



Port N' News

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

Port Finishes Near Annual 2M Ton Goal

After several shipping seasons with strong tonnage totals for the Port of Green Bay, the just-completed 2020 shipping season reflected the impact of the ongoing pandemic. The shipping season came to an end for the Port in mid January when the freighter Michigan Great Lakes delivered petroleum products to U.S. Oil.

The 2020 shipping season saw **1,922,608 total tons** of cargo move into and out of the Port, a drop of about 15% from the robust 2019 shipping season when cargo shipments reached 2,256,085 tons. The leading cargo categories continued to be limestone, cement and salt.

“Our target each year is to reach or top 2 million tons for the shipping season,” said Dean Haen, Port of Green Bay Director. “While we got off to a good start in 2020, the numbers took a hit as the pandemic continued and had an impact on the overall economy. This shipping season was about 3% below our 5-year average.”



The Michigan Great Lakes closed out the 2020 shipping season with the delivery of petroleum products to U.S. Oil

For the year, imports of limestone reached just more than 570,000 tons, while salt imports topped 415,000 tons. More than 380,000 tons of cement were also imported through the Port of Green Bay during the just-completed shipping season.

Just a few years ago, coal was the Port’s largest inbound commodity. “Many manufacturers and utilities, however, have converted to natural gas,” Haen said. “For the first time in decades, coal volume was less than 200,000 tons, compared to more than 400,000 tons in 2019. When considering that change, the Port did very well in 2020. The Port’s efforts to diversify import and export commodities are being rewarded and we are cautiously optimistic about the 2021 shipping season.”

In the 2020 shipping season, a total of 164 vessels moved through the Port of Green Bay, compared to 177 from the previous year.

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Upcoming Events:

Feb 8- Harbor Commission Meeting 10:30am

Mar 8- Harbor Commission Meeting 10:30am

Apr 12- Harbor Commission Meeting 10:30am

1st Ship Contest

Every year the Port of Green Bay hosts an annual First Ship Contest where we encourage people from across North America to participate. Last year, the 2020 shipping season kicked off on Sunday, March 15 at 12:46 p.m. with the arrival of the Michigan Great Lakes.

Which boat do you think will arrive first this year? Will your answer be based on past ship arrivals? Will it be based on the farmer's almanac for weather predictions? Or will your answer come to you in a dream? Whatever your source is, we want to know!

The Greater Green Bay Convention & Visitors Bureau will once again host the First Ship Arrival contest. The person who comes closest to the actual date and time of the first ship's arrival will win an amazing prize package!

Last year more than 160 people entered the contest for a chance to win a prize package that included: Intro to Sailing Lessons for two from Green Bay Sail & Paddle, \$25 gift certificate to Louie's Lagoon, two Port of Green Bay drawstring goodie bags and a Brown County 200th Anniversary Monopoly game.



Michigan Great Lakes, Photo by: Isaac Pennock

To enter your official guess of date and time and to find information on this year's prize package, watch for the link coming in mid-February on the Port of Green Bay website at www.portofgreenbay.com and Greater Green Bay Convention and Visitors Bureau website at www.greenbay.com.

The shipping season generally starts once ice has melted or ice breaking begins in the bay and the Fox River. Water conditions in other parts of the Great Lakes play a factor in determining when the shipping season will commence. **Good Luck!**

GP Mill Powers Down Coal-Fired Boilers

After using coal for over 100 years, Georgia-Pacific shut down their last coal-fired boiler at the Green Bay Broadway mill on Monday, December 28th. This follows the installation earlier this year of a second natural gas boiler at the facility which became fully operational in September.

Georgia-Pacific invested nearly \$27 million to purchase and install the boiler, which produces steam for process use and power generation at the mill. The mill's first natural gas boiler was installed in 2015, which replaced the facility's largest coal-fired boiler, helping the mill reduce air emissions, meet future regulations, and modernize its assets.

Before the natural gas boilers were installed at the facility, it historically used approximately 234,000 tons of coal and 110,000 tons of petroleum coke each year. Any coal remaining will be sold.

"With the addition of a second boiler and elimination of our coal use, really our sulfur dioxide emissions will be reduced to near zero, and nitrous oxide will be reduced by 90-percent. So really a wholesale elimination of air emissions," said Public Affairs Manager Mike Kawleski. "Really it's all about us being even a better neighbor and more sustainable in the area... It's been recycling waste paper into usable products since the 1930's, so

GP Mill Powers Down Coal-Fired Boilers cont.

that type of work has certainly been going on for quite a while. And we've invested millions of dollars in the last few years for things such as our water treatment plant, reducing our energy usage...to sustainability programs."

Over the next two years, Georgia-Pacific is also scheduled to spend more than \$14 million to take down and remove coal-handling systems, coal boilers and other obsolete equipment and buildings. That includes the second stack, which is prominent in the skyline over the Fox River. "Removal of the second 400 foot tall stack at the facility will take place sometime in 2021. We're not sure on the exact schedule, just because that is very specialized work, [and is] very weather dependent," Kawleski said.

According to a press release, in the past four years, the mill has also been recognized by the U.S. Environmental Protection Agency ("ENERGY STAR® Challenge for Industry"); Wisconsin Manufacturers and Commerce ("Business Friend of the Environment"); the Fox-Wolf Watershed Alliance ("Watershed Hero"); and the Greater Green Bay Chamber of Commerce ("Environmental Sustainability Award").

Article summarized from WLUK & WTAQ



A 200 ton boiler being lowered at the Georgia Pacific plant in Green Bay on Jan 1, 2020; Credit: WLUK

Ship Fire



Credit: WLUK

Fire crews in Green Bay responded to a bit of a different call last November, as they had to board a ship to battle a fire. The Green Bay Metro Fire Department was called to the LaFarge dock off of 9th Street just after 6:00 AM on a Monday after a report of a generator fire.

A generator caught fire on the top floor of a ship at the LaFarge dock. The ship's crew were able to extinguish the blaze before fire crews arrived, but the firefighters did help ventilate the smoke and ensured the fire did not extend to other parts of the vessel. The fire was confined to the generator room at the ship's port bow.

No injuries were reported.

The Green Bay Metro Fire Department has not yet determined what caused the generator to catch fire.

Ship Spotlight – John D. Leitch

This unique Great Lakes self-unloading bulk carrier was built in 1967 by Port Weller Dry Docks as Hull #41 and christened as the Canadian Century in tribute to the 100th anniversary of Canada's confederation. The Century was built specifically to accommodate Upper Lakes Group's first contract to carry coal for Ontario Hydro. During her first season of operation, she made 63 trips delivering coal totaling 1.7 million tons. At the time of her launch, the vessel was the largest capacity self-unloading vessel on the Great Lakes. Her squared hull design reduced wasted space thus increasing her tonnage, however her tall wheelhouse and forward accommodation block gave her the distinction of being known as the "little bank building that floats."

The Canadian Century's original self-unloading system could discharge at a rate of up to 4,000 tons per hour which was increased to 4,572 tons per hour. When the bucket elevator system was replaced in 1975/76 with a modern loop belt elevator system.

On March 23, 2001, the vessel was honored at the Top Hat ceremony recognizing the passing of the first upbound vessel through the Welland Canal for the 2001 navigation season.

In December 2001, Canadian Century underwent a \$25M mid-life refit. The cargo hold and midsection were replaced with a new, larger cargo hold and a one-belt self-unloading system with a flat tank top. When it returned to service in May of 2002, it carried more cargo and could operate more efficiently through the increased use of technology.

In 2002, the vessel was renamed John D. Leitch, honoring the chairman of the Upper Lakes Group. It is now owned by Algoma Central Corporation.



Ship Particulars	
Length	730' 00" (222.51m)
Beam	77' 11" (23.75m)
Depth	45' 00" (13.72m)
Midsummer Draft	29' 8" (9.04m)
Unloading Boom Conveyor Length	250' (76.2m)
Capacity	34,127 tons
Engine Power	7,500 bhp diesel

Photo Credit: BoatNerd.com

Check Out Our Website:
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