



Port N' News

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

COVID-19 & High Water Challenge Great Lakes Shipping

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Upcoming Events:

- July 13th-
Harbor Commission Mtg.
Cancelled
- August 10th-
Harbor Commission Mtg.
TBD
- September 14th-
Harbor Commission Mtg.
TBD

Just as the 2020 shipping season was getting underway, the COVID-19 pandemic ramped up in North America. The challenges and necessities of the pandemic are reflected in port tonnage totals for the start of the season.



High water levels in Lake Michigan erode a walkway and seawall (Credit: Scott Olson/Getty Images)

“The start of the shipping season on part of the St. Lawrence Seaway was delayed for 12 days due to high-water levels on Lake Ontario,” said Bruce Burrows, President and CEO of the Chamber of Marine Commerce. “Once it was deemed safe for shipments to begin, the pandemic hit, fluctuating typical cargo needs. There has been strong demand for American wheat for worldwide bread and pasta production, but iron ore shipments slowed down in April as domestic steel production for the automotive sector declined during factory shutdowns. In our industry, it can take months before the full impacts of an economic downturn take effect, so we will be watching closely as the situation evolves over the coming weeks.”

The Port of Green Bay moved nearly 455,000 tons of cargo into or out of the Port between March 15 and the end of May, which is up 19 percent from the strong 2019 shipping season. Thirteen ships moved through the Port in the first seven weeks with many carrying salt from Canada which accounted for nearly 90,000 tons

COVID-19 and High Water Challenge Great Lakes Shipping, Cont.

of the overall total, up 43 percent from last year, while cement shipments hit over 88,000 tons (an increase of 70 percent) and petroleum products topped 44,000 tons (up 550 percent).

“It was good to have an early start to the shipping season with the mild weather conditions in late winter,” said Port of Green Bay Director Dean Haen. “We were cautiously optimistic heading into the shipping season with potential impacts of high-water levels and the COVID-19 pandemic. However, if these numbers carry through, this could be another strong shipping season for the port.”

The high-water levels in Lake Michigan were felt at other Great Lakes ports this winter, including Port Milwaukee where sporadic flooding and dock damage occurred. The Port of Green Bay has remained fully operational during the pandemic and adapted its safety and security procedures to meet public health guidelines.

Former Port Director Alan T. Johnson, Passes Away at 85

Alan T. Johnson, 85, of Peoria AZ, formerly of Green Bay, WI, died May 30, 2020. Alan was born January 1, 1935 in Duluth, MN to Earl & Ida (Thorpe) Johnson. He graduated from Duluth Central High School in 1953. Alan served in the Minnesota Air National Guard in Duluth MN. Alan married his high school sweetheart MaryAnn Jannetta on July 6, 1957. As he was working for the Soo Line Railroad, they were moved across country from Spokane WA to Cleveland OH to Chicago IL to Minneapolis MN. Alan and family returned to Duluth MN when he accepted a position with the Duluth Seaway Port Authority.

He was eventually recruited by the Port of Green Bay (WI) as Director in 1987, where he worked until his retirement in 1995. After retiring, he moved to Arizona where he made his home. Throughout his life Alan was quick to make friends and make people feel welcome. While in Cleveland he was a Boy Scout leader and was proud to have mentored two scouts who attained Eagle Scout. Highlights of his adult life included family vacations across the country and his annual fishing trip to Lake Winnibigoshish MN with friends.

Alan's first wife, MaryAnn died in 1993. He married Dori Tanis in February 2000; she died in 2004. He was also preceded in death by his parents and sister, Donna Angelos. He is survived by his children: Sheri Johnson of Peoria AZ; Denise (William) Wise of Duluth MN; Todd (Heidi) Johnson and their children Logan and Emily of Brooklyn Park MN, and by several nieces, a nephew, and many friends. Alan was proud of his loving and caring family who saw each other through good and difficult times. A private family service will be held at Sunrise Cemetery in Duluth MN. A celebration of his life will be held later; family and friends will be notified of date and location. Alan's desire is for donations to be directed to St. Jude's Hospital, Shriner's Children's Hospital or Make-A-Wish Foundation. The family wants to thank Affordable Home Care and Banner Boswell Hospice in Arizona for the wonderful care they gave Dad.



Alan T. Johnson, former Port Director from 1987 until his retirement in 1995.

Marine Economy In 2018 Grew Faster Than U.S. Overall

June 2, 2020 America's marine economy, including goods and services, contributed about \$373 billion to the nation's gross domestic product in 2018 and grew faster than the nation's economy as a whole, according to the marine economy statistics released today by two Department of Commerce agencies.

"These statistics are the first-of-its-kind estimate of the U.S. marine economy, a primary driver of jobs, innovation and economic growth," said retired Navy Rear Admiral Tim Gallaudet, Ph.D., assistant secretary of commerce for oceans and atmosphere and deputy NOAA administrator. "Data such as these provide a critical baseline to inform, track progress and accelerate America's economic recovery."

For these statistics, experts from NOAA and the Bureau of Economic Analysis considered 10 sectors representing businesses dependent on the nation's oceans, coasts and Great Lakes between the years 2014 and 2018. Marine-related gross domestic product grew 5.8% from 2017 to 2018, faster than the 5.4% growth of the total U.S. gross domestic product as measured in current dollars. Businesses included in the report also supported 2.3 million jobs in 2018.

"The marine economy statistics clarify just how dependent America is on our waters," said Nicole LeBoeuf, acting director of NOAA's National Ocean Service. "It is nearly impossible for most Americans to go a single day without eating, wearing or using products that come from or through our coastal communities."

Share Your Ship Shots!

Do you enjoy watching the ships come in to port? Are you capturing that exciting moment on camera or video? We would love to see your "Ship Shots"! Send your photos or video clips of your favorite ships navigating the Port of Green Bay to BC_Port@browncountywi.gov and your media could be featured on our [Facebook](#) and [Twitter](#) pages!



Green Bay July 4th Bridge Closure Cancelled

At the city of Green Bay's request, the bridge closures that were scheduled for **July 4th** have been cancelled, and the Port is open with no restrictions, as per U.S. Coast Guard notice.

Ship Spotlight – Menominee

In the early 1950s and due to the Korean War, extra carrying capacity was needed for the movement of iron ore from the upper Great Lakes to the steel mills of the lower lakes. Because of this, Bethlehem Steel Co. of Cleveland, OH, chose to build two new ships for their Great Lakes fleet at their Bethlehem-Sparrows Point Shipyard. The second of the pair was launched on April 18, 1952 as the Sparrows Point (eventually to be named Menominee.)



Ship Particulars	
Length	616' 10" (188.01m)
Beam	70' 00" (21.34m)
Depth	37' 00" (11.28m)
Midsummer Draft	26' 11" (8.2m)
Unloading Boom Conveyor Length	260' (79.25m)
Capacity	22,300 tons

Photo Credit: BoatNerd.com

On September 1, 1976, the Sparrows Point received rudder damage while backing away from a dock at Duluth, MN. She had to be unloaded and towed to Fraser Shipyards at Superior, WI, for repairs. Then, in December 1977, she grounded while up-bound in the Beauharnois Canal of the St. Lawrence Seaway. She had received over \$1 million in bottom damage.

After two more name changes (Buckeye and Lewis J, Kuber), in May 2017 the vessel was renamed Menominee, in honor of the Michigan town in the western Upper Peninsula.

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

Brown County Port & Resource Recovery Dept.
 Dean Haen, Director
 2561 S. Broadway
 Green Bay, WI 54304
 Phone (920) 492-4950
 Fax (920) 492-4957
 Email: Dean.Haen@browncountywi.gov

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