

Job Market

Help wanted: Great Lakes Pilotage Authority seeks pilot candidates

The Great Lakes Pilotage Authority operates in the interest of safety a marine pilotage service in all Canadian waters in the Provinces of Ontario, Manitoba and in Quebec south of the northern entrance to the St. Lambert Lock. The Great Lakes Pilotage Authority is currently recruiting eligible candidates for the following pilotage districts in order to train them to become licensed marine pilots.

- **Competition number CO-202101 – Cornwall District (waters of the St. Lawrence River and lakes between St. Lambert Lock, St-Lambert, QC and Snell Lock, Massena, N.Y.).**
- **Competition number D1-202101 – International District no. 1 (waters of the St. Lawrence River between Snell Lock and Cape Vincent, New York, at the entrance to Lake Ontario and includes Kingston, Ontario).**
- **Competition number LO-202101 – Lake Ontario District (waters and the ports of Lake Ontario and the navigable waters within the limits of the Port of Churchill, Manitoba).**
- **Competition number D2-202101 – International District no. 2 (waters of the Welland Canal between Port Weller and Port Colborne, Ontario, Lake Erie and the waters of the connecting channels between Lake Erie and Lake Huron).**
- **Competition number D3-202101 – 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).**

Industry News Update

November 2021

Shiphandling to Docks on a Self Unloader

**M/V
Manitoulin**

**- unloading at
Boblo Island
October 2021.**

Michael Chase



Shiphandling to Docks on a Self Unloader



Shiphandling to Docks on a Self Unloader



**M/V Algoma
Intrepid unloads
at St. Mary's
Cement, Rouge
River - Detroit,
Michigan.**

11 1 21.

Andrew Russell

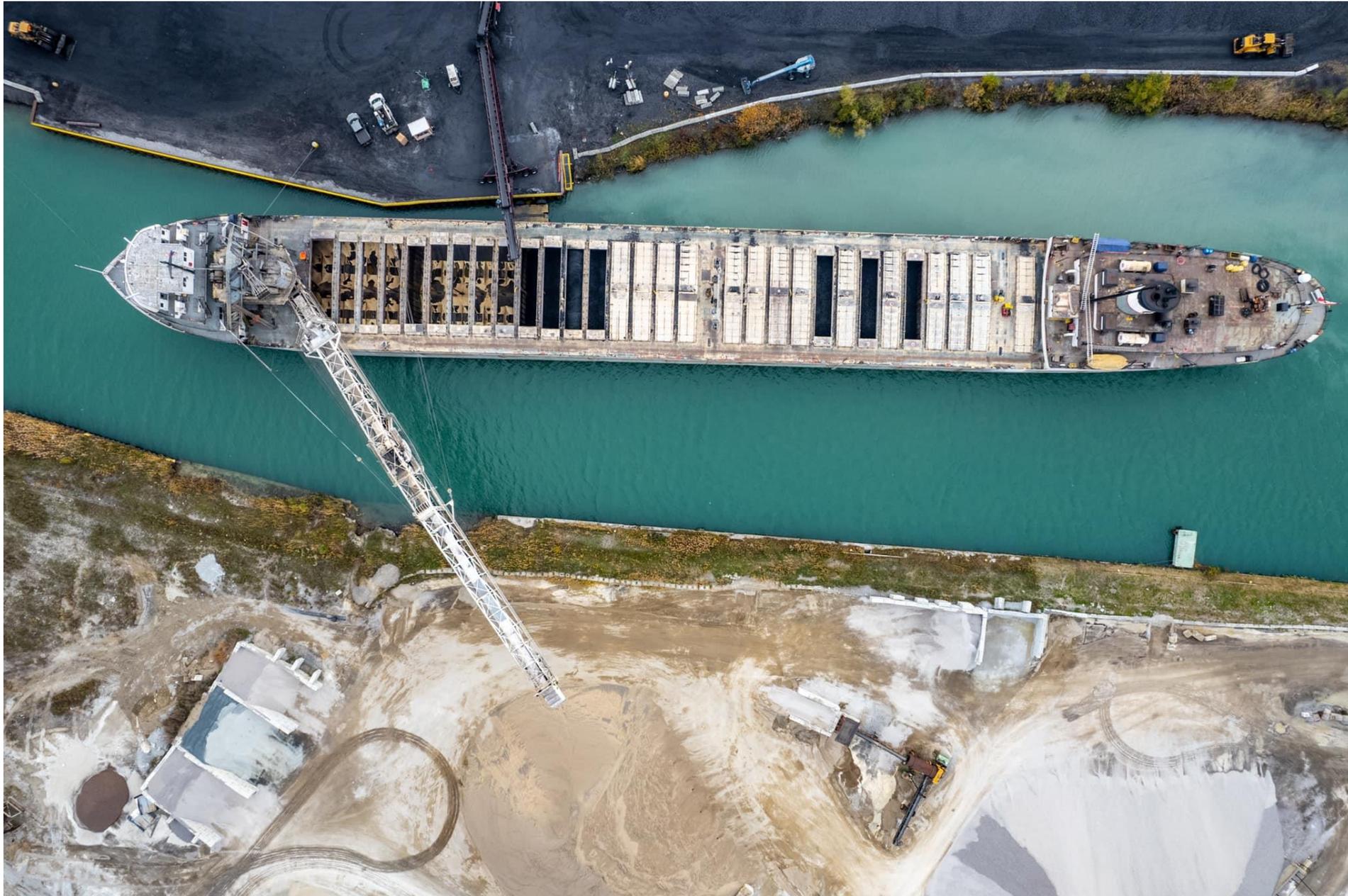
Shiphandling to Docks on a Self Unloader



**Saginaw
loads up on
the backside
of Zug
Island.
Detroit
Michigan.**

Andrew Russell

Shiphandling to Docks on a Self Unloader



**Saginaw
loads up on
the backside
of Zug
Island.
Detroit
Michigan.**

Andrew Russell

Interlake's new U.S.-built Mark W. Barker launched at Sturgeon Bay

Fincantieri Bay Shipbuilding and The Interlake Steamship Company hosted a launch ceremony Thursday, marking the latest milestone for the new 639-foot M/V Mark W. Barker.

The first U.S.-flagged Great Lakes freighter to be built on the Great Lakes in nearly 40 years, the M/V Mark W. Barker – while still under construction – was “launched” or otherwise floated in the water in the large drydock at the Sturgeon Bay shipyard.

The ship is expected to be complete and underway in Spring 2022. In the meantime, interior work on the vessel's accommodations and mechanical and engineering systems continues.

The new River-class, self-unloading bulk carrier is believed to be the first ship for U.S. Great Lakes service built on the Great Lakes since 1983. Measuring 639 feet in length (78 feet W, 45 feet H, 28,000 DWT), the ship will transport raw materials such as salt, iron ore, and stone to support manufacturing throughout the Great Lakes region.



Mark W. Barker continuing new build construction – October 2021





Mandatory vaccination required to access Seaway structures – Revised

The St. Lawrence Seaway Management Corporation is adopting a mandatory vaccination policy as mandated for the federally regulated marine transportation sector.

As part of that policy, all agencies, administrations, vendors, suppliers, visitors and contractors are expected to be fully vaccinated to have access to our infrastructures, sites and premises starting November 15. To be considered fully vaccinated, an individual must have received the full series of an accepted COVID-19 vaccine or a full series of a combination of accepted vaccines at least 14 full days prior to the visit.

You will be asked to attest to being fully vaccinated prior to entry onto our infrastructures, sites and premises. All current posted sanitary measures like screening, physical distancing and masking remain in effect at all times.





Canadian passenger auto ferry, Chi Cheemaun upbound at Mission Point on the St. Marys River. Headed for Thunder Bay, ON. for it's five year maintenance Inspection.

10-18-21.

David Kaye

David Kaye 2021



Chi-Cheemaun in the Heddle Drydock at Thunder Bay, ON.

Matthew Carlson



LOGISTEC BEGINS USING NEW ECO-EFFICIENT ELECTRIC CRANE AT THE PORT OF MONTREAL

The Logistec Stevedoring bulk and breakbulk terminal at the Port of Montreal recently celebrated the delivery of a brand-new eco-efficient Gottwald Model 7 Mobile Electric Harbour Crane manufactured by Finnish industry leader Konecranes.

With 150 metric tons of capacity, the smart crane handles various commodities, including metal products and dry bulk cargo, and can serve up to Capesize vessels (the largest class of bulk ships).

Green Marine Oct. 28, 2021



SUPER-ECO LAKERS ORDERED BY FEDNAV

Fednav has signed an agreement with Sumisho Marine and Oshima Shipbuilding in Japan for 10 new-builds. The lakers capable of ocean voyage will be the most efficient vessels in the Fednav fleet to date. The first vessel is scheduled for delivery in 2023.

The super-eco lakers will emit 33% less carbon emissions than the vessels they will replace, along with an 87% reduction in nitrogen oxide (NOx) emissions. Equipped with the latest technology and Tier III engines, the lakers will be equipped with the option of using biofuels.

Green Marine September 2, 2021

IWSA BEGINS TESTING SAILS ON LARGE SHIPS

The International Windship Association (IWSA) has announced that shipowners are testing different types of wind propulsion on larger vessels, to reduce fuel costs and greenhouse gas (GHG) emissions.

IWSA currently has about 15 wind propulsion installations on the vessels of ship owners.

“The European Union recently estimated that 15% of the world’s commercial fleet – between 60,000 and 100,000 ships, depending on the threshold at which a cargo ship is considered large – would partially be powered by wind by 2030,” Allwright adds.

While sails can provide 10% to 20% of the power, their use does involve trade-offs for shipowners, including the significant costs of installing sails and adjusting routes and speed in accordance with available wind.

Green Marine October 2021



**Abandoned
ship near
QEW listed
on Canada's
buy and sell
website**



The ship was built in 1965 and is a life-sized replica of the three-masted sailing vessel that famous explorer Jacques Cartier traveled on in the 1500s. It was later converted into a restaurant and was refurbished with a wooden facade built over the steel hull. The boat was featured at the Montreal Expo in 1967. The vessel was then purchased by a businessman man who wanted to convert it into an interim casino in Chippewa. He docked the vessel while awaiting approval, however, the man passed away and the boat was left abandoned.

In 2003, the ship was destroyed by a suspicious fire. The burned-out hull still sits in the harbour roughly 25 metres from shore and continues to attract tourists from all over the world.

Over the years, many people have shown interest in taking ownership of the boat, including a man from the United States who wanted to sink the vessel so it could be used by divers to explore underwater. A group from Hamilton also expressed interest in restoring the ship and moving it to Pier 4 so it could be used for observation and recreational purposes.

Companies looking to place a bid on the vessel will have to meet specific criteria to be awarded the contract, including the successful completion of a minimum of two vessel recovery projects in the last five years.

The winning contractor will also be responsible for the removal and disposal of the masts as a whole or in pieces, provide proof of disposal and secure dangerous accesses within four weeks of the contract being awarded. The winning contractor must ensure access points to the vessel are closed.

All enquiries must be submitted in writing to the Contracting Authority no later than five days before the bid closing date on Nov. 9.

<https://www.chch.com/abandoned-ship-on-the-side-of-the-qew-is-up-for-sale/?fbclid=IwAR0DQEy18aaszqNTT4cmTxw3DYYQVp-nBiSB739wPMoWwwls-EVvZ2m6TQ>

[Mississauga Centre MP Omar Alghabra keeps high-profile Minister of Transport post, Insauga \(Mississauga, Ontario\), October 26, 2021.](#) Mississauga Centre MP Omar Alghabra will continue on as Canada's Minister of Transport, Prime Minister Justin Trudeau announced this morning in Ottawa. Alghabra, first named to the prominent Cabinet post this past January 12 during a reshuffling, was sworn in late this morning along with other members of Trudeau's newest Cabinet. The long-time Mississauga Liberal, considered one of the most likeable MPs in Ottawa, was expected to keep the high-profile post.



CSL Americas Takes Delivery of Second Converted Self-Unloading Ship, *The CSL Group (Montreal, Quebec), October 25, 2021* The CSL Group (“CSL”) is pleased to announce it took delivery of CSL Kajika, the second of two converted 77,250 DWT gravity fed self-unloading ships at COSCO Nantong shipyard, on October 22, 2021. The vessel will operate in the CSL Americas fleet as part of the CSL International Pool, where it will join sister-ship CSL Koasek, which was delivered on August 30, 2021, and is trading on the North American West Coast since late September this year.





Limestone and Stone Quarry Great Lakes Tonnage Movements

YEAR-TO-DATE 2016-2021 AND LONG-TERM AVERAGE (NET TONS)

	2016	2017	2018	2019	2020	2021	Average 2016-2020
U.S. Ports	15,689,454	16,510,035	17,018,993	19,147,903	15,383,253	16,531,770	16,749,928
Canadian Ports	3,776,333	3,633,578	3,968,955	4,263,902	3,944,368	4,554,653	3,917,427
Total	19,465,787	20,143,613	20,987,948	23,411,805	19,327,621	21,086,423	20,667,355

U.S. ports: Calcite, MI; Cedarville, MI; Drummond Island, MI; Marblehead, OH; Port Inland, MI; and Presque Isle, MI. Canadian ports: Bruce Mines, Manitoulin Island, Port Colborne (from August 2017 on), and Smelter Bay (all Ontario).

Great Lakes Ports

Duluth, Minnesota, Sault Ste Marie, Thunder Bay, Ontario Cleveland, Ohio, Milwaukee, Wisconsin,

#LSN_Shipping #LSN_Econ

Table 1 Great Lakes – St. Lawrence Seaway System Tonnage 2019-2020 (Million Metric Tonnes)

	Source	2019	2020	% Change
CANADIAN FLAG	(1)	65.3 MT	64.0 MT	-2.0%
U.S. FLAG	(2)	81.7 MT	63.5 MT	-22.2%
FOREIGN FLAG (GL-SEAWAY)	(3)	11.3 MT	11.6 MT	+2.7%
TOTAL GL-SLS		<u>158.3 MT</u>	<u>139.1 MT</u>	-12.1%
ST. LAWRENCE SEAWAY (TOTAL)	(3)	38.4 MT	37.7 MT	-1.66%

(1) CMC Tonnage Survey

(2) Lake Carriers Association – Annual Reports, 2020, 2021

(3) St. Lawrence Seaway Management Corporation

Table 2 Canadian-Flag Vessel Tonnage on the Great Lakes – St. Lawrence Seaway 2015-2020 (Metric Tonnes)

	2015	2016	2017	2018	2019	2020
Cement	1,556,732	1,461,770	2,276,086	2,143,260	2,807,172	2,813,603
Coal	5,665,340	5,288,000	4,392,788	5,116,514	5,121,578	4,543,945
General Cargo	756,243	798,844	1,534,238	1,181,770	1,099,365	1,163,840
Grain	7,973,376	8,336,135	7,830,841	8,508,281	7,601,268	9,005,759
Iron Ore	14,901,520	14,023,933	14,642,354	15,789,024	12,400,944	12,272,244
Other Dry Bulk	2,763,496	2,804,264	4,528,186	5,698,674	5,322,286	4,164,025
Other Liquid Bulk	77,245	72,682	90,439	109,453	114,682	94,899
Petroleum Products	7,289,028	12,134,201	10,007,189	11,062,544	11,982,491	11,198,236
Salt	9,867,514	6,835,201	8,045,543	7,501,736	8,885,257	9,093,977
Steel	418,714	579,895	532,553	654,592	556,591	411,400
Stone	10,305,835	9,540,446	9,132,784	9,084,943	9,373,055	9,202,187
Total	61,575,043	61,875,371	63,013,001	66,850,791	65,264,689	63,964,115

* Source: Chamber of Marine Commerce, Annual Member Tonnage Survey

Table 3⁴ U.S.-Flag Cargo Movement on the Great Lakes 2015-2020 and Long-Term Average (Net Tons)

Commodity	2015	2016	2017	2018	2019	2020	Average 2015-2020
Iron Ore							
Direct Shipments	37,397,501	41,094,539	41,924,553	41,711,804	46,004,805	33,422,404	41,626,640
Transshipments	3,467,452	2,980,293	4,064,262	4,092,629	3,678,669	3,637,614	3,656,661
Total - Iron Ore	40,864,953	44,074,832	45,988,815	45,804,433	49,683,474	37,060,018	45,283,301
Coal							
Lake Superior	12,867,046	9,609,901	10,254,462	8,697,702	7,952,133	4,930,728	9,876,249
Lake Michigan	1,093,993	526,568	369,327	390,438	723,841	560,057	620,833
Lake Erie	3,693,275	2,828,408	2,708,708	2,728,192	2,642,972	1,764,650	2,920,311
Total - Coal	17,654,314	12,964,877	13,332,497	11,816,332	11,318,946	7,255,435	13,417,393
Limestone	23,142,584	21,193,845	21,553,131	21,961,050	24,086,722	20,694,823	22,387,466
Cement	3,451,989	3,246,471	3,182,636	2,933,346	3,288,509	3,441,467	3,220,590
Salt	1,411,169	1,259,409	1,067,836	460,577	923,476	866,354	1,024,493
Sand	319,891	265,220	375,638	493,128	413,040	411,165	373,383
Grain	356,268	249,999	237,331	259,745	289,728	314,849	278,614
Totals	87,201,168	83,254,653	85,737,884	83,728,611	90,003,895	70,044,110	85,985,242

Source: Lake Carriers Association – Annual Report, June 2021

³ This includes cargo tonnage moved by the LCA's 11 vessel owner/operator members servicing the Great Lakes

⁴ 1 U.S. net ton is equal to 0.90718474 metric tonnes.

Figure 1 Canadian-Flag Vessels Tonnage 2015-2020 (Metric Tonnes)

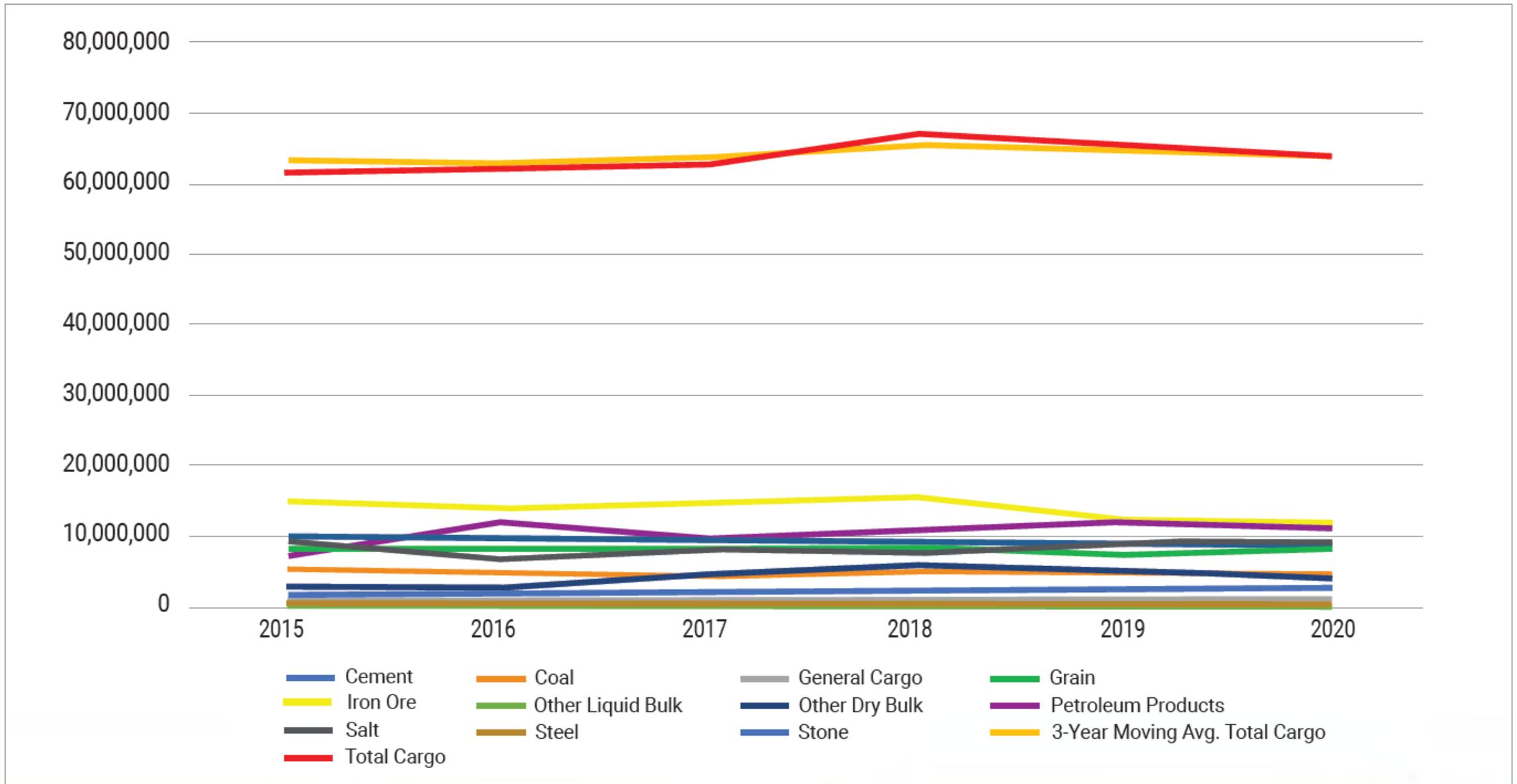


Figure 3 U.S.-Flag Vessel Tonnage 2015-2020 (Net Tons)

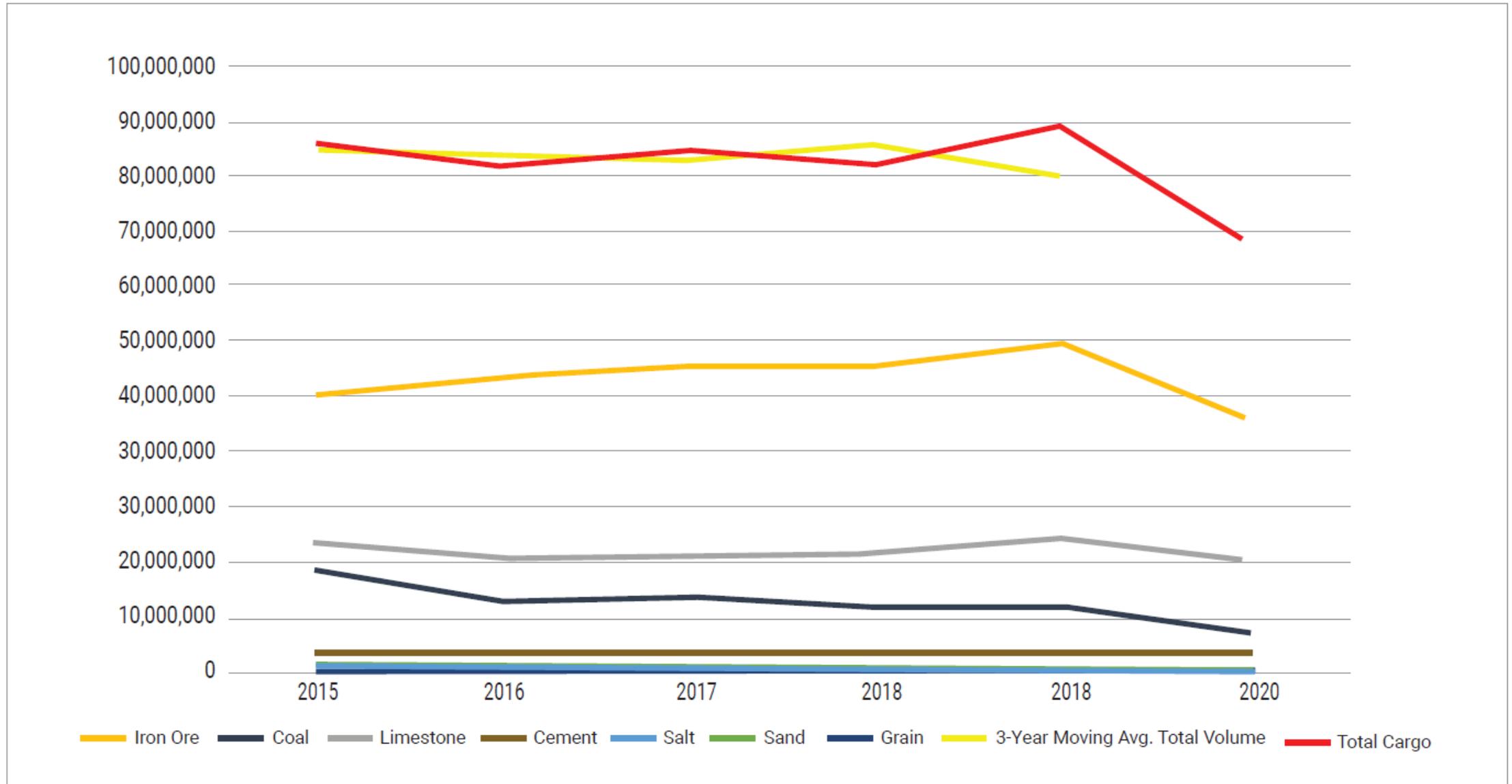
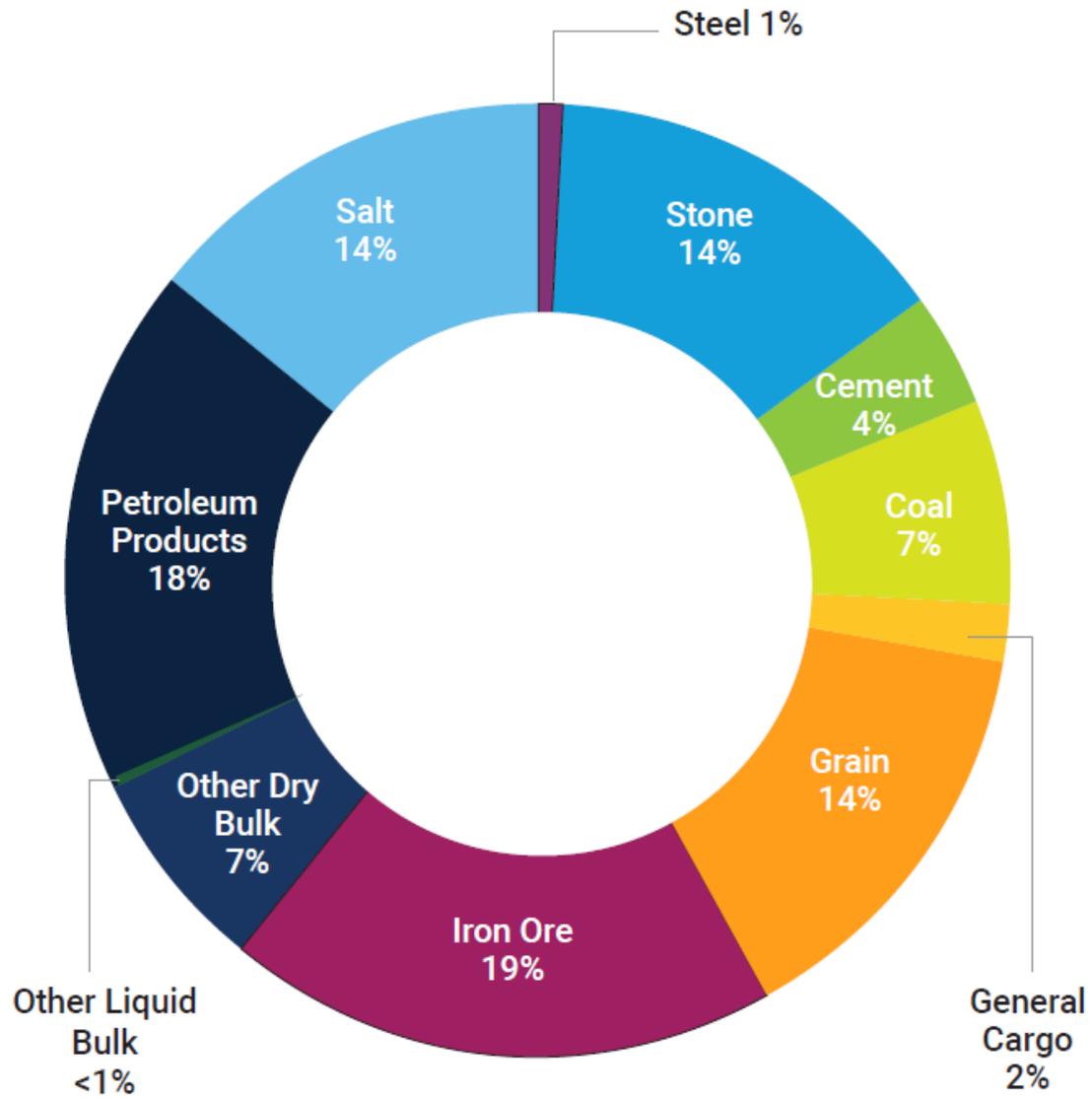


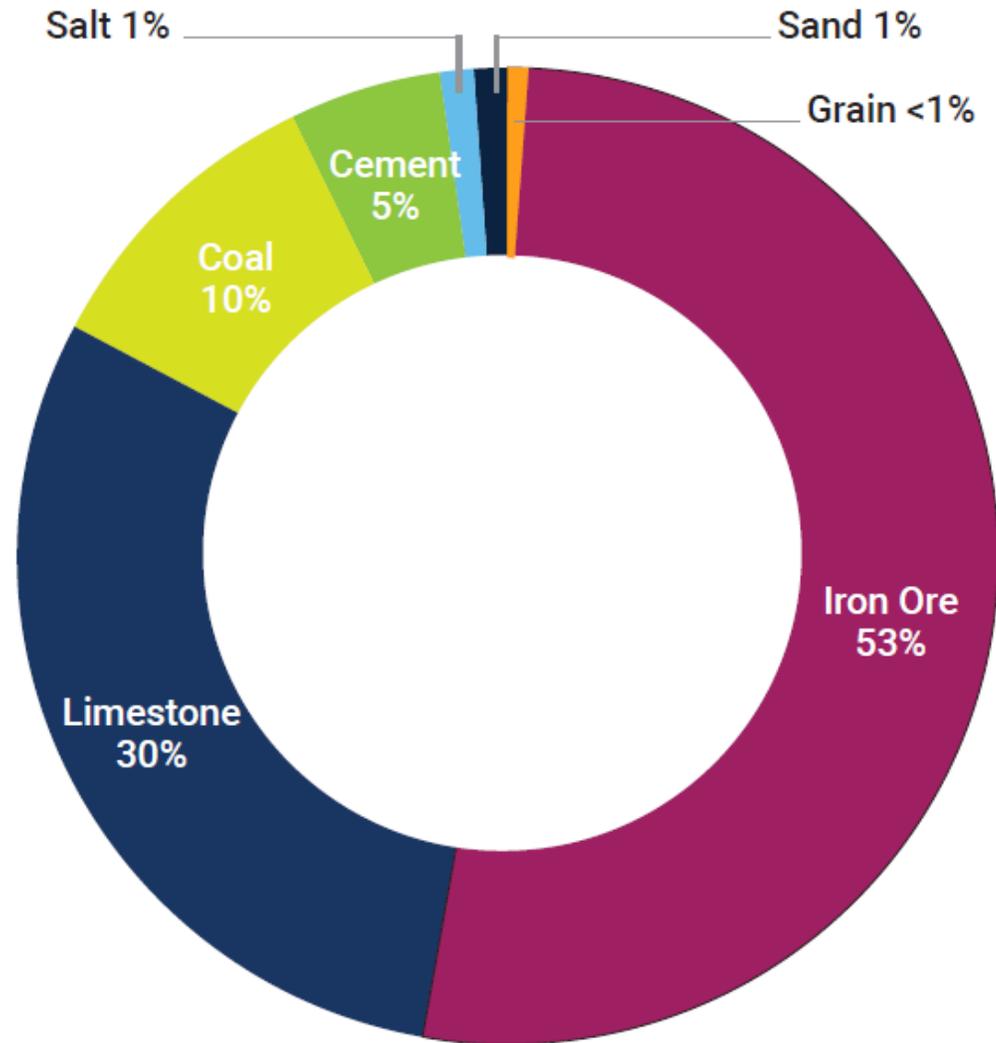
Figure 2

2020 Percentage Breakdown of Cargo Type
Moved By Canadian-Flag Vessels



Chamber of
Marine
Commerce
Annual
Report

Figure 4 2020 Percentage Breakdown of Cargo Type Moved by U.S.-Flagged Vessels



Chamber
of Marine
Commerce
Annual
Report

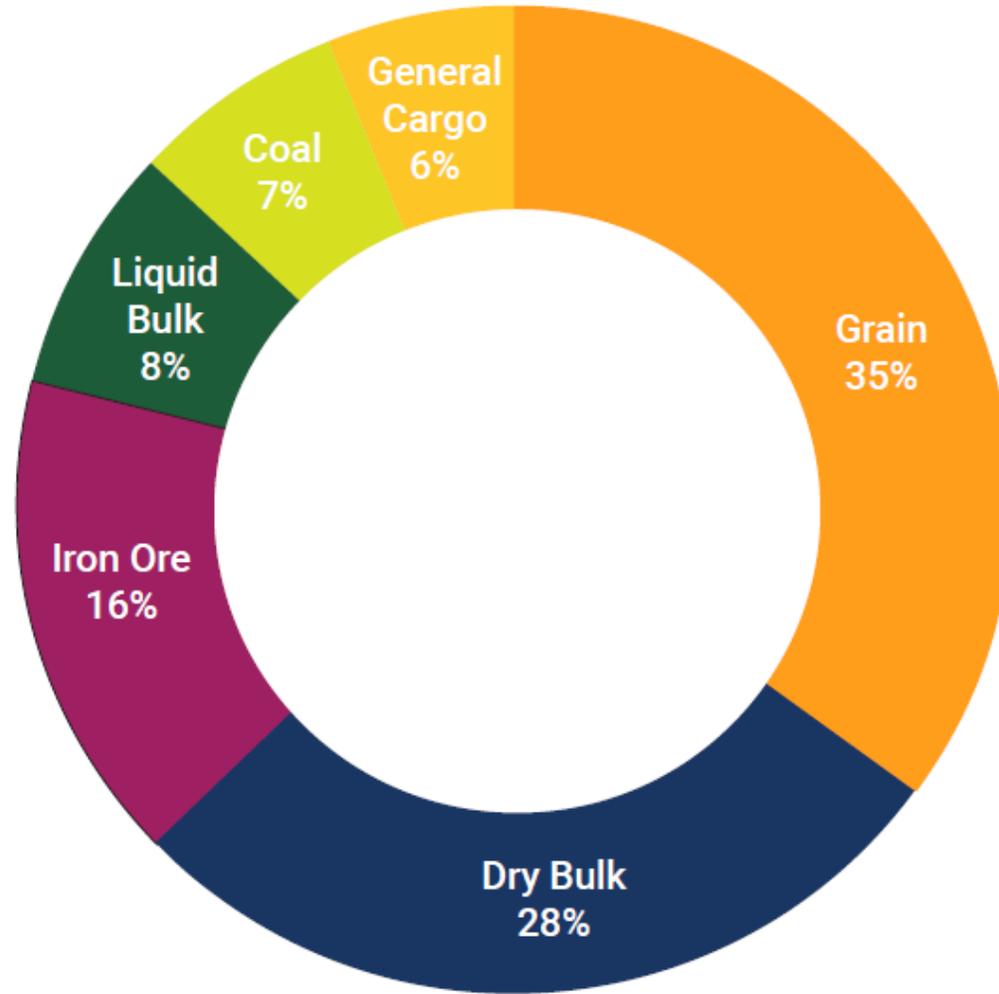
Table 4⁵ St. Lawrence Seaway Total Tonnage 2015 – 2020 (Metric Tonnes in 000's)

	2015	2016	2017	2018	2019	2020	2015-2020 Average
Grain	10,859	11,266	10,174	12,297	10,463	13,308	11,012
Iron Ore	7,181	6,233	8,227	7,487	6,910	6,052	7,208
Coal	2,497	2,248	2,250	2,516	2,391	2,439	2,380
Dry bulk	9,864	8,892	10,409	10,740	11,631	10,525	10,307
Liquid Bulk	3,100	3,685	3,779	4,585	4,693	3,077	3,968
General Cargo	2,679	2,628	3,382	3,322	2,193	2,264	2,841
Total Cargo	36,250	35,010	38,280	41,011	38,375	37,736	37,777
% Change Year/Year	-9.1%	-3.4%	+9.3%	+7.1%	-6.4%	-1.66%	-0.9%
Total Vessel Transits	3,781	3,774	4,127	4,389	4,136	3,855	

Source: St. Lawrence Seaway Management Corporation

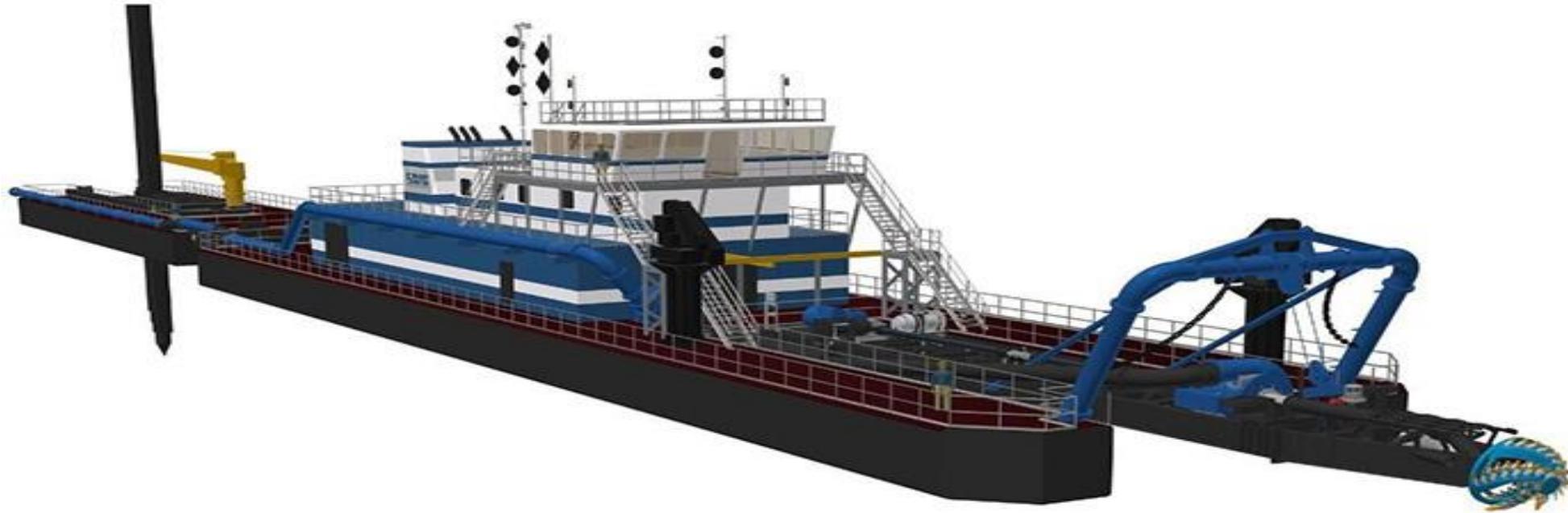
Figure 6

2020 Percentage Breakdown of Cargo Type
Moved on St. Lawrence Seaway Locks



DSC Dredge to construct one of the largest 24-inch dredges in U.S.

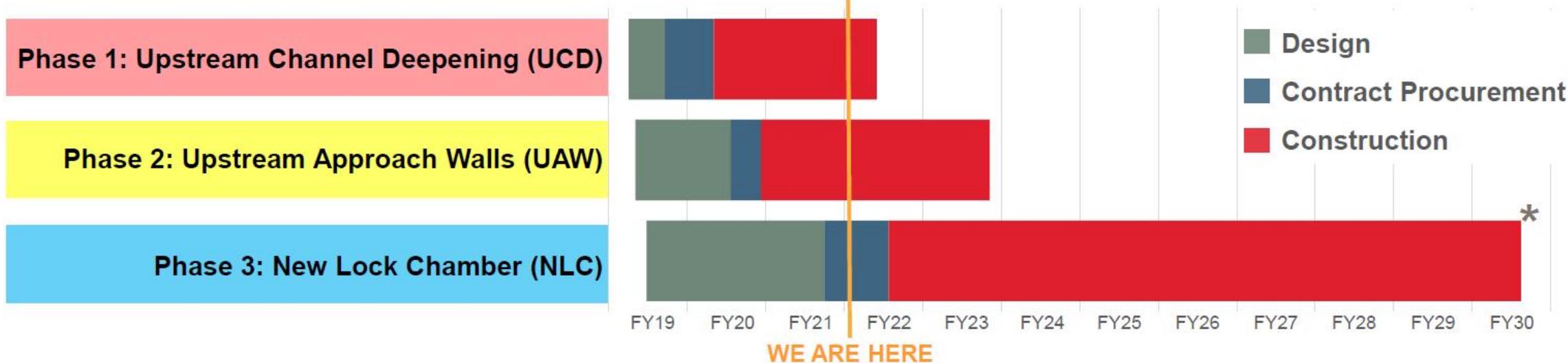
Written by [Marine Log Staff](#)



The custom Marlin Class dredge will have an overall length of 371 feet making it one of, if not the longest 24-inch dredge in the United States with the capability of dredging a 400 foot wide cut utilizing an 80-degree swing arc thus increasing the dredge's swing/advance efficiency by 5.9%. At a duty point of 28,236 GPM slurry volume, this new dredge will have the ability of filling an Olympic size swimming pool with dredge slurry in only 23 minutes and can completely fill an area the size of the New Orleans Superdome in only 23 days.



NEW LOCK AT THE SOO - STATUS



* Early completion could be realized with efficient funding, and favorable weather conditions





NEW LOCK AT THE SOO – ARTISTIC RENDERING





PHASE 1: UPSTREAM CHANNEL DEEPENING SCOPE



Scope: Remove 250,000 CY of Jacobsville sandstone and overburden to deepen the Upstream Approach Channel to depth of 30 feet

Construction Status:

- Contract awarded in January 2020 to Trade West Construction Co. of Nevada.
- Contractor has completed roughly 90% of the required contract work.
- Contractor is on track to substantially complete work in Nov 2021



PHASE 2: UPSTREAM APPROACH WALLS



Scope: Rehabilitate walls, concrete caps, mooring bollards, electrical, and lighting upstream of the New Soo Lock

Project Status:

- Contract awarded to Kokosing Alberici in September 2020
- Contractor arrived on site in April 2021 and is scheduled to be complete work in Fall 2023



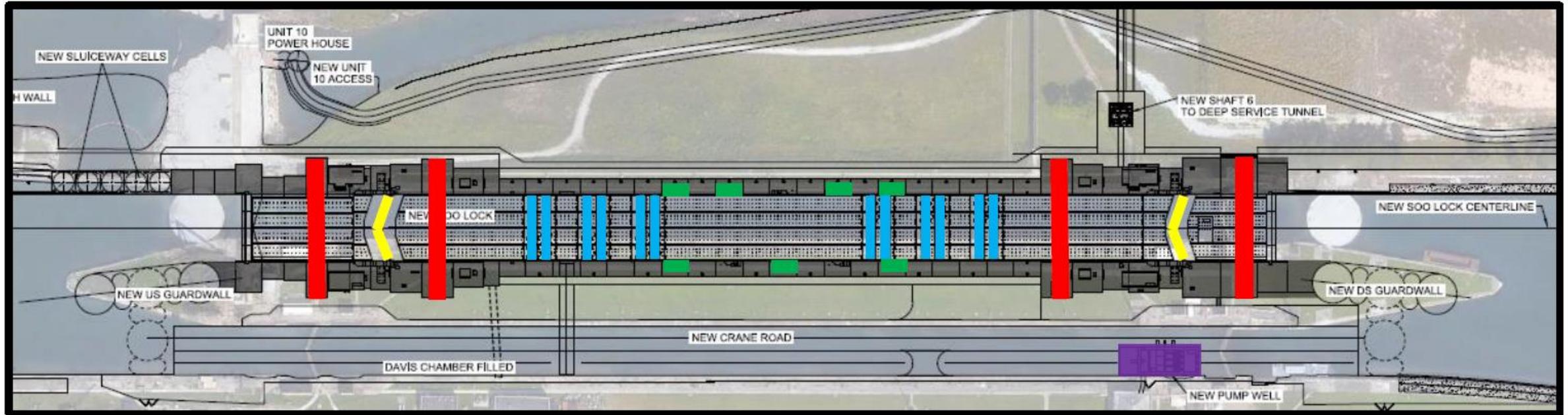
Contractor Kokosing/Alberici works on coffer cells placed along the north approach wall of the current Sabin Lock. The coffer cells will help guide the ships into the new lock at the Soo.

USCOE





PHASE 3: NEW LOCK CHAMBER



Scope: Construct new 1,200' long by 110' wide by 32' deep chamber and rehabilitate downstream approach walls.

Project Status:

- 100% Design completed in Aug 2021
- Construction contract solicitation in progress
- Construction contract award expected in February 2022
- Contractor mobilization expected in Spring 2022

KEY FEATURES

- Miter Gates
- Filling & Emptying System
- Ship Arrestors
- Hands Free Mooring
- New Pump Well

[Contract for new Soo Lock expected to be awarded in February](#)
[- Detroit Free Press](#), *Detroit Free Press, November 4, 2021.*

Work on the new \$1.5 billion, supersized navigation lock project at Sault Ste Marie is continuing with a contract for construction of the actual chamber to be awarded in about three months, the head of the U.S. Army Corps of Engineers' Detroit District said Thursday.

Speaking at an event at the National Museum of the Great Lakes in Toledo, Lt. Col. Scott Katalenich said the project is moving along on schedule and is expected to be completed by 2030.

CCG Deployment 2020-2021



From Great
Lakes
Icebreaking
Conference
held
November
2021



CCGS Samuel Risley

From Dec. 21 to April. 15
- Depending on ice conditions;
will be assigned to Thunder Bay
in Dec. until the closing of the
Locks / end of requirement.



CCGS Griffon

From Dec. 21 to Apr. 15
Could assist with the closing
of the Seaway if needed.

USCG Deployment



USCGC MACKINAW, HOLLYHOCK, BISCAYNE, BRISTOL, KATMAI, MOBILE, MORRO, NEAH

From Dec. 21 to April 15

- At least three assets are scheduled to be available to conduct DOMICE at all times in Lakes Superior, Michigan, Huron, and Erie.
- Maximize availability during the extended navigation and spring breakout periods.

SLEP and 225 MMA



Service Life Extension Program (SLEP)

- Program complete
- Return to fully operational D9 WTGB fleet of 6 vessels



225 Mid-life Maintenance Availability (MMA)

- CGC ALDER departed the Lakes in Summer 2021.
- CGC SPAR will replace ALDER after Seaway reopens in Spring 2022.



Hon. James L. Oberstar and the Michipicoten at the LS&I ore dock in Marquette last week.

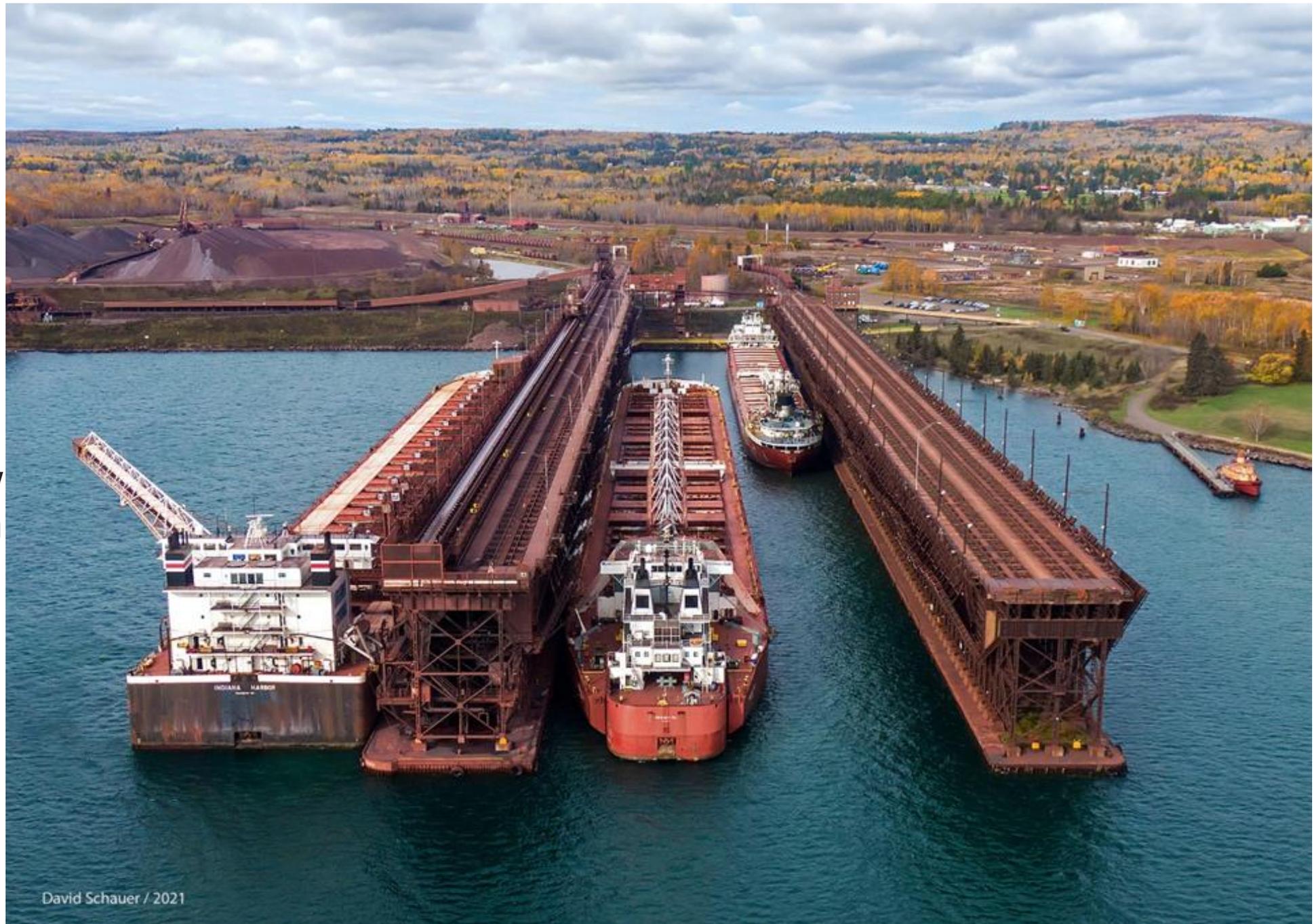
David Schae



**Lake Superior
Ore docks**

Indiana Harbor loading ore far left, Presque Isle in the middle and Arthur M Anderson on the right waiting their turn in Two Harbors. On the far right that tiny little red and yellow boat is the museum tug Edna G.

David Schauer



HISTORY – Livingstone Channel – Detroit River

WILLIAM LIVINGSTONE of 1908, had the honor on October 19, 1912, of being the first vessel to navigate the opening of the Livingstone Channel named after the man who helped conceive the idea of a separate down bound channel on the east side of Bob-Lo Island in the lower Detroit River. Mr. Livingstone, President of the Lake Carriers Association at the time, piloted his namesake vessel in the channel on that historic trip. Renamed b.) **S B WAY** in 1936 and c.) **CRISPIN OGLEBAY** in 1948. She was scrapped at Santander, Spain, in 1974.

6 Construction of Shipping Channels in the Detroit River: History and Environmental Consequences

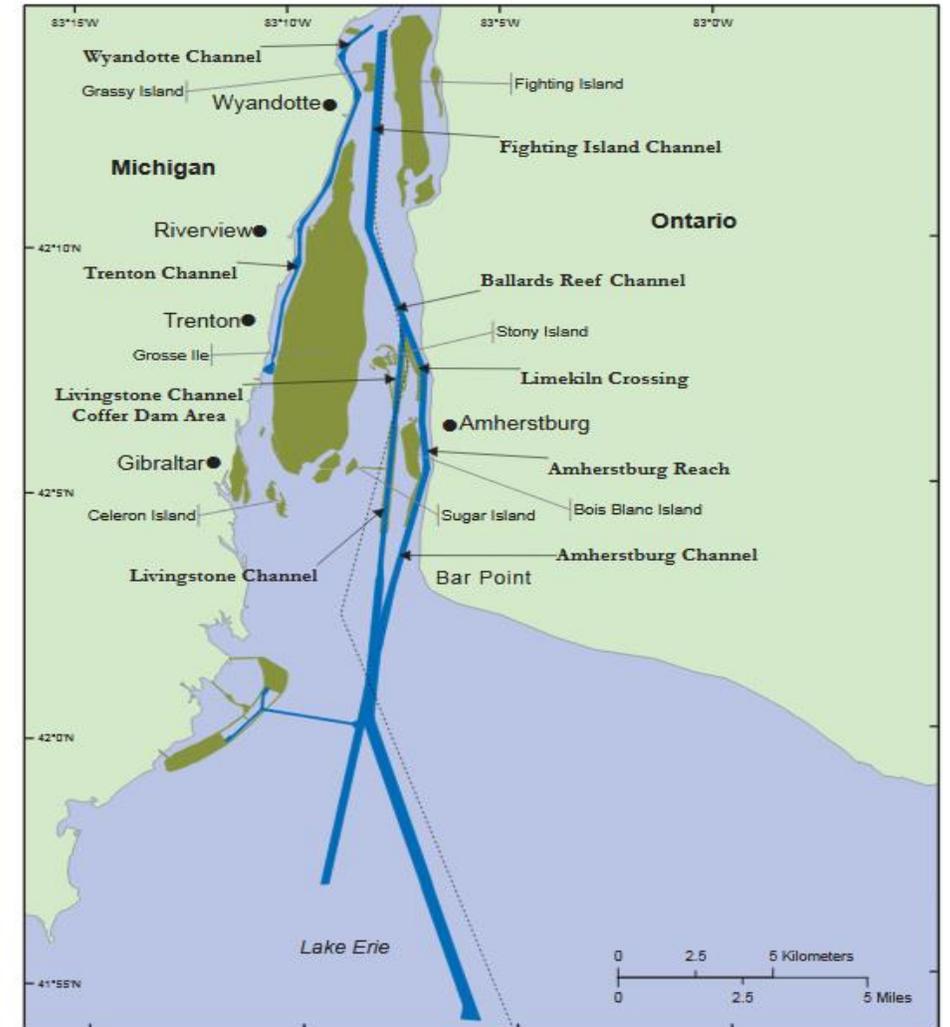


Figure 3. Lower Detroit River shipping channels.

STL279 CHANNELING MACHINE AND STEAM SHOVEL, LIVINGSTONE CHANNEL



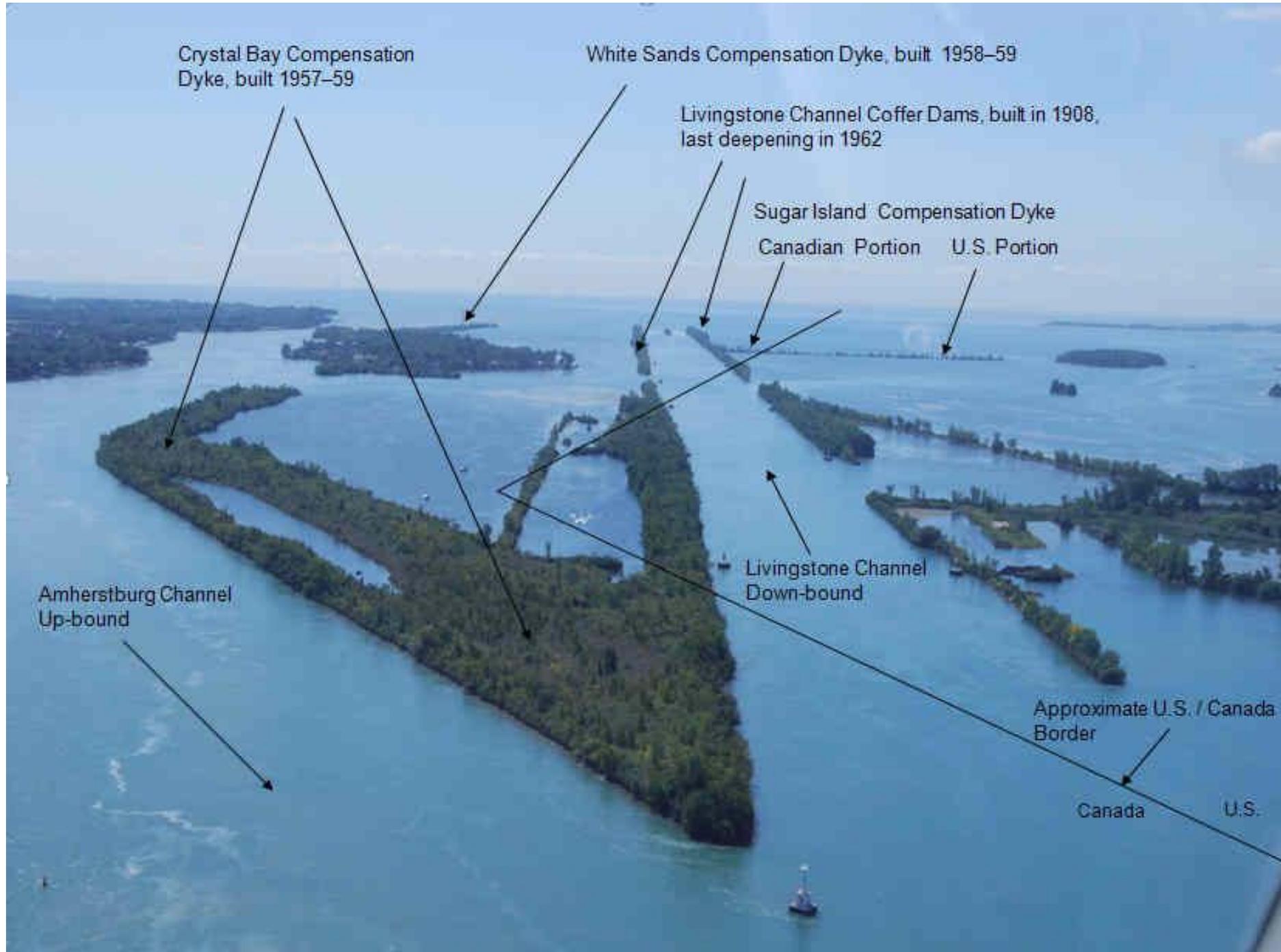
Livingstone
Channel
Construction,
Detroit River
Channeling
machine and
steam shovel.
Excavation of
rock to create
shipping channel

Credit: Detroit Publishing Company
Photograph Collection, Source: Michigan
Sea Grant



Construction of the Livingstone Channel, showing straight-cut wall with shed at base and building with two smokestacks on upper bank.

Detroit Public Library



Crystal Bay Compensation Dyke, built 1957-59

White Sands Compensation Dyke, built 1958-59

Livingstone Channel Cofferd Dams, built in 1908, last deepening in 1962

Sugar Island Compensation Dyke
Canadian Portion U.S. Portion

Amherstburg Channel
Up-bound

Livingstone Channel
Down-bound

Approximate U.S. / Canada
Border

Canada

U.S.

Livingstone Channel – history of development and location

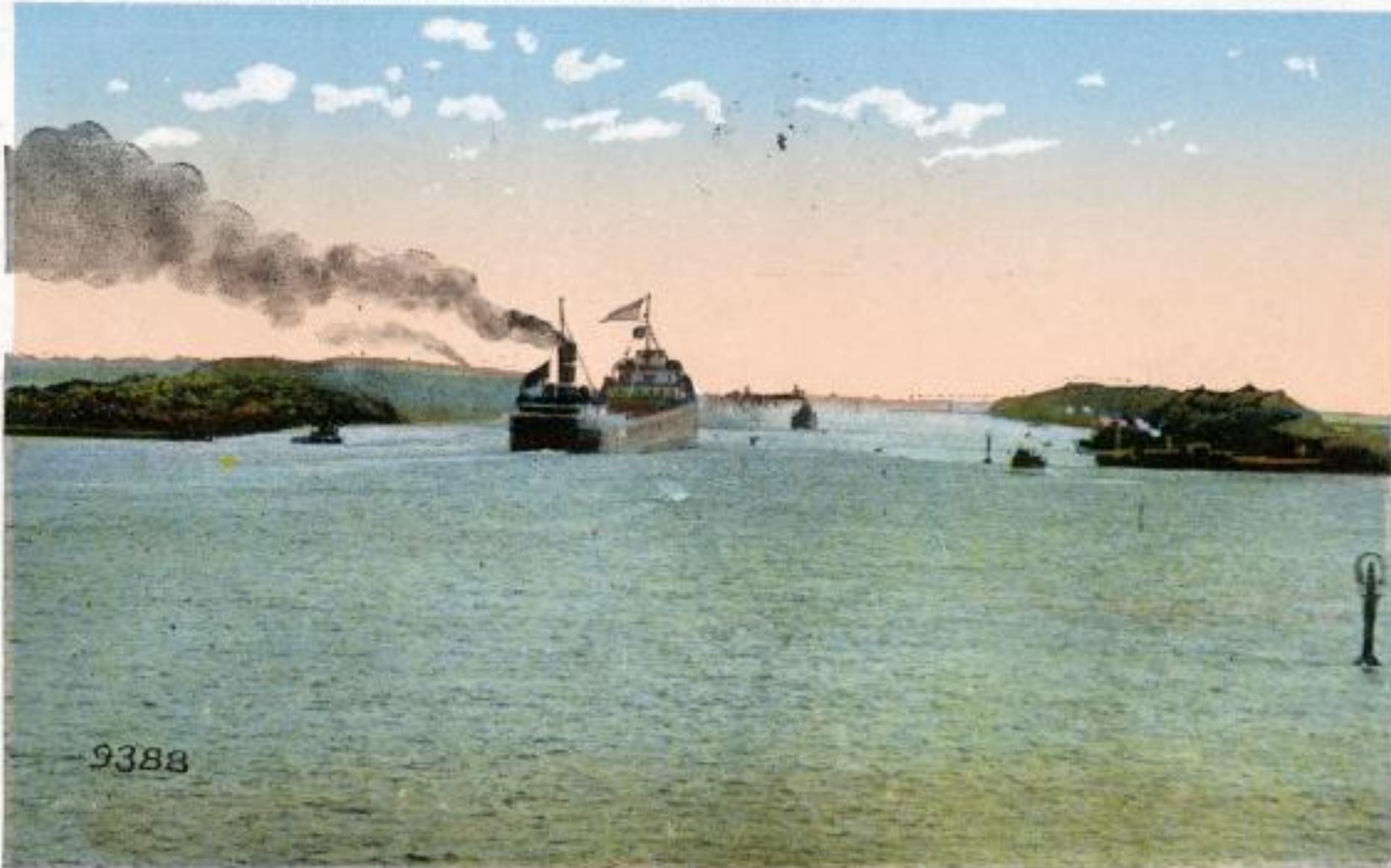
Canadian Coast Guard

**William
Livingstone
in
Livingstone
Channel.**

Detroit Publishing Co



Livingstone Channel, Detroit River, Detroit, Mich.



Postmarked 1922; ship travelling through the Livingstone Channel near Detroit, Michigan; construction and deepening of the channel was approved in 1907 for southbound freighter traffic west of both the Amherstburg Channel and Bois Blanc (Bob-lo) Island.



**Ice jam in
the
Livingstone
Channel in
the lower
Detroit
River.**

From the Bob Pocotte
Collection.

HISTORY

**LOUIS R.
DESMARAIS**
was
christened
**October
26, 1977.**

**She was
reconstructed
at Port Weller
Drydocks and
renamed CSL
LAURENTIEN
in 2001.**





**CSL
Laurentian**

**Maumee
Bay,
Toledo**

Jim Hoffman



Interlake buys U.S. Army tug, will bring it to lakes from East Coast

Mark W. Barker, president of the Interlake Steamship Co., said its affiliated company Interlake Logistics Solutions, has purchased the U.S. Army tug MG Winfield Scott (LT 805). Now in Virginia, the tug will be sailed to Ludington this fall

The 128-foot-long Winfield Scott (LT-805) was built by Moss Point Marine and delivered to the U.S. Army in 1993. She is named for Major General Winfield Scott.

Ex US ARMY
LT 805
Verchères
22011-21



Photo : Christian Krajewski



THUNDER BAY, ON, Nov. 5, 2021 /CNW/ - Canada Steamship Lines (CSL) reached a historic milestone at the Viterra terminal in the Port of Thunder Bay, when it loaded a record-setting 31,362 metric tonnes of grain on *CSL Welland*, breaking the previous record of 31,143 metric tonnes. The cargo of wheat will be discharged in Montreal, destined for international markets.

The 36,364 DWT Trillium Class bulk carrier is currently running on second generation biodiesel made from non-food biomass, adding to the significance of this remarkable accomplishment.

Oaktree, American Industrial exploring sale of Rand Logistics

Oaktree Capital Management LP and American Industrial Partners are exploring a sale of marine transportation company Rand Logistics, which could fetch more than \$1 billion, including debt, according to people with knowledge of the matter.

Oaktree and AIP are working with advisers on a sale of the Williamsville, New York-based company, said the people, asking not to be identified because the matter is private. No final decision has been made and they could opt to hold onto Rand.

An Oaktree spokeswoman declined to comment. Representatives for AIP and Rand didn't immediately respond to requests for comment.

Rand describes itself as a leading marine infrastructure provider on the Great Lakes that delivers over 45 million tons annually of bulk cargo including iron ore, grain and stone across the U.S. and Canada. It operates 24 vessels across the Great Lakes and St. Lawrence Seaway.

AIP agreed in February to sell a minority stake in the company to Oaktree's transportation group, according to a statement at the time. "With connectivity to ports across the Great Lakes, we hope to drive connectivity with Watco, one of the largest short-line rail providers in the country, and another anchor investment in our portfolio," Oaktree Managing Director Emmett McCann said in that statement.



**Bunkering tanker Algoma
Dartmouth sold to Greek owners**

The bunkering tanker Algoma Dartmouth has been sold and has taken up its new career as a pollution cleanup vessel in Piraeus, Greece. Its Canadian registration was closed on September 14 and it was re-registered in Greece as Aktea II OSRV.

Classed as a chemical and product tanker it measured 2999 gt, 3569 dwt.

In 2008 was acquired by Algoma Tankers. The ship was stationed in Halifax harbor for bunkering work and renamed Algoma Dartmouth.

Canadian Coast Guard announces an addition to the southern icebreaking fleet with the purchase of light icebreaker from Atlantic Towing Limited



From: [Canadian Coast Guard](#)

Quick facts

- **The vessel, currently designated MANGYSTAU 2 was purchased from Atlantic Towing Limited at a cost of \$45,203,547.38, including taxes. The vessel is currently home ported in Turkmenistan.**
- **This light icebreaker is the fourth interim icebreaker purchased by the Canadian Coast Guard, following the prior purchase of three medium interim icebreakers; the *CCGS Jean Goodwill*, *CCGS Vincent Massey*, and *CCGS Captain Molly Kool*. These vessels were acquired to supplement the existing fleet during vessel life extension and repair periods.**
- **The Canadian Coast Guard provides icebreaking, escort, and ice management services to support the safe and efficient movement of people and goods across Canadian waters.**
- **Icebreakers are to vessels what snow plows are to cars. They clear paths for vessels to follow and maintain shipping channels to ensure vessels can navigate safely and efficiently through Canadian waterways.**

The vessel is expected to arrive before the end of the year at its temporary home in Canada at Coast Guard's Prescott base in Ontario. Upon its arrival, CCG will undertake inspection and design work to prepare for the conversion of the vessel in order for it to join the Coast Guard's icebreaking fleet.

Upon joining the Coast Guard fleet, this vessel will perform icebreaking duties as well as tend the Coast Guard's navigational buoys in the Great Lakes, St. Lawrence, and Atlantic regions. In addition, the vessel will be available for search and rescue duties when needed.







**M/V
Cinnamon
tow leaves
Toronto.**

**Tug Salvage
Monarch.**

Janey Anderson



SeawayNNY 
@SeawayNNY

Nov 21
Dead ship
CINNAMON
Flag of Cyprus
under tow by
tugs OCEAN
BERTRAND
JEANSONNE &
OCEAN SERGE
GENOIS at
Wilson Hill on
the St.
Lawrence
River

New Simcoe Island ferry to be built at Hamilton Shipyard

Kingston, ON – The government of Ontario announced a big investment in a small island near Kingston on Thursday. The Ministry of Transportation will be giving Frontenac County \$3.3. million for a new ferry for Simcoe Island.

The ferry will be built at Heddle Shipyards in Hamilton, and will bring with it 24 local jobs during construction, according to a news release from the MTO.

The ferry is expected to be in service by late 2022 and will allow for up to three times more vehicles than the current ferry. The vessel will also be able to carry larger service vehicles, such as fire trucks and vehicles required for maintaining roads and infrastructure.

The current Simcoe Island ferry was first launched in 1963 and is cable operated. It runs from Simcoe Island to Wolfe Island in the spring, summer and autumn.





Heddle Shipyards awarded the CCGS Amundsen Vessel Life Extension
Heddle Shipyards has been awarded the vessel life extension of the CCG Icebreaker, Amundsen for Port Weller Dry Docks.

The St. Catharines Shipyard employed upwards of 2000 people during peak operation. The CCGS Des Groseilliers, sister ship to the CCGS Amundsen and backbone of the Canadian Coast Guards large icebreaking fleet, was constructed at Port Weller in the early 1980s.

This week, the CCGS Amundsen will arrive at the Port Weller Dry Docks, where it will stay through June 2022. The eight-month refit valued at approximately \$12,000,000 CAD will sustain over 100 direct jobs and support subcontractors and suppliers.

Heddle Shipyards has also secured the dry docking of a seaway max laker at our Port Weller facility, ensuring a busy 2022 winter work season.

Heddle Shipyards will be hiring upwards of one hundred people across all positions to support the single largest project executed by the Port Weller Dry Docks under Heddle Shipyards' management.

**Steve
Geronazzo**



Port Colborne buys canal-side property as part of cruise ship dock project

By [James Culic](#) Reporter Thu., Nov. 11, 2021 Port Colborne The Leader

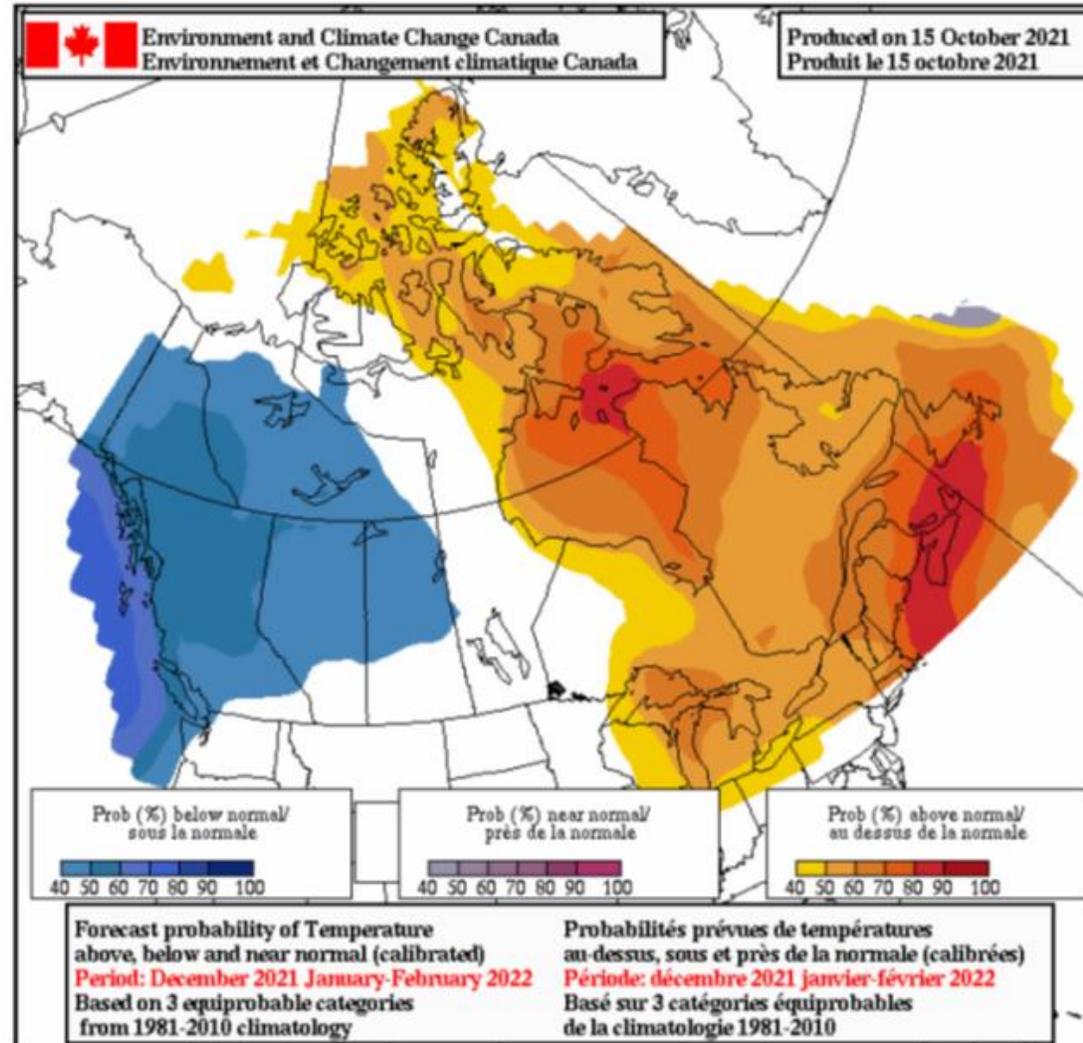
The land sits at the edge of the canal, at the southernmost end of the West Street promenade. It was home to the water tower operated by the Niagara Region removed in 2019.

More than 200 years after William Hamilton Merritt purchased a small chunk of land at the edge of the then not-yet-built canal in Port Colborne, the property is now back in the hands of the city with the city planning to use the land as part of its upcoming cruise ship dock and welcome area project.



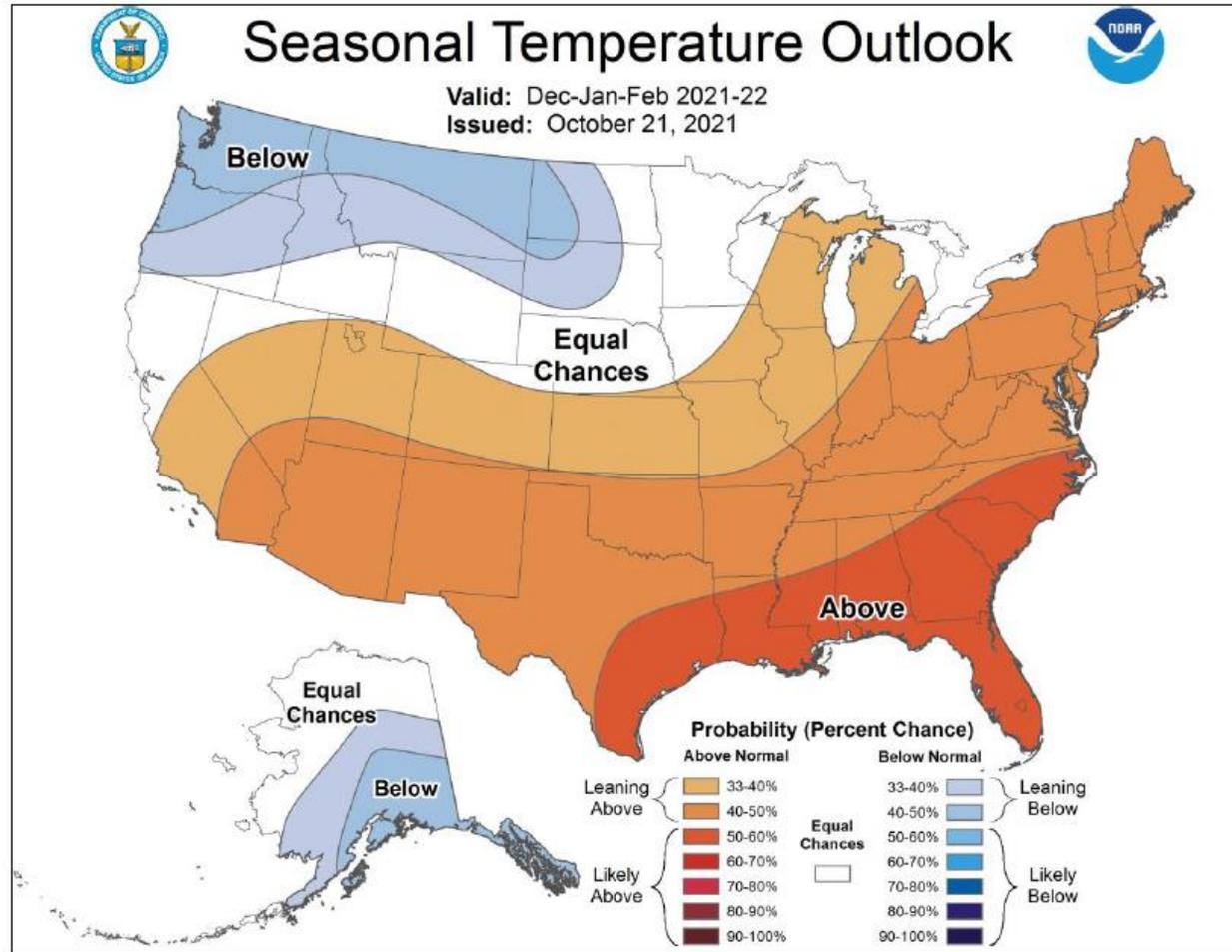


EC Seasonal Temperature Forecast



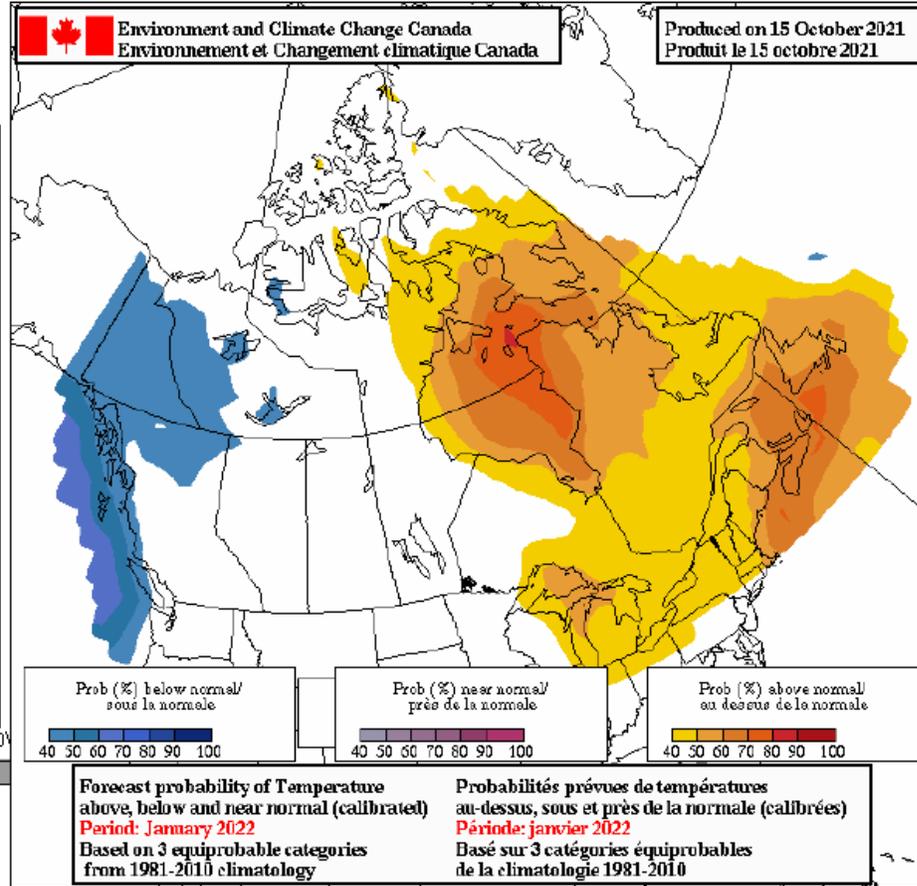
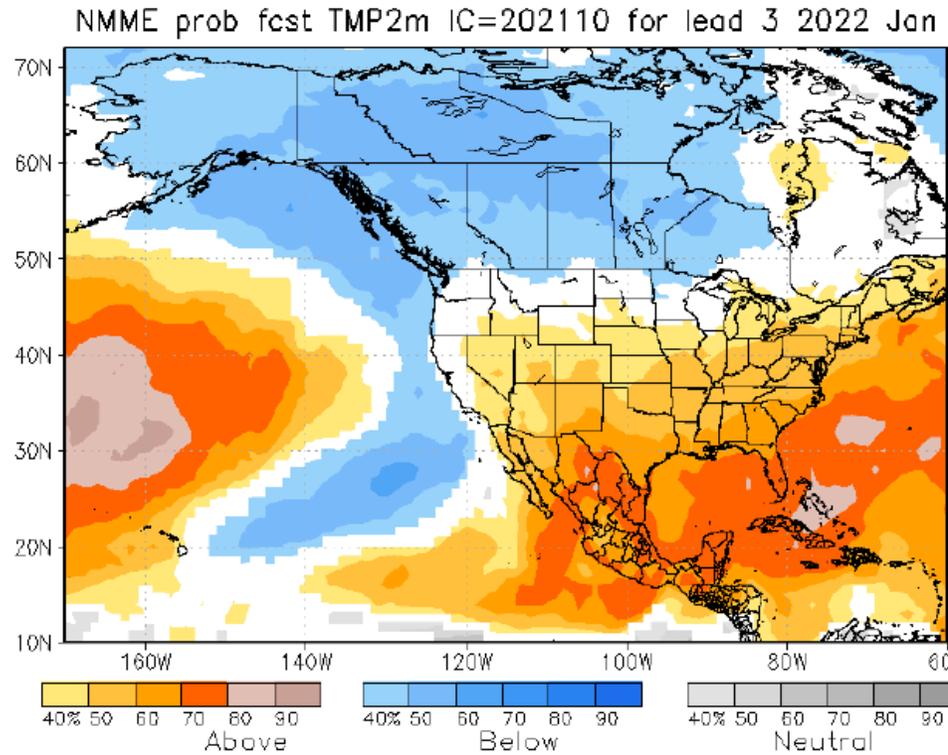


NOAA Seasonal Temperature Forecast



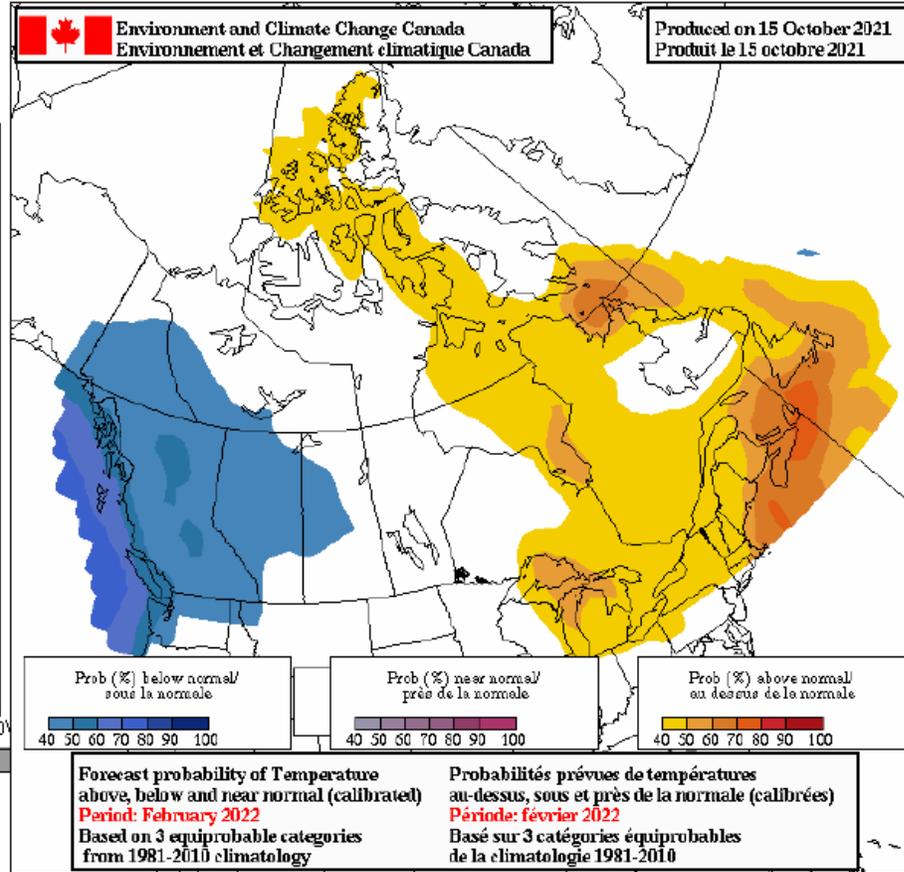
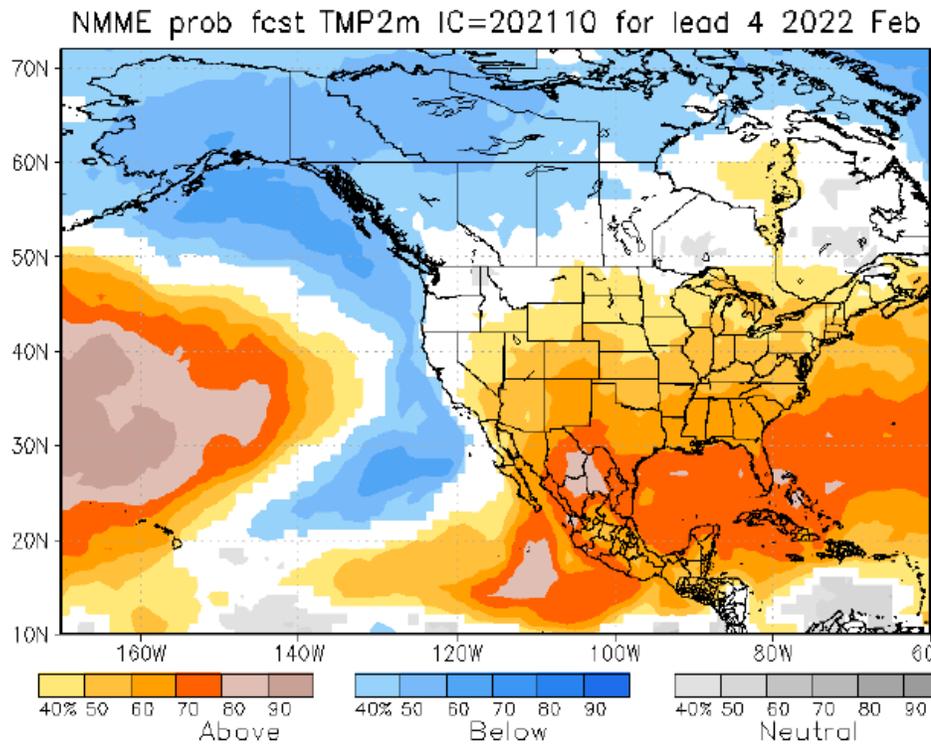


January Temperature Forecasts



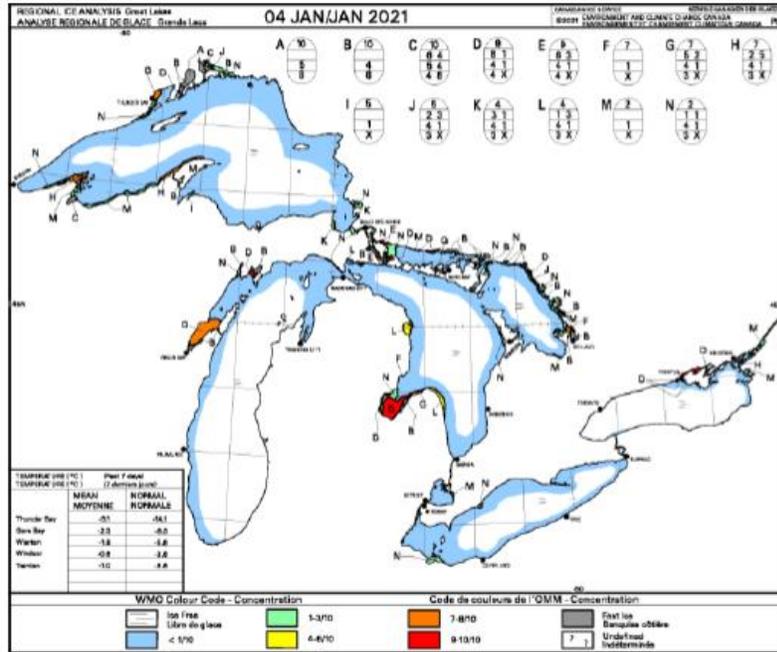


February Temperature Forecasts





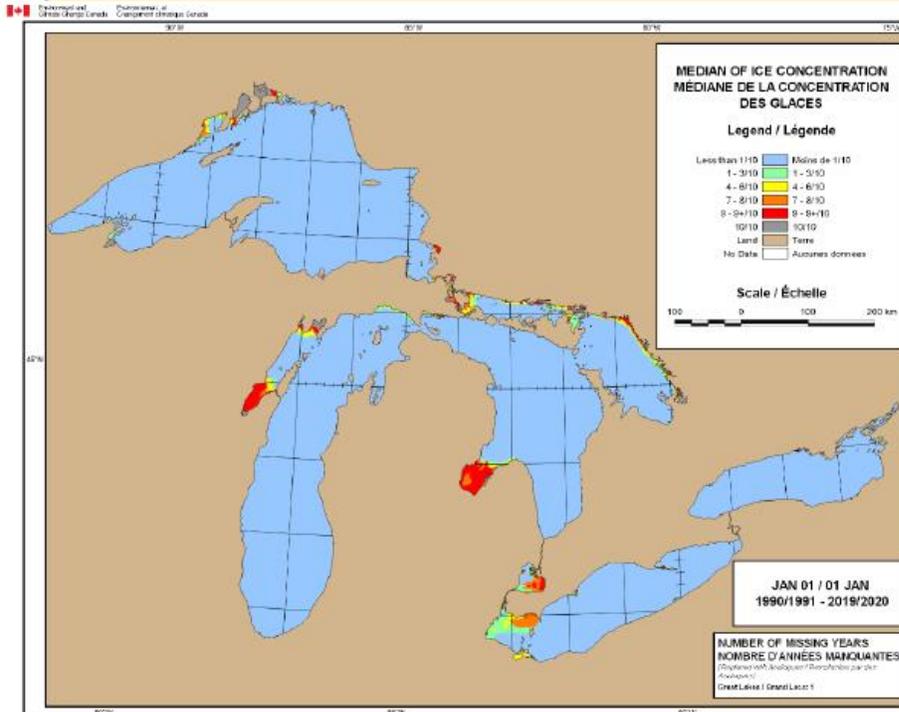
Early January



Above: 4 January 2021 conditions



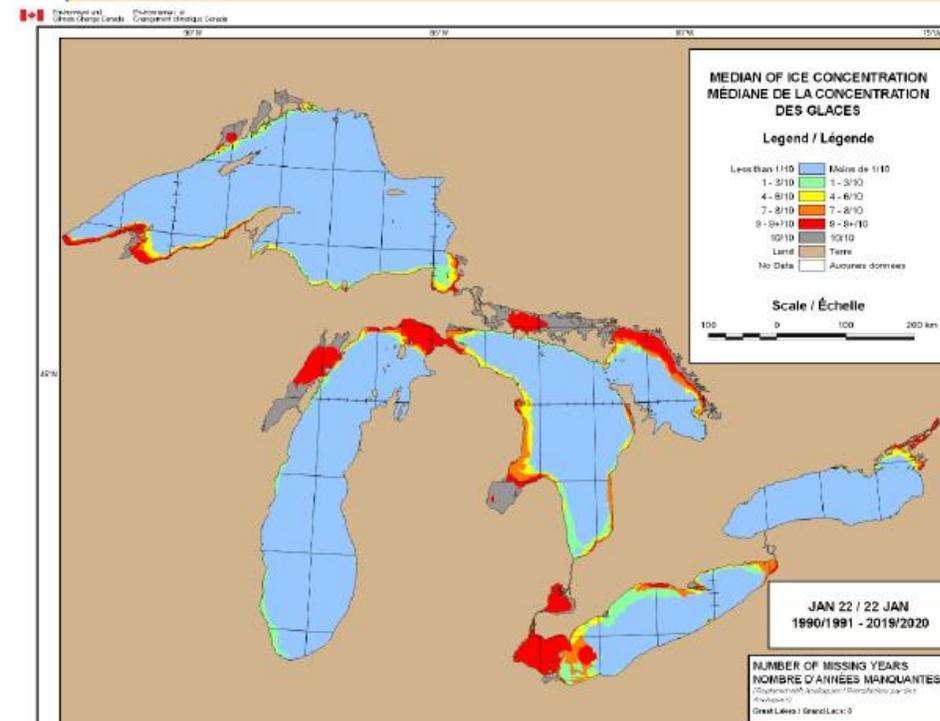
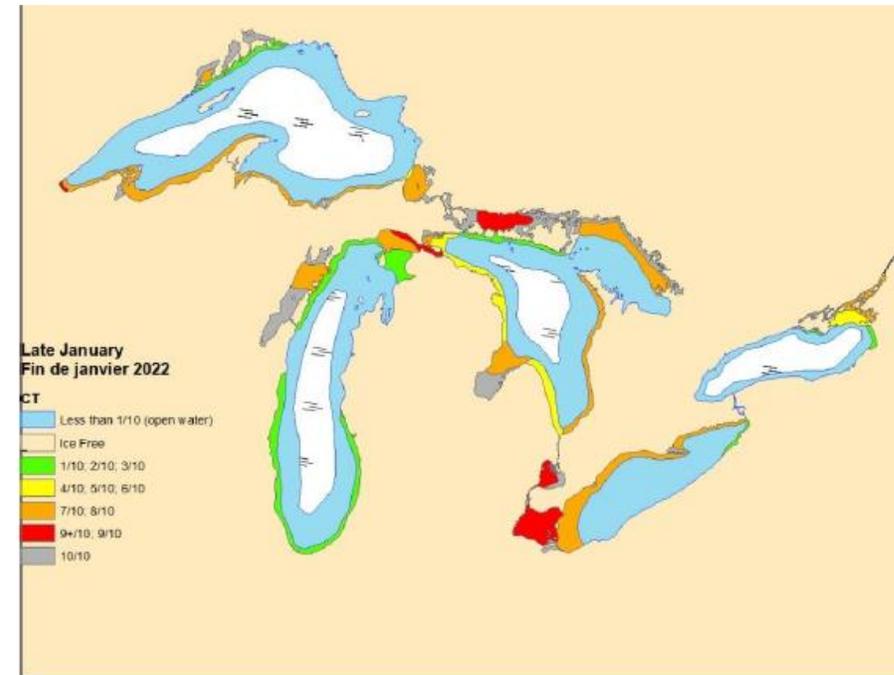
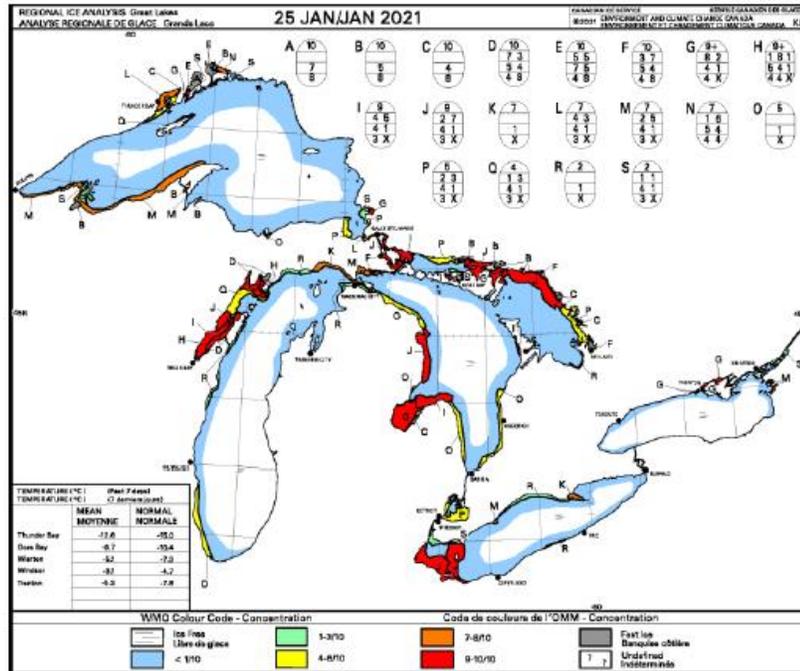
Top Right: early January 2022 Forecast



Bottom Right: Median ice concentration for 1 January 1990-2020



Late January



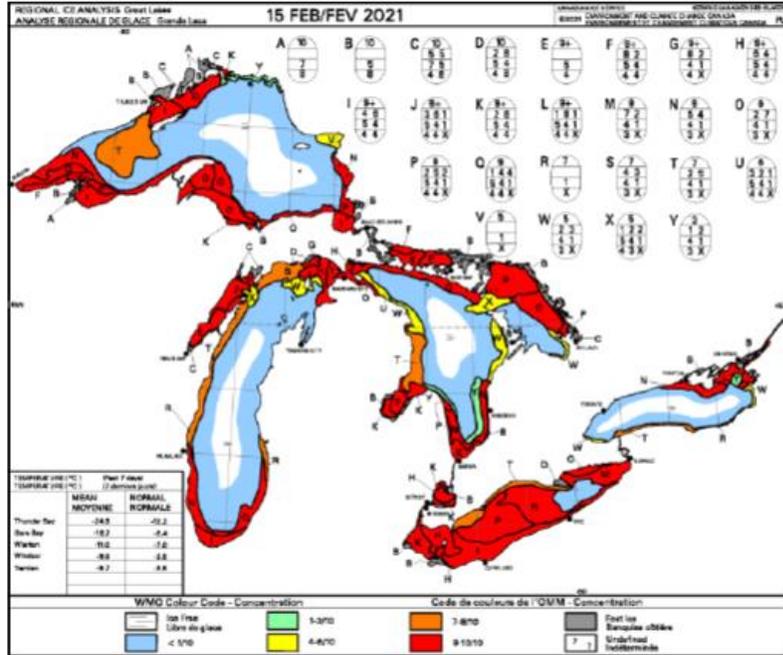
Above: 25 January 2021 conditions.

Top Right: late January 2022 Forecast

Bottom Right: Median ice concentration
for 29 January 1990-2020



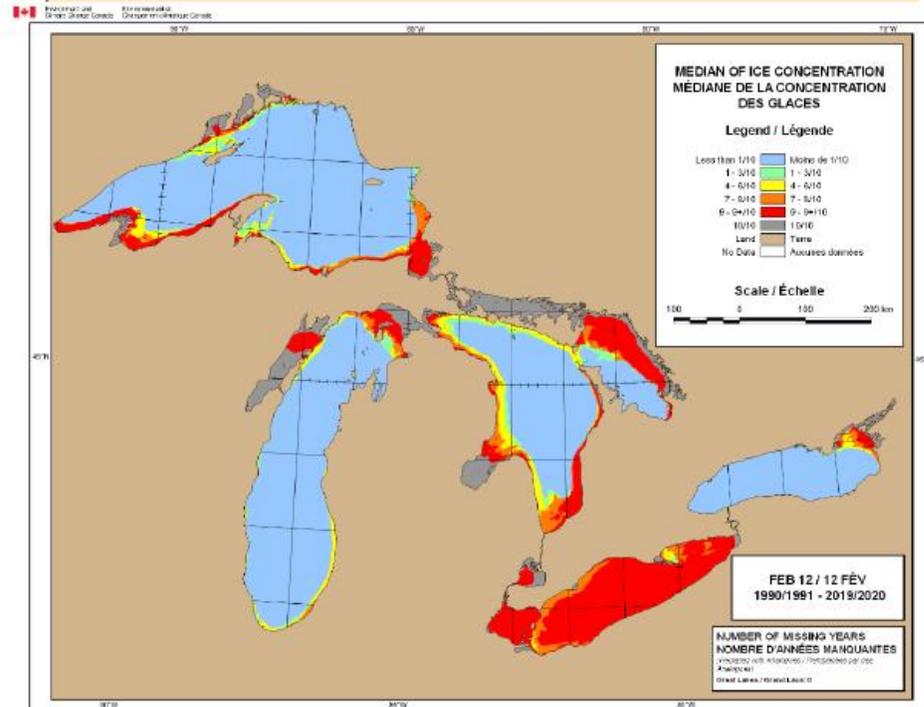
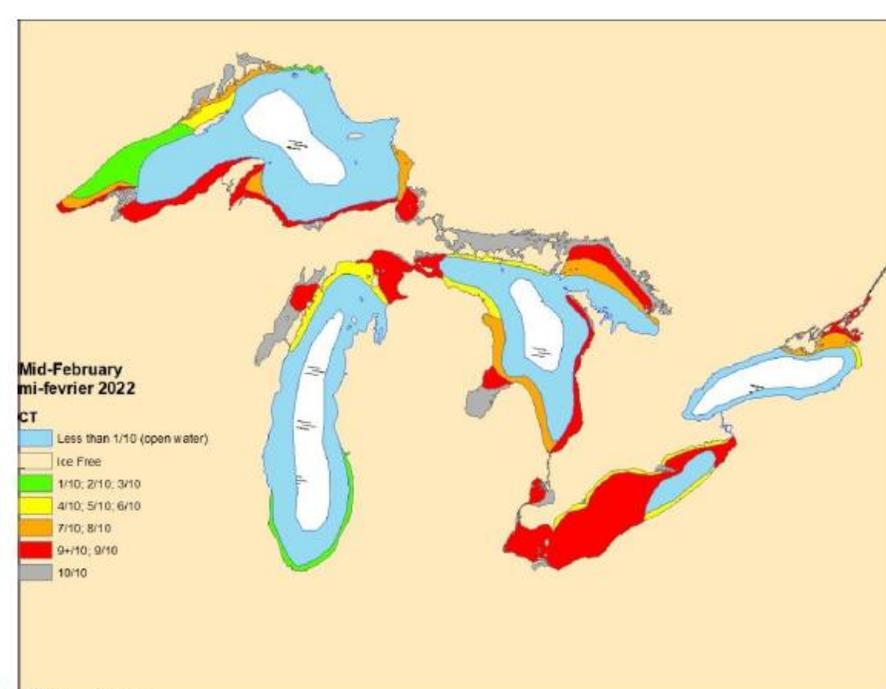
Mid-February



Above: 15 February 2021 conditions.

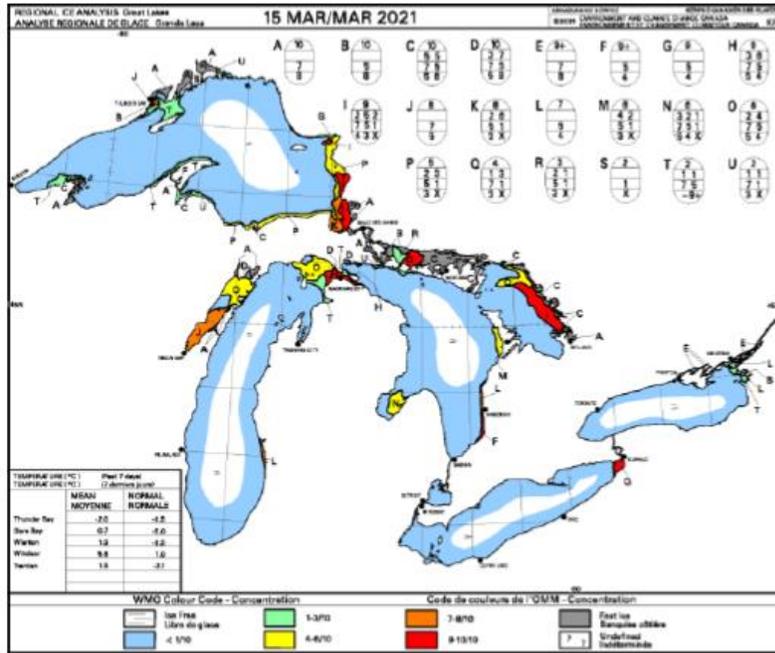
Top Right: mid-February 2022 Forecast

Bottom Right: Median ice concentration for 19 February 1990-2020





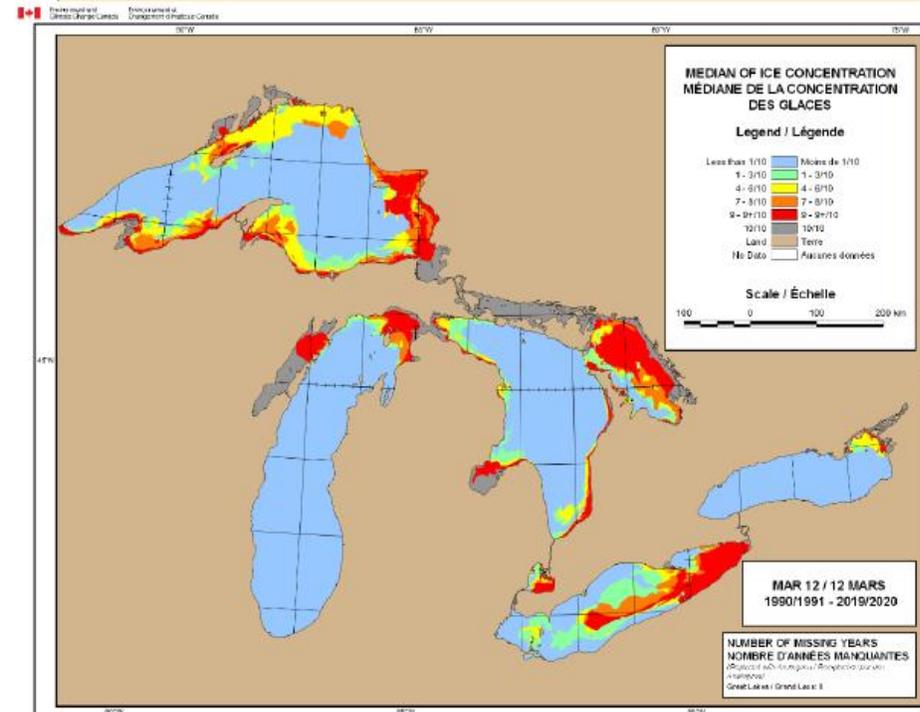
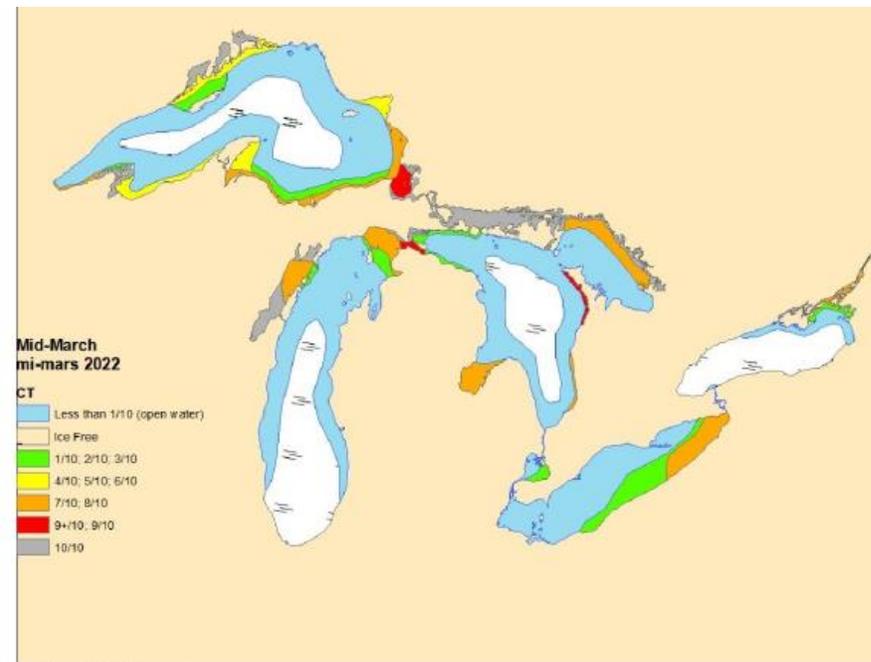
Mid-March



Above: 15 March 2021 conditions.

Top Right: mid-March 2022 Forecast

Bottom Right: Median ice concentration for 19 March 1990-2020





ENSO Neutral

ENSO-Neutral Winter Pattern

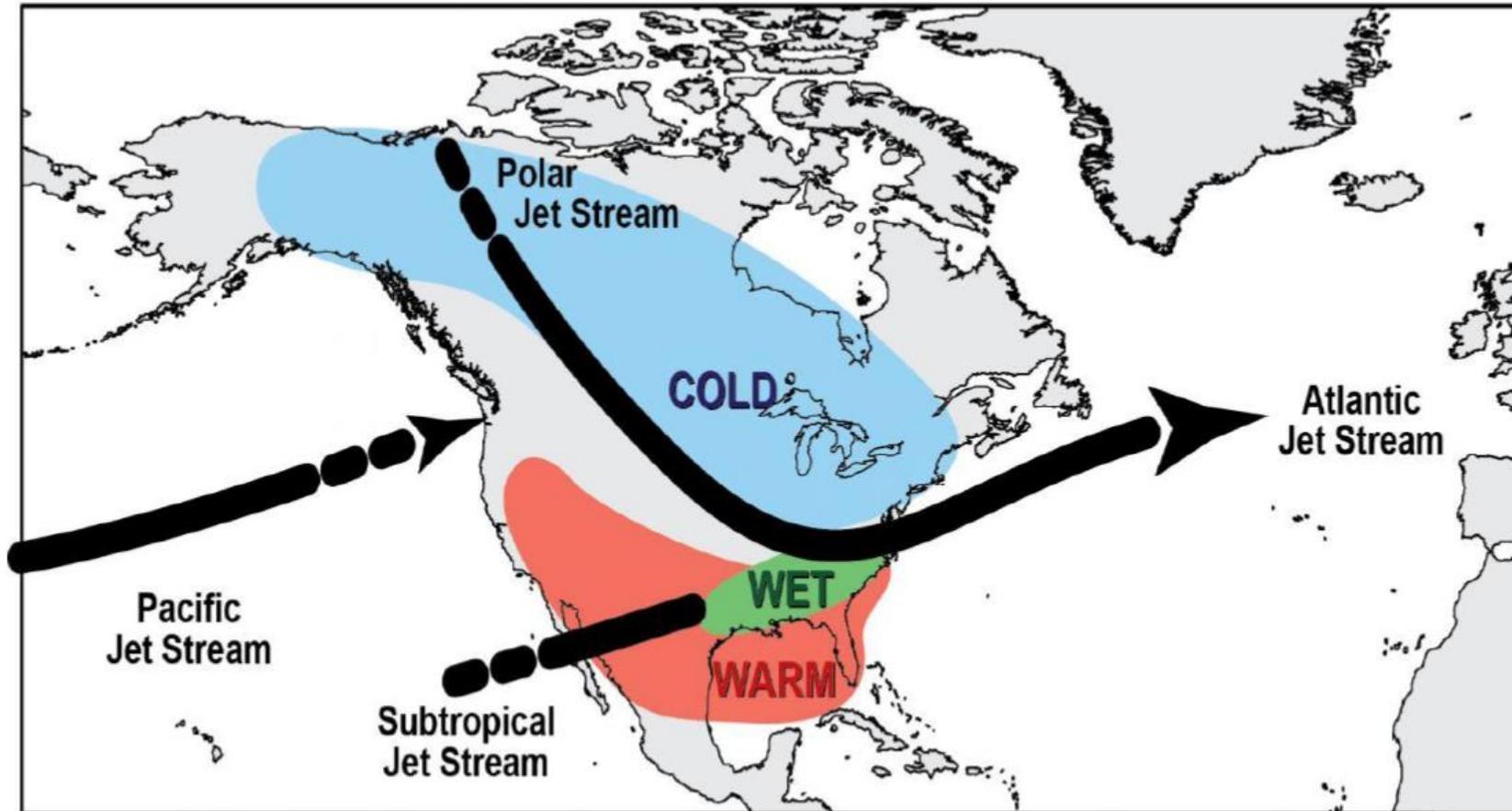


Image courtesy of Ray Wolf, National Weather Service.



2021-22 Great Lakes Outlook

- ENSO is currently neutral and is expected to remain near the lower end of neutral or a weak La Nina through the winter, giving the potential for cold air outbreaks to predominantly effect the western lakes.
- Current guidance is leaning towards above normal air temperatures over the Great Lakes this winter, especially for the eastern lakes.
- All lakes have above normal surface water temperatures
- **Ice Forecast:** Below normal ice conditions



SEAWAY MONTHLY TRAFFIC RESULTS

October 2021

Traffic (in thousands of tonnes)	SLSMC - Combined Traffic			
	Year to Date		Change from 2020	
	2020	2021	Tonnes	%
Total Cargo	27 956	28 494	538	1.92%
All Grain	9 103	7 150	-1 953	-21.45%
Iron Ore	4 971	5 966	996	20.04%
Coal	1 758	1 682	-77	-4.36%
Dry Bulk	7 794	8 395	601	7.71%
Liquid Bulk	2 563	2 424	-139	-5.42%
General Cargo	1 699	2 813	1 114	65.55%

Vessel Transits	2020	2021	Transits	%
Total Transits	2 937	2 976	39	1.33%

The St. Lawrence Seaway Management Corporation



GREAT LAKES ST. LAWRENCE **SEAWAY SYSTEM**

Closing Dates Montreal-Lake Ontario Section

- **all vessels must be clear of the Montreal-Lake Ontario Section at 12:00 hours (noon) on December 31, 2021. Welland Canal**

Closing Dates Welland Canal

- **all vessels must be clear of the Welland Canal at 12:00 hours (noon), January 7, 2022, operating conditions permitting.**

Closing Dates for Sault Ste. Marie Locks

- **Sault Ste. Marie Locks (U.S.A.) is currently scheduled for January 15, 2022.**