



March
2020

ICEBREAKER MACKINAW MARITIME MUSEUM

USCGC MACKINAW WAGB 83

Settlebutt

We're on the Web!

www.themackinaw.org

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From the Desk of the Executive Director



Hello! The calendar shows that we are only a couple of weeks away from the start of Spring – let's hope that is true! We are itching to get aboard the ship and start on a few projects.

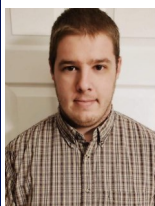
Recently, I was invited aboard the “new” Mackinaw to meet the person who will be the next captain as a Change-of-Command will take place this summer. We look forward to continuing a great relationship between the crews of our two vessels. We send our thanks to CAPT John Stone for his assistance and friendship over the last three years and wish him well as he retires.

A special “thank you” to Shepler’s Ferry Captain Jordan Wyse for sharing photos and drone images with us. What a stunning photo! We’ll be sharing more of them in the near future! We are “Semper Paratus”!

—Lisa



Photo by Jordan Wyse



We are proud to introduce new IMMM Director, Adam Price. Adam is a resident of Cheboygan and is employed as an HVAC service technician at *W. W. Fairbairns and Sons Plumbing and Heating* in Alanson, Michigan. He has many interests and hobbies but especially enjoys amateur radio and music. He has been a licensed amateur radio operator for two years and has participated in several ham radio events aboard the icebreaker.

Welcome Aboard, Adam!

Announcing New 2020 IMMM Business Sponsors



Krueger's Fish Market, Mackinaw City

The Mackinaw Mall, Mackinaw City

Midwestern Broadcasting Co., Alpena

Kewadin Casinos, Sault Ste. Marie

Coldwell Banker Fairbairn Realty, Alanson

Kentucky Fried Chicken, Mackinaw City

We truly appreciate the support of our business community in our mission to preserve, protect, and interpret the rich maritime and marine history of the Straits of Mackinac and the Great Lakes.

Thank you!

If your business is interested in learning more about the benefits of our Business Partner Program,
please contact: lisa@themackinaw.org

Update on the Soo Locks

The last vessel to traverse the Poe Lock for the 2019-2020 shipping season was the 1,000-foot freighter *Burns Harbor*. The ship was up-bound from Burns Harbor, Indiana headed for Superior, Wisconsin for winter lay-up. The ship completed locking through January 15 at 6:44 a.m. This last vessel through the locks marks the end of a busy season and the beginning of yearly maintenance.

The U.S. Army Corps of Engineers, Detroit District, announces the Soo Locks in Sault Ste. Marie, Mich., are closed to navigation until March 25. The Corps will use this time to perform critical maintenance on the lock structures.



MV Burns Harbor, January 15, 2020



This image (left) is an artist rendition that illustrates what it might look like if a Second Poe-Sized Lock replaced two of the older locks (left portion of the photo). The Poe Lock, opened in 1969, was the last lock built in the Soo Locks system, the only passage between Lake Superior and the lower lakes. (Second Poe-Sized Lock far left, Poe Lock center, MacArthur Lock far right)

The Soo Locks facility, operated and maintained by the U.S. Army Corps of Engineers, Detroit District, is the District's largest project and is located on the St. Marys River at Sault Ste. Marie, Mich. on the international border with Canada. Approximately 80 million tons of commercial commodities pass through the Soo Locks annually.

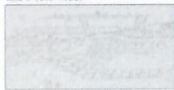


A Quick History of the Soo Locks

1798

First Lock on St. Marys River

To support the growing fur trade, the Northwest Fur Company built a canoe lock on the north shore of the river. This lock was approximately 40 feet-long and 9 feet-wide.



1855

"State Lock" opens

Built in only two years this tandem lock used two chambers each measuring 350' X 70' and each with a lift of 10 feet to bypass the rapids.

This lock was operated and maintained by the State of Michigan.



1896

Poe Lock opens

Built on the site of the former State Lock, the Poe lock was 800 feet long and 100 feet wide.



1919

Sabin Lock opens

An exact twin of the Davis Lock, it was begun even before the Davis was finished. It is also the only lock on the site named for a civilian, Louis Sabin, the only civilian to ever serve as the Detroit District Engineer.



1968

Second Poe Lock opens

As the design for a new lock neared completion it became clear that an even larger lock would be needed as boats measuring 1,000 feet-long were being planned. Originally set to be 1,000 feet-long and 100 feet-wide it was redesigned to its current size of 1,200 feet-long and 110 feet-wide.



2009

Preparatory work for new lock completed

Funds were provided to build coffer dams at each end of the Sabin Lock and to dredge the approach channels to 28.5 feet.



1814

Lock Destroyed

During the War of 1812 American forces destroyed the British lock. Goods had to be unloaded and stored in warehouses at either end of the falls and transported on a railway running down Portage Avenue.



1883

Wietzel Lock opens

This lock was the first one to fill and empty the chamber through openings in the floor, reducing turbulence in the lock. During its construction in 1881 the entire facility was transferred from the state to the U.S. Army Corps of Engineers.



1914

Davis Lock opens

At 1,350 feet-long the Davis lock held the honor of being the longest lock in the world when it opened.



1943

MacArthur Lock opens

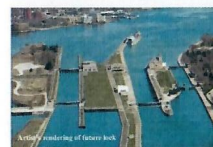
Opening of a new, deeper lock became a matter of national security during World War II and the MacArthur Lock was built in 15 months. During the war thousands of soldiers were stationed at the Soo to protect the locks and the flow of iron ore.



1986

New Lock Authorized

As part of the Water Resources Development Act, Congress authorized the construction of a new lock to be built on the site of the Sabin and Davis Locks. This new lock will be the same size as the Poe Lock.





**US Army Corps
of Engineers®**
Detroit District

New Lock at the Soo

Current total project cost \$922.4 million (Fiscal Year 2019 Price Level)
\$241.6 million funded to date (25 percent funded)

March 2020

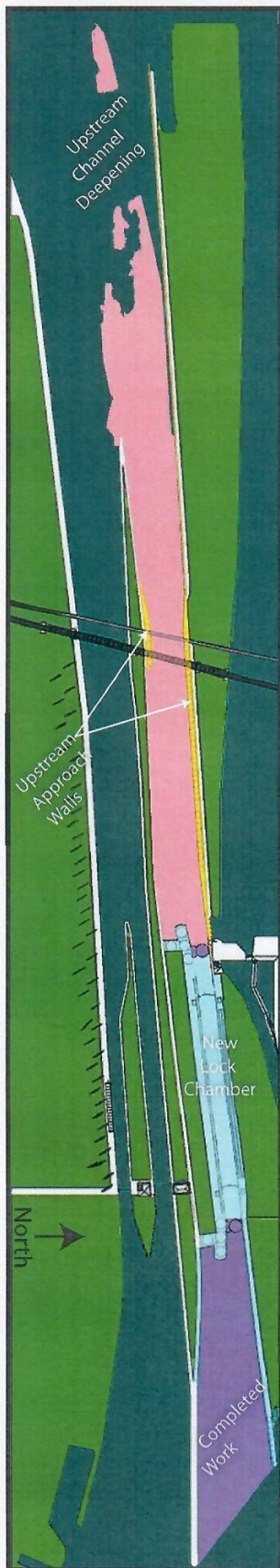


IMPORTANCE

- Construction of a new lock with dimensions equal to the Poe Lock (1,200 feet long x 110 feet wide) will provide much needed resiliency in the Great Lakes Navigation System.
- Nearly all domestically produced advanced high strength steel used to manufacture products like automobiles and appliances is made with taconite (iron ore) that transits the Poe Lock.
- A 30 day outage of the Poe Lock has a greater impact on the nation than a 30 day outage of any other USACE lock.
- The New Lock is expected to provide annual benefits of \$77.4 million and a benefit-cost ratio of 2.32 at a 7.0 percent discount rate.



BUILDING STRONG®



PROJECT STATUS

Ongoing Work:

- Construction of Upstream Channel Deepening
- Design of Upstream Approach Walls
- Design of New Lock Chamber

Next steps upon receipt of further funding:

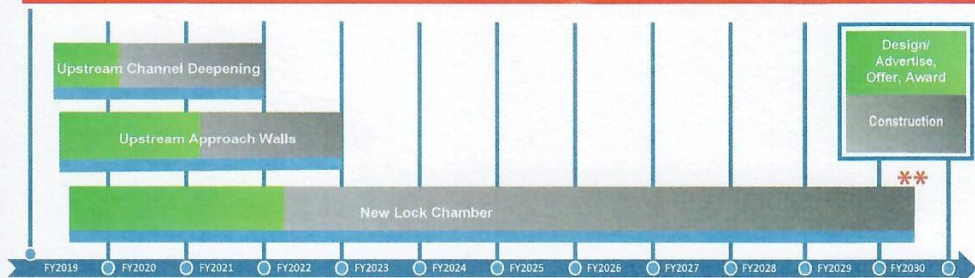
- Award Upstream Approach Walls Construction Contract (90% of upstream approach wall construction capability funded to date)
- Continue design of New Lock Chamber

FUNDING

Fiscal Year	Allocation/(Capability)	Activities Funded/Capabilities
Prior to 2018	\$32.0M	<ul style="list-style-type: none"> • Design and planning efforts • Downstream Channel Deepening construction completed • Sabin Lock Cofferdam construction completed
2019	\$69.2M \$32.3M Work Plan \$36.9M State of MI	<ul style="list-style-type: none"> • Complete Upstream Channel Deepening design and award construction contract • Complete Upstream Approach Walls design • Resume New Lock Chamber design
2020	\$125.3M* \$75.3M Allocated \$50M Work Plan	<ul style="list-style-type: none"> • Upstream Channel Deepening: complete and manage construction • Upstream Approach Walls: complete design, award and manage construction contract • New Lock: continue design
2021	(\$173.2M)* \$123.2M in PBud Request	<ul style="list-style-type: none"> • Upstream Channel Deepening – manage construction • Upstream Approach Walls – complete and manage construction • New Lock - complete design and advertise construction contract <p>\$50M remaining capability identified in fiscal year 2021</p>
2022	(\$156.9M)*	<ul style="list-style-type: none"> • Upstream Approach Walls – manage construction • New Lock Chamber – year 2 of construction contract
2023-2030**	(\$474.0M)*	<ul style="list-style-type: none"> • Continue New Lock Chamber construction through completion

* Fully funded costs, escalated through mid-point of construction

DESIGN AND CONSTRUCTION SCHEDULE



** Early completion could be realized with approval of Continuing Contracts Clause, efficient funding and favorable weather conditions

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