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Rep. Sara Cambensy

HOW THE LOCKS KEEP GREAT LAKES SHIPS MOVING

Shipping locks to help vessels traverse the 21-foot drop from Lake Superior to the lower Great Lakes along the St. Marys River date to the 1700s. Locks on the U.S. side of the river date to 1853 and represent one of

the busiest choke points on the Great Lakes, with only one lock — the Poe — big enough to handle the 1,000-footers, the biggest and most significant cargo carriers on the Lakes.

THE SOO LOCKS

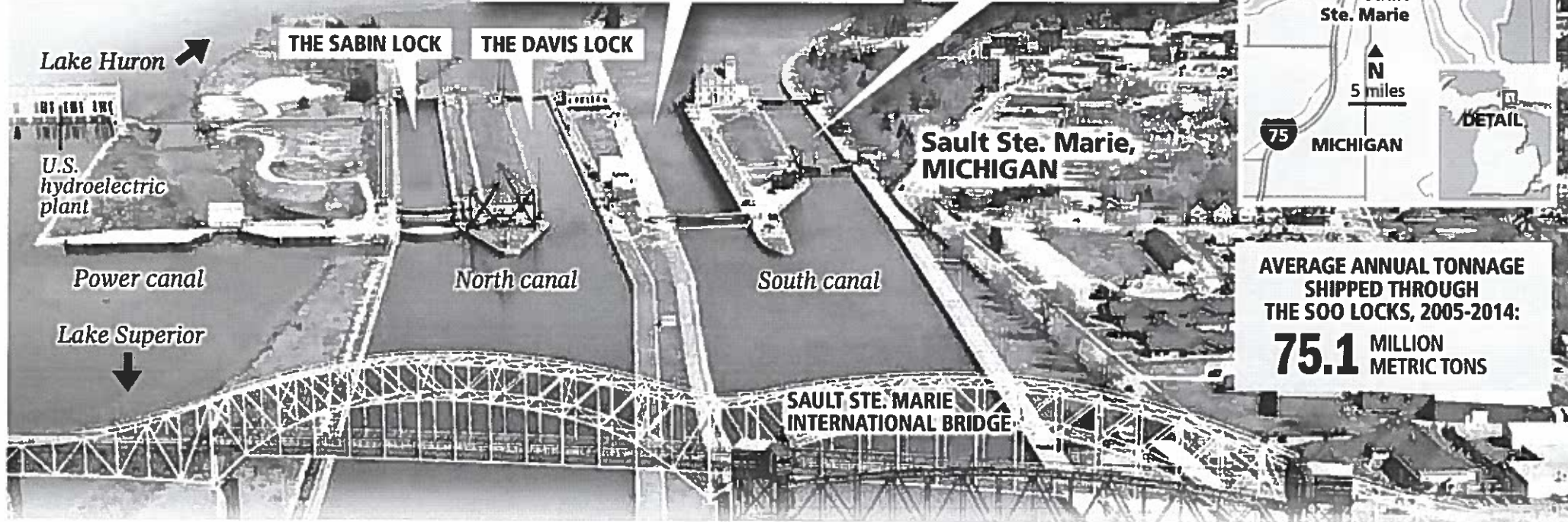
Only two of the four locks at the Soo are operational, the Poe and the MacArthur. Two others, the Davis and Sabin locks, are closed. Shippers and key proponents want a new Poe-sized lock to be built where those two sit, so in case something happens to the Poe, shipping won't cease.

THE POE LOCK

BUILT: 1968
SIZE: 1,200 feet long, 110 feet wide
DETAILS: While it shares duty with the MacArthur, 70% of the tonnage that passes through the Soo Locks uses the Poe. It was named for Col. Orlando Poe, a Civil War engineer.

THE MACARTHUR LOCK

BUILT: 1943
SIZE: 800 feet long, 80 feet wide
DETAILS: It was unexpectedly shut down for 20 days for repairs this summer. It was named for Gen. Douglas MacArthur.



AVERAGE ANNUAL TONNAGE SHIPPED THROUGH THE SOO LOCKS, 2005-2014:
75.1 MILLION METRIC TONS