



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

# Port N' News

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## National Estuarine Research Reserve (NERR)

A National Estuarine Research Reserve (NERR) designation is in the works for the Bay of Green Bay, spearheaded by the University of Wisconsin-Green Bay in partnership with the National Oceanic and Atmospheric Administration (NOAA). The non-regulatory national network of 29 sites is designed to study, preserve, and educate about the coastal resources in the U.S. The focus of the Green Bay NERR will be to conduct research, provide place-based education and training, and promote stewardship.

Site selection and the nomination process began in fall of 2020, with three committees assembled to execute the process: a Site Development Committee, a Site Evaluation Committee, and a Site Coordination Committee. Each committee has members from staff and faculty at UWGB, local, state, and federal partners, Tribal governments and agencies, business North-east Wisconsin citizens, and other UW institutions. Currently, the goal of these committees is to submit a site nomination to NOAA by the end of 2022. The NERR site designation is likely to encompass portions of both upper and lower Green Bay



Plans for the NERR facilities include a visitor center, meeting spaces, a laboratory with classrooms, and a boat launch. Brown County is involved in this process and believes that this could be a great opportunity to locate a facility on Renard Island. The island provides direct access to the waters of Green Bay, is publicly owned and is located near a variety of boat slips. An overview of the NERR and the site designation process can be found at [www.uwgb.edu/national-estuarine-research-reserves/](http://www.uwgb.edu/national-estuarine-research-reserves/).

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Oct 11 Harbor Commission Meeting

# Pulliam Plant Property Update

The Port of Green Bay recently submitted an application to the State of Wisconsin's Harbor Assistance Program for funding to help develop the former Pulliam Power Plant Site into an active Port terminal. This project will include redevelopment of the former Pulliam Power Plant into new Port operations. The site will be graded with some of the area asphalted to provide a base for initial operations. An old boat slip will be filled as will the near shore areas between the bay of Green Bay and Fox River and the existing bulkhead lines. Dock walls will be constructed at the bulkheads. Other aspects of the project include placement of mooring bollards, construction of crane pads, dredging, and installing a rail spur, and potential relocation costs for C. Reiss Coal Company.

The redevelopment of a site from electrical power generation to a state-of-the-art port facility offers an opportunity for expanding the Port, diversifying cargo and growing the economic impact of the Port of Green Bay well into the future.

With the site's location adjacent to rail, highway and water transportation facilities, the project has the potential to provide intermodal connections to a variety of modes of transportation.

The Port is developing a Request for Proposals (RFP) for engineering and design work for the site in order to be in a better position to receive grant funds.



## Ship Arrivals

More than 140 boats come into Green Bay each year carrying a variety of commodities that fuel the economy of the area.

For those interested in when the next ship will be in town, the Port of Green Bay welcomes and encourages you to sign up for Ship Arrival Notifications via the Port of Green Bay website.

When a ship is scheduled to arrive to the Port of Green Bay, an email is sent to subscribers with an image, arrival and departure information, and cargo details. These details are also posted on the Port of Green Bay's website ([www.portofgreenbay.com](http://www.portofgreenbay.com)), Facebook page and Twitter page.





# Knot Too Shabby: June—August Tonnage

Boosted by strong imports of limestone and salt, the Port of Green Bay saw cargo reach 335,602 tons in August, the best monthly total in the past five years. The strong tonnage report also lifted the year-to-date totals above 1.1 million tons, 6% above the same time period a year ago.

“It was great to be as busy as it was in August with 25 ships moving cargo into and out of the Port,” said Dean Haen, Port of Green Bay Director. “This is great news for our terminal operators and for the regional economy. Our hope is to see the tonnages remain solid for the remainder of the shipping season.”

Imports of domestic limestone topped 136,000 tons in August, bringing the year-to-date total to 310,202 tons, about 21% above the same time period a year ago. Meanwhile, more than 25,000 tons of foreign limestone was also delivered in August. Other leading cargos in August included salt (63,244 tons), cement (38,346 tons) and foreign petroleum products (27,458 tons).

“There have certainly been challenges, including supply chain issues, during the current shipping season, but the good tonnage report in July and the outstanding cargo totals in August are reason for optimism,” Haen added.



CARGO	JUNE 2021	JULY 2021	AUGUST 2021
<b>DOMESTIC IMPORTS</b>			
Ash	0	0	0
Calcium Chloride-Liq. Bulk	0	0	0
Cement	50,844	53,804	38,346
Coal	16,240	16,184	16,324
Fuel Oil	0	0	0
Gypsum	0	0	0
Limestone	25,217	0	136,320
Liquid Asphalt	0	0	0
Petroleum Coke	0	0	0
Petroleum Products	5,366	27,805	25,090
Pig Iron	0	0	0
Slag	0	0	0
U.S. Salt	0	0	0
<b>TOTAL DOMESTIC</b>	<b>97,667</b>	<b>97,793</b>	<b>216,080</b>
<b>FOREIGN IMPORTS</b>			
Asphalt	0	0	0
Carbon Anodes	0	6,016	0
Cement	0	0	0
Coal	0	0	0
Fuel Oil	0	0	0
Petroleum Products	30,205	50,891	27,458
Heavy Equipment	0	0	0
Limestone	0	0	25,017
Marble Chips	0	0	0
Pig Iron	0	0	0
Salt	16,828	42,568	63,244
Wood Pulp / Forest Products	0	8,100	0
<b>TOTAL IMPORTS</b>	<b>47,033</b>	<b>107,575</b>	<b>115,719</b>
<b>DOMESTIC EXPORTS</b>			
Ash	0	0	0
Carbon Anodes	0	4,002	0
Limestone	0	0	0
Petroleum Products	4,300	5,650	3,803
Pig Iron	0	0	0
Project Cargo	19	0	0
Sand	0	0	0
Steel	0	0	0
<b>TOTAL DOMESTIC EXPORTS</b>	<b>4,319</b>	<b>9,652</b>	<b>3,803</b>
<b>FOREIGN EXPORTS</b>			
Petroleum Products	0	0	0
Tallow	0	0	0
<b>TOTAL EXPORTS</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>GRAND TOTALS</b>	<b>149,019</b>	<b>215,020</b>	<b>335,602</b>

Article Summarized from WFRV

# Ship Spotlight— Alpena

This Great Lakes bulk freighter was constructed for the Pittsburgh Steamship Company in Cleveland, OH and first launched in 1942 under its former name, Leon Fraser. Leon Fraser was the first of five “supers” launched in 1942 for this fleet. Three holds with 18 hatches were capable of carrying 19,150 tons at a mid summer draft of 25'08”.

Throughout its career, the Leon Fraser distinguished itself early in its career and was the first vessel to go downbound through the MacArthur Lock at Sault Ste. Marie in 1943. It actively sailed and operated in the iron ore trade until 1982, where it was then laid up in the former American Ship Building Yard until 1989.

Ownership of the Leon Fraser passed to Spitzer Marine Ltd in 1985, and again in 1989 to Fraser Shipyards, Inc. In 1989 she was moved to their yard in Superior and shortened by 120 feet, where she also underwent a conversion to become a self-unloading cement carrier for Inland Lakes Transportation, Inc., her current owners. Renamed the Alpena in 1991, she returned to active that year.

Currently carrying a crew of 21, the Alpena sails her trade route that encompass all five Great Lakes.



Photo courtesy of *mlive.com*

Ship Particulars	
Length	519' 06" (158.35m)
Beam	67' 00" (20.42m)
Depth	35' 00" (10.67m)
Midsummer Draft	26' 05" (8.05m)
Capacity	13,900 tons
Engine Power	4,000 shp steam turbine

Check Out Our Website:  
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