

Great Lakes Division

The Company of Master Mariners of Canada

August 2024

Great Lakes Industry Update



Great Lakes and Marine Industry News Update

(available to CMMC members for the purpose of education and information)

August 2024



Picton Terminals on Lake Ontario (Photo: Submitted to Quint News)

Massive expansion for Picton Terminals,

Quinte News, August 15, 2024.

August 2024 is going to be a month to remember in the history of Picton Terminals. Owner Ben Doornekamp says they will be constructing what is called a bulk agricultural marine terminal, which will expand what will be imported and exported at the site on Picton Bay. They are leasing the land to agribusiness company Parrish and Heimbecker, who will oversee agricultural shipping.



Fulvio Fracassi is the new CEO and president of the Halifax Port Authority.

(Source: Halifax Port Authority)

Mr. Fracassi served as President and CEO of the Laurentian Pilotage Authority for several years.

Fulvio Fracassi will be the new CEO and president of the Halifax Port Authority next month.

According to a news release from the organization, Fracassi has held senior executive roles with Transport Canada, Employment and Social Development Canada and the Laurentian Pilotage Authority. He also held several legal counsel positions in the Department of Justice Canada for more than 15 years.

Thunder Bay port on pace for record-breaking year of potash exports

More than a million tonnes of grain, potash and coal handled in July

Northern Ontario

Business Staff



(Thunder Bay Port Authority distributed photo)

The western Lake Superior port surpassed the million-tonne mark in overall movements of grain, potash and coal in July with more than 4.6 million tonnes of cargo being handled this year, 660,000 tonnes above the same time last year. Also a record-breaking year for potash with authority's stats showing almost 260,000 more tonnes of the agriculture fertilizer product has transitted the port since the shipping season opened last spring. Last year was regarded as a record year for potash movement.

Grain
trimmers
loading
vessel in
Thunder Bay





Ventofoil sails deployed on the cement carrier Sunnanvik (source: CSL Group)

CSL Group joint venture tests wind with sail-equipped cement carrier

by John Snyder Riviera

Sunnanvik, a mechanical/pneumatic cement carrier, fitted with modern rig sails, began trading on the Great Lakes in April. Owned and operated by Eureka Shipping, a joint venture of CSL and SMT Shipping, the cement carrier is equipped with two Ventofoil sails from Dutch technology supplier Econowind. The sails are mounted on the deck of the ship in movable containers with reinforced deck foundations and can be deployed with the push of a button from the bridge to provide wind-assisted propulsion. The Ventofoil is a fully automated suction wing that creates propulsion power.



John J. Boland discharging cargo from its port side using its self-unloading boom in Lorain, Ohio, after the grounding. (Source: NTSB)

The John J. Boland grounded twice while completing its final loading at Port Dolomite, Michigan, on April 21, 2023. After setting sail, the crew discovered flooding and hull damage.

The NTSB concluded that the operating company's inadequate guidance for creating a load plan with sufficient underkeel clearance was the probable cause. The report stressed the importance of vessel crews understanding the characteristics of their operating facilities.

Mike Schuler gCaptain



MASTER MARINERS OF CANADA

NOTICE OF 57th ANNUAL GENERAL MEETING OF THE MEMBERSHIP of THE COMPANY OF MASTER MARINERS OF CANADA

Will take place in person in Ottawa, Ontario

(exact downtown venue TBA)

Friday October 4, 2024, 14:00 Local time

All members of THE COMPANY OF MASTER MARINERS OF CANADA are welcome to attend. Members who are unable to attend may use the proxy form, which follows this Notice of Meeting (or any similar form) to indicate whom they wish to act on their behalf.

- **Note: Proxies should be deposited with the member from your division attending the meeting, at least 7 days before the meeting at which the person named in the proxy proposes to vote. You may also send your proxy to the Secretary by email at cbrown@mmcnationalsecretary.onmicrosoft.com**
- **Proxies cannot be accepted after the beginning of the meeting.**

Respectfully,

Cynthia (Cindy)Brown

Secretary cbrown@mmcnationalsecretary.onmicrosoft.com

Biden administration taps Quebec shipbuilder for icebreaker expertise

The Canadian Press Maura Forrest



The Davie shipyard in Lévis, Que.

(Marc Godbout/Radio-Canada)

A Quebec shipbuilder's expansion to the United States is part of the Biden administration's renewed focus on Arctic defence — and a way to get around a 100-year-old protectionist law.

On Monday, the White House announced that Quebec-based Davie shipbuilding is in talks to make a “major investment” in an existing American shipyard. Davie says the U.S. government wants the company to have a presence in the country because it's a “world leader” in building icebreakers.

Preparations are underway for the Fall 2024 National CMAC meeting that will take place in person only from Wednesday November 13th to Friday November 15th, 2024.

Registration will open in the coming months and details will be shared once available. Information will also be added to the Transport Canada CMAC Webpage.

We are looking forward to this upcoming National CMAC edition!

Thank you,

National CMAC Secretariat

Celebrating **50** *years*
of the
Chi-Cheemaun

In recognition of
dedicated ferry transportation services
to South Baymouth, the Township of Tehkummah
and Manitoulin.



M/V Chi Cheemaun, 600 passenger and 140 vehicle ro-ro ferry of Owen Sound Transportation Co. Ltd. with service from Tobermory (Bruce Peninsula) to South Baymouth (Manitoulin Island) celebrates her 50th Year of operation and dedicated transportation link and tourism economic driver.



Tehkummah Fire Department salutes the M/V Chi Cheemaun with water cannon salute on the afternoon crossing to recognize her 50th year in dedicated service to South Baymouth. (photo Sydney Mucha)



Building a new era': Mineral shipment from Port of Churchill first in more than two decades

CTV News Winnipeg (Arctic Gateway Group)

A major milestone was marked in northern Manitoba on August 16th as a shipment of "critical minerals" was exported from the Port of Churchill – something that hasn't happened in more than two decades.

The Arctic Gateway Group said zinc concentrate, which has been mined by Hudbay Minerals Inc. in Snow Lake, Man., has been delivered and stored at the port over the last two months, and today it was shipped from the port. Devon McKendrick



Owner of Thunder Bay shipyard gets \$10 million to train workers. The Ontario government says training will take place in Thunder Bay, Hamilton and St. Catharines.

Gary Rinne TB
Newswatch

ST. CATHARINES — Ontario Shipyards Inc., the owner of shipbuilding and repair facilities in St. Catharines, Hamilton and Thunder Bay, is receiving \$10 million from the provincial government to train workers. Premier Doug Ford made the announcement saying all levels of government need "to step up and recognize the extraordinary potential of this industry and its workers by ensuring that much-needed Canadian vessels are built in Ontario, by Ontario shipbuilders." A lack of skilled labour was one of the key reasons cited by Ontario Shipyards when it suspended operations at its Thunder Bay facility earlier this year.



The two ships, which hold up to 190 passengers each, feature 95 staterooms, several restaurants, lounges and other features.

The two Victory ships – Victory I and Victory II – have been regulars in Great Lakes cruising for nearly a decade. Earlier this year, American Queen Voyages declared bankruptcy and shut down, putting numerous vessels up for sale at auction. John Waggoner – a previous owner of American Queen Steamboat Co. – bought the two former Victory ships (which had been renamed) with plans to relaunch them in spring 2025. Sailings are available starting in mid-April.





Toronto ferries docked at the Jack Layton Ferry Terminal (Source: TSB) Mike Schuler Report

The Transportation Safety Board of Canada (TSB) has released its report into a 2022 incident involving the passenger ferry Sam McBride in Toronto. The ferry struck the dock with injuries to 20 passengers.

The incident occurred on August 20, 2022, when the ferry, carrying about 910 passengers and six crew members, approached the dock faster than usual. Only one of the vessel's two propellers was operational during the approach, which proved insufficient to stop the ferry.

TSB revealed critical safety deficiencies in including the lack of written procedures for safe docking practices, insufficient crew training in emergency passenger management, unrealistic evacuation procedures, and inadequate passenger counting methods, particularly for children and infants.



SEAWAY MONTHLY TRAFFIC RESULTS

July 2024

Traffic (in thousands of tonnes)	SLSMC - Combined Traffic			
	Year to Date		Change from 2023	
	2023	2024	Tonnes	%
Total Cargo	16 028	15 957	-72	-.45%
All Grain	3 923	4 286	363	9.26%
Iron Ore	3 109	2 651	-458	-14.73%
Coal	1 032	860	-172	-16.64%
Dry Bulk	5 071	4 745	-326	-6.43%
Liquid Bulk	1 678	1 934	256	15.28%
General Cargo	1 184	1 469	285	24.03%

Vessel Transits	2023	2024	Transits	%
Total Transits	1 696	1 685	-11	-.65%

The St. Lawrence Seaway Management Corporation



The incorporation of Indigenous people and traditional placenames into the names of new Canadian Coast Guard ships, like this depiction of a future Arctic patrol vessel, is a small but significant gesture toward reconciliation. (Image courtesy of Irving Shipbuilding, Canadian Coast Guard)

In early August, the coast guard announced one of its new offshore patrol ships will be called the CCGS Sermilik Glacier, after a glacier in Sirmilik National Park on Bylot Island, north of Baffin Island.

Two new polar icebreakers will be named after Inuktitut placenames — the CCGS Arpatuuq and the CCGS Imnaryuaq. The first is named for Akpatok Island in Ungava Bay; the second refers to an area Banks Island known as “big cliff.”

International study on remote pilotage to be undertaken by Maritime Pilots

By: | Aug 27 2024 at 11:34 AM | Maritime

The International Maritime Pilots' Association (IMPA), which represents over 50 member countries, is partnering with the Canadian National Centre of Expertise on Maritime Pilotage (NCEMP) and the Canadian Coast Guard to rigorously explore remote pilotage to ground-truth its feasibility, readiness, and impacts on safe navigation practices and systems. This work aims to provide authoritative insights into the current and potential use of remote pilotage on conventional ships and those that might be navigated remotely or by software with autonomy in the future.



NATIONAL CENTRE OF EXPERTISE
ON MARITIME PILOTAGE

Green Marine 2023 Results highlights

> 20 %

A total of 220 self-evaluations received. **Largest-ever incoming class** of new participants reporting on their performance for the first time.



The number of **shipyards** rose by 44%, making this sector of participants the **largest in terms of growth percentage** over the previous year.



The **Community Relations** and **Community Impacts** indicators went **up 65 net levels** which represents 70% of all level upgrades by landside participants in 2023.



Decarbonization - 2/3 of all participants achieved Level 3 or higher for the **GHG** performance indicator.



More than half of all participants **improved by one or more levels** when compared to their 2022 evaluations. The overall average level improvement was 0.8.



During this optional first year of reporting, 45% of ports benchmarked their performance for the new **Aquatic Ecosystems** indicator.

Building the next generation of Toronto Island Ferries in Ontario



The Ontario Marine Council takes great pride in our province's centuries-old history of shipbuilding and its world-class heavy manufacturing supply chain. That is why we are deeply disappointed by the City of Toronto's recent decision to progress final negotiations with a foreign company that will build the next generation of Toronto Island Ferries outside of Ontario and Canada, directing over \$90 million of Toronto taxpayers' money to a foreign shipyard.

This decision negatively impacts local shipyards and thousands of workers in Ontario who are struggling to maintain steady work, affecting countless jobs and families. The economic impact of this decision is significant.

\$45,000,000 in lost wages for shipyard workers in Ontario

\$12,000,000 in lost Provincial taxes

\$47,000,000 of funds for Ontario Based suppliers

335 jobs

The Ontario Marine Council will continue to advocate for policies that prioritize Canadian Marine industry, Ontario workers and companies, striving to bring shipbuilding back to our province. This includes strongly encouraging Toronto to reconsider an Ontario Made solution for the Toronto Island Ferries and prioritizing Ontario suppliers on subsequent procurements, such as the potential for "relief vessels" and additional new-build vessels for the city of Toronto.



Federal Thunder Bay visits namesake port

The newly-built Fednav saltie Federal Thunder Bay (2023 Marshall Islands) made her first visit to Thunder Bay Terminals in the Port of Thunder Bay, ON, on August 27, 2024. Tugs Glenada (1943) and Point Valour (1958) provided assistance. Gene Onchulenko

Coming into force of the Marine Safety Management System Regulations (SOR/2024-133) - SSB No.: 20/2024

From: Transport Canada

RDIMS No .: 20414736

Date (Y-M-D) : 2024-08-27



Purpose

This bulletin outlines the new Marine Safety Management System Regulations (the Regulations), which were published in the Canada Gazette, Part II and entered into force on July 3, 2024.

Scope

The Regulations apply to:

- a) class 1, 2, 3, 4, and 5 vessels and their shore-based and onboard operations, as described in section 1.1 of the Regulations, and section 1.3 of TP15566; and**
- b) foreign vessels to which Chapter IX of the International Convention for the Safety of Life at Sea (SOLAS) applies, that are operating in Canadian waters.**

The Regulations replace the previous Safety Management Regulations (SOR/98-348).

The Regulations expand safety management system requirements to apply to most Canadian vessels. The certification and oversight processes for vessels depend on their class, taking into consideration their size and type of operation. Canadian vessels on international voyages and foreign vessels operating in Canadian waters, subject to Chapter IX of SOLAS, continue to be required to develop a safety management system in compliance with the requirements of the International Safety Management Code.

Coming into force of the Marine Safety Management System Regulations (SOR/2024-133) - SSB No.: 20/2024

From: Transport Canada

RDIMS No .: 20414736

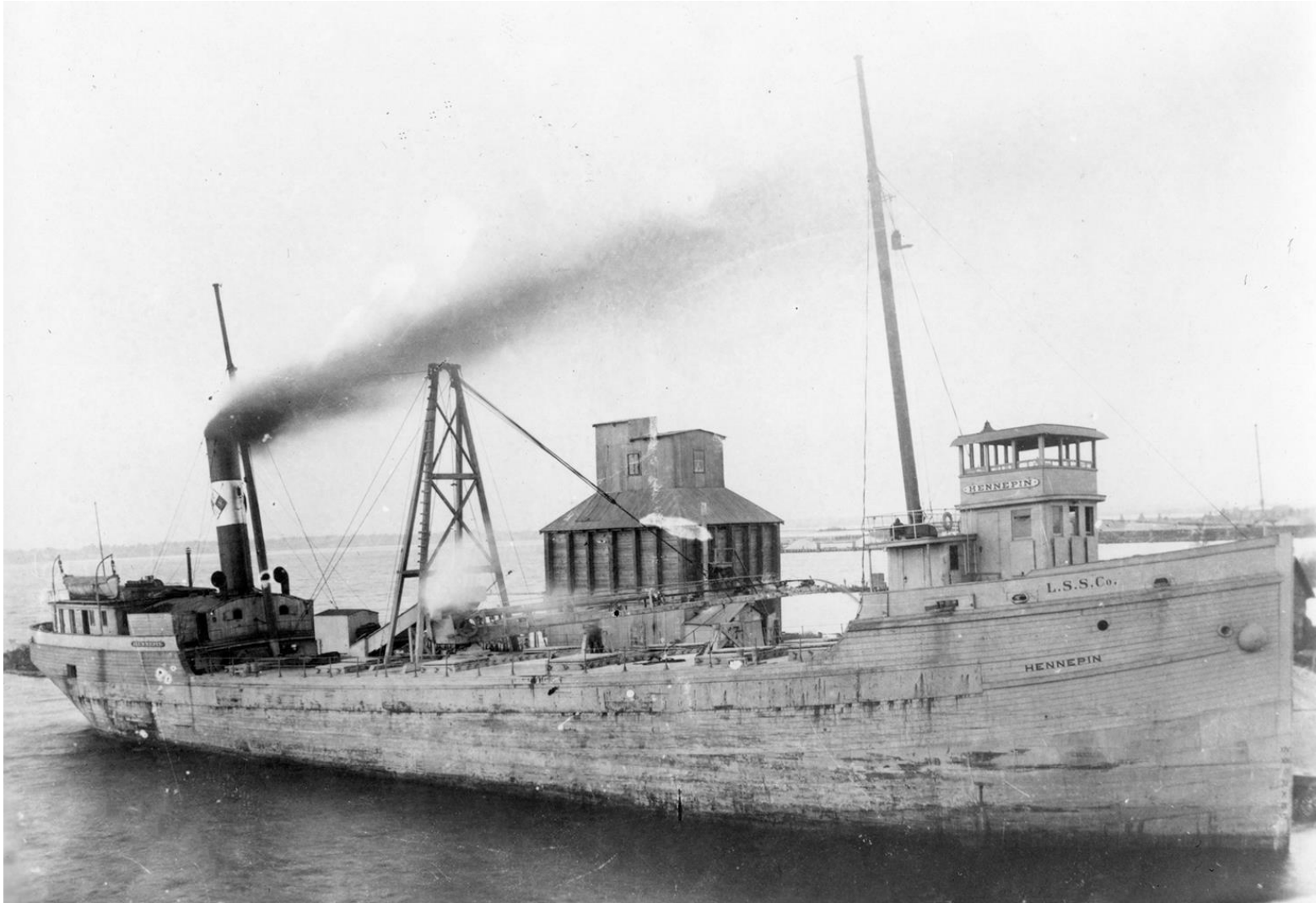
Date (Y-M-D) : 2024-08-27

What you need to know

- The Regulations repeal and replace the Safety Management Regulations (SOR/98-348).
- The Regulations expand safety management system requirements to most Canadian vessels (approximately 16,000).
- The Authorized Representative of a Canadian vessel must identify a Ship Manager responsible for developing and implementing a safety management system for their vessel.
- Canadian vessels subject to the Regulations are grouped into 5 Classes, with different compliance requirements based on their size and type of operation.
- There are phase-in periods for when the different classes/types of vessels must comply with the Regulations. Additional details on the phase-in process can be found in TP15566.
- Ship Managers of Class 1 vessels must continue to maintain their Safety Management Certifications in accordance with the International Safety Management Code.
- Vessels of Class 2, 3 and 4 are required to obtain certification according to the phase-in provisions stated in the Regulations.
- Delegated vessels will obtain their certification from their designated Recognized Organization.
- Non-delegated vessels will obtain their certification from Transport Canada.

Great Lakes History

August



August 1927

**The first HENNEPIN
foundered in Lake
Michigan, 18 miles
west of South
Haven, en route to
Grand Haven to
load. The hull was
discovered in 2006
and is upright in 230
feet of water.**

***Self Unloaders
through the
Years***

Hennepin, an early self-unloader and the first of her kind in the world. Peter B. Worden collection, MHSD



August 1966

BAYGEORGE knocked off a lock fender in the downbound section of the Welland Canal Flight Locks and delayed navigation. Only the upbound side remained in use to handle traffic pending repairs.

Baygeorge in 1964. Robert A. Zeleznik

August 1979

**CANADIAN
ENTERPRISE
(Hull #65)
was float
launched at
St.
Catharines,
Ontario, by
Port Weller
Drydocks
Ltd. for
Upper Lakes
Shipping Ltd.**

Canadian Enterprise in 1992. Don Dube





U. S. laker Steelton damage after hitting the WSC bridge.

George Ryan collection

August 1974

STEELTON collided with Bridge 12 of the Welland Canal at Port Robinson, ON, knocking the structure into the water. The accident tied up all navigation through the Welland Canal, and the bridge was never replaced. The ship was repaired at Port Colborne, ON, and returned to service.



**Bridge 12
damage; after
removal of
the wreckage,
the bridge
was never
replaced and
pedestrian
traffic
remains
serviced by a
small shuttle
vessel.**

George Ryan
collection

Thank you for viewing our August 2024 monthly Industry Update.

Hope you enjoy and find the information useful and educational

Master Mariners of Canada – Great Lakes Division

