



FOR IMMEDIATE RELEASE
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Port Welcomes Four Lakers for Winter Lay-up

Milwaukee, Wis. – Milwaukee's Port will be home for four ships this winter that will take advantage of the safe harbor in the Port's Municipal Mooring basin to make necessary repairs.

Joe DiGiorgio, Harbor Master commented, "Vessels are working as late into the season



as possible, with the latest winter mooring vessel arriving January 15th, or even later weather permitting." The vessel owners buy the replacement equipment and the labor from the local area. Winter mooring vessels account for more than \$3 Million in economic impact to the city during the two month period they are in port. Vessels typically will leave around the middle of

March, and depend on the winter maintenance to ensure their 24 hours a day, seven day a week operation isn't interrupted during the rest of the year due to unforeseen repairs.

The integrated tug/barge, **Integrity**, was the first to arrive for winter lay up on December 19th. The vessel is 460 feet long, 70 feet wide (beam) and requires a draft of 26'6". It is equipped with a 250' boom to self unload as much as 15,000 net tons of cement into Lafarge's inner harbor silo.

Lafarge is also expecting the 2006 built tug/barge self-unloader, **Innovation**, around mid January. The articulated design is different than conventional tugs and barges. The tug, Samuel de Champlain, fits into a notch at the stern of the barge, Innovation, where hydraulic connections allow them to dip and rise independently. The design makes the vessel more maneuverable than conventional tug-barge combinations, especially in adverse weather conditions. The new combination forms Lafarge's second articulated tug-barge. The first, the G.L. Ostrander tug and Integrity barge, also in Port for the winter, went into service in 1996.

The Port expects the M/V **Stewart J. Cort**, leased by the Interlake Steamship Company, to arrive around January 11th. The Cort is 1,000 feet long, has a 105' beam and requires 27'11" of draft fully loaded. The vessel typically services the ore and coal trades within the Lakes. The M/V **Burns Harbor** is scheduled to arrive around January 15, 2007. The Burns is primarily used for long-haul transport of iron ore pellets on the Great Lakes. The Burns is also 1,000 feet long with a 105' beam.

The Seaway is closed to international traffic during January, February and the first half of March, but the Port is still open year round to inland river barges, inter-lake deck barges, truck traffic, as well as daily intermodal, box car, gondola, bottom dumper and other rail traffic.

About the Port of Milwaukee

A regional transportation and distribution center located on the western shore of Lake Michigan, the Port of Milwaukee connects southeastern Wisconsin to its neighbors in the Midwest, Canada and the world via the St. Lawrence Seaway, a series of locks and navigation channels linking the Great Lakes to the Atlantic Ocean, and inland river barge service throughout the inland waterway system. Serviced by two major railroads, the Union Pacific and Canadian Pacific, the Port of Milwaukee handles a diverse mix of general cargoes including steel, intermodal containerized cargo, forest products, asphalt, petroleum products, cement, bagged materials, heavy machinery, farm and construction machinery, project cargoes such as wind generation equipment, and grain.

For additional information, please call Betty Nowak at 414-286-8131.

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