



Two Harbors Iron Port



OFFICIAL NEWSLETTER OF THE
LAKE COUNTY HISTORICAL SOCIETY

HAPPY BIRTHDAY EDNA?

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2016 marks the Edna G's 120 birthday. I am not going to bore you with the details of her construction or career, but I would like to share with you the efforts made by a dwindling but dedicated group of volunteers to preserve this Two Harbors icon. Even before the City of TH bought the tug from the DM&IR in 1984, the Edna G Preservation Society was created in collaboration with the historical society. The mission was primarily fundraising for the preservation of the tug.

The single most important action the City Council took towards preserving the Edna G was the creation of the 3% Lodging Tax in 1994, 1% of which can only be spent on the Edna G. This revenue stream is in my opinion the only reason that tug has not been scrapped or sent to the bottom, both options were once discussed in council chambers. (Two Harbors – 1994 1.0% Preserve and display the tugboat Edna G. The total combined lodging tax imposed under this law and Minn. Stat. § 469.190 may not exceed 3.0%. Laws 1994, ch. 587, art. 9, § 11).

On and around Independence Day 1996, in celebration of her 100th birthday, Edna G Days were held in Two Harbors. Through the efforts of people like Dave Stout and Bob Munson, Edna had been open for tours as a floating museum for several years, but now the boat was sporting a fresh paint job and the interior spaces cleaned and painted.

Each year the first week in May Bob would buy a new mop and broom and spend about a week getting Edna ready for visitors. Bob Munson wrote the script for the Tugboat Tour. Sadly, since 1996, volunteer Dave Stout had passed and by 2010 Bob Munson was no longer able to get around on the tug to look after the general maintenance. He passed in 2014. In 2002 the City Council created a new Edna G Commission to take the place of the old Edna G Preservation Society.

What has been going on since 2007

I started work at the Historical Society in August of 2007 as a maintenance person. It was evident to me from the first time I stepped on that tug that it was dire need of some large scale maintenance and repair.

When I became the director of the Society in 2010 The Society was under agreement with the City of TH to manage the tour operations on the tug. I began working with the Edna G Commission to reassess the overall condition and prioritize our projects list. By this time the Edna G Commission had been reduced to four active members; Thomas Koehler, Michael Lackore, and Myself. Seth MacDonald was our City Council Representative and co-authored the RFP's and carried our requests through the council meetings. The following is a list of work we have done. The City Council was supportive of all our efforts as the Edna G Fund paid for everything.

2007-2013

2007 Air line rebuild: \$250.00

I had to get flex hose from Cavallins and spliced the rusted out lines for the whistles. First time I had to crawl down into the bowels of the tug, not a pretty sight!

2007-2010 Every year I had to rebuild the stairs that came off the gangplank. Ryan did this after 2010.

2011-2013 Replace the Gunnels; \$15,600.00

The gunnels had been destroyed by the wasps and hornets that like to burrow into them. This project took time because we had to find and wait for the white oak timbers to properly cure before being installed. Work was done by Larry Ronning and Jeff Scully.

2007-2013 continued

2013 Install new dock bumpers (tires): \$9618.00

There was no sense in fixing the gunnels if they were going to be ruined by the dock. We had to replace the bumpers. They had to bring up a barge with heavy equipment on it. Before this could be done Tom had to weld cleats and eyes onto the dock so they had something to hang them on. In addition he had to rebuild the steel portion of the lower gunnels where the tug had been damaged during a storm.

2013 Replace the mooring Lines: \$5453.00

The old mooring lines were starting to rot. We also wanted to see the tug reset along the dock as she was moving so much that she was being damaged against the dock.

2013 Security fencing on the tug dock: \$16,000.00

The tug dock railings were these old and rotting wood frames and plastic snow fence. I was deeply concerned about safety and the fact that it did not look inviting to tourists. We were also able to adapt the new railings so other boats could easily tie up to the other side of the dock.

2013 Marine Engineers General Inspection: \$15,889.00

We needed to have the hull inspected so the engineers could offer recommendations for the future preservation of the tug. This included divers completing ultra sound and visual inspections. We discovered that the original 1" thick steel had worn down to 3/8" thickness in some spots. Average thickness was 1/2". Our intent was to use this information as justification for moving the tug to a drydock. The engineers told us the tug, as it sits, may be able to be in the water for another 25 years. It was recommended that we have the tug fitted with anti-rust anodes and coated with a rust resistant polymer. We also had the air compressor tanks for the whistles tested and it was recommended that the tanks be replaced. Not sure if this has been done.

Also in 2010-2013

Tom started work on replacing the wood flooring that had rotted over the years due to the leaky windows.

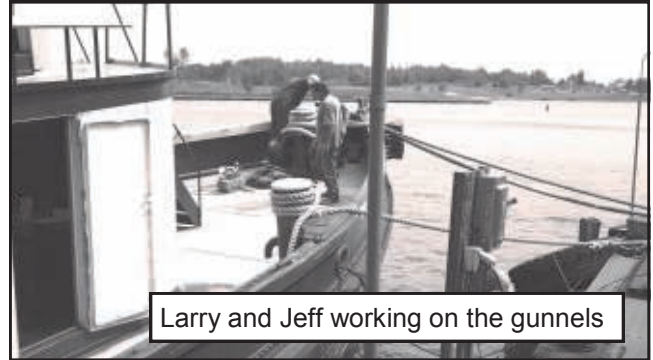
New covers were made by Proctor Canvas for the Water Canon, Whistles (winter storage), and the lifeboat: total for all three: \$1300.00

I designed new brochures and had those printed: \$300.00

I had the display photos in the galley that are used on the tour printed on aluminum to withstand the weather: \$250.00

We have replaced the gangplank winch twice. 2x \$200.00

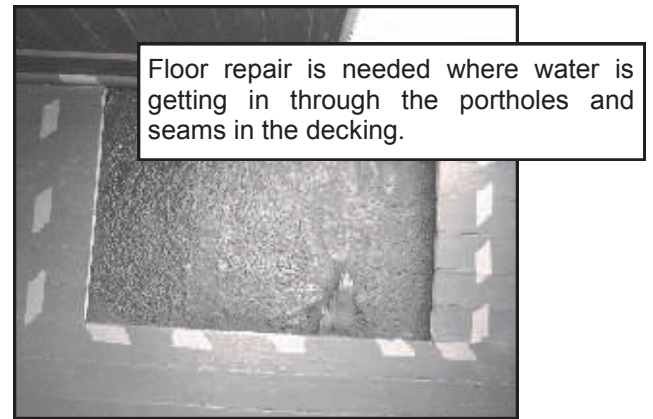
Having ships like the Sundew be able to dock on the tug pier was one of the requirements we added when the new railings (Fence) was installed on the dock.



Larry and Jeff working on the gunnels



Each piece had to be custom fit to the old tug.



Floor repair is needed where water is getting in through the portholes and seams in the decking.



New railings and bumpers for the pier

Tom and I working on the air system compressor for the whistles. We didn't get them working right but progress is being made.



2014

During the winter of 2013-14 the tug was severely damaged by a storm. The gangplank was completely torn off the dock and the side of the superstructure was damaged. Tom and I along with Bob Myer of Portable Welding rebuilt the gangplank from salvaged parts. We had the City to get us a welder that could be wheeled out on the dock.

Smaller repairs:

We purchased new sump pump equipment and Michael designed a warning system that would flash in the event of it losing power. Flag pole fixed. The compressor had been failing for quite some time and was replaced. \$900.00

Bids awarded in 2015

Hull repair: \$3400.00

The storm of 2014 also popped a riveted seam along the water-line and this had to be repaired by divers using some new caulking methods.

Ongoing in 2016

Anode Installation and hull coating, Gunnels Painting, rust abatement and painting inside hull: \$96,000. To date \$67,125.00 of this project has been completed and should finish up by fall of 2016. Finally getting the new gunnels painted and caulked with a two part poly in DM&IR colors. Rust abatement and applying the industrial coatings to the inside of the hull as well.

**Money invested in Edna over the past 6 years;
Total \$165,560.00.**

2015 was a good year for the lodging industry. At the end of 2015 the Edna G fund had a balance of \$191,000. The largest contributors are Superior Shores/ Burlington Town Homes, AmericInn, and Country Inn and Suites respectively. If I could make one suggestion I would encourage the Edna G Commission to stop spending the fund directly and use it as match funds or security for obtaining grant funding for the major repairs the tug will need over the years. Instead they should save that fund so they can use it as match dollars to have Edna moved either into a slip or on land in Van Hoven Park. (see next section)

The Edna G Commission is down to Thomas Koehler, Michael Lackore, and councilman Miles Woodruff. Three people are not enough to save this boat.

As the work being done on the tug involves hazardous materials the tug tours are closed for the 2016 season.



Tom Koehler and Bob Meier salvage the old gangplank and convert it into a safer walk way.



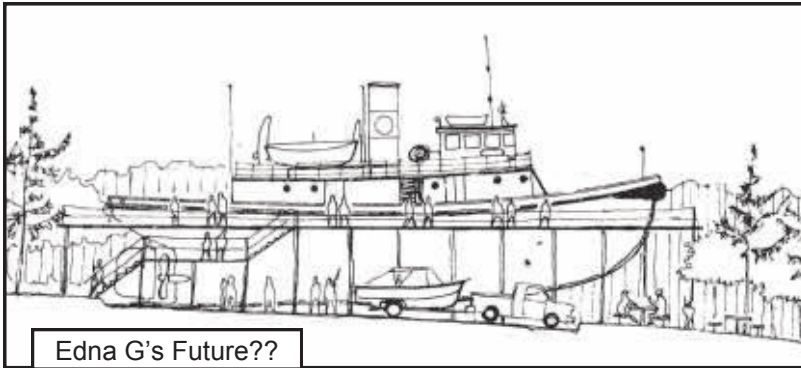
Old gangplank with broken hinges



We shortened the gangplank by 4ft.. It can now be stowed nearly vertical keeping it out of Edna's way in the event she starts rockin'.

The engineers told us the greatest threat to the preservation of the Edna G was the hull rusting out from the inside. Not easy to see, this is the bilge from around the propeller shaft large flake, you might say sheets of rust were coming of the hull. The Commission has since placed auto sump pumps in the bilge and are monitoring the water levels.



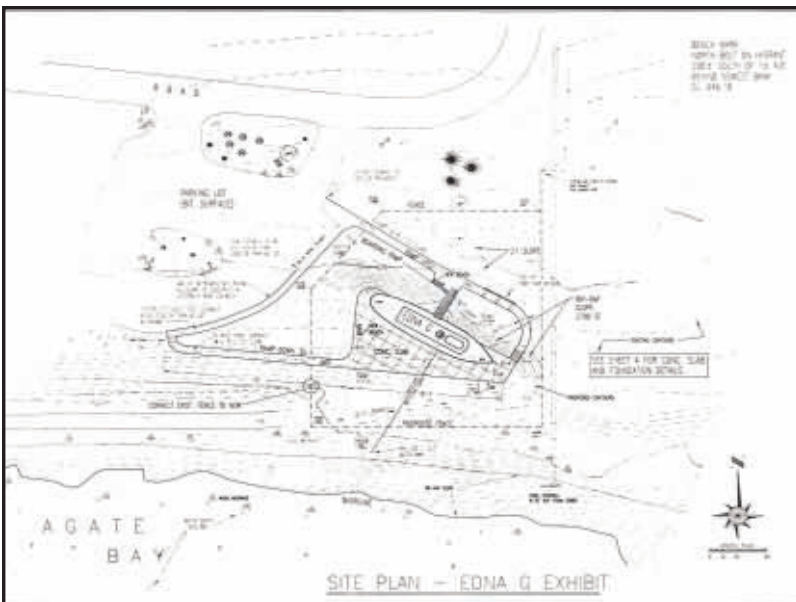


Edna G's Future??

The City of Two Harbors has spent tens if not hundreds of thousands of dollars on re-use, engineering, planning, feasibility and whatever else you can think of studies concerning the future of the tug. I can only share with you my conclusions after working the tug as it sits in Agate Bay over the past few years.

After running the tour operations for four years my personal conclusion is in order for the Tugboat Tour Operations to run in the black Edna either has to move, or they need to build a new road and parking lot. With the current arrangement getting visitors down to the dock and out on the tug is a losing battle. We live in a world where people aren't willing to walk 50 ft to get food at the supermarket. They are not going to stumble down a steep path, walk down a dirt road, and out on a dock. I always reported to the City Council that Edna's numbers would at least double if people could park at Van Hoven and walk straight onto the tug. They already have the plans.

I need to note that the Edna G Commission members are respectfully divided over the Tug's future resting place. Some members, including the State Historic Preservation Office (SHPO) want it to stay next to her dock in the water; some of us want it in her own display, fully interpreted, on land in the park. I know one thing for certain, SHPO is not going to like the idea of building an extension off of the tug pier (owned by the CN) to create a bunch of slips for pleasure craft. SHPO will site that it detracts from the historical value and presentation of the Edna G.



Donations In Memoriam 2016

- John and Dory Pearson for Warren Symons, Hailey Smoger, Helen Carlstrom, JoAnne Larson, and Bob Anderson
- Judy and John Sellman for Robert Anderson
- Larry, Brad, Craig, Suzie, Todd and Irene Ronning for Robert Anderson
- The Family of Ellen Moore-Anderson for Robert Anderson
- Sally Mielke and John Mielke, MD for Bob Anderson
- Don Olson for Elsie C. Olson
- Mabel Hoseth for Morgan Hoseth
- Gloria Anderson for Jeanne Kuronen
- Maggie King for Dale Hanson
- Jody Zastera in honor of Ann and Merory of Joe Zastera
- Charles and Beverly Truscott for Eleanor Olson
- Lee C. Johnson for E. Walfred and June Johnson
- John M. Erickson for P.J. and Agatha Welch / Charles and Hannah Cotter
- Daehn, Jeff and Dawn for maintenance restoration work on the lens and beacon.
- John and Dory Pearson for Steve Rogge and Pauline Simonson
- Nancy Aleff for Gary Aleff
- Dee Ann Holisky for Vicki Holisky
- Jennifer Niemi for Rene Ehlen
- James J. and Mariken Wogstad-Hansen in Memoriam for : Andrew and Rena Hansen and their decedents and families: Clara Andersen, Helmer Hansen, Edwin Hansen, Alice Spangenberg, Ella Holman, and Pauline Simonsen.

It was with regret that we accepted the resignation of **Ryan Williams** as the LCHS Maintenance Person. Ryan was so much more than a maintenance man. Since 2010 in addition to looking after our buildings, he designed and built all the new cases and displays featured in our museums. His work will be an asset to the Society and enjoyed by our museum patrons for many years to come. For the Board, Members, and Staff,

Thanks Ryan.

P.S. The Crusader II will be waiting for you.



Thank You to Our Supporters

JULY 2016

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H&R Block, Ann Harrington
Harbor Insurance Agency
Ronnings Lake Carvings
Split Rock Lighthouse, Lee Razdak
The Vanilla Bean Restaurant
West Star Accounting

Businesses that joined at a higher level are categorized accordingly.

Membership Categories

Individual	\$20 _____
Family	\$30 _____
Business/ Friend	\$55 _____
T-Shirt Size? _____	
Sponsor	\$100 _____
Book <i>Light On Agate Bay</i>	
Patron	\$250 _____
Book <i>By Water & Rail</i>	

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Crawford, Marvin D. and
Sandy Suess-Crawford
Engman, Elmer
Falk, David and Kathy
Hanson, Roy T. and Joette L.
Hartley, Phil and Helen
Hastings, Ann and Gary
Hopper, Nancy
Iverson, Dan and Marie
Johnson, William and Mary
Kolberg, Elsie
Kragseth, Glen and Laurie
Larson, Margaret
Lorntson, Art and Therese
Maki, Edward Jr. and Cindy
Maloney, Pat and Chelle
Munson, Shirley
Northey, Lyle and Patricia
Ranta, Adrian and Donna
Sande, Pete
Spurbeck, Carol
Williams, Amy
Wisch, Marlys
Zastera, Ann

You may have noticed that the **Family** category is larger than in previous years. Our staff has been selling **Family Memberships** as a form of multi pass for larger family groups wishing to see all three museums. I want to say **Thank You** to our staff for doing an excellent job.

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DEPENDANT UPON THE
GENEROSITY OF IT'S
MEMBERS AND PATRONS.
THANK YOU FOR YOUR
CONTINUED SUPPORT**

Thank You to the **Castle Danger Brewing Co.** for including us in their Pints For A Cause Fundraiser. We received a donation of \$337.00

Family

Anderson, Tim
Bailey, Kristen
Battaglia, Dave and Jeanne
Bear, Timothy
Beikler, George
Bell, Monika
Berg, Bill and Terry
Bjorum, Richard and Patricia
Bradford, Allison
Braun, Jessica
Brueshoff, Todd
Carr, Alvin
Churchill, Mark
Dahlberg, Emil and Mary Jo
Erickson, John M. And Ruth E.
Erickson, Kenneth and Beverly
Erickson, Paul and Irene
Fagerstrom, Thomas
Farrell, Steven
Gardner, Herbert
Gilbert, Julion
Gruett, Julie
Fritz, Chelle and Tom
Fuchs, Lori
Hall, Frank
Hanson, Paula-Rice, Kelly
Helgeson, Jeff
Helgeson, Greg and Susie
Heraly, Bradley
Hermanson, Mia
Holt, Nora
Hutton, Autumn
Jentges, Tonia
Jeronimus, Pete and Mary
Johnson, Phyllis
Judy, Michael
Jurgensen, Brenda
Krawcznc, Darlene
Koehler, Tom & McGilligan, Mary
Lang, Audrey
Lansing, Gerald
Lasky, Carla
Leon, Kay
Lund, Elizabeth and Sander
MacIlroy, Bruce
McDougal, Megan
Melcher, Linda
Meier, Brian
Meyer, George
Mibus, Myrna
Miller, Ben and Teather
Moen, Elaine Melby
Moen Morris
Nelson, Stan and Judy
Odenbach, Melissa
Olsen, Emily
Olsen, Don
Petvie, Christa
Raycraft, Joe and Linda Olson
Roberts, Mark
Rogers, Betty
Rosenlund, Brad

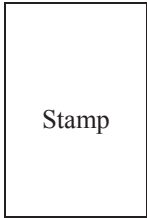
Family Continued

Rueckert, Joey
Sanders, Christin
Schroepfer, Jason
Seager, Thomas and Judith
Sellman, Judy and John
Shiels, Jim and Kay
Silmser, Andrew
Smith, Karin
Stone, Daniel and Heather
Struve, Brian
Swanson, Jean and Charles
Truax, Mike and Juanita
Truscott, Charles and Beverly
Van Buren, Paul
Weber, Rob and Janet
Widen, James and Julia
Yap, Divah
Yost, Roger and Angela
Zinter, Gary and Betty
Zywiec, Jon and Shannon

Individual

Aleff, Nancy
Anderson, Gloria
Bjorum, Bob
Buehler, Ken
Cruickshank, Kirsten
Glenn, Kathy
Grudnosky, Audrey
Himes, Ruth
Hoffman, Deel
Holisky-Crets, Viicki
Hoseth, Mable
Huff, Judith
Humphrey, Violet (Pat)
Iverson, Alice
Johnson, Lenore
Koss, Florence
Lillegaard, Margaret
Martell, Judy
McMahon, Steve
Norlen, Karin
Olson, Donald
Peterson, Karen
Sando, Mel
Swanson, MeLisa
Svee, Kathleen

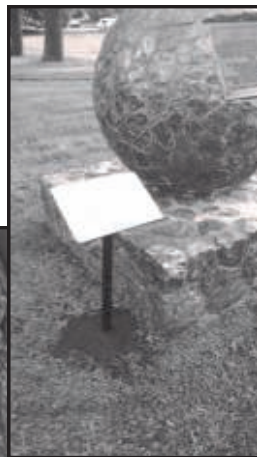
The first year the B&B has been open 7 days a week all year has produced a 29% increase in reservations from 2015. Our B&B Inn-Keepers are working hard and I want to say **Thank You**.



I am also in the process of designing and installing four new historical trail markers in the **Historic Waterfront Business District.**

New markers will be at:

- Burlington Bay
- Lakeview Park
- Voyagers / Van Hoven Park
- And the Breakwall



Projects:

Train Display:

- Todd is restoring the sleigh. The upper portion of the box is in need of serious repair. Thankfully the ski sets were restored by Bruce Hanson in 2011.

Light Station:

- I have hired Trinity Masonry to repair the foundations on all the secondary buildings at the Light Station; Fog Signal Building, Assistant Keepers Quarters, Oil House, and the Skiff House.
- Painting: I have RFP's prepared for the painting project at the Depot. I am having trouble securing contractors that are licensed and insured.

Depot:

- I have RFP's prepared for the painting project at the Depot. I am having trouble securing contractors that are licensed and insured.
- I am in the process of switching our museum lighting over to LED. They finally make a suitable lamp that burns the same as 65w for only 9w's. This should qualify us for the City of TH energy rebate program.

Ryan's departure has turned me into the maintenance guy so I'll get done what I can.