



# THE PLAIN DEALER

## Putting Hulett's back together might prove to be too much

Councilman cites costs in suggesting only pieces be saved

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A city councilman who advocated resurrecting Cleveland's two remaining Hulett ore unloaders now says that scrapping all but a few key pieces might make the most sense.

Councilman Matt Zone wants to identify which parts to save and then display them at the Great Lakes Science Center, the Steamship William G. Mather Maritime Museum or Steelyard Commons.

His suggested compromise, however, could reopen a decade-old controversy over the future of the giant machines.

"As significant as they are in the history of the nation, to chop up what's left of them . . . is unacceptable," said Ray Saikus, chairman of Friends of the Hulett Ore Unloaders and Steamer William G. Mather.

Considered an engineering marvel, Hulett's dominated Cleveland's industrial landscape from 1912 to 1992. The 10-story machines scooped iron ore from freighters lightning fast and revolutionized shipping on the Great Lakes.

But, the Hulett's lapsed into historical, rather than practical, significance with the introduction of self-unloading ships.

Preservationists fought mightily to save the Hulett's in the late 1990s when Conrail, and later the Cleveland-Cuyahoga County Port Authority, announced plans to remove the dormant machines.

Two were scrapped in 2000, but two were saved. The port paid \$683,000 for the work. Preservationists kicked in \$272,000.

The city's landmarks commission set a five-year deadline for moving the disassembled machines off port-owned property. Now, a year and a half beyond that deadline, the equipment remains stacked in the same spot.

Originally, Zone hoped to reassemble the Hulett's at the nearby Cuyahoga County-owned Wendy Park on Whiskey Island. But recent studies show that the cost would be prohibitive, he said.

The port authority paid for studies last year to gauge the cost of moving the Hulett's.

Moving both to Wendy Park would cost nearly \$2 million, according to one study. Building a foundation and reassembling them would cost \$4 million more, another study showed.

The port could expect to net about \$75,000 if the machines were scrapped, said Rose Ann DeLeon, vice president of strategic development. The proceeds could help pay to move parts selected for display elsewhere.

The future of the Hulett's needs to be decided now because the land is needed for something else, DeLeon said.

Oglebay Norton, which leases the Cleveland Bulk Terminal, wants to add limestone shipments as early as September to the taconite pellets and iron ore concentrate already there.

The company has already lost a significant amount of business because it can't use the acre of land under the Hulett's, said Michael Siragusa, Oglebay Norton's vice president of sales, marketing and business development.

Oglebay Norton has agreed to store some Hulett parts on a less desirable space at the bulk terminal for up to two years.

Saikus said the port's studies should have considered multiple sites. He wants the machines reassembled on downtown's Dock 32 near the Mather.

And he thinks the port should pay for the move since it tore down the Hulett's.

"The community has invested thousands and thousands of hours into the preservation of, and legal fights for, the Hulett's," Saikus said. "And we're not planning to abandon this."

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