In spring 2020, the U.S. Army Corps of Engineers, Detroit District, ran a social media-based photo contest of the public’s photos capturing landscapes, boats and piers only found on the Great Lakes. Participants from all over the country submitted photos, and people from all over the world voted on those photos. We’re pleased to present this downloadable calendar featuring the 12 images receiving the most votes. Congratulations to first place winner Jason O’Grady, receiving 1,113 votes. Second place goes to Chris Franckowiak with 886 and third place Danielle Adams with 838 votes.

Thank you to everyone who participated. Follow us on social media for an announcement and details for next year’s photo contest in spring of 2021.

https://www.facebook.com/USACEDetroitDistrict/
Duluth-Superior Harbor, located in Duluth, Minnesota and Superior, Wisconsin, is the Great Lakes’ busiest harbor, based on tonnage, and ranks 20th nationwide. The U.S. Army Corps of Engineers maintains 10,000 feet of navigation structures and 18 miles of channels enabling more than 35 million tons of cargo to move through the port each year.
The U.S. Army Corps of Engineers maintains more than 2,800 feet of breakwater in Presque Isle Harbor, near Marquette, Michigan. This harbor is among the busiest on the Great Lakes, with 7.5 million tons of cargo moving through the port in 2018. Activity in this port generates more than $10 billion in business revenue each year and supports more than 56,000 jobs.
During its 10-month season, the Soo Locks in Sault Ste. Marie, Michigan transports approximately 80 million tons of commodities. The U.S. Army Corps of Engineers has owned and operated this facility since 1881.

The harbor in Cheboygan, Michigan maintained by the U.S. Army Corps of Engineers’ Detroit Area Office, is home to the U.S. Coast Guard Cutter Mackinaw, the only U.S. heavy ice-breaking vessel on the Great Lakes. A receiving port for petroleum and stone products, the harbor also features 300 boat slips and forms the gateway to 43 miles of inland waterways critical to local tourism.

Pastel sky in Cheboygan, Michigan, photo by Jason O’Grady.
The U.S. Army Corps of Engineers maintains 6,000 feet of navigation structures and two miles of channels in the deep draft commercial harbor in Manistee, Michigan. More than 385,000 tons of commodities moved through the port in 2018 supporting more than $325 million in business revenue.
The Soo Locks complex in Sault Ste. Marie, Michigan is part of the St. Marys River, a Great Lakes connecting channel maintained by the U.S. Army Corps of Engineers.

First authorized as a federal harbor in 1867, Marquette Harbor in Michigan has more than 4,500 feet of breakwaters maintained by the U.S. Army Corps of Engineers. More than 980,000 tons of goods moved through the harbor in 2018 generating $216 million in business revenue.

The Honorable James L. Oberstar at anchor near Picnic Rocks, Marquette, Michigan, photo by Danielle Adams.
The U.S. Army Corps of Engineers has owned and operated the Soo Locks since 1881. This facility with two parallel operating locks is the only navigation connection between Lake Superior and the Lower Great Lakes.

The harbor in Cheboygan, Michigan handled 227,000 tons of goods in 2018, including gasoline, fuel oil, stone and slag. The U.S. Army Corps of Engineers maintains 12,000 feet of channels in this deep draft commercial harbor.

Fingers of light over the Cheboygan range lights, photo by Jason O’Grady.
Maintained by the U.S. Army Corps of Engineers, the St. Clair River in Michigan is a 40-mile long Great Lakes connecting channel linking Lake Huron and Lake St. Clair.
Approximately 55 million tons of commerce passes through the St. Clair River annually. This connecting waterway is maintained by the U.S. Army Corps of Engineers, Detroit District, Detroit Area Office.

Sunrise on the St. Clair River, St. Claire, Michigan, photo by Lori Hannon.
The Lake Michigan Ship Canal and Sturgeon Bay Harbor, located in Sturgeon Bay, Wisconsin rely on 15,100 feet of navigation structures and 8.5 miles of channel maintained by the U.S. Army Corps of Engineers to keep vessels moving.