

Great Lakes Division

The Company of Master Mariners of Canada

April 2026



**Great Lakes Division
The Company of Master Mariners of Canada**



**Welcome all members, guests and visitors to
our Great Lakes Division monthly meeting**

Great Lakes and Marine Industry News Update

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

April 2026



Canadian Coast Guard Vincent Massey upbound through the MacArthur Lock joined the U.S. Coast Guard Cutter SPAR to start making tracks through Whitefish Bay ahead of the start of the navigation season at the Soo Locks.

The 274 long, 59 foot wide Massey started her career in 2000 as a Swedish icebreaking supply vessel. Purchased by Canada in 2018, she was refit at Davie Shipbuilding and dedicated to service as a Canadian Coast Guard icebreaker in 2023.

USACE



Quebec's Bécancour port. Credit: QSL International

Quebec port plans \$200M expansion

Ottawa has cleared a \$200-million wharf expansion at the Port of Bécancour in Quebec that would allow larger bulk carriers to serve Canada's mining sector.

The Port of Bécancour, located 150 km northeast of Montreal is expected to fund the construction of a 390-metre wharf designed to handle vessels exceeding 25,000 tonnes deadweight. Dredging and expanded storage are also planned to support higher cargo volumes.



The Port of Havre-Saint Pierre is marking its 20th Anniversary of port ownership by the community. The port is home to an iron ore loading dock, increasing cruise vessels and tourism, and a commercial fishing community.

Havre Ste. Pierre

**Class
News
05/2026:**

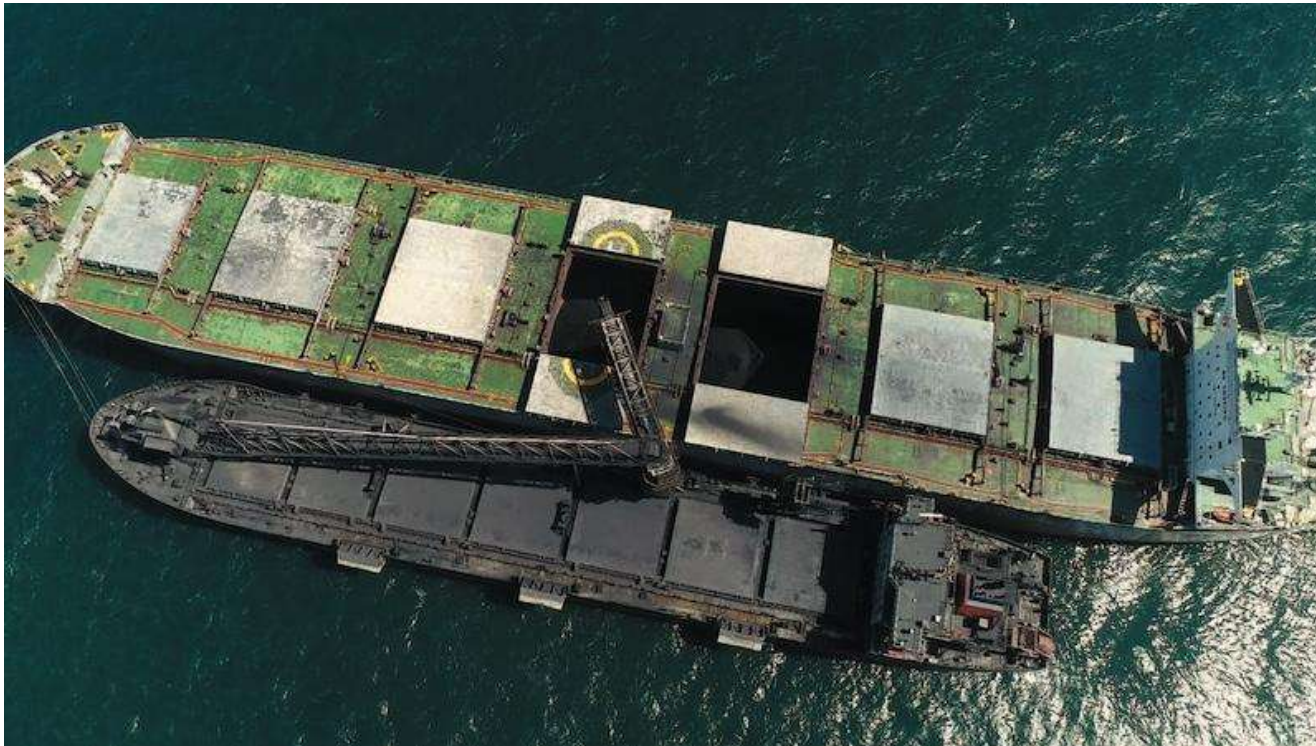
**IACS
Guidelines
for Human
Element in
Maritime
Sector**

LR



05/2026: IACS guidelines for Human Element in maritime sector

The International Association of Classification Societies (IACS) has recently developed and published Recommendation 192 – Guidelines to Address Human Element Issues. This is in response to increased awareness of the complex, multi-dimensional, multi-stakeholder issue affecting maritime safety, security and environmental protection that IMO describes as “the human element”. The Recommendations have now been released to the public to benefit the maritime industry and to consider the human element when developing outputs.



CSL Australia joins Green Iron SA consortium

This system transfers iron ore from smaller feeder vessels to large Capesize vessels using self-unloading barges and telescopic shiploaders, a proven solution that directly aligns with Green Iron SA's logistics needs for bulk magnetite export from the region.

Green Iron SA, a consortium formed to accelerate the establishment of a green iron industry in South Australia welcomed CSL Australia Pty Ltd, part of Canada's The CSL Group Inc., as the newest member of the consortium.

CSL brings world-class maritime expertise to support the development of South Australia's emerging green iron industry to deliver a fully integrated green iron supply chain from mine to market.

CSL Australia is the country's largest owner-operator of self-unloading and transshipment vessels and has extensive operational experience in the Upper Spencer Gulf, where it manages a floating offshore transshipment system near Whyalla.



April 2019 concept for Port of Sault Ste. Marie. Supplied image

Sault Ste. Marie and 2,488 new jobs

The project known as the Port of Sault Ste. Marie will be operated separately and apart from Algoma Steel, although Algoma Steel will have the ability to utilize the new port facilities under terms to be finalized.

"This initiative will link northern Ontario's resource-rich industries with southern Ontario, Quebec and global markets, strengthening Canada's supply chain resilience and driving economic transition.

DESGAGNÉS reports IMQ Cadets safe return from Persian Gulf

DESGAGNÉS is pleased to confirm that the three trainees from the Institut maritime du Québec (IMQ) who were aboard the vessels N/M Rosaire A. Desgagnés and N/M Miena Desgagnés, trapped in the Persian Gulf since February 28, have returned to Quebec. Due to uncertainty when the two vessels would leave the Persian Gulf via the Strait of Hormuz, DESGAGNÉS, in collaboration with the IMQ, implemented a repatriation plan for the three trainees aboard the two vessels. DESGAGNÉS, local maritime agents, and Saudi authorities worked together to ensure that the trainees could first take a safe flight from Saudi Arabia to Europe and then continue their journey to Canada.



DESGAGNÉS sincerely thanks the crews aboard the M/V Rosaire A. Desgagnés and M/V Miena Desgagnés, local maritime agents, and Saudi authorities for their outstanding cooperation, which enabled the safe repatriation of the trainees.



(Photos from Desgagnés)

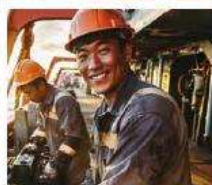


In March, Ontario Premier Doug Ford and Minister Prabmeet Sarkaria toured an Algoma Central Corporation vessel at HOPA Ports, and had the opportunity to speak to Dr. Dave Shorey, EdD, Executive Director of Government Relations and Community Engagement at Georgian College, and two marine cadets, Aaron Archer and Jessaden Badoria, who are completing their third-year of training at Georgian's Centre for Marine Training and Research in Owen Sound.

Dr. Shorey talked about the excellent training provided by the school, and the real-world experience provided to cadets by Canadian Ship Operators like Algoma, while the cadets spoke to their personal experiences. The Ontario Marine Transportation Strategy includes a focus on workforce development, and once implemented, will support the growth of a new generation of tremendous talent developed at Georgian to drive Ontario's economy forward.

SPONSORED BY

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SAILORS' SOCIETY CADET REPORT 2025/26:

The first digital seafarer generation

CADETS, RATINGS AND TRAINEES

Wellness at Sea
FROM SAILORS' SOCIETY

Sailors'
Society

Wellness at Sea
FROM SAILORS' SOCIETY

With thanks to the funder and sponsors of our 2025 Wellness at Sea Conferences

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2026



**Our 2026 Wellness at Sea Conferences
for cadets, ratings and trainees:**

20 August
Indian Subcontinent

5 September
South East Asia

17 September
Africa

18 November
UK and Europe

New for 2026
China





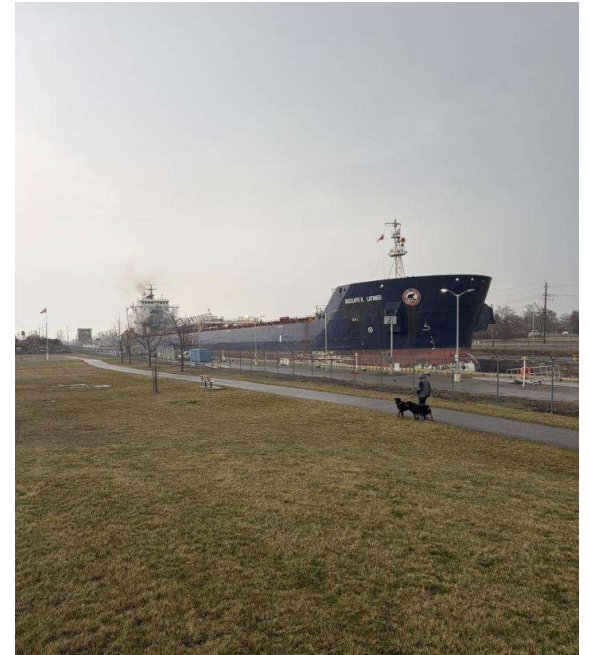
Algoma Bear May 6, 2024, at the entrance to the Seaway. [Rene Beauchamp]

Algoma Bear To Be Seaway's First Commercial Passage March 22, 2026

Algoma Bear was the first merchant vessel to transit the St. Lawrence Seaway Sunday, March 22 at the St. Lambert Lock (not the Rt. Hon. Paul J. Martin as previously scheduled). The ceremonial Top Hat event was held on Monday March 23rd from 8:30 -11 a.m.



First ship of the season M/V Radcliffe Latimer (Algoma). Captain receives the Top Hat.
Port Colborne, Welland Canal



Port Colborne celebrates 2026 Welland Canal shipping season with traditional Top Hat Ceremony



**Harvest Spirit
opening the Cargill
grain elevator,
Sarnia Harbour, for
the 2026 shipping
season, on the last
afternoon of
winter - March 19**

Rod Burdick



G3 Marquis was the first commercial ship to enter The St. Lawrence Seaway for the 2026 season. For some unknown reason she turned back at Prescott/Ogdensburg then turned around again and proceeded downstream.

Seen here downbound in Iroquois Lock March 22, 2026

Pat English



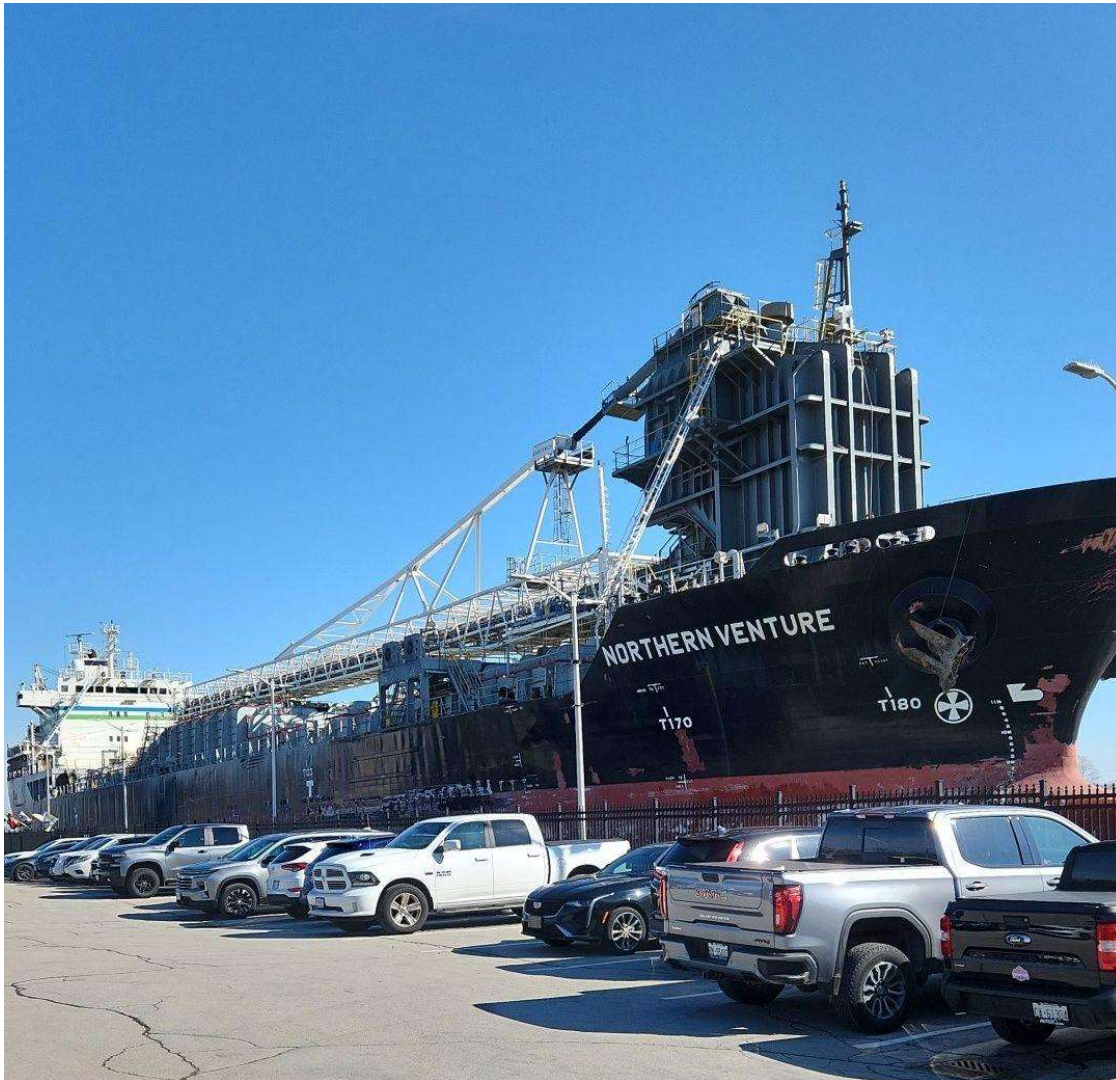
The St. Lawrence Seaway officially launched its 68th navigation season March 22nd at the St. Lambert Lock in Montreal, with the M/V Blacky operated by Canfornav, as the season's ceremonial vessel.

St. Lawrence Seaway opens 68th navigation season of bi-national waterway



Local Officials Will Welcome First Boat Tuesday at Soo Locks March 24, 2026

SAULT STE. MARIE, MI – The tug-barge Dirk S. VanEnkevort/Michigan Trader, followed by the John G. Munson, were upbound at Mission Point about 5 p.m. March 24th, each blowing a salute to a small but enthusiastic group of ship fans gathered in bright sunshine but bitterly cold winds. The vessels tied up at the locks waiting for the official opening time of 12:01 a.m. March 25th Wednesday. Edwin H. Gott and Paul R. Tregurtha were March 23rd below Lime Island at 9 p.m., and will be stopping to wait as well.



"First upbound" ship, in the Welland canal for the 2026 season, McKeil Marine's M/V Northern Venture, in lock 3 for Top Hat ceremony.

Tim Shafley



Port of Thunder Bay officially welcomed the M/V Kathy McKeil as the first ship to arrive in port this season, passing the breakwall at approximately 15:23 hrs on Thursday, March 26th.

Top Hat *Ceremony*

Following welcome speeches from Port officials and Mayor Ken Boschoff, Captain Adam Barnes was also greeted with gifts on behalf of the Port and the City of Thunder Bay to commemorate this exciting achievement and mark the beginning of our navigation season!



2026 TOP HAT CEREMONY

Monday, March 23, marked the arrival of the Algoma Intrepid as the first ship to dock at the Goderich Port under the command of Captain Joe Costello .



Captain Joe Costello had the honor of signing the inside of the ceremonial Top Hat, a cherished tradition dating back to 1932.

Goderich welcomes first ship of 2026 shipping season to port March 23, 2026.

Goderich's mayor set the ceremonial top hat on the head of Capt. Joe Costello, who takes this year's distinction, as captaining the first ship to enter Goderich's port and kicking off the 2026 shipping season. Technically the Algoma Intrepid isn't the first ship to enter Goderich's port this year with winter salt trade occurring throughout the winter navigation season.

Goderich Port Management Corporation / Facebook



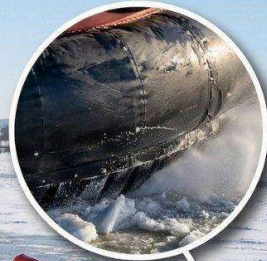
M/V Blacky in the Welland Canal.

[File Photo – Bill Bird]

Blacky Opens Port of Toronto For Second Year In A Row March 31, 2026

The M/V Blacky (a Canfornav “duck boat”) is the winner of the 164th (2025) and 165th (2026) annual Port of Toronto Top Hat Ceremony, arriving first to kick off the shipping season. The ceremony, held in late March at Redpath Sugar, continues a 19th-century tradition where the captain receives a top hat. Sailing in from São Paulo, she delivered 19,300 metric tonnes of sugar on March 30, marking a strong start to the season. Captain Igor Baturin was presented with the top hat by RJ Steenstra (Ports Toronto President & CEO) and Harbour Master Michael Riehl. The ceremony was initiated to encourage early-season cargo delivery to Toronto, and the top hat now serves as a ceremonial symbol of welcoming the first captain. Janey Anderson

The CCGS Mamilossa and CCGS Sipu Muin might look like something out of science fiction, but they exist for a very Canadian reason: some waters are too icy, too shallow and too hard to reach for normal vessels. **Canada is the only country to use hovercrafts for routine icebreaking operations.**

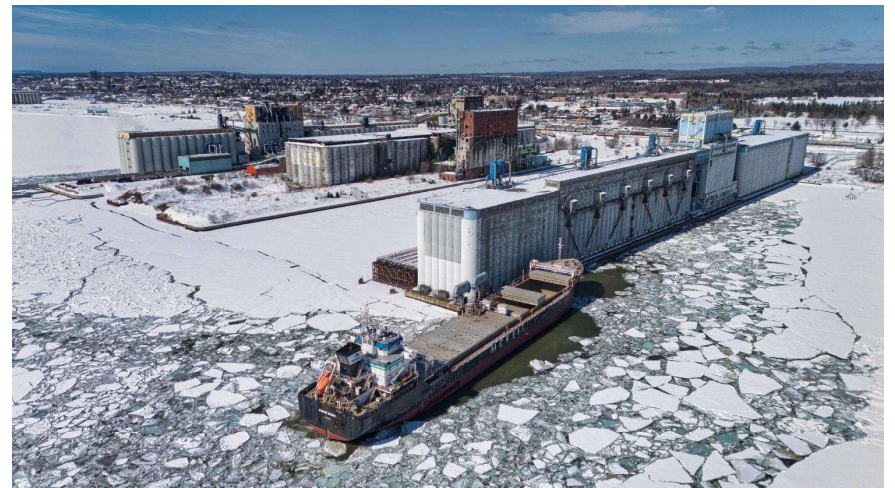


Canada's hovercraft icebreakers feel almost tailor made for this country's weirdest waterways, because normal ships are not much use when the ice is thin, broken, shallow, and jammed into river mouths and marshy channels. That's where CCGS Mamilossa and CCGS Sipu Muin come in. Every spring, the Canadian Coast Guard uses them in Quebec to break up ice at tributary mouths and along the St. Lawrence system, helping reduce the risk of ice jams and flooding during the thaw.

Janey Anderson



Winter break out at Thunder Bay by CCG Vincent Massey escorts bulker CSL Welland and inbound M/V Kathy McKeil Michael Hull - Port of Thunder Bay.





Ice-breaking work by the Canadian Coast Guard Ship Des Groseilliers off the Amrize cement plant near Bath makes the visit by the cement carrier M/V Tamarack a great deal easier.

Aerosnapper Kingston



Robert S. Pierson's stack heralds being removed at Sarnia.

Marc Dease

Saginaw, Pierson's Stack Markings Removed At Sarnia March 19, 2026

The Saginaw and Robert S. Pierson's Saginaw's stack markings were recently removed at Sarnia, likely reflecting the recent sale of Lower Lakes Towing to Algoma Central. On March 19, no work was visibly occurring on either the Saginaw or Robert S. Pierson. There was lots of work happening on the Kaministiquia.

Jamie Kerwin, Marc Dease



M/V Kaministiquia is getting her stack redone in Algoma colors changed and has the bear emblem under the new Algoma ownership. The Robert S Pierson and the Saginaw don't have those yet but their Lower Lake Towing colors and emblems were removed. March 29, 2026.

Heidi Schmidt



McKeil Marine has acquired bulk freighter MANITOULIN

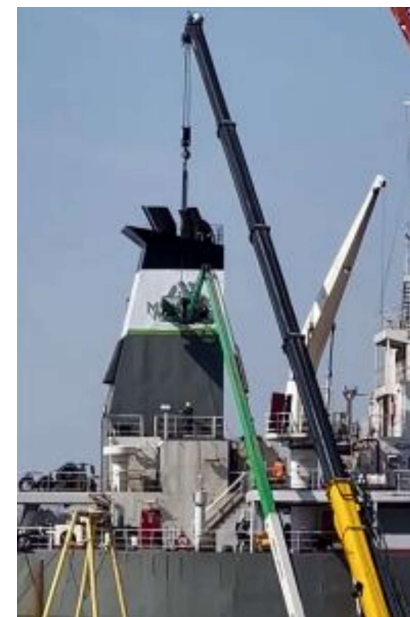
McKeil Marine Limited has acquired the self-unloading bulk freighter Manitoulin as per Transport Canada registry, marking a return of the vessel to the oversight of former Lower Lakes Towing Founder and CEO, Scott Bravener, now CEO of McKeil. The 664-foot modern Great Lakes vessel will likely see new, soon-to-be-revealed, stack colours for its future operations.

The Manitoulin will join the fleet that operates across the Great Lakes and St. Lawrence Seaway, contributing to the movement of commodities.

Photo - Amy Daggett

Manitoulin getting McKeil stack logo.

[Rosann Hollinger]



Guidelines on the Application of the ILO Maritime Labour Convention

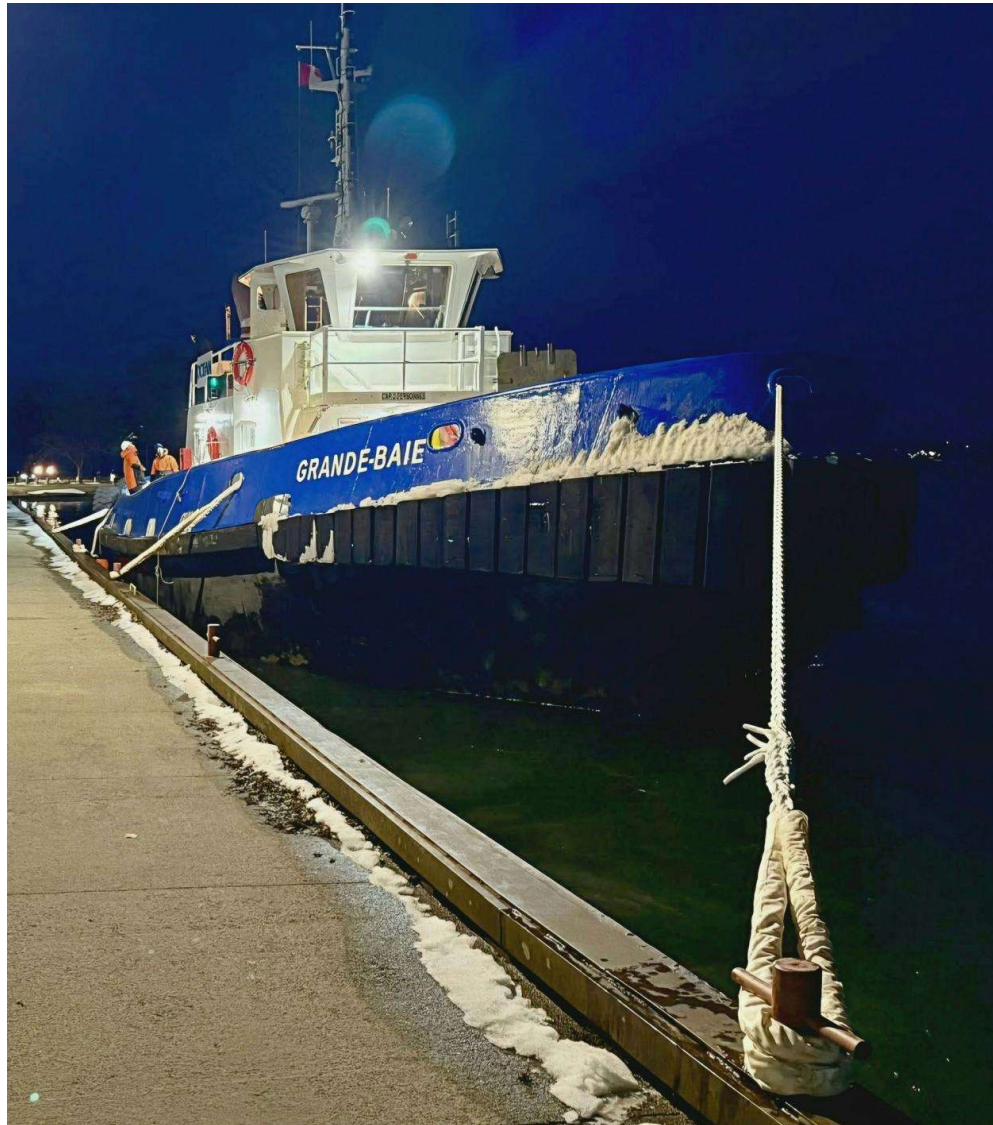
Fifth Edition



International
Chamber of Shipping
Shaping the Future of Shipping

Updates to the “Guidelines On The Application of the ILO Maritime Labour Convention” ICS

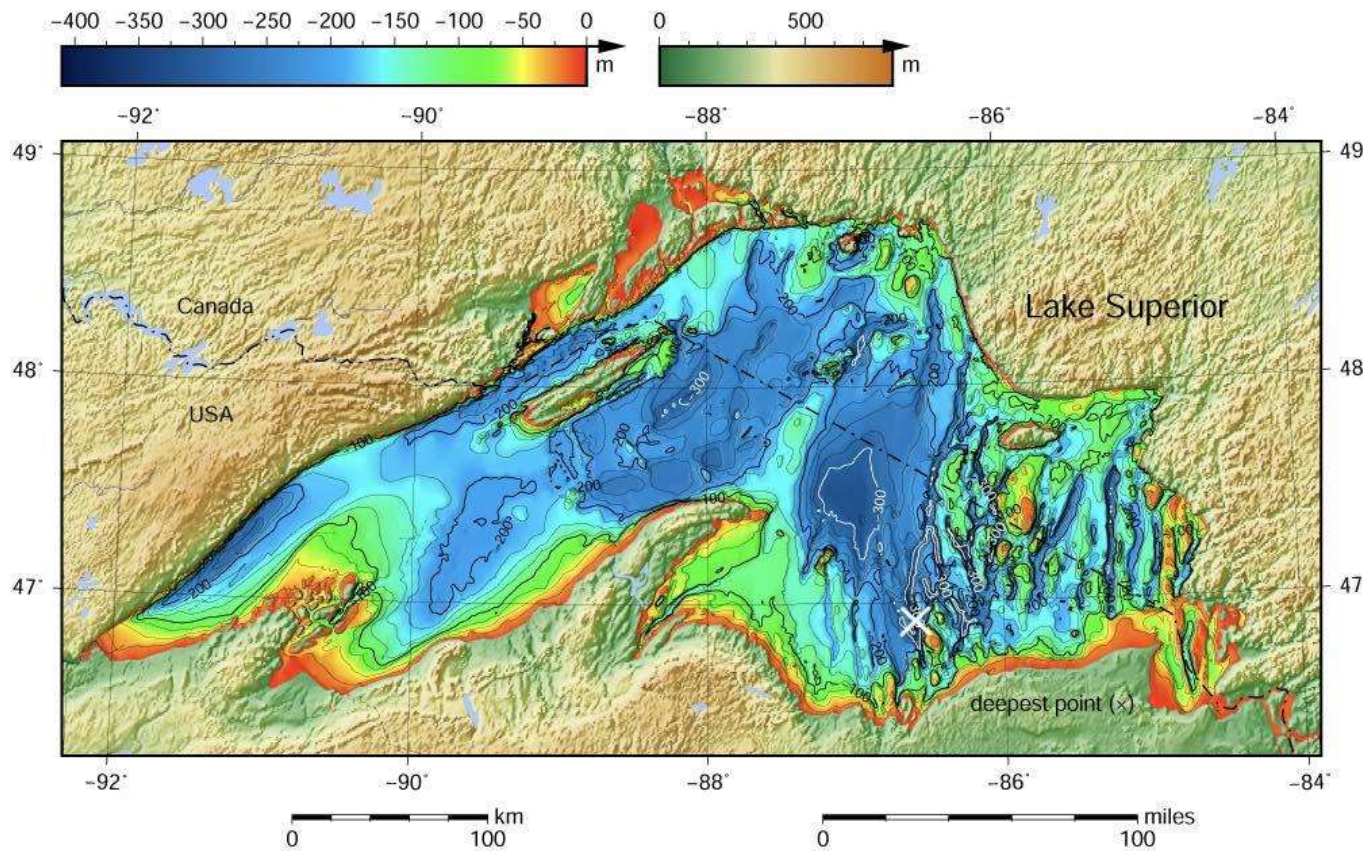
This new edition provides the most up-to-date and practical guidance on the mandatory and recommended employment standards set by the ILO Maritime Labour Convention (MLC), bringing together all sets of amendments in one place for the first time. The publication explains in clear terms what these changes mean in practice for shipping companies, masters, managers, crewing agencies and those overseeing day-to-day operations ashore and at sea.



March 25, 2025

The GRAND BAIE tug, operated by Ocean Group, at Blockhouse Island in the Seaway proceeding to Hamilton, where she is scheduled to assume operational duties in place of the Ocean Golf which has entered drydock in Hamilton. The GRANDE BAIE is a 1972-built Canadian tractor tug, measuring 26.22 m (86 ft) by 9.17 m (30 ft) and delivering 2,400 bhp. The vessel is equipped with Voith-Schneider Propellers (VSP). These are vertically mounted, rotating disks with blades that can adjust their pitch, enabling thrust in any direction instantly.

**Photo captured at Blockhouse Island, Brockville, ON.
by Helen Cooper**



The deepest point in Lake Superior isn't in the middle. It's in the eastern basin (X marks the spot) only about 40 miles from shore and it drops to 1,332 feet.

These long, narrow depressions were carved by glaciers, scouring and excavating the bedrock as they moved across what became the lake.

Map: NOAA (Map units are in meters) Brian Calley



Marlink, a global leader in secure managed services for business-critical digital solutions, reports a more than 50% increase in detected and reported Global Navigation Satellite System (GNSS) interference incidents across its customer base during March, highlighting a growing operational risk for vessels operating in sensitive regions.

AUTOMATIC IDENTIFICATION SYSTEMS (AIS)

PURPOSE & FUNCTION

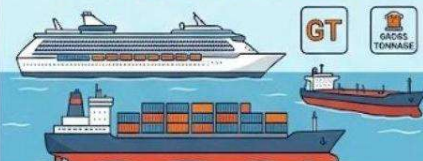
FUNCTION & COLLISION AVOIDANCE



Enhances safety of life at sea, efficiency of navigation, and protection of the environment. Primary collision avoidance tool.

CARRIAGE REQUIREMENTS

MANDATORY FOR SHIP TYPES



Required for all passenger ships, ships over 300 gross tonnage (GT) on international voyages, and 500 GT on domestic voyages.

STATIC DATA

FIXED SHIP INFORMATION



Transmitted every 6 minutes. Includes IMO Number, MMSI, Call Sign, Name, Ship Type, and Dimensions.

DYNAMIC DATA

REAL-TIME MOVEMENT



Transmitted automatically based on speed and course change. Position (Lat/Long), Speed Over Ground (SOG), and Course Over Ground (COG).

VOYAGE RELATED DATA

ROUTE & STATUS



Entered manually by crew. Includes Navigation Status (e.g., 'at anchor'), Current Draft, Hazardous Cargo (type), Destination, and ETA

BENEFITS FOR VTS

COASTAL TRAFFIC MONITORING



Allows shore authorities to identify, track, and monitor ships, improving traffic management and port security.



NOAA's Hydrographic Vessel Thomas Jefferson Heads for Lake Erie April 15, 2026

The National Oceanic & Atmospheric Administration's hydrographic vessel Thomas Jefferson (S 222) (IMO 8892033) is returning to the Great Lakes. According to MarineTraffic, it left Norfolk, VA, on April 1 and is heading to Cleveland, where it is expected on April 17.

Ship Safety Bulletins

Subject: [Protecting the North Atlantic right whale: speed restriction measures in the Gulf of St. Lawrence - SSB No.: 02/2026](#)

Bulletin No.: 02/2026

Date: 2026-04-08

Subject: [Requirements for passenger submersibles operating in Canadian waters - SSB No.: 03/2026](#)

Bulletin No.: 03/2026

Date: 2026-04-08

Subject: [New vessel stability e-course for Canadian seafarers - SSB No.: 04/2026](#)

Bulletin No.: 04/2026

Date: 2026-04-10

Note: Ship Safety Bulletins provide safety-related information to the marine community. All bulletins are available at: www.tc.gc.ca/ssb-bsn.

Bulletins de la sécurité des navires

Objet: [Protection des baleines noires de l'Atlantique Nord : mesures de restriction de vitesse dans le golfe du Saint-Laurent - BSN No.: 02/2026](#)

No de bulletin: 02/2026

Date: 2026-04-08

Objet: [Exigences relatives aux engins submersibles transportant des passagers utilisés dans les eaux canadiennes - BSN.: 03/2026](#)

No de bulletin: 03/2026

Date: 2026-04-08

Objet: [Nouveau cours en ligne sur la stabilité des bâtiments pour les gens de mer canadiens - BSN No. : 04/2026](#)

No de bulletin: 04/2026

Date: 2026-04-10

Remarque : Les bulletins de la sécurité des navires fournissent à la communauté maritime des renseignements relatifs à la sécurité.

Tous les bulletins sont disponibles à : www.tc.gc.ca/bsn-ssb

**Ship Safety
Bulletin**

SSB



**Welcome to the crew of
the M/V ONTARIO
VENTURE!!**

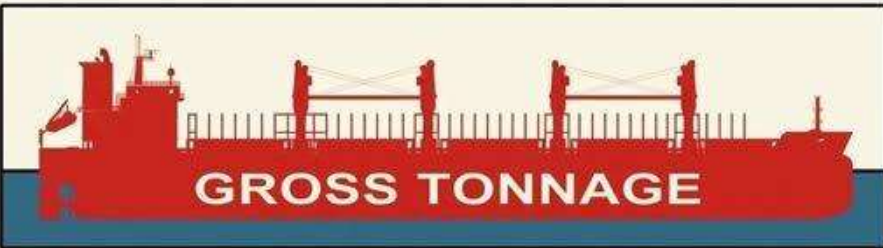
**78 Days, 20 Hours, and
23 Minutes at Sea after
a transoceanic voyage
covering 13,885.39
nautical miles.**

**Now Canadian flagged
and registered for Great
Lakes/Seaway
operation.**



ONTARIO VENTURE taking on her first grain cargo as a “laker” at the new P&H terminal.

This arrival also highlights the importance of the new Parrish & Heimbecker terminal at Picton — a major investment announced in August 2024. The facility will support eastern Ontario farmers with faster access, reduced transportation time, and improved export efficiency to global markets.



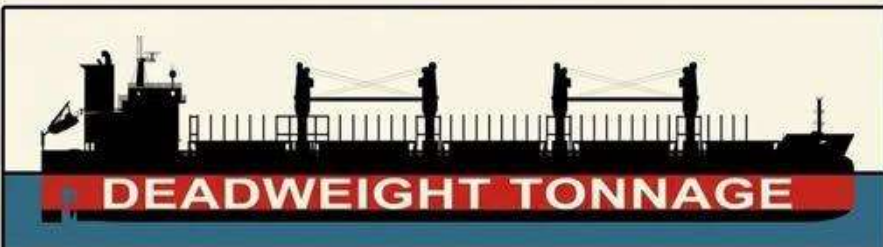
1. Gross Tonnage (GT)

Gross tonnage represents the total internal volume (not weight) of a ship including all enclosed spaces—cargo holds, engine room, accommodation, bridge, etc. and used for regulations, port fees, and safety rules.



2. Net Tonnage (NT)

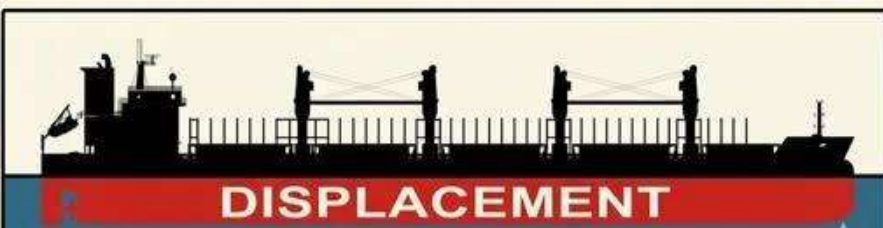
Net tonnage measures the usable cargo-carrying volume of the vessel and excludes spaces like engine rooms, crew areas, and navigation spaces...the earning capacity of the ship.



3. Deadweight Tonnage (DWT)

Deadweight tonnage is the total weight a ship can safely carry including Cargo, Fuel, Fresh water, Crew and provisions and measured in metric tons (weight).

Critical for loading operations and stability and the real carrying capacity in weight.



4. Displacement

Displacement is the total weight of the ship itself plus everything onboard based on the volume of water displaced by the ship equal to its own weight. Includes ship structure, cargo, fuel, crew, etc...the ship's total weight afloat.



M/V Polsteam Wigry on March 29.

Ron Beaupre

M/V Polsteam Wigry transited the St Lawrence Seaway on her way to Cleveland. She is a dry bulk/handysize vessel built in 2026 and is sailing under the flag of Portugal. This is her maiden voyage.

Cabot Strait Voluntary Slowdown

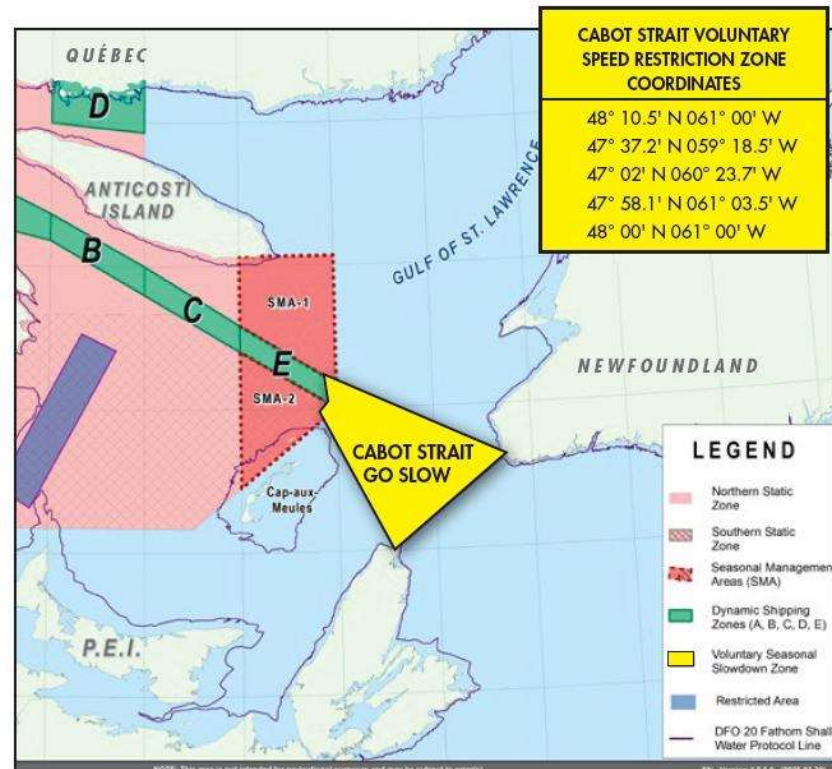
April 22 – June 30 + September 2 – November 15, 2026

Cabot Strait is a key migratory pathway for the critically endangered North Atlantic Right Whale.

To help **prevent a lethal collision** with these whales, vessels transiting through Cabot Strait are requested to **voluntarily slow down to 10 knots** or less over the ground, when safe to do so.

Additional mandatory measures apply in other areas of the Gulf of St. Lawrence. See TC's Ship Safety Bulletin and Navigational Warnings for more information.

Additional Transit Time (10 knots/70 nm)	
AVERAGE VESSEL SPEED (AVS)	AVERAGE ADD'L TIME
Container Ships (AVS 15 knots)	= 2.3 hours (or 3.1 hours at 18 knots)
Bulk Carriers (AVS 12 knots)	= 1.2 hours
Tankers (AVS 12 knots)	= 1.2 hours
RO-RO & Ferry Vessels (AVS 18 knots)	= 3.1 hours



4/2/2026



Canada

Funded by the Government of Canada
 Financé par le gouvernement du Canada

Whale illustration by Rox Corbett

the **RIGHT TIME** to do the **RIGHT THING** for the **RIGHT WHALE**

Canada continues strong protections for endangered North Atlantic right whales

Starting in 2026, the seasonal closure protocol will come into effect on June 1, 2026, in the Gulf of St. Lawrence.

- fishing gear colour marking and lost gear and marine mammal disturbance reporting will be mandatory.
- The 2025 vessel traffic management achieved a high compliance rate, exceeding 99% for mandatory measures and close to 75% for the voluntary Cabot Strait measure.
- Depending on the severity of a violation, vessel owners could face fines of up to a maximum of \$250,000 for non-compliance.
- Transport Canada will continue to use aircraft and acoustic underwater gliders to monitor for right whales primarily in the main shipping lanes of the Gulf of St. Lawrence.
- In October 2025, the North Atlantic Right Whale Consortium estimated the 2024 NARW population at 384 individuals. While continued monitoring is required, this estimate suggests the population is stabilizing after several years of decline.

OTTAWA, ON, March 26, 2026 /CNW/ - North Atlantic right whales are one of the most endangered large whale species in the world. With recent population estimates at roughly 380, they face serious threats to their survival and recovery from the risk of fishing gear entanglements and vessel strikes. The Government of Canada continues to implement measures to protect this endangered species in close consultation with industry.

Today, the Honourable Joanne Thompson, Minister of Fisheries, and the Honourable Steven MacKinnon, Minister of Transport and Leader of the Government in the House of Commons, announced the fishery and vessel management measures for the 2026 season.



Rendering of the Homeland Security Cutter L light icebreaker. (Source: USCG)

U.S. Coast Guard Announces Plans to Acquire Up to Seven New Light Icebreakers

The U.S. Coast Guard has issued a request for information (RFI) as it moves forward with plans to acquire up to seven new light icebreakers to replace an aging fleet and ensure year-round navigation in ice-prone waterways across the Northeast and Great Lakes.

The HSC-L vessels will replace the Coast Guard's fleet of 65-foot light icebreaking tugs, commissioned between 1961 and 1967, as well as 49-foot buoy utility stern loading boats. The new platform is expected to combine both capabilities into a single, more versatile design capable of supporting year-round operations in smaller ports and harbors.

Pelee Islander II.

[Windsor Aerial Drone
Photography]



Pelee Islander II Starts New Sailing Season April 1, 2026

The Pelee Islander II ferry sets sail for its 2026 season starting April 1, marking the return of regular service between the Leamington, ON, dock and Pelee Island. As the first departure of the season pushes off across Lake Erie, it signals not just a transportation link but the reopening of one of Ontario's most unique island destinations. Each spring, the ferry's return is a milestone for residents, businesses, and visitors eager to experience the island's natural beauty, wineries, and relaxed pace of life after the quieter winter months.



(MPA photo of Julie Gascon)

The Montreal Port Authority announces the departure of CEO Julie Gascon

In a development that took Canadian marine industry observers by surprise, the Montreal Port Authority (MPA) announced today that Julie Gascon has ceased her position as President and Chief Executive Officer, effective as of today. Ms. Gascon had occupied the helm of the port since February 2024.

A committee composed of members of the Board of Directors will ensure the leadership of the organization on an interim basis in close collaboration with the members of senior management, during the recruitment process to find a replacement.

Hamilton to get \$75M shipping container hub, boosting trade and cutting local truck traffic

HOPA says 400,000 containers could be shipped through Hamilton, and in the short term are aiming to see between 2,000 and 3,000 a week pass through the port.

It will still be at least four to six months until we start to see any containers shipped into the port. Much of the rail line is already built, but the next steps include building a facility for the CBSA to operate on the site.

HOPA says it is investing around \$75 million in the project, and expects the port to attract more industries and jobs to the golden horseshoe.

HOPA
PORTS

HAMILTON
OSHAWA
PORT
AUTHORITY



Federal New York, tug New York in 2025.

[Sam Hankinson]

Four More Bulk Carriers Ordered By Fednav

April 12, 2026

Oshima Shipbuilding in Japan has received an order for four Handy-size bulk carriers for Fednav due for delivery in 2029. The 35,000 dwt bulk carriers will be capable of trading into the Great Lakes. They will be sisterships to the ones built 2-3 years ago such as Federal New York. They will also be sisterships to Federal Phoenix, currently heading for the St. Lawrence River on its maiden trip.

Marine News – Journal of the World Ship Society, April 2026 (Barry Andersen and René Beauchamp)



Canadian
Coast Guard

Garde côtière
canadienne



MASTER MARINERS
OF CANADA



The St. Lawrence
Seaway Management
Corporation

Corporation de Gestion
de la Voie Maritime
du Saint-Laurent



CHAMBER OF
MARINE COMMERCE



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Imagine Marine



CANADIAN
MARINE
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FONDATION
DES CARRIÈRES
MARITIMES
CANADIENNES

The Imagine Marine Conference returns on September 22 & 23, 2026, in Ottawa, bringing together leaders from across Canada's public and private marine sectors to tackle the key workforce and skills challenges shaping the future of marine transportation. This year's theme, Future-Proofing the Marine Workforce: Skills, Tech, and Talent, will explore how our sector can adapt to emerging technologies, attract and retain new talent, and build a workforce ready for the challenges ahead.

Great Lakes History

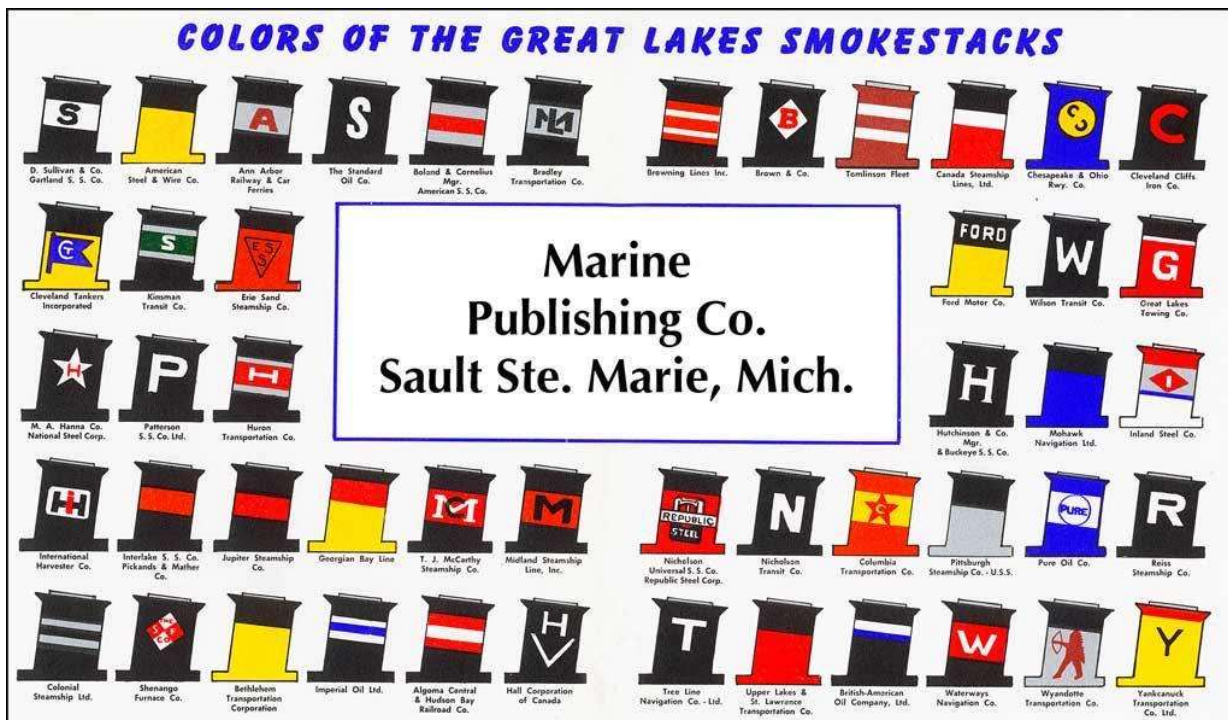
April 2026



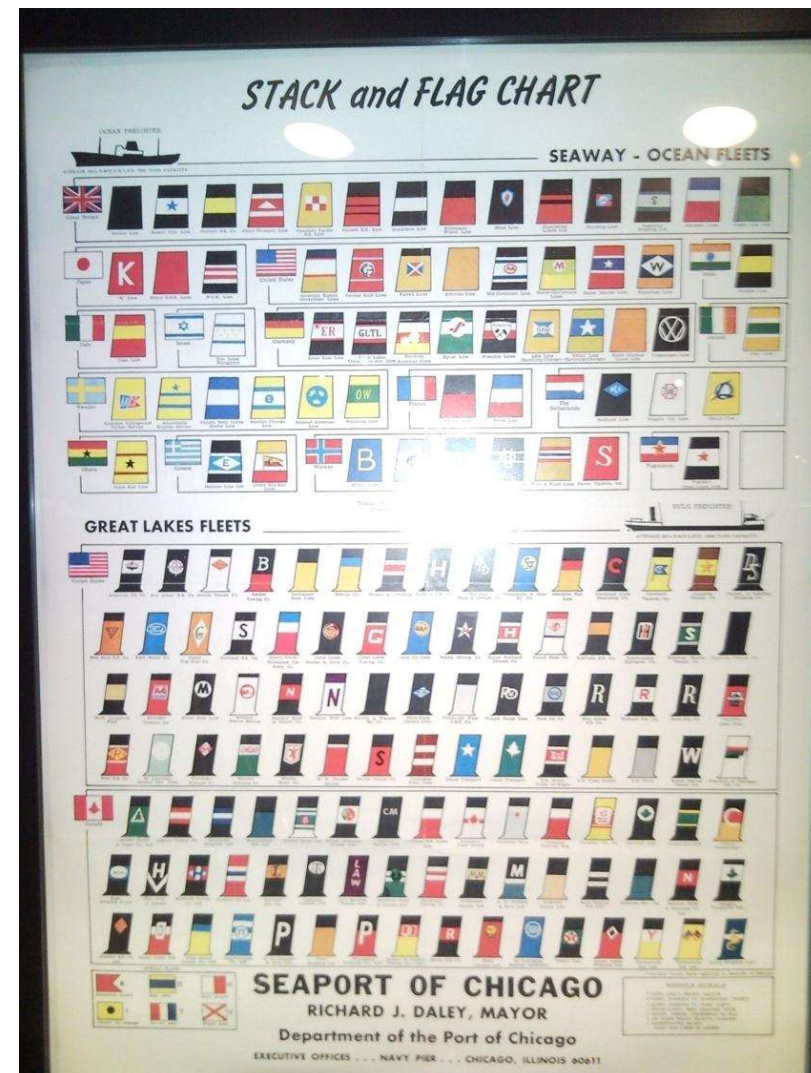
**Thunder Bay,
Ontario grain
loading
docks.**

**Richardson's
on left and
United Grain
Growers on
right**

Capt. R. Metz



Stack and Fleet Charts from the 1950's & 1960's



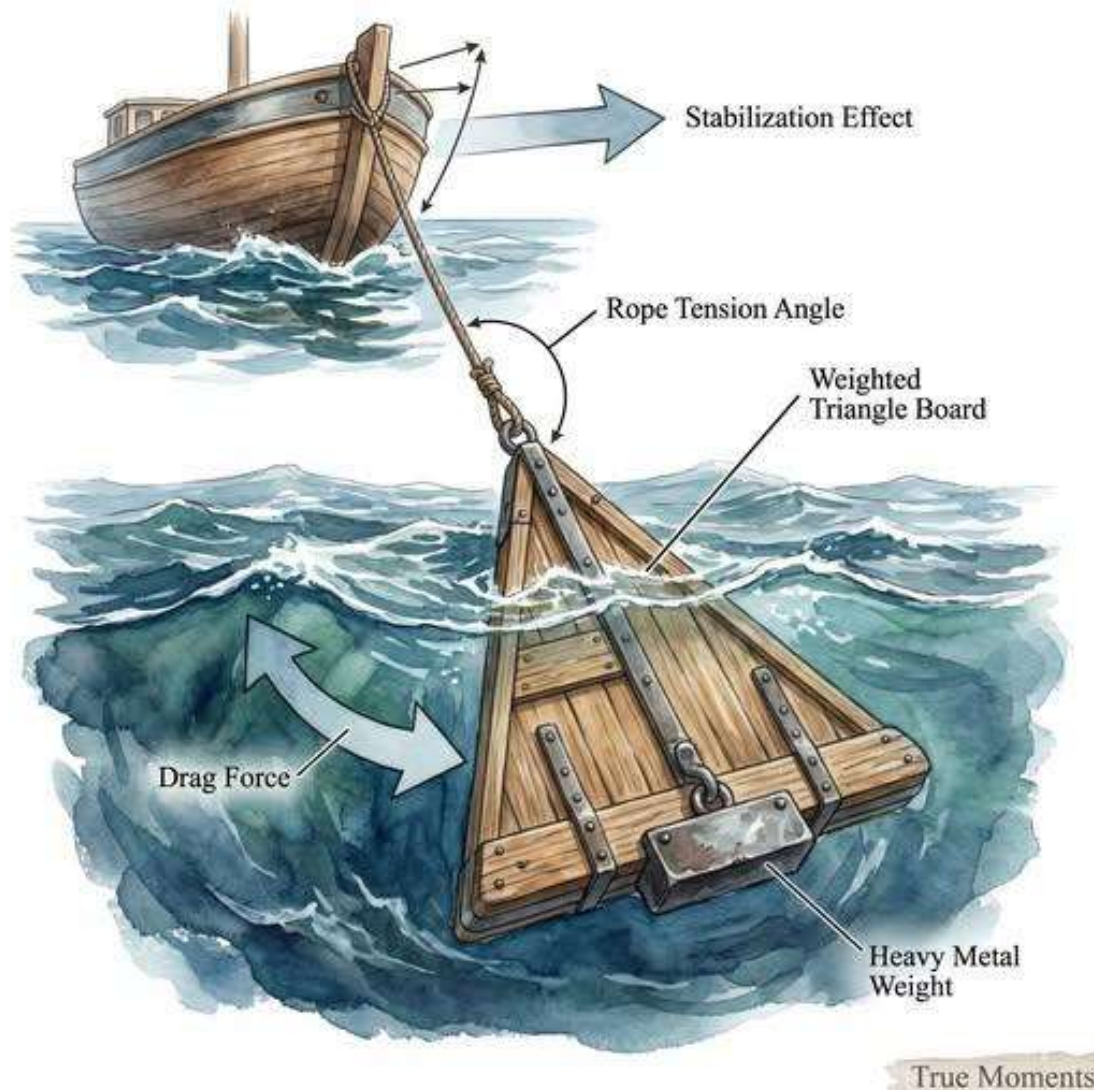
Ancient Sea Anchor

In a storm, a ship's greatest enemy is being turned sideways.

This diagram reveals the Sea Anchor.

By throwing a weighted wooden board into the water, sailors created "drag." This forced the ship's nose to stay pointed directly into the waves, preventing it from flipping over!

#StormSurvival #Physics #Seamanship
#TrueMoments



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Master Mariners of Canada – Great Lakes Division

