



Port N' News

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

Port Sees Dip in Cargo Shipments

After a strong start to the shipping season for the Port of Green Bay, tonnage tapered off in July with just less than 170,000 tons of cargo moving through the Port last month. For the 2020 shipping season, which began in mid-March, 907,697 tons of cargo have gone through the Port of Green Bay, down about 10% from a year ago.



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Upcoming Events:

October 12th- Harbor Commission Mtg.
10:30 am

November 9th- Harbor Commission Mtg.
10:30 am

December 14th- Harbor Commission Mtg.
10:30 am

“Through June we were pretty much on pace with last year, which was a very good year for the Port of Green Bay,” said Dean Haen, Port Director. “The decline in July was primarily due to drops in imports of petroleum products and salt.”

June saw nearly 50,000 tons of domestic petroleum products imported to the Port. That dropped to less than 9,000 tons in July. Salt imports accounted for more than 106,000 tons in June, while there was no salt shipments in July. On a positive note, cement imports are up 28% from the same period in 2019 and wood pulp and forest products are up 24% year-to-date.

“This has certainly been a difficult year to accurately forecast shipping levels,” Haen added. “The impact of COVID-19 is being felt throughout the Great Lakes and beyond. But we remain cautiously optimistic for a good finish for the remainder of the 2020 shipping season.”

So far in 2020, 76 vessels have visited the Port of Green Bay, the same number as last year at this time.

Robert's Rules of Order & Port of Green Bay

Mention the name Henry Martyn Robert and you will probably get a blank stare from whoever you are talking to. Mention Robert's Rules of Order and that's completely different. Anyone who has spent any amount of time in meetings – whether business, governmental or community organizations – is probably well aware of Robert's Rules.

Now you can put the two together. Henry Martyn Robert created Robert's Rules of Order. But that's not all Robert was involved in back in the days of the Civil War and after. And there's even a Port of Green Bay connection. Let's delve a bit into the life of this American soldier and engineer.

Born in South Carolina in 1837, Robert was fourth in his West Point Military Academy class in 1857 and was commissioned in the Corps of Engineers. He began his military career teaching at West Point, exploring routes for wagon roads in the West and helped plan the fortification in Puget Sound.

During the Civil War, Robert played an instrumental role in development of fortifications in Washington, D.C. and Philadelphia. Following the war, he spent several years as the engineer for the Army's Division of the Pacific.

Next up for Robert was work improving the rivers in Oregon and Washington. It was then that his work shifted to the Midwest where he worked to develop the Port of Green Bay and other harbor areas in Wisconsin and Michigan. His harbor development work continued in the East in Oswego, Philadelphia and the Long Island Sound and he's credited with development of the locks and dams on the Cumberland and Tennessee rivers. He later became president of the Board of Engineers before retiring from the Army in 1901.

In between all of his engineering work for the Army, Robert was also tasked with planning a town meeting in the early 1870s. As he was putting things together for the meeting, he realized there were no rules or guidelines for such events. So, he took it upon himself to craft the Pocket Manual Rules of Order, which later became known as Robert's Rules of Order. Today, those rules of order are still providing the guidelines for civil meetings in the U.S.

Besides his notable engineering duties, and creation of Robert's Rules, Robert was also a key figure in the "Pig War." The Pig War involved the U.S. and Britain and a dispute over the San Juan Islands between Seattle and Vancouver. It began in 1859 when an American farmer killed a pig owned by an employee of Britain's Hudson Bay Company, saying the pig was eating his potatoes.

As a result of that incident, both the U.S. and Britain sent troops to San Juan Island. Robert was among the American troops on San Juan Island and designed Roberts Redoubt, which today is still considered the best-preserved fortification of its kind in the United States. The Pig War lasted 12 years, but no shots were ever fired. The pig was the only casualty.

It's amazing as you dig into history how often you find ties to Wisconsin and this is just another example.



Henry Martyn Robert

Giving Old Coal Power Plants a Second Life

According to [Boss Magazine](#), 2020 is the year that renewable energy will overtake coal in the United States. Which begs the question, what will happen to the coal plants that will be put out of commission? A number of private companies have been working to give these old plants a second life.

Giving Old Coal Power Plants a Second Life cont.

Beloit College

The Wisconsin college's student union and rec center, known as the Powerhouse, used to be the Blackhawk Generating Station on the Rock River. Now, with help from Environmental Liability Transfer, it's a 120,000 sq. ft. sustainably designed communal space for Beloit College's 16,000 students with a fitness center, riverwalk, and theater. There's even a full-size pool that hosts intercollegiate meets. The Powerhouse opened just before COVID-19 hit, but it's sure to be enjoyed by generations of Beloit students.



The Powerhouse at Beloit College. Credit: Beloit.edu

Blue Valley Power Plant

Independence, Mo., just outside Kansas City is entertaining proposals to turn the coal plant into a biofuel power plant or a battery farm. The biofuel plant would be run by California-based Aemetis, which runs several similar plants worldwide. The battery storage proposal, by Colorado's Able Grid Energy Solutions, would have a 50-megawatt capacity. The coal plant closed in June, and it will be several months before a decision is made.

B.C. Cobb Plant

The Muskegon, Mi., coal plant was retired in 2016. Verplank Dock Co. plans to build a 1,200 foot deep-water dock at the site on Lake Michigan to serve as a marine port terminal. "Hopefully some cross-lake/short-sea shipping will take off as well," Verplank CEO Ron Matthews said. Muskegon is directly across the lake from Milwaukee, while Green Bay and Chicago are large ports on the lake that the plant could ship goods to.

RGL Logistics

RGL Logistics (formerly Leicht Transfer & Storage) is a local company that has been in business in the Port of Green Bay for 117 years. Along with port services, RGL offers warehousing and distribution, e-fulfillment, contract packaging, crating and third-party transportation management services.



RGL's newly updated 540 feet long dock is located on the Fox River adjoining 239,000 square feet of rail-side warehouse space. This commercial dock contains a 3.5 acre secured yard for outside storage with two crane pads and provides first- and final- mile transportation services.

Contact Jennie Anderson (920) 619-2522 with questions about how RGL can be of service to you!

www.rgllogistics.com/whatif_2020

By The Numbers

3.5 Million sq ft 23 Warehouses 184 Truck Dock Doors 67 Rail Car Doors 540ft (Port) Dock Access

Ship Spotlight – Arthur M. Anderson

Built by the American Shipbuilding Company of Lorain, Ohio, the Anderson was launched February 16, 1952 for the Pittsburgh Steamship Division of U.S. Steel Corp. in Cleveland. She was christened by Mrs. Anderson in honor of her husband Arthur Marvin Anderson, a director of the United States Steel Corp., and vice chairman of J. P. Morgan & Co. at the time of the launch.

The Arthur M. Anderson's most notable feat is for the role she played relating to the Edmund Fitzgerald disaster on November 10, 1975. On November 9, 1975, the Anderson was overtaken by the Edmund Fitzgerald, which had left Superior two hours earlier with a load of taconite ore for Zug Island on the Detroit River. The two captains agreed to run together maintaining radio and radar contact with each other on their Lake Superior transit through a forecasted storm. The Anderson lost sight of the lights of the Fitzgerald in a squall and then the Fitzgerald disappeared from the Anderson's radar screen.

The U.S. Coast Guard requested the Anderson to reverse course and assist in conducting a search for the Fitzgerald but no survivors were found nor were any bodies recovered. The Fitzgerald was later found in Canadian waters 530 feet below the surface of Lake Superior 15 nautical miles from Whitefish Bay.

The Anderson's Captain, Jesse Cooper, was noted to have said, "I know one thing, at 3:20 in the afternoon, that ship received a mortal wound. She either bottomed out or suffered a stress fracture. I think she bottomed out. I honestly believe they knew they were in trouble, but Whitefish Bay was only 14 miles away and he (Captain Ernest McSorley) thought he could make that."



Ship Particulars	
Length	767' 00" (233.78m)
Beam	70' 00" (21.34m)
Depth	36' 00" (10.97m)
Capacity	25,300 tons

Photo Credit: BoatNerd.com

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