



Port N' News

Volume 21, Issue 2

April 2019

Current Port, Maritime & Transportation Topics at the Port of Green Bay

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[Harbor Commission Meeting](#)
10: 30 am

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[May 13-](#)
[Harbor Commission Meeting](#)
10: 30 am

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First Ship Contest Winner

The first ship of the 2019 shipping season arrived at the Port of Green Bay today, April 5, at 7:09 a.m. The Samuel de Champlain is the official first ship of the season, importing cement to LaFarge. Ice breaking occurred in the days prior to clear a channel for the ship to arrive. The arrival of the first ship also marks the end to the annual First Ship Contest put on by the Port of Green Bay and hosted by the Greater Green Bay Convention and Visitors Bureau.

As in years past, the Port of Green Bay has been accepting guesses for the first ship's arrival through its annual First Ship Contest. The person who comes closest to the date and time of the first ship's arrival wins a prize package from the Port of Green Bay. This year, two people tied for closest guess. Both Shaun Forslund of Menasha and Sandy Budzis of Green Bay guessed an arrival date and time of April 5 at 6 a.m. The prize package includes a free kayak tour with Door County Kayak Tours, a \$120 Gift Certificate to the Landmark Resort in Door County, a 200th Anniversary Brown County Monopoly game as well as two Port of Green Bay coffee mugs.



Tug Samuel de Champlain, Photo by: D. Lund

“We’re pleased to see that we had 132 guesses for our First Ship Contest, which represents an interest in the importance of the ships that come through the Port and the significance of shipping on local jobs and the economy,” added Haen. “Considering what a strong season we had in 2018, we’re excited to see the impact that the 2019 shipping season will have.”

The public is encouraged to view the ships from the Fox River Trail, the Green Bay Metropolitan Boat Launch or from the Port’s webcam on its website. Port security requirements do not allow public access on any port property.

2019 Port Symposium

The 21st Annual Port Symposium was hosted by the Brown County Port & Resource Recovery Department on March 19th at the Neville Public Museum.

The Symposium is a great opportunity for Port of Green Bay terminal operators, Harbor Commissioners, state and federal legislators and shipping industry leaders to network and to exchange information on current issues concerning the Port of Green Bay and the Great Lakes.

Topics at this year's event included:

- ⇒ A welcome from Brown County Executive Troy Streckenbach
- ⇒ Federal Update by 8th District Congressman Mike Gallagher
- ⇒ A policy update from WisDOT Secretary Craig Thompson
- ⇒ 2018 Port Overview by Harbor Commission President Tom Klimek
- ⇒ 2017 Economic Impact Findings by Mark Walter from Brown County
- ⇒ Information on the Soo Locks Construction from James Weakley of the Lake Carriers' Association
- ⇒ Jason Lahm and Jim McDowell from WisDOT discussed Remote Bridge Operations in Green Bay
- ⇒ 2019 Tall Ships Festival Holly Williams from PMI Entertainment Group

To see presentations from this year's Symposium as well as years past please visit the Port of Green Bay website: www.portofgreenbay.com/symposium-presentations



Port Director Dean Haen, Emcee for the 2019 Port Symposium

Remote Bridge Operations

Currently in Green Bay three bridges require bridge tenders to open them up to let boats through: the Main St. (Nietzke) Bridge, the Walnut St. Bridge, and the Mason St. (Donald A. Tilleman) Bridge.



The Arthur M. Anderson passing through the Walnut St. and Main St. bridges

Both commercial and pleasure crafts may require bridges to open in order for the vessels to safely pass under them. For this to happen, a bridge tender is positioned in the drawbridge house and opens the bridge when it receives word from a boat that it needs to pass under. In Green Bay, this requires three separate bridge tenders, one at each bridge. This is something that remote bridge operations - the process of using technology to open a bridge remotely without a bridge tender on the bridge that is opening — can accomplish.

Remote Bridge Operations cont.

Testing for remote bridge operations began in 2011 in Sturgeon Bay, WI. Now, all bridges in Sturgeon Bay are remotely operated. To-date, there have been no incidents with these bridges due to remote operations.

Green Bay began testing remote operations last year in 2018 and will continue testing throughout Spring and Summer of this year. It is expected that by the Winter of 2020 all bridges in Green Bay will be operated remotely.

Soo Locks Construction

The Soo Locks are a group of locks located in Sault Ste. Marie, Michigan between Lake Superior and Lake Huron that allow freighters, barges, tugboats, and other vessels to traverse the 21-foot drop between the two Great Lakes. The locks have provided safe passage and a vital shipping connection within the Great Lakes for nearly 160 years.



Artist rendition of proposed new lock



Approximately 80 million tons of commercial commodities pass through the Soo Locks annually. That is why construction for a new lock has been proposed. The construction of a second lock large enough to accommodate the largest ships servicing the Great Lakes region is one of the largest Great Lakes infrastructure projects in a generation. The proposed new lock would replace the two inactive locks, Sabin and Davis and have the same dimension as the existing Poe Lock (1200 ft. long by 110 ft. wide with a depth of 32 ft.).

The construction of the new lock will take place over the next 10 years. “This is the moment we have been waiting for more than 30 years,” said Jim Weakley, President of Lake Carriers’ Association. “The announcement by the Army Corps that the construction program for the new lock at the Soo will officially begin is the direct result of the tireless efforts of so many people and organizations banding together to update one of the most critical pieces of American infrastructure. It is a great day for Michigan, the Great Lakes region, and the entire nation. We are elated.”

Turning Basin Construction

Between March and October 2019, a steel containment system will be installed within the Lower Fox River Navigation Channel. Ship movement in the East River turning basin will be constrained. The containment system will be marked as required by the Coast Guard and a Notice to Mariners has been submitted. Because of the containment system and removal, traffic activities within the turning basin will be affected. Wisconsin Public Service Corporation (WPSC) is providing tug service for vessels needing to turn within the turning basin through Great Lakes Towing who will be on-site for project activities. Ships that are passing straight through the Turning Basin will not be affected.



Location of Construction Project

Check Out Our Website:
www.portofgreenbay.com
Find us on Twitter @PortofGreenBay

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