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Ref. MOA - Hulett Ore Unloaders and Permit Application by Cleveland-Cuyahoga County Port Authority

Dear Mr. Scalabrino and Ms. Sternheimer:

On behalf of the Citizens Vision Committee To Save Cleveland's Hulett's, we want to take this opportunity to notify your agencies of an important new development that has the potential to provide a permanent resolution to the long-standing controversy over the anticipatory demolition of the Hulett Ore Unloaders (Hulett's) on Whiskey Island in Cleveland.

In our view, the United States Army Corps of Engineers (USACE), the Cleveland-Cuyahoga County Port Authority, the City of Cleveland and its Landmarks Commission (the City), and Carmeuse North America (whose predecessor was Oglebay Norton) are all responsible for the anticipatory demolition of the Hulett's and for its remediation. As you know, two of the four Hulett's were dismantled in 2000, and their components remain stacked on the ground at Whiskey Island, awaiting future reassembly.

Our goal has been and remains the assurance that these significant historic elements, the only two remaining Hulett's in the world, will be reassembled and preserved, so that current and future generations may appreciate and be inspired by the contributions they made to our region's – and our nation's – prosperity and its industrial growth, and so that the public may also learn about the visionary accomplishments of their inventor. This legacy includes the message that those who owned this battery of four Hulett's had great appreciation for their utility and efficiency, as demonstrated by their employment of generations of skilled operators and maintenance workers, who kept these machines in continuous service for over 80 years. During that time, the towering Hulett's became an indelible thread in the fabric of the Great Lakes region, their iconic silhouettes etched in the memory of anyone who laid eyes on them. The appreciation for their contribution is found in Hulett models built as far away as Germany.

As advocates for the protection of our heritage, our focus has been on finding the appropriate permanent custodians for these last two Hulett's, and ensuring that the Port (and other parties) do not cut them up further in a way that would preclude reassembly as the "Giants" that they were, thus performing an amputation on our rich heritage, and robbing the public of an incredible **win-win** opportunity before us.

We are excited to announce, to all parties in this process, that the Ohio Museum of Transportation and Industry (OMTI)¹ has approached us directly regarding their visionary project, which includes acquiring the two Hulett's and making them part of their master plan. Their proposal would preserve and reconstruct the two Hulett's, and would also incorporate a permanent relocation solution for the Steamship

¹ See www.omti-ohio.com

William G. Mather Museum, thereby opening up the North Coast Harbor for the envisioned plan by the City's chosen developers. OMTI's intent is expressed in the attached letter.

In the meantime, it is the responsibility of the USACE, as the agency acting in the execution of its obligations under the National Historic Preservation Act, and the responsibility of the Port Authority, through the binding agreement it signed with the City of Cleveland, to ensure the protection of the historical assets that have been impacted from the anticipatory demolition and continued intentional neglect, evidenced by the Port Authority's failure to implement the required storage methods. This is especially important in light of the 2006 dredging permit application filed by the Port Authority.

It is for those reasons, and for the benefit of all parties in this matter, that we ask the Port Authority to make available the components of the Huletts for independent inspection by representatives of OMTI to ascertain the condition of the components and assess the work required for restoration, including video and still recording of the setting of all components as well as the components or parts thereof. The Port Authority has previously refused our requests for inspection of the Huletts, but we urge the Port to adopt a more cooperative approach, in an effort to facilitate the potential for a successful long-term resolution of this controversy.

In preparation for this inspection, we request that all vegetation, including trees, be cleared at this time by the Port from around and within the Hulett components for full and safe access to all of the components. The Port also needs to provide (at an agreed time) an articulating vehicle with a bucket for an OMTI selected inspection team to be able to do a thorough review of the condition of the components of the Huletts, not just from the ground but also from overhead and elevated side views.

We welcome this OMTI proposal to provide a permanent solution for the preservation and interpretation of the Huletts and the Mather, in a way that will complement the Great Lakes Science Museum and the Rock and Roll Hall of Fame and Museum, augmenting the draw and experience of visitors to our area. We look forward to participating in the consultation process to develop a Memorandum of Agreement that would incorporate this preservation solution as a successful outcome under the National Historic Preservation Act.

Respectfully,



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