

Great Lakes Division The Company of Master Mariners of Canada

November 2023



Great Lakes and Marine Industry News Update

November 2023



Canadian Coast Guard Ship Alexander Henry docked in Thunder Bay, Ontario, 2022. © Parks Canada / Will Pratt

Government of Canada recognizes the national historic significance of the CCGS Alexander Henry

Oct. 18 Today, the Honourable Steven Guilbeault, Minister of Environment and Climate Change and Minister responsible for Parks Canada, announced the designation of the Canadian Coast Guard Ship (CCGS) Alexander Henry as a national historic site under Parks Canada's National Program of Historical Commemoration.

The former Canadian Coast Guard Ship Alexander Henry is a retired light icebreaker, buoy tender, and navigational aid ship that served on the Great Lakes from 1959 to 1985.



SS Keewatin will be towed out of Heddle Shipyard in Hamilton, October 22, by the same tug that brought her there – McKeil Marine’s Molly M1, with a sail through the Eastern passage into the Toronto inner harbour for a short visit and then to her forever home – the Marine Museum of the Great Lakes at Kingston.

Janey Anderson



BON VOYAGE

S.S. KEEWATIN

Departs Weds. Oct. 25 ETD - 4am





Keewatin arriving at Kingston. Michael Restoule

LOGISTEC Corporation enters into definitive agreement to be acquired by Blue Wolf Capital Partners

Logistec and Cision News

MONTREAL, Oct. 16, 2023 /CNW/ - LOGISTEC Corporation (TSX: LGT.A) (TSX: LGT.B) ("LOGISTEC" or the "Corporation") today announced that it has entered into an arrangement agreement (the "Arrangement Agreement") with 1443373 B.C. Unlimited Liability Company (the "Purchaser"), an entity owned by certain funds managed by Blue Wolf Capital Partners LLC ("Blue Wolf") in partnership with Stonepeak, a leading alternative investment firm specializing in infrastructure and real assets, pursuant to which the Purchaser will acquire all the issued and outstanding shares of the Corporation for \$67.00 in cash per share, representing a total enterprise value of approximately \$1.2 billion, subject to customary closing conditions.

Blue Wolf's business plan is anchored in making significant contributions to the business and to the Québec and Canadian economy, including:

- Maintaining LOGISTEC's head office in the Province of Québec;**
- Working with the current management teams to drive continued growth in the operations and employment of the business;**
- Future investment of more than \$200 million in capital expenditures and growth initiatives; and**
- Continuing contributions to current charitable and social causes in Québec supported by LOGISTEC.**



First look at Algoma Bear!

Per Janey Anderson, Algoma Central's new Equinox-class Algoma Bear was launched in late September by China's Jiangsu Yangzi-Mitsui Shipbuilding Company. The vessel will be undergoing further construction and sea trials before setting sail for Canada. Algoma Bear is expected to join the fleet next season to replace the 1979-built Algoma Transport.



A look at the vessel in floating dry dock. Janey Anderson



View from the floor of the dock — note the dual rudders.

Janey Anderson



Algoma Bear takes another step toward completion

The new self-unloader Algoma Bear is currently having her new boom installed at the outfitting berth at the Yangzijiang shipyard in China. The self-unloading system was designed by EMSTECH in Canada and custom-built for the vessel. It was delivered by barge in sections and assembled in the shipyard on the dock. A floating crane was used to lift it up from the dock and install it on board the vessel. Once all outfitting and commissioning is completed, sea trials will follow before she sails across the ocean to Canada and enters service for Algoma Central Corp.

Courtesy Janey Anderson/Ship Junkies

Rare strike shuts down St. Lawrence Seaway Maritime Magazine Leo Ryan

For only the second time since it was established in 1959, the St. Lawrence Seaway, a vital bi-national corridor linking the Atlantic Ocean to the industrial heartland of North America, has been shut down due to a strike by Seaway workers.

Some 361 workers in Ontario and Quebec began a strike on Sunday at 00.01 am after negotiations failed to meet a union-imposed deadline with Canada's St. Lawrence Seaway Management Corporation (SLSMC). The first such work stoppage in 1968 idled 300 vessels for 24 days at an estimated cost of \$20 million in wages, Seaway tolls and other losses. The work stoppage stirred a big cry of alarm not only from Canadian marine industry and business circles but also from U.S. Great Lakes ports urging the federal government to intervene.



Algoma Central Corp.'s Algoma Equinox is loaded at London Agricultural Commodities terminal in Port Colborne Saturday where the weir and Welland Canal meet. St. Lawrence Seaway Management Corp. workers went on strike Sunday morning, shutting down the canal. Dave Johnson/Torstar



St. Lawrence Seaway strike: Ships start moving after tentative deal reached

Cargo is moving again on the St. Lawrence Seaway after management and Unifor struck a tentative deal on Sunday, but it could take most of the week to clear the backlog of ships halted during the labour stoppage — and even longer for supply chains to normalize. The company said workers were back on the job as of 7 a.m. on Monday. The tentative agreement, which must still be ratified, ended a strike that began on Oct. 22. The job action by 360 workers represented by Unifor brought a stop to ships through the key trade corridor. As of Monday morning, nearly 100 ships were strewn at ports and docks across the Great Lakes and St. Lawrence River waiting to pass through the seaway, said Bruce Burrows, CEO of the Chamber of Marine Commerce.



5 of the 9 boats anchored off Tracy, 10-29-2023. Johanne Shooner



CSL Tadoussac and Frontenac meet in the Welland Canal after the strike is settled. David McLeod via CSL



Looking to reduce its carbon footprint, Airbus is to renew its entire fleet of vessels chartered in from France's Louis Dreyfus Armateurs to transport aircraft subassemblies between Saint-Nazaire, France, and its single-aisle aircraft final assembly line in Mobile, Ala.

Airbus opts for e-methanol and rotor sails for new transatlantic trio Marine Log
Nick Blenkey



Swedish shipping company Furetank and its Canadian counterpart Algoma Central Corporation have expanded their FureBear joint venture, launched a year ago, with the order for two additional Vinga-class vessels.



The Vinga ships are ice class 1A 17,999 dwt product tankers designed by Furetank together with FKAB Marine Design. They all have dual-fuel capability and can run on LNG/LBG or gasoil and are fully equipped for shore power.

Management of Furetank and Algoma Central; Image credit Furetank



The vessel, named Fure Vanguard, is the ninth sister ship in the Vinga class and the ship was officially launched at China Merchants Jinling Shipyard in Yangzhou, China.



Algoma's tanker Birgit Knutson renamed Algoluna

The formerly Norwegian-flagged product/chemical tanker Birgit Knutson, purchased last year by the Algoma Central Corp., will be renamed Algoluna. The name and registry now appear on the Transport Canada website. The tanker, which was built in 2010 in China, is currently moored at Sarnia, ON, undergoing modifications and renaming. Her AIS signal has yet to be updated to the new name.



McKeil's new Northern Venture makes Lake Erie debut

Northern Venture, McKeil Marine Ltd.'s newest vessel, passed through the Welland Canal Wednesday headed for Fairport, OH. Last year McKeil Marine purchased the M/V Da Shen and has been busy having it retrofitted. She is the first self-unloader in their fleet and will mainly be operating in the northern Great Lakes.

**Northern Venture upbound, Welland Canal, 11.01.2013.
Barry Andersen**

McKeil Expands With Purchase of Algosea From Algoma

McKeil Marine has purchased the tanker Algosea from Algoma Tankers. While at Sarnia Saturday she was renamed Kathy McKeil in honor of the wife of McKeil's vice-chairman Blair McKeil. The change has also been registered at Transport Canada. She is expected to head to an overseas shipyard soon for conversion to either a self-unloader or a bulk carrier.

The 472-foot-long Algosea was built in 1998 at Alabama Shipyard Inc., Mobile, AL, as Aggersborg. The vessel was purchased by Algoma in 2005.



Algosea

Barry Andersen photo



Maritime shipping company McKeil Marine sold to private equity firm

McKeil Marine founded in 1965 by Evans McKeil Welland Tribune

A private equity firm with offices in Greenwich, Connecticut and London, England, has purchased Burlington-based Canadian shipping company McKeil Marine Ltd. from Canadian firm TorQuest Partners.

Astatine Investment Partners (AIP), which focuses on infrastructure investments, made the announcement last week.

In this file photo, McKeil Marine's Florence Spirit takes on a load of new crop soybeans at London Agricultural Commodities' Port Colborne terminal along the weir in the city's north end. The Burlington-based marine transportation company was recently purchased by a private equity firm with offices in the U.S. and England. Dave Johnson / Torstar

Federal Hamilton

[Pat English photo]



Federal Hamilton, Fednav's newest, making first Seaway trip

Federal Hamilton, is Fednav's #39, Their newest ship, is making her first trip up the Seaway headed for Hamilton. She is the first of 10 ordered by Fednav from the Ohshima Shipyard in Japan. The second one has been christened Federal Thunder Bay and is currently in the Pacific bound for the Panama Canal and perhaps the Seaway before it closes for the season. The vessel sports an unusually large funnel. The new Fednav-Oshima designed super-eco oceangoing lakers represent the most efficient vessels to date for Fednav. Rene Beauchamp, Pat English

Panama Canal shipping traffic to be slashed in half as extreme drought forces deeper cuts to passages

WeatherNews

The Panama Canal Authority already reduced ship numbers in August from 36 per day to 32. Now, successive monthly cuts will drop the number of ships per day down to 18 by February. The authority also set weight and depth limits, meaning only smaller ships and ships carrying less cargo can use the 51-mile passage. **Lowest water level since canal opened!**



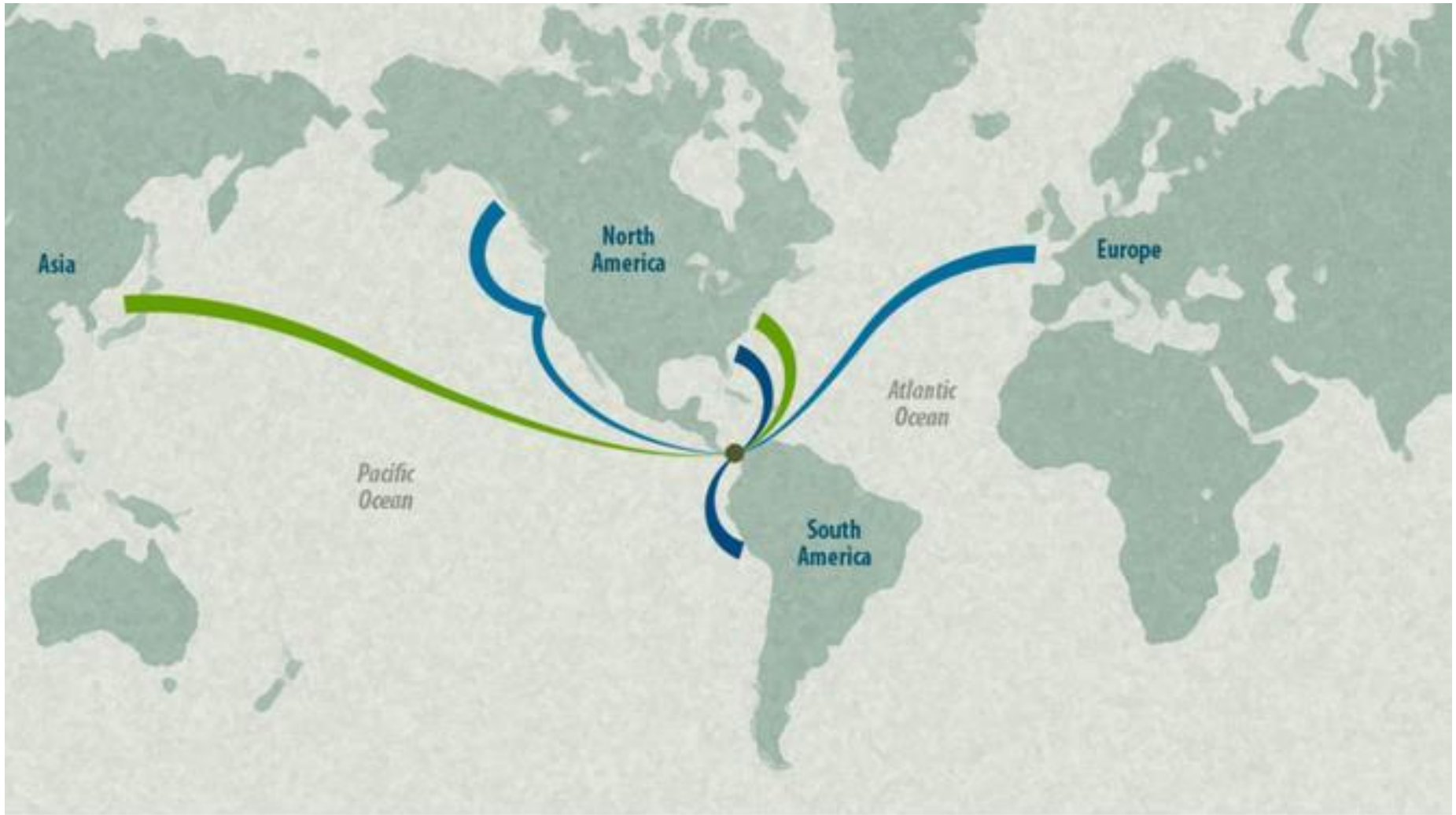
The container ship Tampa Triumph passes through the Miraflores Locks as it transits the Panama Canal on September 20, 2023 in Panama City, Panama.

(Justin Sullivan / Getty Images)



Ships waiting on the Pacific side of the canal on August 26, 2023.

(Mauricio Valenzuela/picture alliance / Getty Images)



Common routes through the Panama Canal

(Georgia Tech Panama Logistics Innovation and Research Center / FOX Weather)

The Montreal Port Authority (MPA) announced a 33 percent increase in traffic in the cruise industry in 2023, with 51,000 passengers and 16,200 crew members. The cruise sector, which brings significant economic benefits for the Canadian city, has recovered, the port said in a statement.



Montreal Closes 2023 Cruise Season with 51k Passengers [Cruise Industry News](#)

Recognition of Royal Canadian Navy competencies by Transport Canada - SSB No.: 24/2023



Purpose

This bulletin provides updated guidelines to seafarers and marine stakeholders on how active and retired members of the Royal Canadian Navy (RCN) can receive exam, course and sea service credits towards obtaining certificates of competency (CoC) or certificates of proficiency (CoP) from Transport Canada.

Scope

This bulletin applies to members of the Royal Canadian Navy (RCN) seeking credit towards obtaining commercial marine certification under the Marine Personnel Regulations (MPR).

The RCN has been approved to issue the following training certificates for all of their personnel who have completed the Naval Environmental Training Program:

- Marine Emergency Duties (MED) with STCW Basic Safety Training Certificate;**
- MED with Respect to STCW Basic Safety Refresher Training Certificate with completion of the RCN Fire/Flood and Sea Survival Refresher Training;**
- MED with Respect to Advanced Firefighting; and,**
- MED with Respect to Advanced Firefighting Refresher Training Certificate with completion of the RCN Fire/Flood Refresher Training.**

Table 1 RCN Nautical Course and Exam Credits

Examination and courses	Naval Warfare Officers (MARS)	Fleet Navigating Officers	Boatswain QL3	Sonar operators, Naval sensor operators, Naval combat intelligence operator, etc
MED BS	X	X	X	X
MED SC	X	X	X	X
Steering Testimonial	X	X	X	X
BWR Course and Exam			X	
ECDIS	X	X		
COM	X	X		
SEN 1	X	X		
SEN 2		X		
CP2	X	X		
MET 2	X	X		
SIM 1	X	X		
SIM 2		X		
Astro 2		X		
NS & I		X		

Table 2 RCN (Regular and Reserve) NCM Sea Service requirement for TCMSS Certificates

Certificate of Competency Requested	Boatswain QL3	Sonar operators, Naval sensor operators, Naval combat intelligence operators, Naval communicators, communication research operators, and Hull technicians at the QL3 level and above	<i>Marine Personnel Regulations</i>
Bridge Watch Rating	60 days	180 days	Section 171
Chief Mate 150	360 days	360 days	Section 136
Master 150	720 days	720 days	Section 129
Chief Mate 500	720 days	720 days	Section 135
Officer Of the Watch	1080 days	1080 days	Section 134

Regular force Naval Warfare Officers (NWO) pathway to commercial certification

The entry point for all Naval Warfare Officers regardless of rank and experience is the Master 150 Gross Tonnage, Domestic, Watchkeeping Mate or Watchkeeping Mate Near Coastal certificates of competency.

The NWO must fulfil all the requirements set out in section 129 or 134 of the *Marine Personnel Regulations* for these certificates and to comply with the sea service remission NWO must meet the requirements set out below:

- Successful completion of NWO II, III and IV;
- Obtain 360 days (day for day) onboard commissioned naval vessel as an NWO;
- Successful completion of the NWOPQ qualification package;
- Minimum 2 years post-secondary education; and
- Hold a Naval Bridge Watchkeeping Certificate.

Note: The pathway to higher certification and Naval Reserve NWO certification is presently under review by TCMSS.

USS Marinette heads through the Welland Canal

With the Seaway strike ended, the USS Marinette (LCS 25) was downbound in the Welland Canal Saturday enroute to her homeport at Naval Station Mayport, FL. Since the Marinette is not equipped with bow thrusters, she was at time towed by the Picton, ON-based Doornekamp tug Amy Lynn D. tug.



USS Marinette LCS-25 entering Lock.3 with tug Amy Lynn D Barry Anderson

Tuesday November 14	Wednesday November 15
<p style="text-align: center;">AM Opening Plenary</p> <p>Marine Occupational Health and Safety Main Meeting</p> <p>Construction and Equipment Standing Committee</p> <p>Navigation and Operations Standing Committee</p> <p>Domestic Vessel Regulatory Oversight Standing Committee</p>	<p style="text-align: center;">AM Marine Occupational Health and Safety Focus Groups</p> <p>Fishing Vessel Safety Standing Committee</p> <p>Marine Security Standing Committee</p> <p>Marine Research and Development and Innovation</p> <p>Marine Personnel Standing Committee</p>
<p style="text-align: center;">Noon to 1 PM Lunch</p>	<p style="text-align: center;">Noon to 1 PM Lunch</p>
<p style="text-align: center;">PM Pilotage</p> <p>Recreational Boating Standing Committee</p> <p>Seafarer Welfare Working Group</p> <p>Domestic Vessel Regulatory Oversight Standing Committee</p>	<p style="text-align: center;">PM Environment Standing Committee</p> <p>Fishing Vessel Safety Standing Committee</p> <p>Oceans Protection Plan</p> <p>Marine Personnel Standing Committee</p>

National CMAC Schedule Fall 2023 / RAPPEL Horaire du CCMC National Automne 2023

Canada's Davie completes purchase of Helsinki Shipyard from Russia's Algador

TORONTO, ON – Canadian firm Davie Shipbuilding has completed the purchase of Helsinki Shipyard, maker of Arctic icebreaking vessels, from Russian-owned Algador Holdings after securing regulatory approval, Davie said on Friday. Regulators said the deal was not in violation of sanctions on Moscow, according to a source with knowledge of the deal.

The transaction was funded by a combination of Davie's own funds and by 77 million euros (\$81.77 million) of financing from the Québec government, according to a statement from Davie.



Privately-owned Davie announced the purchase of the Finnish company months ago. The deal will help Canada deliver on its C\$8.5 billion (\$6.2 billion) national shipbuilding strategy program.

Canadian cargo ship Sivumut on an earlier voyage in the region.

NEAS file photo



Environmental Hazard as Cargo Ship Loses Containers in Canadian Far North

The Nunavut government and Canada last week were scrambling to deal with a potential environmental issue and boating hazard in the northernmost territory, a region located south of the Arctic Circle but with a polar climate and freezing cold for much of the year. Late on Friday afternoon, October 27, a cargo vessel that provides a vital supply line to the remote region had an accident losing a portion of its cargo into the harbor.



The Great Lakes - St. Lawrence Seaway System
Le réseau Grands Lacs - Voie maritime du Saint-Laurent

SEAWAY NOTICE NO. 14 – 2023 Closing of the 2023 Navigation Season

Montreal-Lake Ontario Section

- Ships must be clear of the MLO Section by the following closing dates:
 - **Downbound clear of CIP 2 by 10:00 January 5, 2024; and**
 - **Upbound clear of Cape Vincent by 06:00 January 5, 2024.**
- In order to clear the MLO Section, the following cut- off times for accepting ships have been established:
 - downbound at Cape Vincent: 18:00 January 3, 2024
 - upbound at CIP2: 14:00 January 3, 2024

Welland Canal

- **Ships must be clear of the Welland Canal by 12:00 January 7, 2024**
- In order to clear the Welland Canal by the above date, the following cut-off times for accepting ships have been established:
 - downbound at CIP 16: 20:00 January 6, 2024
 - upbound at CIP 15: 20:00 January 6, 2024.

Sault Ste. Marie Locks and Canal (United States)

- **Closing of the Sault Ste. Marie Locks (U.S.A.) is currently scheduled for January 15, 2024.**



SEAWAY MONTHLY TRAFFIC RESULTS August 2023

**No
Updates
for
September
or October
2023**

Traffic (in thousands of tonnes)	SLSMC - Combined Traffic			
	Year to Date		Change from 2022	
	2022	2023	Tonnes	%
Total Cargo	19 779	19 893	114	.58%
All Grain	4 153	4 778	625	15.04%
Iron Ore	3 977	3 891	-86	-2.16%
Coal	975	1 170	196	20.07%
Dry Bulk	6 642	6 521	-122	-1.83%
Liquid Bulk	2 145	2 002	-143	-6.65%
General Cargo	1 832	1 492	-340	-18.55%
Vessel Transits	2022	2023	Transits	%
Total Transits	2 254	2 140	-114	-5.06%

The St. Lawrence Seaway Management Corporation



In Memoriam

OBITUARY

Capt. Timothy John Dayton

AUGUST 8, 1954 – NOVEMBER 11, 2023

Retired Master from Interlake Steamship Company.

Worked with Tim on major update of the LCA/CMC Recommended Courses for the Great Lakes incorporating more specific written A/C distances/bearings and full satellite GPS positioning details for all course changes.



BRIGS

OPEN WATERS - OPEN DOORS

I'm pleased to report that Brigs has a new Executive Director, Stephanie J. Geosits.

Stephanie brings with her a wealth of experience and translatable skills from her prior work with charities and youth programming. Stephanie served as Executive Director for the Burlington Youth Soccer Club and the Carnegie Initiative.

Stephanie has had a life-long passion for the transformative power of sports in children and young people's lives. She has a background in Sports Journalism and a Masters of Public Policy from Harvard University which focussed on diversifying hockey for the NHL. She is currently studying for her Chartered Director designation at the DeGroote School of Business in Hamilton.

Please join me in welcoming Stephanie to Brigs and supporting her in this new and challenging role.

Matt Snell

President

BRIGS Youth Sail Training



Anthony J. Celebrezze @ dock

[Photographer unknown]

Great Lakes Towing Buys former Cleveland Fireboat

PRESS RELEASE, Cleveland, OH – The Great Lakes Towing Company (GLT) a leader in marine services, including harbor towing, ice breaking, emergency response, vessel repair and construction, and machine shop services, has announced the acquisition of the Fireboat ANTHONY J. CELEBREZZE, formerly owned by the city of Cleveland, OH. The purchase is intended to provide GLT with a firefighting platform for response to a shipboard or shoreside fire, particularly in those ports where a high volume of winter ship repair work is performed. The company can also utilize the fireboat to respond to shipboard fires while a vessel is underway.

Study Highlights the Positive Economic Impacts of Ontario's Marine Industry

November 7th, Tuesday during a virtual press conference, Hardeep Singh Grewal, Parliamentary Assistant to the Minister of Transportation, and Steve Salmons, President and CEO of Windsor Port Authority and Chair of the Ontario Marine Council (the "OMC"), announced the release of a comprehensive independent study of the economic impacts of Ontario's marine industry in 2022.

Titled "Economic Impacts of Maritime Shipping in the Province of Ontario," the study identifies the economic impacts created by all cargo and vessel activity in Ontario in 2022.

The study revealed that last year maritime commerce in Ontario:

- supported 67,154 jobs**
- provided \$3.95 billion (CAD) in wages**
- generated \$1.95 billion (CAD) in taxes**
- created \$9.6 billion (CAD) in economic activity.**

Job Opportunities

November 2023



Great Lakes Pilotage
Authority



Administration de pilotage
des Grands Lacs

APPRENTICE MARINE PILOTS

The Great Lakes Pilotage Authority is currently recruiting eligible candidates for the following pilotage district in order to train them to become licensed marine pilots:

- Competition number D3-202302 – International District no. 3 (waters of Lake Huron north of latitude 43° 05.5' N and the waters of Lakes Michigan and Superior, including St. Mary's River and Georgian Bay).

Apprentices must successfully complete the Great Lakes Pilotage Authority apprentice pilot training program in order to be recommended by the training committee for evaluation by an examination board. An apprentice becomes a licensed pilot following successful evaluation by the Board of examiners.

HOW TO APPLY

Interested individuals should send their application indicating the competition number(s), along with a resume specifying their qualifications and experience, and the supporting documentation to:

Director of Human Resources Great Lakes Pilotage Authority

P.O. Box 95

202 Pitt Street

Cornwall, Ontario K6H 5R9

Or by email to: humanresources@glpa-apgl.com Applications must be received no later than December 22, 2023.

Polar Desk Operations Manager - Polar Vessel Operations Master Mariner - Ice Navigation

JOB SUMMARY

We have an exciting opportunity for a Polar Desk Operations Manager with our client, a world-leading ship management company.

THE SUCCESSFUL APPLICANT

Ideally 5 years of sea-going experience in the rank of Chief Officer plus around 3 years' experience as Master
Polar sailing experience in the rank of Master, with part of the experience being in the winter months
Knowledge of and experience in ice navigation would be highly advantageous
Fluent in English (spoken and written), French would be advantageous
Knowledge of the Great Lakes

JOB DESCRIPTION

The role responsibilities will include, but not limited to:-

Monitor and provide guidance/information on Polar operations as well as become a reference within my clients group and the industry on Polar operations, ice navigation, codes & regulations and industry trends.

To monitor and provide guidance/information for managing the operations, including insurance matters of vessels calling to Canada and Great Lakes / St. Lawrence Seaway area.

The person in this position will also be responsible for all QHSE matters for the Canada Office.

TO APPLY: Send C.V. to:

Tracey Lee Shearer

Global Recruitment Consultant

EQ8 Recruit

tracey@eq8recruit.com

Great Lakes History

November

The Armistice Day Storm of November 11, 1940, was one of the worst storms in the recorded history of Lake Michigan. In all, the storm claimed 5 vessels, and 66 lives. The storm hit late Monday afternoon, November 11th, with winds of hurricane proportions. The winds struck suddenly from the southwest at about 2:30 p.m. and were accompanied by drenching rain, which later changed to snow. The winds reached peak velocities of 75 miles per hour, the highest in local maritime history.



**Novadoc ashore in
Lake Michigan
during November
11, 1940 storm.**

Peter B. Worden Collection/MHSD

Remembering the November 1913 "White Hurricane"

Weather.gov > News Around NOAA > Remembering the November 1913 "White Hurricane"



Thank you for viewing our November 2023 monthly Industry Update.

Hope you enjoy and find the information useful.

Master Mariners of Canada – Great Lakes Division

