back end, you're controlling the stern of the tug. Like I said, it's a completely different mindset. My son and I were out in BC a few years ago, and we went down to the tug dock and asked to go out with them, just to see what they were like. I mean, it was hard for me to get used to steering it that way, whereas Nathan it was like a videogame! He could do it better than I could. So, it's just what you get used to.

NP: Interesting! You mentioned that the--. Oh! Which is your 100-year-old tug?

GD: It's called the *Miseford*.

NP: How's that spelled?

GD: M-I-S-E-F-O-R-D.

NP: Where did it come from?

GD: We picked it up in Port Stanley. It was kind of an interesting situation. They built the new causeway over the Kaministiquia River, and they wanted us to lower our two tugs to fit underneath the causeway rather than putting in a lift section. That was their idea. They were going to pay us to lower our tugs. So, we thought about it and thought about it, and I mean, there's an advantage to having a higher tug. You can see overtop of the ships to see what they're doing, so we basically talked the city into giving us money towards another tug. So, they paid for us to buy this tug and bring it up from Port Stanley to here.

NP: How many tugs did you say that you have?

GD: We have six altogether.

NP: What are the history of the other ones? Can you give me their names?

GD: Yes! There's the *Point Valour*. Well, the *Rosalee D.* is the one that started it all. It's a small one. It's 56 feet, and it was named after Rosalee Dampier in Nipigon. They had it built for the log salvage trade back in the '50s and '60s. My parents bought it in 1957 and brought it here, and that's what they converted into the bumboat. Actually, in the '60s it was used as a pilot boat for transferring the pilots back and forth to the ships. Then we got into the commercial diving. We use it for that. We actually used it for moving the lines. Up and down certain docks you can't--. The linesmen, it's hard for them to pull the lines over the banks and everything, so we would actually use the small tug to run the lines ashore. We used it for pushing our smaller barges and all kinds of diving charters, fishing charters, that kind of thing is what we've been using it for in the last few years.

Then the *Robert W.*, it came from Longlac when our competitor--. When the other tug company was on strike, we saw the need for another tug, so we purchased the *Robert W.* from Longlac from the Kimberly-Clark Mill up there. Cut it apart, loaded it on three flatbed trailers, and brought it down here, put it back together, and got it up and running. Actually, our first trip out was on Halloween 1989. I remember going out for the first time with it. But it, basically, that's what got us into the bigger tug business was that smallest tug, and it was a good investment.

Then when we bought into the bigger company in 1993--. Or '89 is when Thunder Bay Tug Service started up, and that was Roger Hurst and Rolly Frayne started it up—Roland Frayne. One was an engineer, and one was a captain, and they rented a tug from Sault Ste. Marie for a year and then they bought the *Point Valour* from the East Coast. Then when we bought in in '93, we were running the *Point Valour* and the *Robert W.* were the two tugs we were using through Thunder Bay Tug Service. Then when I bought into Thunder Bay Tug in '93, we added the *Glenada* that we bought from Sarnia in 1995. We sailed it up from Sarnia up to here.

[0:50:31]

The *Point Valour*, when it came up in '92, it towed the *James Whalen* from Quebec up to here. They did it basically as a freebie, and as they were coming up, they towed it up here. My brother Stan—I can't remember what he was doing at that time—but he ended up going down to meet him. They had somebody else start the voyage from the East Coast to Quebec, and then Stan went down and finished the tow from Quebec City up to here.

NP: So, that's three ships, or three boats. Do you call them ships or boats?

GD: Boats.

NP: The *Point Valour*, the *Robert W.*, the *Glenada*.

GD: The *Rosalee D*. I talked about earlier.

NP: That's the 100-year-old one.

GD: No, that's the little one that we used for the diving and fishing charters. The one that was a log salvage boat.

NP: Okay. How's the *Rosalee* spelt?

GD: R-O-S-A-L-E-E and then the initial D. Then there was the *Miseford*, that's the one that came from Port Stanley that the city bought for us. It was a steam tug at one time, and then they've changed and put four engines in it—four engines in the one gear box. So, it's a little more dependable than what it was as a steam engine. You can also run one, two, three, or four engines, however many you want. It's actually got like a backup system, so it's quite handy.

NP: You had mentioned your connection with the agents, the ship's agents. Do you have any connection with the elevators at all? Or is that all handled through the ship's agent?

GD: It's mainly handled through the shipping agent, but I mean quite often in the spring, and sometimes in the fall, the elevator themselves will call us to break the ice in their elevator slip so the ships can get in and out. We have done some dock repairs for them. When we used to do the commercial diving, we would do work through the elevators. We've gotten out of the commercial diving. We now sub that out to somebody else. It's just gotten to be too regulated and too many regulations to keep up to. We have enough trying to keep up with the tugboat regulations, never mind commercial diving. And it's harder to find--. We were having

trouble finding our own divers. A lot of them were firemen and did it on their days off. So you'd have to try to schedule a job when the firemen were off, and it didn't always work. So, we just said to heck with it! There was too much responsibility and regulation and trying to keep people happy that we just hire it out to somebody else.

NP: What kinds of jobs did you do at the elevators when you were in the commercial diving?

GD: We would do dock repairs, concrete repairs, repairs to either the wooden pilings or steel sheet pilings that are underneath the dock. We have done dredging for different elevators over the years. We have a couple of barges and a crane that we can do dredging with. If they get an obstruction in their elevator slip, we'll go down and hook onto it and move it out of the way. What else have we done?

NP: What kind of obstruction would you get?

GD: Well, they've had, sometimes if the sheet piling cracks—the steel sheet piling—or the wooden pilings. The wooden pilings would fall down and get on the lake bottom underneath the ship. There isn't too many have wooden. There's only one elevator that has wooden pilings that are on the face of the dock. Most of them are all built on wooden pilings. So, we would have to go down and hook onto that and get it out of the way before a ship came in. Sometimes concrete has fallen into the lake over the years or depending on--. Even in the spring and fall, the ice will move piece of rock and concrete around, and who knows where it ends up? Sometimes it'll end up in the middle of the elevator slip.

NP: Which one still has wooden parts?

GD: Parrish & Heimbecker [P&H].

NP: Okay.

GD: But it's shutdown now. They don't use that elevator anymore. It closed a year ago. But all of them, like I said, all the elevators are sitting on wooden pilings, and then they've since sheeted the front of it with steel sheet pilings. So, the wooden pilings don't come out anymore. But you still can get cracks in the steel sheet piling. Ice will do damage to the steel sheet pilings, and if you get a crack in it, sometimes the backfill will come out from behind the pilings and end up in the elevator slip. So, you'll have to go down and dredge that out or whatever's fallen in. There's been chunks of the steel sheet piling even get broken off. I don't know how it happens, whether a ship hits it or what, but usually a ship doesn't get underneath the concrete cap to the sheet piling. But it does happen.

[0:55:43]

NP: Then who does repairs like that around town?

GD: There is two local diving companies, Dominion Diving and Mat Marine. We work with Mat Marine all the time. They're very responsible and by-the-rules kind of guys, so we tend to use them when we have anything. Then they use us for the tug work if there's any repairs. Also, we get repairs on the lake freighters. We've had a couple that went aground here, and we had to take divers out to the ship at anchor and have them repair them at anchor.

NP: Mat Marine, is that one T, two T's?

GD: Two T's.

NP: And an E or--?

GD: Or no, is it--? There's only one T. Just M-A-T.

NP: And is there a contact person there?

GD: That's Todd Broennle.

NP: B-U-R--?

GD: B-R-O-E-N—I don't know if it's one N or two N's—L-E.

NP: Hm! That's an unusual spelling.

GD: His father was quite famous around the waterfront for more than one thing. [Laughing]

NP: You're talking about--. Well, let me just pause here. **[Audio pauses]** On. We just took a little break to replenish our coffee, and I just wanted your comments—or any additional comments—that you might have about the Ports Clearance Association, Lake Shipping--.

GD: Lake Shippers?

NP: Lake Shippers Clearance Association, at one time. My understanding, at the same time as the Wheat Board ceased operation so did the Ports Clearance Association.

GD: Yes.

NP: So, it's now history. You mentioned very briefly early on a couple of changes that occurred as a result of that. One was the decrease in business because the ships weren't--.

GD: Well, there was the decrease in business and also the coordination of the ships, where they were going to, what elevator they were loading at. I mean, Dan O'Connor—I think there might have been someone before Dan O'Connor—but he was one we dealt with a lot, and then Roy Ward were the two that worked at Lake Shippers. They would get the orders from Winnipeg, and they would tell them where the ships were going, and then they would coordinate. They knew every ship that came in, they knew the tonnages, they knew which hold to put the cargos in. I mean, it was like clockwork. It was actually like, I don't know what you would call it, it was like watching someone play cards and knew exactly the next move. Or like chess actually, more what it seemed like to me. These guys knew what the ship was, what it would take in what cargo hold, how much grain or different commodities and how they could load it.

So, it was quite interesting to listen to Dan O'Connor and Roy Ward figure out what ship was going to go where and how much cargo it was going to put on and what cargo hold. Then they would have to balance the ship so that when they moved from one elevator to another, they weren't too heavily loaded at one end or the other or sagging or hogging. Like I said, they were good at what they did. They knew the ship and knew the cargo and how to put it on. A lot of times, we'd call them up to find out what was coming and what elevators they were going to. Same thing with the agents for the saltwater ships, they would phone Dan or Roy and find out what the ship was doing, where it was going. There was hardly ever delays. You would know at least 12 to 14 hours, sometimes a day ahead where the ship was going and what it was doing.

Whereas now, with the elevators doing it, you don't know from one hour to the next what's going to happen—where it's loading or what it's going to. A lot of them are chartered by the elevator now, so you know that it's either going to be Richardson's or Viterra or, it's called Superior Elevator now, or Mission Terminal. So, you know it's going to go to one of those four, but when it's going to happen, they don't give you any heads up. So, it makes it hard to schedule crews and have them available, especially on weekends.

**[1:00:13]**

NP: Are there many ships now that need to go from elevator to elevator? Is there any of that?

GD: Yeah, there's still--. There was one here just a couple of weeks ago. He went to four different—well, he went to four elevators, the same elevator twice—but he just went from one end of town to the other and back two different times. Why they did that? I have no idea. Why they couldn't coordinate it? Maybe the cargo wasn't in, so he went to the elevator where the cargo was and then went back to the original elevator to finish. But you don't see that very often anymore. Usually, it's one and, at the most, two elevators they'll go to. Usually that's because Viterra has two elevators or James Richardson's has two elevators now, so they'll bounce it between their two elevators. But other than that, you don't see them moving around very much.

NP: So, maybe we can move onto talking about the individual elevators. You would know them very well. Let's stick with the ones that are currently or recently operating, just from the standpoint of how tricky they are to manoeuvre ships in and out of. So, do you have a favourite elevator where you think, "Ah! Piece of cake, this one"?

GD: I mean, that's good and bad [laughs] because if it's a piece of cake sometimes they'll come in on their own. They won't use a tug. Either that or they'll use one tug instead of two, the saltwater ships. Same with the lake freighters. Lake freighters will often only use one tug. Only in the fall when they're laying up is usually when they'll use two tugs to go into Keefer Terminal. I guess the easiest one to get into now is the old United Grain Growers A, which is now James Richardson's Current River Terminal they call it. That's right beside the shipyard. It's a straight in shot. You come right off the lake and through the entrance and it's just straight in—you're tied up and done basically. The next easiest one used to be Pool 1. Pool 1 and UGG M, but they're closed down, but they used to be a straight in shot too right off the lake out through the south entrance.

The least favourite was P&H, but there's no longer ships go in there. It's a narrow elevator, narrow elevator slip. There's a break wall across from it that the Port Authority has, so you have to wiggle the back end of your tug in and around it to get the ship in there. If you've got any wind other than a west wind, it's very tricky because the dock is set in quite a ways from the lake. So, you have to manoeuvre in through the shallows and around the end of it, but thank goodness that one no longer has ships going to it.

Another one that's tricky, especially spring and fall with ice, is Cargill and Mission Terminals. They're still operating now—it's the Superior, which is a combination of P&H and Cargill. Because you have to make a bit of a left-hand turn and then a right-hand turn—an S turn—to get into it, so the elevator slip, and the Mission basin tend to plug up with ice in the spring and fall. So, you have a little bit of trouble unless you've got the right wind to get rid of the ice.

You'd get a current down the Mission River, so it can affect how the ship is going, when it's going into the dock it'll bounce. Sometimes it'll circle around the break wall at the Mission and tend to hold a ship either onto or off of the dock, so that's another thing where you have to have the local knowledge and try to figure out what it's doing. Another thing that happens here that a lot of people don't realize is this water level can drop 12 to 14 inches in the matter of an hour, sometimes only 20 minutes. It's called a seche or a seech, depending on how you pronounce it, I guess. It's S-E-C-H-E, and you don't notice it so much on the main lake, but even when you get up the Kam River a ways, the water will go up and down every 20 minutes. It will sometimes go up and down a foot.

NP: Speaking of that, [laughs] I had the pleasure of visiting a ship, a saltie, tied up at Western Grain By-Products. Now, that must be an interesting challenge.

**[1:05:09]**

GD: I forgot about that one! That's our money maker, but it's a challenge spring and fall with the ice. What happens when you go up there is you have to--. You head up the Mission River headfirst, and then we turn them in the turning basin by the Jackknife Bridge. We turn them and take them stern-first up the river backwards. So, we'll have one tug on the bow steering the bow, and then the other tug is on the starboard quarter at the stern trying to keep it away from the bank or push or pull it towards the riverbank to get it up the river. But yeah, I forgot all about that one. That one is a challenge to get it up there.

NP: Is it fun? Is it like a fun challenge?

GD: It's a fun challenge, but I mean, depending on who the pilot is. If it's a saltwater ship going up there, and if the pilot's unfamiliar with it, it can be a chore and a real challenge, whereas if you have a good pilot, we put him up there, from start to finish we could do it in 45 minutes, I think, was our best record. Normally it's about two to two and a half hours. So, again, it depends on who the pilot is. Then we had one, we had a lake freighter go up there, when was that, December? I think it was December 26th, 27th, something like that, through the ice and everything. We took two tugs and put him up there, but the captain that was on there was excellent to work with, and we got him up there no problem. Sometimes it's easier when there's ice to go up to that elevator, because all you'll go is you'll break a track wide enough for the ship to stay in basically for the ship to stay in. So, he's not going to get into any trouble if he stays right in that track. Yeah, and there used--.

NP: What trouble could they get into?



GD: Oh, they could be up on the riverbank. There's not a lot of room to manoeuvre up there. We've never had it happen, but our competitor was taking a ship up there a few years ago and the ship ended up grounding partway up, and the tug was up on the bottom. It tore the bow right off the tug. They had quite a problem with it. But again, as you're making that turn to go up the river in the spring and then the fall, you'll have quite a current—or after there's been a lot of rain. If you don't foresee that or take that into account, like we let the pilots know that you're going to catch a current when you come around that corner. If you're not prepared, it will put them right up on the bank or on the beach there, coming around that corner. I mean, sometimes you've got a four- or five-knot current, depending on if they open the dam up at Kakabeka or not.

NP: Is that something you usually check?

GD: Well, you could actually see the current, and again, if you know if it's been raining for a week or so, you're going to get some good current coming down there. But you can actually see the current swirling, coming down that river. But when we were doing commercial diving, we were up at Bowater Mill one time and never even thought of it. We were tied up--. They have an outflow pipe comes out from the mill, and we were doing a dive inspection on it. We were tied up—they had a buoy on the end of it. Not even thinking about them opening the dam up, they opened the dam up while we were there, and it swept us off the end of the pipe while we had a diver up inside the pipe. So, we had to scramble, get another anchor out, and then try to get the diver out of the pipe before anything happened to him. It's automatic, so you don't know when it's going to open or closed. But that's the only way you can tell is when you see the current coming down the river.

NP: When something happens—so, let's say for example, you're guiding a ship—who is responsible if something goes wrong? Is that sort of written into the contract about--? Like, for example, if you're going up the river and, in the one case you were mentioning, there was damage to your boat.

GD: No, it wasn't our boat. It was to our competitor's tug.

NP: Okay, competitor's tug. So, how's that liability?

GD: Well, I mean, I see that on the internet who ended up getting paid for what. Really, the pilot is the one that's telling you what to do and you're at his disposal basically. He depends on us for guidance going up there. Ultimate responsibility is on the ship and the captain on the ship. The captain can override the pilot at any time if he wants to. If he thinks a pilot is going to have a problem or not know what he's doing, and his responsibility is the ship so he can tell the pilot, "No, we're not doing that." The pilot basically is there for guidance. He's basically like an aid to navigation. So, the thing that it comes down to is the liability. The pilots carry very little liability insurance. We found that out, not the hard way, but we just found out through the grapevine that they carry like, I

don't even think it's \$100 000 liability insurance. So, they're ultimately not responsible if anything happens. They have no coverage if they do do something wrong.

**[1:10:19]**

Basically, we used to carry \$5 million. We started with \$1 million and now we're up to \$5 million liability insurance so that if it's our fault, we're covered for any damage that's done to the ship or to us. I wasn't even looking at it until, what was it, last year or the year before? We started looking for another insurance company, and my local guy looked at our policy, and he said, "You're carrying \$500 million liability." I said, "No, it's just \$5 million." He said, "No, look. There's two more zeroes on that." So, he said, "We can't even touch that." So, that's what we're carrying now is \$500 million. But you figure most of these ships, these newer ships, are around \$30 to 40 million to build a ship. We're more than covered if something happens, but we have to prove that liability to the lake freighter companies that we carry that kind of insurance.

They are going to look to blame whoever they can if there is an incident. The ship is going to try to blame the tug. They're going to look to blame the pilot. They're going to look to blame everybody but themselves. The pilot's going to look to blame the tugs. We've had some things where we've had, not arguments, but tried to guide the pilot one way and he wants to do it his way. Been thinking of carrying tape recorders just to cover ourselves. I mean, you don't think it's ever going to come to that, but it has. My brother had a couple of incidents when he was working for our competitor, where he ended up getting called into court because of damage that was done to his ship. Of course, it's the captain's word against the tug captain.

NP: Yes, so even if you know that you're in the right, that doesn't prevent litigation that you have to defend yourself.

GD: Well, exactly. If the pilot tells you to do it, and basically, you're at his guidance, you can tell him what you think is going to work, and the next thing, you're in a problem. We had one ship a few years ago—I was very surprised—it was the first ship of the season come into Grain Growers elevator, or Current River Terminal now. It was a Canadian pilot, and we went out. I don't know whether he wanted to get the top hat for being the first saltwater ship or not, but we went out to get him, and it was so foggy we couldn't see from one end of the ship to the other. So, that's 700 feet, or 730 feet. I was surprised that he would bring it in in those conditions. Anyway, he brought it in, and we were assisting him. I was on the stern tug, and I was watching, and he had his bow thruster going. He had the other tug up on the bow, and the bow tug wasn't doing anything, but he was thrusting himself towards the dock. Well, he thrust himself right in and punched a hole in the elevator and spilt, I think it was 20 or 30 tonne of grain into the elevator slip.

So, of course, they're asking, "What was the tug doing at that time?" I said, "Our tug was hanging on a loose line. He wasn't doing anything." "Well, how did it end up hitting the dock?" I said, "I could see the bow thruster wash pushing it towards the dock." So, basically, that was the end of it. Then the pilot, he didn't try to blame us. He didn't say it was our fault or anything. He basically said, "I screwed up." Even if the pilot's telling the captain on the ship what to do, sometimes the captain will override the bow thruster and not even let the pilot know that he's using it. So, that could've happened too that day. We're not sure.

Sometimes the bow thrusters--. We had one ship this fall where the bow thruster was working on its own. They said it was in neutral, and it was actually pushing towards or away from the dock according to the gauge in the wheelhouse. So, there are those little things that you don't know what's going on sometimes. Like I said, the captain will override the pilot and not even let him know what he's doing sometimes.

NP: How frequently do incidents occur? I know they wouldn't all be major incidents like the one you were talking about—spilling the grain into the slip—but do most contracts go very smoothly?

GD: For the majority, yeah. Excuse me. We haven't had any, other than that incident--. When was that? About five or six years ago, I guess, that happened. Excuse me. You'll get the odd one. Again, usually it's to do with ice coming into an elevator slip. The ship will think that there's more ice there, so they're going a little faster and then they plow through the ice, and the next thing they're into the dock. We haven't had any really major incidents. The worst—well, not the worst ones—but the only ones we've had in the last few years are ships that have, when we had lower water levels, they were loading them onto the bottom. When they went to leave, they'd punch a hole in them not realizing it.

**[1:15:19]**

I mean, you don't know what's down there. When they're using bow thrusters, you could blow a rock towards the dock. Or when they're making a corner at some of these elevators and you're using a bow thruster, it's amazing how much power they have and what they can move around down on the lake bottom. Viterra 7—or they call it Viterra A now, it used to be Sask Wheat Pool 7—they have an obstruction there that, when we had lower water levels, you had to adjust the ship accordingly and hold it off the dock to finish the last few tonnes of loading. Otherwise, they'd load it on the bottom. We've been pushing a ship back—probably that was about three years ago—we were pushing a ship out of Viterra A, and we were going back at about two knots and the next thing, the thing stopped dead on us. It touched bottom just at the one high spot there at Pool 7. So, then we had to pull it off the dock a bit and get it moving again.

NP: A little bit of whiplash on the part of the crew? [Laughs]

GD: When you're only doing two knots, you don't notice it.

NP: So, it's nice to see the higher water levels?

GD: Yes and no. [Laughing]

NP: Oh! What's the no?

GD: Well, it's good for the shipping companies. They can load deeper and manoeuvre, but then when they had low water levels, they were using tugs more because they're a little afraid of the water and going on bottom. Then again, it comes down to local knowledge. We knew where the shoals—well, not shoals—but the shallow spots were because of the current and different things. Then you could tell them where the shallow spots were, so they would tend to use tugs more during that period. Now they're getting cocky. They want to do it on their own without tugs after we've showed them all these years. Some of them are getting pretty cocky with the higher water levels. Luckily there hasn't been an incident. It's hard to say what the water's going to do this year.

NP: So, that's the lakers and the pilots, not the elevator company?

GD: More the lakers, yeah.

NP: Can the elevator company insist on tugs?

GD: No. They don't have a choice in which---. They were trying to have more authority and be able to choose which tug company they use, but they don't anymore.

NP: But even, can they say, "I want it brought in by tug"?

GD: Well, pretty well all of them have signs on the end of the dock that say, "Use of bow thruster is prohibited". Yet, these lake freighters are all using bow thrusters. The problem with that is it undermines their dock and brings some of the backfill out from under the dock, and it gets out in the elevator slip—not so much with the ones that have the steel sheet pilings, but the ones with the old wooden sheet piling. It's all backfill in behind there. If they start pulling that out, then it's going to be in the slip and they're going to have problems. That's what happened with the low water levels. It would tend to bring, like I said, you would wash some

of the backfill out. But they've all got this sign on them, but nobody wants to press it or enforce it. That's what we've told them. Like the one down at Grain Growers, the old manager that was there, he said, "What can we do to prevent these ships from pulling the backfill out and wrecking our sheet piling?" I said, "Well, you've got to put a tug. You need tugs." But they wouldn't enforce it. The shipping companies would say, "Well, that's why we have bow thrusters. We don't want to pay for a tug when we've invested a couple hundred thousand dollars into bow thrusters."

NP: It's a gradual deterioration of the underpinning of the elevator as opposed to, "That one ship did it."

GD: Yeah, exactly.

NP: So, it's hard to pin when--.

GD: Yeah, you couldn't say which one did it. But, like I say, now pretty well all of them have steel sheet pilings, so there isn't--. Although, still, when you had low water levels, the very bottom of that piling could get washed out from the ship. See because the tug there washes up, I think our deepest tug is about 14 feet, whereas a bow thruster is going to be right down at the bottom at 26 feet or whatever they're loaded to. His bow thruster is right down there at the bottom of the pilings. That's one advantage of the tug is it's not going to do any damage to the bottom of the pilings.

NP: You've seen changes over the years, and let's talk first about what would be the major changes in the tug business that you haven't already talked about. I know you've mentioned some, but is there anything else that you need to add about the changes?

**[1:20:01]**

GD: No, like I said, the main thing is we're not moving the ships to as many elevators, so that's cut back on our revenue. The one thing we saw this year was a lot more saltwater ships, which gave us more revenue. So, it's kind of a spinoff between the two. Other than that, there hasn't been too much effect to the tug business, other than, like I said, it's just cyclical. The last time it was this busy was probably in 1998 that we saw this many saltwater ships.

**[Audio pauses]**

NP: Changes in the technology? You mentioned the tugs going from the physical wheel to a--.

GD: Well, that's one advantage that I have of being an owner and an operator. Our competitor is not the operator of it, he's just the owner, so he doesn't see some of the technology. I grew up with more technology than some of the older captains, and they would probably pull their hair out when they come aboard our tugs and see some of the stuff that we have as far as electronics and that. When I was writing my first certificate, they had what they called a Decca navigator, where you had to line up three dials and get your position and go to a chart that had Decca lines on it and try to figure out where you were. Then it became Loran-A was very similar—you lined up sine waves on a little dial to get your position. The next thing was RDF—radio direction finder. Same idea, you had to search for a radio signal and then it would pinpoint your position. Whereas now, you went to Loran-C, which gave you very accurate positioning, and now we have GPS and chart plotters. We call them Duracell captains now because if any of the batteries go out, you're basically screwed. But you still learn basic chartwork, and everything that you were taught in school. You still have to rely on that.

We do tend to rely more on electronics, but we have backups for our backups, so we're not too worried if one system goes down. We have something to cover it. But, yeah, I mean they've changed a lot. From the old original steering wheel and hand steering, we've graduated to power steering. Now we have, we call them jog sticks—it's just a little lever that you steer the tug with. Even the big ships, that's what they have now. They only have a little lever that runs a great big ship.

NP: Did you have to take the wheels out?

GD: We didn't have to. They're actually on, what, three, four out of our five tugs? We still have the pedestal there, and if we had to, we could go back to manual steering. So, it's still an option. Basically, you have to have that, or you have to have an emergency steering system, which a couple of them is just like a big rod or a big tiller you put on the top of the rudder post. If you had to, you would steer it with either rope blocks or come alongs.

NP: And that's just stored in the bottom of the--?

GD: Yeah, it's just stored there, and we have the instructions on the back and in the wheelhouse of what has to be done in order to switch it over. Like I said, we usually have two or three backups. If you get to that position, you're pretty well either going to get somebody else to tow you in or you're going back to the dock or you're not going to leave the dock. It's only in your dire straits. But we have had to use them. We've had it happen, again, normally in the ice. We had the rudder pins snap, well, it was on the top where the hydraulics steer it from. We had that snap in the ice, and luckily, we carried a spare with us, so we were able to fix it while we were out. So, it does happen.

NP: Speaking of ice, do you—and this may seem like a strange question—but do you like the challenge of the ice?

GD: I really hate ice. [Laughing] If you want to know for sure. It's a big part of our business, but it's also--. When the ice starts forming, it just becomes a headache and one more thing you have to worry about, especially if we're running back and forth across the harbour. I mean, last year, when we finished up, we left our tug out at the Mission for three nights because it was taking us six hours to run back and forth across the harbour. One day it was eight hours. So, we just figured rather than running back and forth we would leave it out there either with one or two men on it and the generator running. We talked to the shipping companies and said, "Do you want to pay eight hours to run back and forth? Or do you want to pay to have somebody sit out there with the generator running?" They were very cooperative, and they said, "No, we don't want to pay the eight hours' running time."

**[1:25:01]**

But yeah, it's a very frustrating time when you're breaking the ice, and also, it's tough on the equipment. You might see some physical damage, but you don't know what mechanical damage you're doing to the propellor and rudder and everything until you drydock it. We've had that happen where we pull it out and propellor blades are bent over. Not so much anymore—we've gone all stainless steel propellers—but at one time the bronze propellers, the blade tips were folded over. I mean, you're looking \$60 to \$100 000 for a propellor. So, you can do a lot of damage in one little session of ice. The hull, I mean, we've punched holes in the hull over the years. Breaking ice, you don't know, like I said, unless you can actually see it. You don't know until you drydock it.

NP: What are ice levels in a normal year versus ice levels that are really bad?

GD: In a normal year, we'll get 18 to 24 inches of ice in the harbour. We've had up to 36 to 40 inches of ice in different years.

NP: One thing you mentioned in the talk that I listened to earlier this week was a change related to the Port Arthur Shipyard, or whatever it was--. It went through many names. Could you tell us a little about that and how it affects the business?

GD: The last it was called was Lakehead Marine and Industrial, but I remember when that thing was a going concern. As a kid, my father actually worked there when they first moved up here. He worked at the shipyard in the wintertime to help support the family and keep everything running. Then my son worked there for seven years in the wintertime also. I think the city and everybody is going to regret not doing something to keep that going. It kept anywhere from 100 to 300 to 400 people working at one time. The spin-off revenue to the different supplying companies that supplied welding rod and compressors and all the things down the line that people aren't going to see for a year or two with it being shut down. As far as we're concerned, we didn't get much work out of the shipyard as far as moving the ships in and out.

Our competitor got all the shipyard work, but as far as us, we're not going to have a drydock here now to put our tugs into. We used to. Every four years, our tugs have to be drydocked and inspected by Transport Canada. So, now we'll probably end up going to Sault Ste. Marie, Michigan, taking them down there. So, that's 20 hours. Plus you're away from town for usually at least a week to 10 days. Cuts us back one tug obviously every time we have to take one down there. So, now we're going to have to space our drydockings out, whereas before we could do three in one year. Now we're going to hopefully spread them over three different years to get them done.

It's definitely going to affect a lot of things. Now you don't have a--. If a ship punches a hole in itself while it's here, it's got no emergency place to go to. It would have to go to Duluth, Superior—that's the closest one for a lake freighter. So, like I said, they're going to regret not keeping it open. It would have been nice to get a few people together and buy it and keep it, but.

NP: Why was it so difficult to keep it viable?

GD: Actually, it wasn't bankrupt. That's the whole thing. The owner that had it just wanted out. He wanted to get out of the shipping business. He tried selling it. Nobody wanted it. Nobody wanted to buy it. Why some of these major shipping companies like CSL [Canada Steamship Lines] or Algoma or one of them didn't buy it, I have no idea why. But I think part of it was because the new ships they were building wouldn't fit into it. They had to make it longer in order for their ship to fit in. But the owner, Jack Leitch, he just wanted out of it. He had too many interests in other places. He's 80-some odd years old, so he just wanted to sell it and get out of it.

So, it wasn't actually a bankruptcy. They were still making money there. They were—I forget what it was—a few million dollars a year they were still making at the shipyard, but he put it into bankruptcy by wanting to sever all the employees and pay their severance. Until he went to pay the severance package, that's what put it into bankruptcy. He wanted to be a good corporate person and make sure his employees were looked after, which I find very noble of him to do it. But it's too bad he couldn't find somebody to buy it.

**[1:30:12]**

NP: You mentioned that there was a drydock in Duluth. Why would you not go to Duluth? Would that not be closer?

GD: I've tried to talk to them, and they just said, "We're too big of an operation to put a tug into." Now that this one has finally closed, I'm going to have to talk to them again and see if they're available. The other problem is, now that this one is closed, they're going to be getting more work, so trying to get them scheduled to get there is going to be even tougher. Whereas the one in



Sault Ste. Marie, Michigan is a floating drydock. It's like a mom-and-pop organization. It's a small, very similar, like our organization where it's family. And they're a lot smaller, and they don't look after the bigger ships. So, it's easier to get into their drydock. So that's probably what we'll end up doing.

NP: There might be a niche here for the smaller boats, too, without having to go through the major investment of building a bigger facility here.

GD: Yes. Like, even if they kept this drydock open, they still put a lot of boats--. Every winter they had two or three boats in there, in our drydock. So, it's not like it wasn't being used.

NP: Have they sold off too much of the--?

GD: Everything is gone. All the machinery that was in the buildings. It's actually a shame that it went the way it did. I was down at the auction, and, like I said, it was almost heartbreaking for my son to go down there and see everything get sold off and nothing left from when he worked there. A lot of the guys that worked at the shipyard--. There's equipment in there—or was equipment in there—that they won't replace. It would be too costly to replace some of that stuff, and most of it, unfortunately, just went for scrap. It was sold not as a working unit. It was sold to a scrap dealer. They had one lathe there that's one of the biggest in North America. I mean, it might have got used only once or twice every five years, but still, when it was needed at least they had it here. Again, for machining, for drydock work and that, when a ship comes in, all that big machinery is gone now—all those big lathes and milling machines and all that kind of stuff. So they're going to have a tough time even if they open it up as a drydock. They would need a lot of money to replace some of those things.

NP: If a ship is damaged, it could pretty much be floated anywhere?

GD: Yes, depending on the damage, obviously. But then again, once Transport Canada or their insurer—Lloyd's of London or whoever they're insured with—they won't let them move until they repair it. If they had a repair facility here--. Or they'll put a temporary patch on it. They'll put divers down and put a temporary patch on it is what we did with two ships when the water levels were low. Then what they'll do is they'll go inside, and they put what they call a concrete box. They'll build a box around the damage, plug the hole from the outside to stop the water from coming in, put a box around the outside, and then fill it with concrete. That will basically patch it until they get to drydock. There's lots of lake freighters floating around with concrete patches on them. [Laughs]

NP: The elevators themselves, when you started out as--. What was your first experience with an elevator, even outside of the tug business? Can you recall seeing your first elevator?

GD: Well, we grew up right beside it. My dad, when he had the bumboat, we spent all our summers down at the old ore dock is where we were. So, we had Pool 3. Quite often, when we were down there as kids, we'd want a bottle of pop or something, and we'd walk over to Pool 3 and get a bottle of pop. They had a pop machine there. We were known all over the waterfront from being with my dad. So there was always that. We used to get our hair cut up on top of the ore dock. There was an old guy up there that cut hair, so we'd go up and get our buzzcuts every summer from this guy that did a barbershop thing up top on the ore dock. Then I remember in the wintertime when some ships were laid up at the elevators, we'd go over and get the garbage off them in the middle of winter, which is one of the services that my father offered. So, we'd take a snow machine and a sleigh, and take their garbage and take it out to the dump.

But we were always, all four of us—even my sister—would be down at the--. Or five of us, my sister would even be down with us at the ore dock and playing in small boats. We were allowed a little rowboat with a rope attached to it that we couldn't go too far away. [Laughs] We were known, like I said, all over the waterfront with all the different elevators. We would be there with my dad one way or another. I think I started when I was about 14 doing the linesman service—myself and a few friends of mine from high school and public school. We would tie up the ships, so we were at all the different elevators all over the waterfront.

**[1:35:29]**

NP: Because they were some of the first to go, the ones in the turning basin near Resolute or Bowater—whatever the current name is—do you recall them at all?

GD: Yeah, I remember. Actually, I remember one little weird story about the old Northwestern Elevator up there by Bowater. We just happened to be up there. I don't know if we were tying up or letting a ship go. My dad was doing it—I was too young at that time. But there was a lady there off in the bank picking stuff. I asked my dad, I said, "What is she picking?" There was horseradish growing there. So, this lady had picked some horseradish that had grown. I don't know if it came from the elevator or where it came from. Yeah, I remember Northwestern and then when they converted it into a chemical facility. We had a couple of tankers go up there and take product up, or mainly bring product in. It was not calcium chloride, but like black liquor and different chemicals for the mill. Then right below that was Paterson's elevator. I remember tying ships up there right below the swing bridge.

NP: Before you head to Paterson's, there was something that was originally called the Electric Elevator, which was right beside the Northwestern. Was it there when you were--? Gone already?

GD: I don't remember that, yeah.

NP: Purvis it was, one time.

GD: Oh, is that right? I don't remember that one.

NP: Okay.

GD: I remember the old Northwestern.

NP: And then you went up to Paterson's?

GD: Paterson's was just below the swing bridge, yeah. I remember tying ships up there. I remember waiting there one morning for the fog to clear so they could bring this ship up. We were there for about five hours waiting for the fog to clear so they could get up the river. That was just to tie it up. That was before I was involved in the tugboats. Then Pool 5, 10, 11, I remember tying ships up there when we were in high school, working through all those elevators. Westland D, the old Westland D at the corner of the turning basin.

NP: So, before you skip up the river a bit, we've put in for a historic site designation for Elevator F—Fort William Elevator F—which is the Western Grain By-Products.

GD: Western Grain? Oh, okay.

NP: Yeah. So, if you turn your mind to that elevator, any comments to make? Because it's of special interest to us.

GD: Hopefully it doesn't fall in the river! [Laughing] No, actually, I think it's pretty sound, it's just--. Like I say, it's a good money maker for us, but it's a pain to get the ship in there sometimes. But no, the people, like the owner of it, him and I get along great. Maurice and I, we've had many interesting talks. He's a very nice man. He's helped me out many times, actually, on different things. We had to move our tugs--. It was the day before New Year's when we got kicked out of the old Thunder Bay Elevator, and I happened to be at an electrical shop. They were just closing at noon, and I was looking for a certain plug, and Maurice happened to be there. He said, "Well, come on over to the elevator. We've probably got one there." So, I went over there, and he was able to

help me out and get us fixed up for the winter. So, it was good. But, yeah, like I said, I remember as a kid going up there and tying ships up at Pool 5, 10, and 11, or whatever they were originally.

NP: Did you ever go inside?

GD: I haven't been inside the elevator itself, just in the office. I mean, even the office is pretty antique, but apparently he's got old original scales and everything inside that elevator. It's supposed to be quite the interesting place inside.

NP: Yeah, that's what we think! [Laughing]

GD: Yeah, I'm sure you would! And what are you going to do with it? You want to make it into like a museum elevator, is that the idea?

NP: Well, out of all of the elevators, as far as old is concerned, it's in excellent shape, and it does have the original stuff. So, yes, it's a museum, but it's to our advantage that Maurice has it as an operating elevator—and operating at a level that makes it possible to get close to it. Where you can imagine trying to set up something with a place like Richardson's. So, it's on the backwater, right? But to our mind, ideal.

**[1:40:12]**

GD: I don't know if they still do elevator tours or not. No? Because I remember in high school, I was one of the few people that had a car in high school, so there was a group of kids from our mass media class did an elevator tour. I was just the driver basically, took them down. It was interesting to see through it. We went through the old Pool 4 and got to see the workings of the elevator and how people did their jobs down there. It was quite interesting actually. It's too bad that they don't have them anymore, but now with liability and insurances and that it's a shame that people can't go through and see how an elevator actually works. Excuse me.

NP: We sort of ended up with Elevator D, which was quite an operation I understood. Any challenges to tying up there or any stories you recall?

GD: Which--?

NP: Westland D, which was on the bend.

GD: Oh, I thought you--. Yeah, there's nothing there now. They've torn that completely down. Yeah, that was another interesting one because the dock wasn't very long, and we had to pull lines up onto the shoreline in different places and over the old pilings and that. So, it was quite the challenge. Then right next to it, I don't know if you remember—it wasn't an elevator—but it was Shed 7. Sandy Henderson, I don't know if you talked to Sandy Henderson about what his dad--. They loaded bagged flour and different things out of that--. Or not elevator, but shed. They had lots of African ships coming in there. I remember the Black Star Line coming in and they were loading the bagged flour, and same with up across from Western 10 was the old Robin Hood Flour dock. I remember ships going up there and loading too. That was another thing my father did. He was also a stevedore or a longshoreman, so he was loading the ships. But we tied up at Westland D and Robin Hood and Shed 7 there, where Sandy's father had.

NP: What side of--? Upstream or downstream from Elevator D?

GD: Downstream.

NP: Downstream?

GD: Yeah. Just between D and the old International Harvester building is where Sandy Henderson's father's place used to be.

NP: You know, I don't think he mentioned that in his interview.

GD: He didn't? That was a big part of it. I would have thought--.

NP: I don't think so! I'll have to go back and see. Yeah. May have to go back and talk to him anyway because I'm sure the ship's agent's job has changed a fair bit too since the changeover from Wheat Board and--.

GD: Yeah. Well, they got a lot more headaches. Like I said, they don't get much notice when these elevators want the ships in.

NP: And efficiencies, just--.

GD: Yeah.

NP: Then we'll leap across the river to Mission and what is currently Superior.

GD: The other one I don't remember. I remember the silos being there, which is just downstream from the bridge on the right-hand side. I don't know what the name of that elevator was, do you?

NP: The one that had just the little bins? Not the Ogilvie one, which was on--.

GD: No, no, not the Ogilvie one.

NP: The little one on the island?

GD: On the island, yeah.

NP: Yeah, that was called Gillespie at one time.

GD: Okay! I remember--.

NP: It's had a couple of owners in between.

GD: I remember the bins being there, and I don't ever remember tying a ship up there. Or I don't even know what there was for a dock there. There wasn't much.

NP: No.

GD: You could see the old pilings along the edge of the river, but.

NP: Yeah. No, the workhouse burned in the 1920s, and those were good solid little silos. So they just remained there and looked almost the same as they did on the day that they were poured until they were taken down last summer, I guess. Last spring?

GD: Yeah, actually we were going up the river, and I just noticed that they were gone! Where'd they go? [Laughing]

NP: So, Searle Elevator, which became Mission, what memories do you have of that?

GD: Yeah, Searle, wasn't it Federal originally? Federal or Federal-Searle?

NP: Searle first and then Federal.

GD: Well, I remember it closing. I remember it reopening again. It was a wood pellet plant for, I don't know, a couple of years. Gary Wiwcharyk has a wood pellet plant. I have a very vivid memory of being on the dock and a saltwater ship coming in. And I don't know whether the current caught him or what happened. The tugs or somebody messed up. We weren't in the tug business at that time, but they hit the corner of the dock and did, I think, it was close to \$1 million damage to the out-shore end of the dock there at Pool 15 or Cargill—or I mean, we always called it Searle's or Pool 15. Then Mission, like I said, it had so many names over the years. It was interesting because we waited for the pilot to come off, and I gave him a ride to the hotel afterwards. He got off the dock, went and looked at the corner of the dock, and looked at the ship. He'd punched a hole in the side of the ship. And he said, "Well, if you don't leave your mark, nobody will know you've been there." [Laughing] And he was one of the best pilots too! That was Ron Haynes, he was one of the better--. He was a Canadian pilot and just, like I said, the current must have caught him coming down the river and shoved him in there.

[1:45:35]

NP: Can you approximate the year? Like it was before, you said, that you were in the business, so--.

GD: I'm thinking, let's see, probably I'm guessing '75, '76, somewhere in there when that happened.

NP: And what about the other side? Then when you go over to Grand Trunk.

GD: That was the old Grand Trunk, yeah. When we were kids growing up, they didn't have the new gallery—the new loading gallery—so they were loading up at the forward end where the workhouse is. Yeah, we tied up quite a few ships out there at, like you say, the old Grand Trunk, we called it. Then it became Cargill, and they put that new loading gallery in. Actually, it's a little easier now for putting a ship in there because you don't have to go as far up the dock, and they're not shifting as much either with that modern gallery there.

They've done lots of dock work out there, that's one thing. That dock was falling apart. I remember, actually, a couple of winters when my father was still alive and in the business, they did some underwater repairs on it through the winter. I used to work as a diver's tender, and we were out there. I was out there quite a few times diving on it. We also did dredging there four years ago, just after the Kaministiquia apparently says he hit bottom there—blame it on the elevator. But we didn't find anything of any size on the bottom when we dredged there.

NP: And Ogilvie's, or--?

GD: Pool 8?

NP: Pool 8?

GD: Yeah, I remember old Pool 8. We had to take a ship in there one winter for layup, I think that was '89 or, say, the winter of '90. The two tugs went up. That was before they had the causeway. Myself and the other tug, the *Point Valour* at that time, we went up the Kam River, and the ship had come up the Mission River with the icebreaker escorting it because he didn't want to come up the Kam River because he was going to go head out downstream—bow downstream at Pool 8. So, we're on one side of the bridge and the ship and the ice breaker's on the other side of the bridge, and the bridge wouldn't open. [Laughing] We'd had a rainstorm the night before—this is in December—and we had a bit of a freezing rain. It was just enough ice on the bridge that the motor on the bridge wouldn't lift it. So, we had to wait till the sun come out and warmed up the bridge enough that some of it melted. Because it's so well balanced that bridge, that they couldn't get it through.

Then we were involved when it caught fire after whoever owned it then. I guess the government owns it now. So, I'm not sure if they owned it at that time, when it caught fire. What's that got to be? 10 years? No, more than that. It was just after 9/11 because actually we were going out that night for my youngest son's birthday. We were taking him, and I got a call from the fire department that they need our boat and a tugboat to put a fire pump on to go up there and help fight the fire. So, my son Davis, like I say, it was the night of his birthday, and he wondered if it was a terrorist attack. What would he be then? I think he'd be about 12 or 13 years old, and it just hit him. Like I said, it was just after 9/11 and he thought maybe the terrorists had done it. He was all worried about it. It was interesting when we went there. We had been supposed to be training with the fire department for years with this pump on our boat, and they never did call us. So now, all of a sudden, in the middle of a fire, "Okay, we want your boat. We want to load it. We want to have a fire pump loaded on your boat and go up there."

So, we're heading up there and we got the pump loaded on the backend of our tug, and I said to the guy, I said, "How much fuel does it burn?" He said, "You mean gasoline?" I said, "You mean that's a gas pump?" And he said, "Yeah." I said, "Isn't that kind of risky taking a gasoline-fired pump into a fire?" "Well, that's all we got." So, I said, "How are you going to get fuel to it if you run out of fuel?" "Well, I guess we'll have to run back and forth with jerrycans somewhere." [Laughing] I'm thinking, "Oh, boy!" I said, "We got lots of diesel fuel onboard, so we can use that, but not gas." So, anyway, we were there overnight pretty well helping to put the fire out with their fire pump.

[1:50:01]



Then we had a small boat, one of our smaller 18-foot outboards. We do oil spill response at the Petro-Can facility, or Suncor now, so we always have a guy over there when they have a ship loading or offloading. We had our little boat, and actually the pilings on the Jackknife Bridge were on fire, that's how much heat there was coming across the river from Pool 8. They had two firetrucks sitting at Suncor just fogging the area so that no embers or anything got into there. Can you imagine what would've happened if that would have caught fire? Then we had our small boat, he was running up and down the river creating a wave just putting fires out up and down the river when that happened. It was pretty scary, actually. Like I said, that's my first thought of, "What happens if this Suncor facility goes up?"

NP: So, that was at the time when Ogilvie was on fire?

GD: Yeah.

NP: Hm. These things you just never think of, eh, until it happens.

GD: No! And again, after the fire department said, "Oh, we're going to do training with you now after this," and I haven't heard a word from them since. [Laughs] They've got their little airboat that they're not going to be able to put a pump on, so I don't know what their bright plans are.

NP: Were there any incidents at the elevators where there were fires or explosions where you had to be brought in to do sort of similar things?

GD: No, actually. Apparently, we're part of everybody's security plan. All these elevators have a security plan that if anything ever happens like fire or terrorist attack or anything like that, they have to have some way of getting their employees--. Like if it's land side and they can't get out through that way, apparently, we're on everybody's list of responders that we're there if we have to take the employees across to another elevator or take them to somewhere safe. I never heard a word from any of these elevators, I just heard it through the Port Authority. "Oh, yeah, you're the first responder." I said, "Oh, that's interesting! Nobody's talked to me about it." [Laughing] But at one time they were supposed to be getting money for a boat, the Port Authority—or any actual private individuals or private companies—could have applied for some government money to build a boat, but that never came through or anything. Nothing ever happened with it. Just for that particular situation, if they ever had to get somebody off. But I'm surprised, and we've been lucky that nothing's happened that way. Where if it happens on the land side and all the employees are stuck in there and they can't get access out, where are they going to go? They're stuck in that elevator.

NP: I have a question that's sort of way off our conversation. [Laughs] But I'm thinking—maybe this has something to do with homeland security—someone I interviewed said something about the issue of people defecting off of ships. So, they go AWOL. Tell me about that because they probably would have gotten off on one of your ships. Do you get interviewed or--?

GD: No, we've never had them come off on any of our boats, but I don't know if you've talked to Maurice since he had--. There was a ship up there two years ago, it was called the *AK Brother*. It was a Syrian ship, and the guys, they didn't want to go back home. But they were here, and it was some of the coldest weather we had. That was, like I said, two years ago, and it dropped to like minus 30 and that ship sat at Maurice's elevator for, I believe it was three weeks. Two people defected off of there, jumped ship, and they never found them. I don't know, did you hear that story? No? Apparently the one guy, what did he--? Was it a bakery or a drycleaner? I think he ended up getting a job at a drycleaner and they hid him. He stayed here. They ended up having to put up, I think it was \$100 000 bond for the guy that jumped ship.

But I felt sorry for those guys that were on that ship. We happened to move it. It had to be a bad luck ship. When we finally went to move them, we had about a foot of ice we had to break around them to bring them down the river because, like I said, the temperature dropped so much. I felt sorry for the crew, so I went to one of the local stores and bought a bunch of toques and mitts and everything and put them aboard for the guys—and scarves.

Anyway, we were coming down the river, and it was so cold that their crane froze, and they couldn't get their crane to go down. Well, you come around Westland D, there's the hydro lines there. He took out the hydro line! I was tied up alongside the ship assisting him down the river, and my brother was upfront breaking ice so that we could get through. He looked back, I guess, and he saw the hydro line come down. He said, "Don't go out of your wheelhouse. Don't do anything," because it landed right across the ship, went flying across the ship, and the next thing it went in the water and got caught in the propeller. Luckily, luckily it snapped off quickly because I mean, I had visions of all the hydro towers coming like this [laughs] down behind this thing.

**[1:55:22]**

Anyway, we ended up having to take it into Valley Camp and tie it up there until they could figure out their hydraulic problem because there was another set of wires below Valley Camp that he wouldn't have been able to get under either. He would have taken those ones out too. It was quite the interesting move, that one. So, this guy that works for him, he showed me a little video and it shows Santa Claus's sleigh hitting the wires. He said, "That's what happened to the wires. It wasn't the ship!" [Laughing]

NP: You know, in all these conversations I've had with people, these stories—like it's hundreds of stories along the waterfront—and I figure, remember you were talking about the reality TV program that you got sucked into? It sounded like I think we should have a series on, because the stories--. Like that would make a good story.

GD: The pilot, it was an American pilot, and he probably should never have left. Well, he looked on the chart, and he saw the wrong set of wires. He said, "Oh, I'll make it underneath the first set, but I won't make it underneath the second set" when they told him how high the crane boom was up. So, he was under full impression that he was going to get under there. Obviously, it didn't happen.

NP: Was it a miscalculation on his part then?

GD: Yes. Well, either that or the captain didn't give him the right height of the crane. So, you know, actually the pilot was very--. He thought he was going to jail. He said, "If this would have been in the States, I would be in jail because I took that out." It shut down Pool 15 and Cargill, or—I still call them by the old names—Mission and Superior. But yeah, it shut them down for I think it was about an hour or so they were out. The whole Mission, the reserve over at the Mission was all shut down because it was the main powerline. Cut down the powerline that go over there.

NP: Lucky nobody was killed.

GD: Well, luckily, like I said, the sparks didn't do anything. I guess it must have hit a breaker instantly and shut everything down, but yeah. Luckily for us too that it didn't do any more damage or the ship didn't, like I say, pull all the towers down or something.

NP: Moving out of the Kam River, was the Empire already gone?

GD: I remember it as a kid. I remember when it was on fire. I'm trying to think of what year that was. Maybe '59, '58, somewhere in there. Yeah, because I remember my dad took us over on the small tug to see if from the lakeside. Yeah, I do remember vaguely Empire. I don't remember it--. No, I wouldn't. My dad may have tied ships up there, but I don't remember. Well, I was too young when it went down anyway.

NP: Yeah, it was gone I think in '60 or '61. There was actually an interesting story on that one. Walter Cronkite's group came and filmed it being imploded.

GD: Oh, really?

NP: Because it was the first one in Thunder Bay, or the first one in North America that was used. So, Mr. Lebrun, would that be somebody you know?

GD: Yeah.

NP: We taped him, and he has a fascinating story about that, so yeah. Another one! [Laughs] Another one of those great stories. So, then you get out of the river, and you get--.

GD: We actually, when they turned it into a cement facility or whatever you want to call it, I remember we had to go over there and dive—did commercial diving—on the dock because they wanted to bring aggregate in there. I forget what it was, three cars? Three or four cars we pulled out of the lake bottom there that people had either driven off or, somehow, they ended up there right beside the dock at Empire.

NP: Railcars or car cars?

GD: No, no, car cars. Yep. Car cars. [Laughing]

NP: So, would you ever be responsible—since we're talking about railcars—would you be responsible at all in any way for when they had to fish the--?

GD: Responsible in what way?

NP: The cars.

GD: We didn't do it! [Laughing] We didn't do it! No, actually there was—I don't know who all you've talked to—but Ed Spiess was a railway conductor, and he was also a commercial diver, so he worked for my father. He also worked for Fred Broennle, but I don't know what happened. Him and my dad parted ways a long time ago. But whether the rumours are true or not, he would work midnights for the railroad, and it was kind of interesting that the odd railcar would go off the end of the dock on midnights. The next day he would be diving for Fred Broennle to hook onto them and get them out. [Laughs] Like Ed worked for my father. I don't know how many years he worked for him, but him and his kids, we grew up with his kids down there at the ore dock too. We had quite a bit of fun down there.

[2:00:23]

NP: Is he still around?

GD: I believe he is. It's been a few years now, but I saw his wife and daughter. So, I'm not sure if Ed's still around or not.

NP: So, we move over to P&H, which you've talked about. Then you'd have Manitoba Pool 1.

GD: Yes.

NP: Any--?

GD: Well, Manitoba Pool 1, I imagine you know and everybody else, it was one of the most modern elevators. To see it closed is just more or less heartbreaking actually. Again, it was another one that ships would go into without tug assisting because it was a straight in shot there. UGG M, being across from each other, they often would go with either one tug or no tug sometimes, these saltwater ships, depending on who the pilot was. The big thing going in there is a lot of people didn't--. Because it was a straight in shot, people would get overconfident and all just go booting in there. Well, if you got a west wind, you would get a different current coming around the end of M house, and it would shove you over toward Pool 1. So, again, local knowledge, people don't realize that. If you've got a strong west wind, it tends to suck the water out of the bay—not enough that you would notice, but it does create a current—that a lot of people didn't realize that would happen at Pool 1 and M house.

NP: When you had ships that could be moored on either side of a slip, was there ever a situation where they hit each other or squished a tug?

GD: Well, actually, I remember one. We moved from P&H one time—it was a Greek ship. It was one of Onassis's ships, and we were going from P&H over to I think it was Pool 1. We got halfway out of P&H slip and his engine quit. So, immediately we had to switch around and start towing him. So, I was on the *Robert W* at that time, one of our smaller tugs, and I ended up having to tow him in dead ship in there. I don't know how much experience you've had with Greek sailors, but they're very loud. You don't need radios from one end of the ship to the other! So, we could hear them yelling back and forth on the ship, and the pilot's trying to talk to us on the radio. He said, "You know what? I don't think I even need a radio with these guys yelling so loud." [Laughs]

But, yeah, and then we had another one. It was a lake freighter. *The Canadian Ranger* I believe it was. We were moving it from--. Oh, no, he called us. He was dead shipped, so we had to tow him from Pool 1 over to 7A one time too. What else happened at M

house? Oh, yeah! You were asking about two ships tied up there. There's just barely enough, depending on how wide the ships are. Our small tug could get in there. So, we did have a couple of times when a ship went into Pool 1, and they would move the ship at M house as far up as they could get it. Then we would go in with the small tug and hold the bow in, and then we would leave it in there overnight or till one of ships moved so we could get back out. But we did that a few times where we were stuck in there for a day or two waiting for the ships to move. There's just barely enough room to get it in there.

Actually, we were bringing a ship into M house--. There was a laker tied up at Pool, and we were taking a ship into M house, and the pilot, "Oh, I can get in there. I can get in there no problem!" Well, he got about 100 feet off the end of the dock, and he said, "Nope. We're not going to make it." So, he aborted, and we took him back out and put him to anchor. The current caught him, or he was light too. He was in ballast, so there he didn't have a lot of steerage. Again, you couldn't get the tug in there with him. He didn't want to take the tug in alongside him. He aborted.

NP: What do you recall about Thunder Bay Elevator, which was home at one point?

GD: Well, Pool 1 is home now. [Phone buzzes] **[Audio pauses]** Not a big deal. Thunder Bay Elevator? I remember tying ships. I can't remember when it shut down. I can't remember. It was a working elevator, though, when I was younger. They would tie ships up there in the wintertime for winter storage, or for layby for the winter. So, I do remember going over to ships there in the wintertime with my father and, like I said, getting garbage off them and stuff like that. Then the *DC Everest*, which I was second mate on for one season—excuse me—was a lake freighter that ran between Marathon and Green Bay with wood pulp. It laid up there a couple of winters I know of. Apparently, there was lots of treasures down there. Like guys in the spring, they'd throw old lamps over and all kinds of stuff. So, a friend of mine wants to go diving there one day. So I'm going to have to get down there and see what's there. I'm sure my guys threw quite a few things over there too! [Laughing] I don't know what all's in the bottom of that slip.

**[2:05:40]**

Then, when we did the *Grampa Woo*, we tied the barge up down there at the inshore end of old Thunder Bay Elevator. I was still out at Isle Royale getting the rest of the *Grampa Woo*. The wind come up and took one section of it and blew it into the lake there at the elevator slip. So, of course, Pool 7 phoned all in a panic. "You've got to get down here! There's a piece of wreckage that sunk to the bottom. We've got to get it out." So, we had to get divers down there and a crane and pull that piece out.

NP: Well, if you ever find any interesting elevator things, let us know about it!

GD: Well, I'm sure there's lots down there. Lots of empty bottles! [Laughing] We did dredging at 7A a few years back, and that was funny when you start dredging. Like, there and at Cargill when we were dredging out there, you found lots of bottles in the lake. Back in the day when elevator employees were allowed to drink—or not allowed to, but snuck it. That was the other interesting thing, every—probably stepping out of line here—but every elevator, the grain trimmers had a shack on the dock. Every grain trimmer shack had a beer fridge in it. I mean, we were 15, 16 years old and my dad would go in there and have a beer while we were waiting for the ship to come in. By the time we were 18, we were allowed to have a beer or two. [Laughs]

NP: No, it's no secret about drinking in the grain elevators.

GD: No!

NP: 7A and B?

GD: Well, 7A, like I said, we did some dredging there over the years. As far as getting a ship in there? It's usually fairly simple. It's like a quick little—not even an S turn—it's kind of an angle and then an angle in. The biggest thing there, again, is it's as narrow as Pool 1. Well, all those are—Pool 1, McCabe's, 7A, and Thunder Bay Elevator—they're so close, or such a narrow slip, that it's hard when you're in the spring and fall taking ice in with you. You're always trying to get the ship in as tight as possible. Again, we had another American pilot do the same thing as the one did last year. We told him we went in, swept the slip pretty well clear on that side. We said, "Get the shoulder up as quick as you can going in," and he wouldn't listen. So, we ended up having to take him back out, clear it all out, and take him back in a second time because of the amount of ice he pulled in with him. He was 20 feet off the dock and all the ice that we had cleared out, he got stuck back in there again.

Then that's the elevator where I was telling you about where the other tug company, when I was in high school, they were taking a ship out of 7A, and the ship went ahead on him and pulled the tug and punched a hole in it. So, we got a call—I think it was around midnight or something—we had to go out and plug the hole up with some wedges and burlap. He ended up having to weld it up.

NP: We're just about at the lighthouse, [laughs] and a ship went up onto the lighthouse?

GD: Which one was that? [Snaps] I used to know it! Not the *Black Bay*. Oh, shit! *Richelieu*? No. It was a CSL-er anyway. I remember because I worked on the *Welcome Ship*. My parents were one of the original owners of the *Welcome Ship*, and I remember when Jack Gurney would go by there and he'd-- *Simcoe*? I think it was the *Simcoe*. He said, "Whenever the *Simcoe* would come in, the lighthouse keeper would start trembling and running down the break wall." [Laughs] Jack was quite the guy! But, yeah, I remember that. I remember when it was knocked off the pilings. That was in the early '60s if I remember right.

My father also worked on the--. He was driving truck when they were building the break wall. He was driving out there in the wintertime when they were putting rock there. He had a barge and put some more rock out there, and I guess that was around the '70s or so. Somebody ended up getting killed when they were putting the rock down. I don't know, it was just our barge and our tug, but it was somebody else's crane. I guess they were putting a piece of the armour stone down and the guy got in the way and was crushed. Yeah.

**[2:10:23]**

But then 7B, Stewart's, I remember taking ships in there. I remember there was this one little saltwater ship. I wouldn't know how it got across the ocean, I mean, it was so low to the water. We were standing on the dock, and we could see overtop of the ship. I'm thinking, "I wouldn't want to be going across the ocean in this!" [Laughs] I think it was a training ship, too, for—I forget which country it was from—but it was a training ship for the sailors.

NP: Why was it so low to the water?

GD: Just that's the way the ship was built. It was just a small ship, and they put, I forget how many thousand tonne of cargo. It wasn't that big, maybe 8 or 10 000 tonne, but it was just a very low ship.

NP: Then we have Canada Malting.

GD: Yeah, Canada Malt. We took a few ships in there. Again, that's another tough elevator slip, that 7B and Canada Malt. It's very narrow. Tricky getting in there because you've got to make a big right-hand turn and then a big left-hand turn to line up to get in there. What was that, about three, four years ago? We took the *Montrealais* in there, into 7B actually. We were—what the hell were we?—six hours, eight hours getting him in, in the ice in the spring. We just kept piling all--. We tried to get him as tight as we could, but as we're going up, we're taking all the ice with us. So, my brother went in with the big tug to blow the ice out, and there was ice 25 feet deep. Like it was all just pushed right down to the bottom. Yeah, we were, like I said, six hours flushing ice, trying to get it out of there, so he could get close to the dock.

NP: How could you even get in with--?



GD: Well, that was it! You had to work your way to push your way into it, and then my brother was at the frontend flushing it out and I was at the backend. I was at the Canada Malt side blowing it with my propellor wash to get it back out of there. We just kept doing that for, like I said, about six hours before we finally got him alongside.

NP: Pool 3?

GD: Pool 3. I remember when it was a working elevator. Like I said, we used to go over there. It used to be our pop stop. We'd go over there and get pop from the millwright shack. Then I remember taking ships in there with the *Robert W*, so that would have been '89. Actually, I remember the day before we went down to get the *Glenada*. We took a ship into Pool 3 with the *Robert W*, and then the next morning we were getting in the car to go down and bring the *Glenada* back from Sarnia. But there was a few challenges getting in there with the south wind. We've had ships almost end up at the ore dock going in there. So, it was a little tricky getting in there sometimes, especially a lot of these ships were in ballast. They didn't have bow thrusters, the saltwater ships. I remember this one time a friend of mine was a pilot. He used to sail for Algoma. He was bringing a ship in there—I think it was an East Indian ship—and he come around the corner, and the wind just caught him and almost put him right up on top of the ore dock.

NP: So, the explosion of Pool 6, where were you?

GD: We had a front row seat. I remember tying ships up at Pool 6 and working at Pool 6 throughout the years. Then when they blew it up, actually, Dennis Johnson—who was the harbour master at that time—basically chartered us to take himself and a few other people out to watch the implosion. I think we had Sandi Krasowski from the newspaper with us too. She came along with us. But yeah, that was pretty interesting to see it. I wanted to get closer, but the harbour master wouldn't allow us. He said we had to sit at the breakwall and watch it. It was pretty interesting to see it come down. I have pictures of it somewhere. I don't know where they are. I think I even have video of it if I remember right.

NP: If you could share a copy of that with us at some point--.

GD: I'll try to see if I can find, but it's been a while. Obviously, since we did it. Then we--.

NP: So, was there any wave action as a result of it coming down?

GD: No. Just shock wave. I mean, there was no water wave of any sort. But when they started bringing cruise ships in there, we got called by Paul Pepe to go down and see what was on the lake bottom. I've got pictures of all the rubble and concrete and crap that

was down there. I think we took two or three barge-loads out of there, of old elevator parts that had fallen in from the explosion that nobody really knew about. Oh, I know! They had a Navy ship go in there—that was one of the first ones that went in—and that was their concern because they had a sonar bubble underneath, or a sonar pod. They were worried about hitting it going in there, so that’s why they wanted it cleaned out. Then the Navy here had divers go in and check even after we were finished to see if there was anything down there. Then they did a sweep of the dock, make sure there was no explosions or mines underneath that somebody might have planted. [Laughing]

**[2:15:48]**

NP: Pool 2?

GD: 2? I vaguely remember it running. Again, there was another one of Jack Gurney’s stories about it. They loaded the first ship with wheelbarrows. I imagine that’s true. Then my brother Stan went in--. Well, that’s where Deep Diving Systems was. After they shut down the elevator, Deep Diving Systems was in there. Then my brother, when he worked for Great West Timber, he took the tug and barge in there to load the wood for Windsor and Detroit and Chicago. One time, there was somebody else on the tug—he wasn’t there at that time—the *W.N. Toulon* brought in their barge, and it was in the fall of the year. It was a northeast wind, and he got blown right up on the shore. So, they called the other tug company, and they couldn’t get in because the water is so shallow there. Also, there’s a cable runs from there out to the main entrance. It runs the main entrance lighthouse. It comes right through by the Griffin, where they have their dock there. So, this guy was just about over top of that, so we ended up going down with our *Robert W* and ended up pulling the tug and barge and everything back to the dock. It was probably a good 30, 35 knot wind and probably about a four-foot sea running inside the break wall. We ended up getting him back to the dock anyway.

NP: That takes us to Richardson’s.

GD: Good ol’ JRI [James Richardson International Ltd.]. I remember Freddy Broennle working down there doing the underwater work, pinning the bottom of the elevator pilings and that because that’s all shale underneath. They weren’t able to drive any piling because of the shale, so they ended up having to pin it and concrete all along the bottom of the wall there. We’ve done quite a few dive inspections on that one over the years. It’s another bit of a tricky one to get. That’s one of the elevators that we almost hit—well, not we—but the ship almost hit the end this fall. There’s another little slip between Richardson’s and Pool 4, and for some reason the pilot was thinking that was the elevator slip, I guess. I don’t know, it was dark. I don’t know what his idea was. He said, “I’m all lined up.” I’m on the bow, and I’m saying, “No, you’re not lined up.” I said, “You’re lined up for the little tug slip there, but you’re not lined up for the elevator slip.”

So, anyway, we got him in there. Then we were coming out of there with another one this fall—small little ship it was called the *Transhawk*. We started spinning him, getting him ready to go head towards the entrance, and all of a sudden, the pilot comes ahead on it and—I think he had to hit bottom—we stopped. I bet you we were 20 feet from hitting the end of the dock at Richardson's, that's how close it came. I said, "You better be backing on this thing," and my brother's telling him, "Back the shit out of it, or you're not going to make it!" Like I said, I think he had to have hit bottom, that's the only thing that stopped him from hitting the dock.

NP: What was the name of that boat again?

GD: Transhawk.

NP: Spelled?

GD: T-R-A-N-S-H-A-W-K.

Np: Oh, okay. That kind of hawk.

GD: It was just a little one. I don't think it was 12 000, 16 000 tonne. It wasn't that big of a ship. But again, Richardson's is a tricky elevator because you have to come in through the north entrance, make a left-hand turn, and then make a right-hand turn to get in. A lot of these pilots, like I said again, the Canadian pilots know how to get in there. It's actually quite simple because you just back-. Most ships, when you back on, the stern will go to port. So, as soon as you back on it, the stern would come up to line up for the dock, but some of these guys make it very difficult to get in there when it doesn't need to be. Another problem there is they have that big shale pile on the southside of the slip that came out from the elevator. I don't know if you've been down there and seen that. There's a big rock wall almost comes out from there.

**[2:20:01]**

NP: On the left-hand side? Like if you're coming in?

GD: If you're coming into Richardson's like right across on the right-hand side when you're looking down the dock. That's all the shale that was on the bottom of the lake from there. We dredged there, boy, that's got to be at least eight years ago or more since we dredged. We did a little bit of dredging down there because they had a high spot. The big problem there is, with it being built on shale they can't really dredge anymore, so they have those big fenders along the edge of the dock to hold the ships off. They used to

have rail tank cars there as fenders, and then they just had them floating there tied to cables. Then they moved to these rubber fenders they have now.

But I remember we got a call—it was a Sunday night—and it was the *Cedarglen* that went in there. I know the captain on there quite well, so he phoned us up, and he said, “We’ve got a bit of a problem.” I said, “What’s that?” He said, “Well, we pulled one of these tanks off the dock and it got pulled into the propellor.” But luckily our divers went down, and all it was was a cable was just barely, just loosely wrapped around the propellor. But he said it pulled that tank right under and shot the tank out of the water. Like you figure how big one of those tanks are, like a railway tank car, I was surprised it didn’t punch a hole in it and sink it. Then quite a few times when they had those old fenders there—those rail tank cars—we’d have to go retrieve them. When a ship would come in, it would break the cable and end up over by Great West Timber. We’d have to go over and retrieve them and bring them back and tie them up. But now they have these big rubber fenders, and they haven’t had as much trouble with them.

It’s a pain getting in there, again, spring and fall with ice. With all those fenders they have along there, you can’t get the ship up tight to the dock. Then those fenders will trap the ice in. So, sometimes they’ll be 10, 12 feet off the dock. They’ve extended their spouts so they can reach out further, but for the most part it’s not a fun dock. I’ve been aground there, actually just about a month ago. We were putting a ship in there and I had to get around to flush the ice out, and I touched bottom with the stern of the tug going in there. Actually, I backed the *Point Valour* into the rock pile not realizing how close I was. [Laughing] Did a little bit of, not damage, but I punched the rudder up a little bit, so they had some squeaking noise going on.

NP: Pool 4A and B?

GD: Pool 4, I don’t remember--. Well, nothing really happened at B side, I guess, or whichever one was on the inside. But I remember tying ships up there when we were in high school, and actually bringing ships in there in the fall of the year. Just when I bought into Thunder Bay Tug Service, we had a few ships go into Pool 4. Again, it’s kind of a tricky elevator. Again, narrow slip with old Pool 9 being across from there. But going in there--. I remember the Coast Guard was on strike—I forget what year that would’ve been—probably around ’92, ’93 maybe. We were doing all the ice breaking around town, and we were in Pool 4 breaking it up. Again, another grain trimmer shack with a beer fridge in it. [Laughing] The Gillis boys!

NP: [Laughs] Were some more sociable sheds than others?

GD: Oh, all the guys were--. Well, we grew up, like I said, around the waterfront, so all of them knew us anyways. So, it wasn’t a big deal.

NP: That was where the big explosions were too, in '45 and '52. Any stories hanging around?

GD: That was before my time. No, that was before my time. I just heard that they had exploded.

NP: Pretty tragic.

GD: Yeah, it was. Then old Pool 9, I remember tying ships up there. Then when they levelled it, if I remember right, they just knocked it down with a wrecking ball. All the concrete and rubble is still there. I remember sitting there many mornings waiting for ships to come in.

NP: Beautiful area, actually.

GD: Yeah, it is. Very nice. We were actually trying to get into Pool 4 to see if we could rent a spot there, but we need power for our tugs so it's not really good. Apparently, the guys at Richardson's were telling us that they've got a gang of kids that are in there—like a real gang-gang. They're taken over the elevator. I don't know if they're still there or not.

NP: Hm! And then that gets us to UGG and, currently, Richardson Current River Terminal.

GD: Current River Terminal. Again, that's an easy dock to get into. It's a straight in shot for the ships. Sometimes not so good for tugs. But they've put—I don't know if you've been down there—but on the out-shore end of it they've put a piece of steel with concrete behind it. So, you actually have to get around that to get into the dock. It sticks off about, I don't know, a couple of feet, I guess. We call it the can opener because a lot of ships have gone in there and ripped holes in them by hitting that thing. When they first designed it, like that's-- Oh shit. Got to be at least 20 years ago, I guess, they put that corner on there. Their bright idea, one of the engineers that came up with that, they had logs inside of tires for fenders that they put on that corner. Well, first ship that come in just ripped those. We were chasing those for a couple of weeks. They were floating all over the place. So, we went and took those and put them back.

**[2:25:47]**

I'm surprised there hasn't been more ships get opened up. Like I say, we call it the can opener because it's so dangerous, especially if you have a northeast wind that's going to blow you right down on top of that corner. Quite often when we're taking a ship in, if there's a northeast wind, we'll put a tug on the portside of the ship just to hold him off at going in there until he's inside that corner. We did a lot of diving down there, a lot of diving repairs especially on that corner because it was so exposed that the ships would

hit that corner and then, quite often, the sheet piling underneath would get banged and disturbed or had to be repaired. Rubble, again, from the explosion from over at the--. That exploded. I mean, that was before my time, but--.

NP: Fell in!

GD: Or it fell in, whatever. [Laughing] It might as well have exploded. But I heard about the tidal wave that went across and took the pumphouse out at the shipyard. That was another one of Jack Gurney's favourite stories. [Laughing]

NP: You've mentioned, especially when you're talking about getting the ships safely in and out, the various winds that you have to be aware of. What's the most dangerous wind on the Thunder Bay harbour?

GD: Well, northeast is probably one of your worst, or east wind. I mean, you can see waves coming over the break wall in the fall of the year when you get 30 or 40 knot east winds. I remember one ship we were taking into Grain Growers—again, a straight in shot—and it was blowing northeast about 25, 30 knots. We had five tugs—two of ours and three of the other company's—on that ship trying to get it in. They wanted it in. He got just to the break wall and the wind, with all five tugs, we still couldn't hold him off from going down on the break wall. So, he, like I said, aborted at the last second, and pretty well all five tugs ripped all—like we have big tires on the front of our tugs—pretty well all five tugs lost the tires off the front of their tugs trying to get it in. That was, again, one of the best pilots, one of the good Canadian pilots. But he just, he said, "Forget it. I can't. Can't get this in here."

But northeast is bad at that end. Well, any part of town, actually, a northeast wind is bad. It'll pile up the ice. Also, going into the Mission, a northeast wind will blow them down on the Mission wall. Quite often we'll get a call if the wind is out of the northeast. I've seen a pilot had to abort one going into Mission Terminals there at one time. Same thing, northeast wind, he didn't realize. It came up, actually, after we put the pilot aboard. The wind came up so quick. He started in and there was no way he was going to--. He ended up having to make a quick circle, and he actually went on the wrong side of the buoy to get out of there so he could get out and go back to anchor.

NP: With the big salties, what kind of leeway do they have at the entrances? Like is there a fair--?

GD: The entrances are, I think, they're about 300. Most of them are around 300 feet across, the opening. They're 75 feet, so they do have some room. But even so, if you get the wrong wind and, again, if they're in a ballast situation where they just have ballast water on them--. Especially in the fall of the year when it's starting to freeze and you've got minus 20, minus 30, their ballast tanks with freeze up or their sounding tubes will freeze up. So, they have to get that water out. So, quite often they'll take the water out and then sometimes they're only drawing three or four feet of water at the forward end, half their propellor's out of water. So,

they're not very manoeuvrable. The wind will catch them like you wouldn't believe, especially when you're up that high. It's like a big sail being up there. So, they take a lot more chances. The lakers are more designed to pump their ballast in and out, and they don't have a problem with them freezing. Some of these foreign ships will even put water in the cargo holds for ballast on their way up, so they have to get rid of that before it freezes too.

**[2:30:10]**

NP: So, you have to be pretty careful when you're tied up to these things that you're actually tied to them and not in a situation when you have to go in in concert, as opposed to--.

GD: Yeah, well, quite often when they're coming in in rough weather--. They've gotten a lot more cautious in the last, I'm going to say the last five to ten years. They won't come in when it's beyond a certain wind strength. We will wait inside the breakwall for them. Normally we hook up about a half a mile outside the break wall, get our lines on, and go alongside them. But if it's, like I said, if it's rough at all or too much wind, we'll just stay inside the break wall and then hook up to them as they come through. Then again, the other thing you have is ice. In the spring and fall when you're coming through the ice, and you've got your line on, and that ice is trying to push you along too. So, you're fighting the ice quite often.

NP: Hm! Who would've thunk it! I will look at all those little tugs out my balcony window with a whole new--. I'll be watching for the wind. I'll be seeing where you're going!

GD: I mean, even in our day-to-day work when you're moving a barge or even coming up alongside a ship, you have to take that into account, which way the wind's blowing. Again, putting the pilots aboard the ship, quite often we'll go out and it will be--. We've had up to four- or five-foot waves, and trying to get a pilot aboard, we'll have to push the stern into the wind to get a lee, and then you can put the pilot aboard. You can't try to get him on there, otherwise--. We've had it where the pilots, not been in danger. We've had one—in all the years I've been in this business—we had one person fall off a ship. We were—again, I think it was end of November, early December—we were moving a ship, and we got a call from one of Paterson's ships that they had a guy aboard that had a kidney stone attack. They asked if we could go get him off. So, we went out the north entrance, pulled up alongside the ship, and we--. I mean, it wasn't a rough day. It was a calm day. They started to lower the gangway, and this guy's standing on the end of the gangway. The cable on the gangway got caught and tilted the gangway, and the guy ended up falling in the lake in November.

So anyway, we were able to get him onto the tug. We put a rope underneath his arms and dragged him onboard the tug. The guys that were with me, they took him inside, and peeled all his clothes off and got him a pair of coveralls and got him warmed up. Our

one deckhand even gave him a hug to try to warm him up! We gave him a cup of hot chocolate and we took him into the ambulance at Grain Growers. [Laughs] It was kind of funny. It turned out this one pilot that's a Canadian—actually we'll see him tomorrow when we go to Toronto—he used to sail on that ship. He was telling us that the guy was gay, so he probably enjoyed the hug from my deckhand. [Laughing]

NP: You questioned whether two hours would be stretching it!

GD: Well, you got me talking! What do you want me to do? [Laughing]

NP: So, we're coming now to the final questions. [Laughing]

GD: The end? Final questions? Oh, you've got a page of them! [Laughing]

NP: No, no, no. Fortunately we've got everything you've talked about. That's the case we get. I have this order of questions--.

GD: Okay. I threw that out the window?

NP: But when it comes to the end, they're all answered—just in not such a formalized fashion—which is great. This is a high-level question that you may not have an answer to, but one thing we found through doing this project is just how fascinating the grain industry is. Part of the reason is that there's all these peripheral industries that exist. So, our question is what part do you feel that you and your company have played in the success of Canada as a grain trading nation?

GD: We get surveys all the time from Revenue Canada wanting to know what our revenue is and, same idea, how we affect what happens in the grain trade. I think, like without us in the spring and fall, these ships wouldn't be able to move. There's been years where the ice breaker hasn't been here, and we've taken over the whole ice breaking part of it. So, I mean, without ourselves or the other tug company here in town, basically the port would come to a standstill.

**[2:35:16]**

There was a couple of times in the last few years where ships had to wait until the ice breaker came because it was beyond our capabilities even. I said to them, "We're not wrecking our equipment." Because some of these ships, they won't use us all year long and then they want us to bust ourselves up in the fall with the ice. I flatly refuse to go out sometimes. Same thing in the spring. The Port Authority or the harbour master will say, "We won't have an ice breaker here until such-and-such in March," and I say, "Well,



then, we're not going out until we get one." Some years we have. I mean, if the ice has been light enough, it's not a problem. We'll go out and do it. But again, nobody wants to pay us to go and break out--. Like the elevator slips will pay us to break out their area, but as far as the main harbour and the turning basins and that, nobody is willing to pay us to do it. They just figure, "Oh, it's part of your job. You have to get from A to B, so you have to go through there and do it." I've said no. I said, "You guys pay us, we'll go do it." Like I said, I think we could shut down the port in the spring and fall if it came to it, to bring awareness at least to the government that this has to be done. Somebody has to pay for this.

Then working with the American Coast Guard, same thing. They don't realize what it's like around Thunder Bay, and they're very nervous about putting their boats in any danger in the harbour. We got out and we tell them where you can and can't go. We've worked well with both the American and Canadian Coast Guard as far as the ice breaking is concerned. We've had captains from both Canadian and American Coast Guards say what an asset our *Point Valour* is as far as breaking the ice and keeping the harbour running. The captain on the Samuel Risley, actually, he said, "I don't think a lot of people in the industry here and the Coast Guard realize what you guys do to keep this port going up there." So, it was kind of a nice compliment, actually, coming from them.

We've had some nice letters or emails from some of the captains telling us what a good job we've done. They haven't said that the port wouldn't survive without us, but I mean it has come to the point that we could prevent things from happening in the grain trade if there was no ice breaker available. Like last spring, it was just beyond our capabilities, so there was no way we were going anywhere until we got an ice breaker. Everybody respected--. There was no ships moving anyway because of the conditions.

NP: Good answer! I like that. Are there any other questions I should have asked? Anything you would like to add?

GD: I think I've said just about everything that needs to be said. I mean, I don't know what your whole background or what you're looking for, but again, when my parents had the *Welcome Ship*, I mean, it was tourism. When there was 20 elevators, there was lots to see. People came to see the elevators and the ships tied up to them. I mean, that's lost now. There was that little tour boat, the *Pioneer II*—I helped the owner get that going. I actually worked on it as a captain and had a couple of our guys as engineers there. It opened it back up again, and you got to see what was there. Since the *Welcome* left and until that one came, there was so many elevators closed that there wasn't that much to show anybody anymore. That was the worst part of it. You know, you could say, "This elevator had a capacity. This elevator had so many ships." Again, like I said, when the *Welcome Ship* was around, there was lots to see—lots of ships loading, elevators were all running. Everybody was making good money, and that's just not there anymore. Not as much anyway.

NP: So, if we are able to get--. First of all, our first step is to get the designation for the Fort William F elevator, which has gone to the National Historic Sites and Monuments board. The decision has been made, but we're on hold while the government decides

when and if they want to tell us the decision. [Laughs] What should be featured about the tugboat industry that sort of illustrates its importance to making sure the ships get in and out?

**[2:39:55]**

GD: Well, that's the big thing. Without the tugs, a lot of the ships wouldn't get into the elevators to load. So, they are, they always have been, an integral part in this harbour. I plan on being here for a long time. I keep saying I want to retire tomorrow [laughs] but it hasn't happened yet. My son, I'm not sure what he's going to do—if he wants to take it over or not. He loves it, but I don't think he likes the hours. That's the other thing that people don't see is this is a 24-hour-a-day business. It used to be about 8 months of year, now we're up to almost 10 months of the year that we're running. Spring and fall you're going crazy, like you're working sometimes 24 hours around the clock. You're lucky if you get a few hours of rest, you go up, start over. Do it all over again.

That's keeping the harbour moving and keeping the elevators open, like I said, with the ice and that. It's something that I don't know how many people realize what happens out there. I don't think a lot of people in this town do realize that. Even the elevators themselves! They look out, "Oh, there's a little bit of ice there. It's no big deal." Well, six to eight inches of ice is a big deal if you want to get your ship in there.

NP: So, a story to be told, even just the history of the tugs from way back when. I guess the Whalen would've been one of the earliest?

GD: I'm sure there was more before that. Like I said, I've got that little picture. My father would've known the tugs better than I do. I'm trying to think of some of the names of those tugs. They just slip my mind right now.

NP: Has anybody taken an interest in the history of tugs?

GD: There was somebody there the other night—I'm not sure if maybe you knew who she was—there was an elderly lady that said she gave her collection of the Styffe's tugs to the university.

NP: Oh, okay!

GD: Do you know who that is?

NP: It might have been Mrs. Styffe.

GD: I don't know. Was she there?

NP: I don't know. But the reason I say that is we did interview Captain Jack, and they had mentioned that she was still alive at that point. But that would've been a couple of years ago because it was--.

GD: I don't think she was a--. I'm not sure if she was an artist or not, she might have had paintings. I'm trying to think.

NP: We can track that down.

GD: Yeah, but she had said she gave her collection of the Styffe's tugs to the university. The only other one that was a real historian—I don't know, it's probably too long ago—was Tommy Steck. He was a tug captain, engineer, been in the industry forever, but he's passed away. I don't know that his wife is even around anymore. There was another--.

NP: S-T-E-K?

GD: S-T-E-C-K, I think that's how he spelt it. Another one you may want to talk to, but I don't know how—he's not much of a talker—would be Roger Hurst. He sailed. Like he was around here from a kid. He used to work for us. His daughter was there the other night at the museum.

NP: Hurst with a A-R?

GD: H-U-R-S-T. He used to run the *Donald Mac*, and he used to do a lot of the ice breaking at all the elevators in the spring. In fact, they did all the elevator slips at one time. He's pretty shy. He's got a stutter, so I don't know how much he'll want to do an interview. You can talk to him and see, but he's got a lot of--. He worked on the dredging tugs and, like I said, he's got quite a knowledge of the tugs on the waterfront.

NP: Speaking of memorabilia, you had mentioned a few things that you have. I'll just leave it with you that we are developing a website with a focus on the grain elevators, and we have a Facebook group called Friends of Grain Elevators that you might be interested in if you're on Facebook.

GD: My kids won't let me go on Facebook. [Laughing]

NP: I wonder why! They can unfriend you.

GD: I don't know! They're just, "No, you're not!" [Laughing] Doesn't really matter to me. I'm not into that social media.

NP: But there are some things that you think of, especially when and if it ever gets to the point that you're downsizing and getting rid of stuff. People just sort of toss things out—their kids aren't interested—and we're just horrified to hear that! We'd like to at least have a look at them beforehand, so just keep that in mind. But if there--.

GD: My wife would like to get rid of a lot of it. [Laughing]

NP: Yeah, that's usually the case! In fact, I've had one woman who was so thrilled that I wanted some of her husband's paperwork that she helped pack it up!

**[2:45:02]**

GD: I'm sure you've talked to Gene Onchulenko.

NP: Yes. Gene is on our advisors list, and--.

GD: Because I don't know if he got them or not, but there was one of the longshoremen, Frank Walford, had tons of pictures of the port—like old pictures. I think Gene talked to him or talked to his widow. Frank has since passed, but his son works for us, he's a longshoreman. Whether he'd got any of his pictures left around or his wife does, I'm not sure.

NP: Collection from, what was the fellow's name?

GD: Frank Walford. I think Gene tried to buy some or went to see some of them. I'm not sure how it worked out.

NP: I'll talk to Gene. I haven't talked to him for a while. He's too busy actually working as one of your linesmen! [Laughing] So, it's cut into my time speaking to him.

GD: Yeah, now he's down in Texas.

NP: Oh, is he? That's good.

GD: He waited until the last saltwater ship came and left, I think it was the 22nd or 23, something like that, he left. He's quite the wealth of knowledge, holy smokes! The memory! Just phenomenal. He remembers the chief engineer, the captain, what they had for dinner. [Laughing]

NP: So, I'd like to thank you very much! I'm so glad that I finally got this interview done. You were on my list for quite some time, just spurred into action by that great presentation that you and your wife Sharon gave the other night.

GD: Oh, thank you!

NP: So, thank you very much!

**End of Interview.**