

UNITED STATES GREAT LAKES  
SHIPPING ASSOCIATION

HONORING  
SIXTY YEARS OF SERVICE  
TO THE GREAT LAKES/ST.LAWRENCE SEAWAY INDUSTRY

Earlier this year, April 3, 2016, seemed like a routine day and passed without much fanfare for the agent members of USGLSA and the international flag vessel Operators/Principals they were serving as the Lakes/Seaway Navigation Season got underway. However, it was actually a more notable day of achievement for USGLSA, marking the 60<sup>th</sup> Anniversary of the continuous existence of the organization as a key participant in the Great Lakes/St. Lawrence Seaway System industry. Acknowledging that Anniversary, USGLSA is proud to continue to be one of the strongest and oldest advocacy groups of its kind on the U.S. Great Lakes. Some of the history of the organization and issues confronted along with some names of those who served or are still at it; all of whom make up the rich history of USGLSA, are recounted and honored here.

FOUNDING AND EARLY YEARS

Well before the June 26, 1959, official opening of the St. Lawrence Seaway System as we know it today, it was on April 3, 1956, that Incorporators and first Board Members

K.W. Dusing

E.A. Kueker

R.H. Corbett

filed Articles of Incorporation with the Office of the Illinois Secretary of State, Charles F. Carpentier, forming a not-for-profit corporation which was named

CHICAGO OVERSEAS SHIPPING ASSOCIATION

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The purpose of the new corporation was stated in the Articles as being formed, "To foster closer working relations and harmony among various world trade and shipping interests in and about the Port of Chicago." A large Filing Fee of \$10., was duly noted for the record.

### A NEW NAME TO REFLECT BROADER HORIZONS

There is no evidence that in those early years, the Association might have been casually called "COSA" but that seems to have a ring to it. Unfortunately, changing the name later to USGLSA doesn't seem to provide such a convenient shorthand way of identifying the group. However, COSA would soon give way to a new name, reflecting a broader reach on the Lakes/Seaway and in the industry, especially as the new Seaway was in play.

Possibly responding in part to market changes with the expanded opportunities of the St. Lawrence Seaway, on July 17, 1963, the Members of the Chicago Overseas Shipping Association voted to change the Association name to United States Great Lakes Shipping Association. The required Articles of Amendment were filed with the then still serving Secretary of State Carpentier, another \$10., was collected and the new name was official as of October 14, 1963.

Consistent with the broader scope of the Association name change, the Association's definition of its purpose broadened as revealed in official Annual Report filings changed. In 1973, the purpose statement became, "...to protect and promote the mutual interests of its members, to assist in the solution of maritime and other related problems, and to foster closer working relationships between the Association and other related world trade and shipping interests affecting the U.S. Great Lakes."

## MEMBERSHIP

Names of Members and those who served the Association over the years may bring back memories. While some of the older Association records have found their way to places unknown, looking at historical Annual Reports reveals names of Members and others who have served as Statutory Resident Agents such as Wm. Bricen Miller ('65), A. A. Diamond ('66), Werner J.K. Burchard ('67 – '76), Sam Schiphorst ('77) and ('94 – '99), Alfred Hudson ('78 – '79), Warren Jackman (80), Hubert Hagan ('81-'82), Charles Weihe ('83) Henning Christiansen ('91-'93), and Warren Marwedel (2001 – Present).

Other names retrieved from historical files and also with thanks for input from Joan Roback, Henning Christiansen, Steve Conner and Warren Marwedel, include John Childe, Peter Vandenberg, Eric Hallen, S.A. Zumpano, Philip Frace, J. McCarthy, Robert Gretzema, Leo McKay, Alexander Krygsman, Leonard Tveitan, Hugh Goldie, Howard Oswald, Fritz Tepper, Ingo Hasserodt, Ann Miller and Vera Paktor. Also, shipping agents/member organizations, included Protos Shipping, Kerr Steamship, INGLA and Great Lakes Overseas.

While Joan, Henning and Warren are still active with USGLSA, some other names many will recognize today crop up in past years' Official Reports which does not necessarily indicate the date they became employed in the business, but rather when they started to show up in records as officers and directors of the Association. How about Bob Gierszal (1977 – Director), Doc Mahoney (1979 - Director), Henning Christiansen (1991 - President), Rick Laurion (1991 – Treasurer), Dan Sydow (1991 – Director), Steve Conner (1994 – Director), Tom Gierszal (1999 – Director), Warren Marwedel (2001 – Registered Agent), Note - Warren claims he attended his first USGLSA meeting in 1972 , Tom Wiater (2001 – Director), Bob Audy (2005 – Director) and Jackie Csiszar (2013 – Director).

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The regular employment of an appointed Executive Director appears to have been an evolving development on the USGLSA organization chart. While there appear to have been some earlier less formal and issue-oriented appointees for certain duties, Vera Paktor is believed to be the first regular, full time Executive Director, being appointed in 1981. Vera was succeeded by Helen Brohl in October of 1996. Helen was then succeeded in April of 2007, by Stuart Theis who currently occupies the position. Having someone in this role appears to have had a very positive effect on USGLSA visibility and its ability to become more directly involved in carrying out the mission of the Association. It enhanced increased effectiveness through better focused service on governmental and private organization committees and including advocacy not only for the interests of Association members and customers, but also on behalf of the Great Lakes Seaway System as a whole.

#### CONTRIBUTIONS OVER THE YEARS

USGLSA has had a well-established tradition of holding monthly telephone Conference Calls during the Navigation Season giving the Executive Director an opportunity to report on and to discuss issues at hand, but correspondingly to receive feedback and guidance directly from membership. It is not always easy for an Agent member to be in a place or at the designated time to participate, but over the years, attendance on these calls has been remarkably solid and supportive; not to say it was always easy for the Agent who would attend from a phone booth, in a car rolling down the road, in a motel parking lot or some other remote location while going to or coming from meeting a vessel. The notes transcribed from these meetings still provide a window to the issues the Association has followed and made contributions.

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Regrettably, meeting notes of all kinds from the more distant past have not survived if they existed at all, so we know little of the details of the workings of the Chicago Overseas Shipping Association. However, more recent documentation especially through the Conference Call minutes reveals that many pertinent subjects attracted attention in one form or another for extended periods of time, sometimes years. Those subjects seem to fall into two general categories being 1) matters pertaining to the vessel services Agents perform in connection with ship calls, such as communications regarding arrivals, departures and inspections from Customs and Border Protection and their predecessor organizations, Coast Guard, local ports, cargo inspections and a wide variety of other general assistance Agents perform on behalf of their Principals and 2) Broader legislative and regulatory issues which potentially impact Great Lakes commerce generally, but in particular, the vitality of the trades engaged in by the Agent's Principals. Those areas included matters as to safety, navigation, ice breaking, dredging, pilotage, and environmental regulations such as invasive species/ballast water management, air quality and cargo residue.

A third and important area of involvement by USGLSA covering both of the two identified classes of focus which has grown over the years has been participation through membership and general support of other trade organizations. A principal example is the USGLSA membership in the National Association of Maritime Organizations (NAMO) which was founded in 1991. Other groups emerging over the years and which are supported include Green Marine, Highway H20, and participation on Federal Advisory Committee Act (FACA) committees which are designed to provide practical industry input to regulatory agencies such as U.S. Coast Guard.

The historical point here is that in looking at the records and minutes of Meetings it is remarkable how so many general subjects continue to attract attention, albeit in different contexts. Ballast water management's greatest

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challenge has been to establish a single, clear and uniform manner of predictable regulation with achievable standards. The process has taken years dealing with conflicting State/Federal jurisdiction and inconsistencies, court rulings, Federal Interagency conflicts of purpose and international standards. Also, the events of September 11, 2001, have had a regulatory impact of previously unimagined proportions in our industry as to safety and security on the Great Lakes. Matters relating to the Transportation Workers Identification Card (TWIC) are still being addressed now more than 14 years after the 9-11 attacks. USGLSA has followed that journey every step of the way.

### BEYOND 60 YEARS

The first 60 years of the existence of The Chicago Overseas Shipping Association and USGLSA have been marked by prominent success in serving the U.S. Lakes/St Lawrence Seaway industry in general, and in particular, the international flag fleet calling at ports in the U.S. Lakes. That success has been achieved through the highest quality efforts of dedicated men and women who have worked tirelessly over the history of this organization and continue to do so. By reliably showing up, day or night, efficiently providing accurate and timely information to vessels, ports and involved governmental agencies, as well as working to solve problems on location; this is what USGLSA and its member agents are all about and this is what USGLSA member agents will strive to deliver in the future. In addition, USGLSA as an organization will continue to vigorously support and defend the U.S. Great Lakes/Seaway industry commercial activities through advocacy on regulatory, legislative and public information issues affecting the Operator/Principals they serve.

In 1996, upon the achievement of 40 years of service to the Lakes maritime industry, USGLSA was honored by the Department of Transportation in a letter which stated in part: "Commercial maritime shipping is the backbone of international commerce in the United States – one of the foundations

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upon which our country has excelled and prospered. The membership of the United States Great Lakes Shipping Association are “home port” ambassadors to the vessels calling upon the port facilities along the Great Lakes St. Lawrence Seaway System and their responsibilities have only grown in importance. The United States Great Lakes Shipping Association has played an important and significant role in the success of commercial shipping along the Great Lakes for the past 40 years. I am confident that the next 40 years will bring even greater successes as the association and its membership work to generate new international business through North America’s Fourth Seacoast - the Great Lakes St Lawrence Seaway System.” Signed by Federico Pena, United States Secretary of Transportation.

USGLSA is now honored to celebrate its 60<sup>th</sup> Anniversary of service and will continue to seek to fulfil or exceed its quality driven commitments and the expectations reflected in Secretary Pena’s letter.

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July 14, 2016