

For Immediate Release

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DEMOLITION OF ELEVATOR IMPORTANT MILESTONE IN PORT'S RENOVATION PLANS

Galveston, Texas: Demolition of the old grain elevator at the Port of Galveston is underway as part of a \$30 million plan to renovate the Port's cruise terminals. The demolition, which began in June will culminate in mid-September with the "implosion" of the nearly 236-foot high Head House, the second tallest building on Galveston Island. (American National Insurance Company is the tallest.)

The elevator, which includes the Head House and numerous silos, was built in 1930 and began operations in 1931. The Head House used a gravity-based system to move bulk grain from the elevator to the vessel.

"The demolition of Elevator B and the clearing of the surrounding area are necessary for the growth of cruise operations and the redevelopment activities at the Port of Galveston," stated Steven M. Cernak, Port Director. "The grain elevator has been non-operational since 1998, and it is located in a prime area to support additional expansion needed to service the Port's amazing growth in cruise operations. We have recently announced that in the fall of 2004 Princess Cruises will join Carnival Cruise Line and Royal Caribbean with sailings from Galveston Island. All of this growth has come about in less than 3 years. The Port continues to diligently work to provide Galveston with the facilities needed to handle this continued phenomenal growth."

The silos, as well as old railcar unloading facilities and offices, are being brought down using the more traditional approach of wrecking balls and earth moving equipment. There are three "banks" of silos, each bank containing approximately 16 concrete silos that are 175 feet in height.

All concrete from the demolition (estimated at 240 million pounds) will be crushed on site and used as backfill for the demolished silos and as fill for low lying areas near the demolition site.

The implosion is tentatively scheduled for September 16. Weather conditions, including wind and rain, will play an important role in determining the exact date and time when the implosion will occur.

The demolition is expected to be complete by late October. The concrete crushing is to be completed by the end of the first quarter of 2004.

An Official Texas Historical Marker, located adjacent to Elevator B, commemorates the original wharf at the site, St. Cyr's Wharf, built between 1853 and 1854. The marker

recognizes the Port of Galveston's history as one of the leading U.S. exporters of grain and other goods. As part of the renovation, the marker will be returned to its exact location following the demolition.

The demolition is being supervised by CH2M HILL, a Denver-based engineering and construction management firm. CH2M HILL also is involved with the design and construction of the cruise ship complex at the Port of Galveston's Pier 27.

The Port of Galveston is a landlord port, owned by the City of Galveston and managed by a City Council-appointed Board of Trustees. The Port is a significant contributor to the strong economy of the Galveston-Houston marketplace. Annual business through the Port totals approximately \$12 million, with an estimated economic contribution to the region of over \$125 million.

Additional information about the Port of Galveston is available at www.portofgalveston.com. Information on CH2M HILL is available at www.ch2mhill.com.

For a photo of the demolition, hold Control and click the following link:
[ftp://marketingp:forsale\\$@ftp.ch2m.com/MarketingProjects/Media_Photos/Galveston/Demo.JPG](ftp://marketingp:forsale$@ftp.ch2m.com/MarketingProjects/Media_Photos/Galveston/Demo.JPG) Photo Courtesy of CH2M Hill.

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PORT OF GALVESTON ELEVATOR "B"

HISTORICAL FACTS

- When it was built in 1930, the 6 million bushel Galveston Wharf Company Elevator "B" was the largest port elevator in the United States.
- In 1931, Elevator B was dedicated and commenced operations.
- The elevator was capable of loading wheat into boats at the rate of 200,000 bushels an hour.
- The Head House stands 235 feet, 11 inches above ground and extends 21 feet below ground.
- The elevator was designed by Horner & Wyatt, Kansas City consulting engineers, who also supervised the construction, which was handled by Jones-Hettelsater Construction Company, also of Kansas City.
- In 1951, Elevator B's tonnage helped Galveston set a national record for exports from a single port.