

# **Great Lakes and Marine Industry News Update**

**March 2022**

**U.S.-Flag Dry-Bulk Cargo Carriage on the Great Lakes**  
**2016-2021 and Long-Term Average**  
**(net tons)**

<b>Commodity</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>Average 2016-2020</b>
<b>Iron Ore</b>							
<b>Direct Shipments</b>	<b>41,094,539</b>	<b>41,924,553</b>	<b>41,711,804</b>	<b>46,004,805</b>	<b>33,422,404</b>	<b>41,025,561</b>	<b>40,831,621</b>
<b>Transshipments</b>	<b>2,980,293</b>	<b>4,064,262</b>	<b>4,092,629</b>	<b>3,678,669</b>	<b>3,637,614</b>	<b>625,628</b>	<b>3,690,693</b>
<b>Total - Iron Ore</b>	<b>44,074,832</b>	<b>45,988,815</b>	<b>45,804,433</b>	<b>49,683,474</b>	<b>37,060,018</b>	<b>41,651,189</b>	<b>44,522,314</b>
<b>Coal</b>							
<b>Lake Superior</b>	<b>9,609,901</b>	<b>10,254,462</b>	<b>8,697,702</b>	<b>7,952,133</b>	<b>4,930,728</b>	<b>7,268,985</b>	<b>8,288,985</b>
<b>Lake Michigan</b>	<b>526,568</b>	<b>369,327</b>	<b>390,438</b>	<b>723,841</b>	<b>560,057</b>	<b>827,962</b>	<b>514,046</b>
<b>Lake Erie</b>	<b>2,828,408</b>	<b>2,708,708</b>	<b>2,728,192</b>	<b>2,642,972</b>	<b>1,764,650</b>	<b>2,255,738</b>	<b>2,534,586</b>
<b>Total - Coal</b>	<b>12,964,877</b>	<b>13,332,497</b>	<b>11,816,332</b>	<b>11,318,946</b>	<b>7,255,435</b>	<b>10,352,685</b>	<b>11,337,617</b>
<b>Limestone</b>	<b>21,193,845</b>	<b>21,553,131</b>	<b>21,961,050</b>	<b>24,086,722</b>	<b>20,694,823</b>	<b>24,141,410</b>	<b>21,897,914</b>
<b>Cement</b>	<b>3,246,471</b>	<b>3,182,636</b>	<b>2,933,346</b>	<b>3,288,509</b>	<b>3,441,467</b>	<b>3,612,012</b>	<b>3,218,486</b>
<b>Salt</b>	<b>1,259,409</b>	<b>1,067,836</b>	<b>460,577</b>	<b>923,476</b>	<b>866,354</b>	<b>1,162,396</b>	<b>915,530</b>
<b>Sand</b>	<b>265,220</b>	<b>375,638</b>	<b>493,128</b>	<b>413,040</b>	<b>411,165</b>	<b>500,055</b>	<b>391,638</b>
<b>Grain</b>	<b>249,999</b>	<b>237,331</b>	<b>259,745</b>	<b>289,728</b>	<b>314,849</b>	<b>366,154</b>	<b>270,330</b>
<b>Totals</b>	<b>83,254,653</b>	<b>85,737,884</b>	<b>83,728,611</b>	<b>90,003,895</b>	<b>70,044,110</b>	<b>81,785,901</b>	<b>82,553,831</b>

# Hamilton's port eyes year-round shipping into the harbour

By [Matthew Van Dongen](#) Spectator Reporter Tue., Feb. 22, 2022



Port authority says it can handle icebreaking challenges — but it needs federal help to keep the lift bridge operating in winter



# •Cleveland-Cliffs to indefinitely idle Blast Furnace No. 4, the last one left on Indiana Harbor's west side

[Joseph S. Pete](#) Feb 21, 2022 Updated Feb 22, 2022



**EAST CHICAGO —** Cleveland-Cliffs plans to indefinitely idle Blast Furnace No. 4 at the Indiana Harbor steel mill, the second blast furnace in East Chicago to be taken offline in the last three years in a major blow to and further erosion of integrated steelmaking in the Calumet Region.

Indiana Harbor had still operated five blast furnaces a little over a decade ago.

# **Seaway announces 2022 opening dates**

**The opening of the 2022 navigation season is scheduled to take place on the following dates and times:**

- Welland Canal: March 24, 2022 – 0800 hours (D.S.T.)**
- Montreal / Lake Ontario Section: March 22, 2022 – 0800 hours (D.S.T.)**

**Ship transits will be subject to weather and ice conditions. Restrictions may apply in some areas until lighted navigation aids have been installed.**

**Sault Ste. Marie Locks and Canals: Opening of the Sault Ste. Marie Locks (U.S.A.) is currently scheduled for March 25, 2022. Please note the Notice to Navigation Interests released by the U.S. Army Corps of Engineers for further information.**

# Welland Canal to open March 24

By [Dave Johnson](#) Tribune Reporter Tue., Feb. 22, 2022

**Port Colborne will welcome the first downbound vessel in the Welland Canal during a top hat ceremony late next month when the 2022 navigation season begins on the Great Lakes-St. Lawrence Seaway system.**



# **MEDIA ADVISORY - Official Opening of the Seaway: the first ship of the 2022 season will be sailing as of March 24th**

<b>WHAT:</b>	<b>Launch of the St. Lawrence Seaway's 64th Navigation Season (in-person event)</b>
<b>WHERE:</b>	<b>St. Catharines Museum &amp; Welland Canals Centre 1932 Welland Canals Parkway (at Lock 3)</b>
<b>WHEN:</b>	<b>Thursday, March 24, 2022, 10:00 a.m.</b>
<b>WHO:</b>	<ul style="list-style-type: none"><li>•Terence Bowles, President and Chief Executive Officer, The St. Lawrence Seaway Management Corporation</li><li>•Craig Middlebrook, Deputy Administrator, The Great Lakes St. Lawrence Seaway Development Corporation (United States)</li><li>•Louis Martel, President and Chief Executive Officer, CSL Group</li><li>•Jim Bradley - Chair, Niagara Region</li><li>•Walter Sendzik, Mayor of St-Catharines</li><li>•The Honourable Omar Alghabra, Minister of Transport, Government of Canada, who will be present virtually</li></ul>



# Resolve Marine Expands OPA 90 SMFF Emergency Towing Services In The Great Lakes [GCaptain](#)



Resolve Marine, a global leader in specialized marine services, emergency response, salvage, and recovery, today announced an exclusive agreement with The Great Lakes Towing Company (GLT) to provide OPA 90 Salvage and Marine Firefighting (SMFF) services in U.S. Coast Guard District 9. The joint arrangement, effective February 2022, ensures continuity of service for all Resolve Marine clients in Buffalo, Detroit, Lake Michigan, Sault Saint Marie, and Duluth COTPs. Ships with vessel response plans for the Great Lakes COTP zones that are not Resolve Marine clients can also be served under the agreement by contacting Resolve Marine.



# Port of Toronto Moves more than 2.2 Million Metric Tonnes of Cargo in 2021

NEWS PROVIDED BY [PortsToronto](#) Feb 23, 2022



**Imports of cement, steel, sugar and salt moving through the Port of Toronto in 2021 surpassed 2.2 million metric tonnes for the 5th consecutive year.**

**Overall, 190 cargo vessels visited the Port of Toronto in 2021, delivering a range of bulk, project and general cargo products totaling 2,295,815 metric tonnes – a four per cent increase from 2020.**

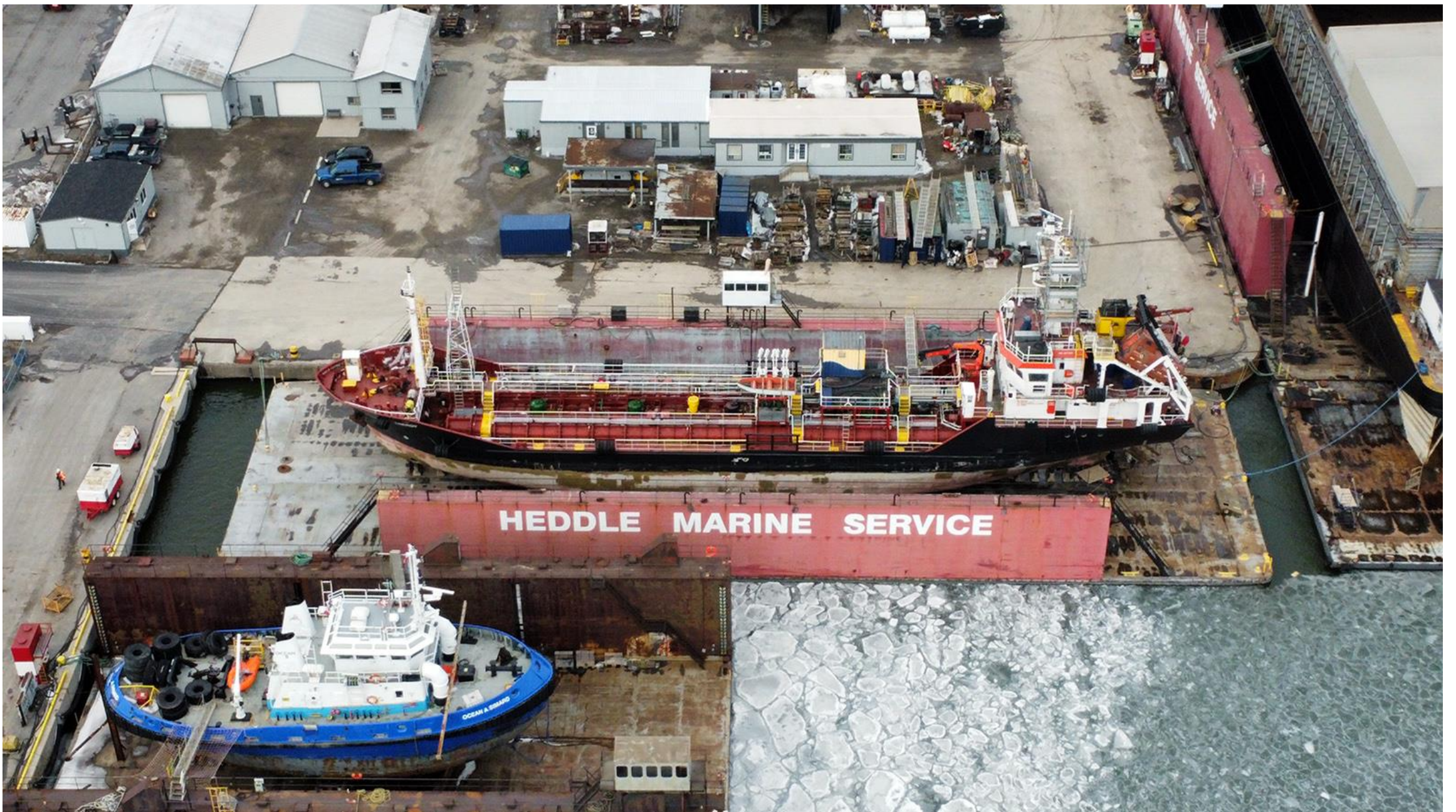




**Hamilton Harbor layup, from l-r, Rt. Hon. Paul J. Martin, Atlantic Huron, Spruceglen.**

Frank Zhu





**Sterling Energy (center) and Ocean A. Simard (bottom left) in Hamilton Harbour, Pier 14. March 1, 2022.**

Frank Zhu.



# **Canadian owner puts Duluth's Great Lakes Fleet up for sale**

**Duluth, MN – In an earnings call last month, Canadian National Railway shared a desire to sell off its Twin Ports-based Great Lakes Fleet of ore carriers. The Great Lakes Fleet of lake freighters features nine ore boats, including three 1,000-footers. Its base of operations is located in offices at the CN ore docks in Duluth.**

**A potential vessel sale process is progressing with some active bidders," said Helen Quirke, senior vice president and chief strategy officer. "But any transaction needs to be at a favorable value to us. Therefore, we are willing to continue to operate the vessels should a deal not be favorable to us."**

**The Great Lakes Fleet is operated under Key Lakes Inc., a workaround that allows the Canadian owner to apply its assets on the Great Lakes, between U.S. ports — from Minnesota ore mines to the country's blast furnaces and steel mills on the lower Great Lakes. The Jones Act prohibits foreign ships from delivering cargoes between American ports.**



**The Great Lakes Fleet is home to the popular Arthur M. Anderson, the last vessel to communicate with the Edmund Fitzgerald prior to its infamous sinking in 1975. Other vessels in the fleet include 1,000-footers Edgar B. Speer, Edwin H. Gott and Presque Isle, along with the John G. Munson, Cason J. Callaway, Philip R. Clarke and Great Republic.**

**A final vessel in the fleet, the Roger Blough, was badly damaged by fire in February 2021 during its winter layup in Sturgeon Bay, Wisconsin. CN did not illuminate the current status of Roger Blough. At the time of the fire, the Sturgeon Bay Fire Department reported an estimated \$20 million in damages to the \$100 million laker.**



The 767-foot Arthur M. Anderson appears anchored at the CN dock in 2017. The Anderson is one of the prized vessels of the Great Lakes Fleet of ships.

Steve Kuchera / File / Duluth News Tribune





By [Rod Burdick](#)

**Edwin H. Gott is one of thirteen 1000 foot vessels sailing the Great Lakes and is a product of Bay Shipbuilding and launched on July 19, 1978.. She was built with a short “shuttle” boom different from a traditional, long tubular boom. Her shuttle boom could move only 52 feet laterally over her side to discharge taconite into a hopper positioned close to dockside. Gary is one port with this feature along with Conneaut, Ohio, which became her secondary unloading.**

## **Surveys without attendance – taking it case-by-case** Nicola Good, LR

**The classification society has now undertaken several hundred remote surveys, says LR Chief Surveyor Iain Wilson, with the “people who understand the technology pushing for it and using it.”**

**At present, a remote survey, which LR defines as a survey without surveyor attendance, can be used for smaller tasks such as verifying a repair has been undertaken or ensuring minor damage has been rectified.**

**“A survey without attendance has benefits for both our customers and surveyors in the appropriate circumstances, however, safety must always be and remain the first consideration,” Brown insists. A common misunderstanding in maritime is that the use of drones can equate to a survey without attendance, which it does in respect of the surveyor but the use of unmanned aerial vehicles (UAVs) for example still requires a skilled technician on board to pilot the craft. Drones are part of the answer – but they are not the only answer, Wilson points out. While UAVs can be useful for accessing hard to reach areas of a vessel, the suitability of their use must be assessed on a case-by-case basis.**

**So, can the annual survey be conducted without attendance? “Not yet,” says Wilson. “The technology is evolving rapidly but given the current range and the scope of the annual survey, skilled surveyors are still required onboard. However, remote surveying can be very effectively used for specific parts of the survey and for the follow up on the original survey – verifying that minor repairs have been undertaken and validating deficiencies have been addressed,” he adds.**



**When are remote surveys used?**

**A remote survey may be appropriate when:**

- The vessel is at sea when damage is sustained
- The vessel is at a port, terminal or location where the services of a surveyor are not available
- The location is remote, and no other surveys are due
- A minor statutory finding relates to the verification of documentation or the replacement of spare parts
- A Condition of Class (COC) relates to the verification of documentation or the replacement of spare parts
- The outstanding documentation can be readily verified using electronic communication

**Circumstances under which LR would consider giving a remote survey:**

- Where new damage is sustained but it is not possible for a Surveyor to attend on board in the vessel's current location
- Deletion or revision of a Condition of Class of a minor nature
- Deletion/revision of a minor statutory finding
- Provision/update of documentation



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# SHIP SAFETY BULLETIN

Bulletin No.: 05/2022  
RDIMS No.: 17958536  
Date: 2022-03-01  
Y - M - D

We issue Ship Safety Bulletins for the marine community. Visit our Website at [www.tc.gc.ca/ssb-bsn](http://www.tc.gc.ca/ssb-bsn) to view existing bulletins and to sign up to receive e-mail notices of new ones.



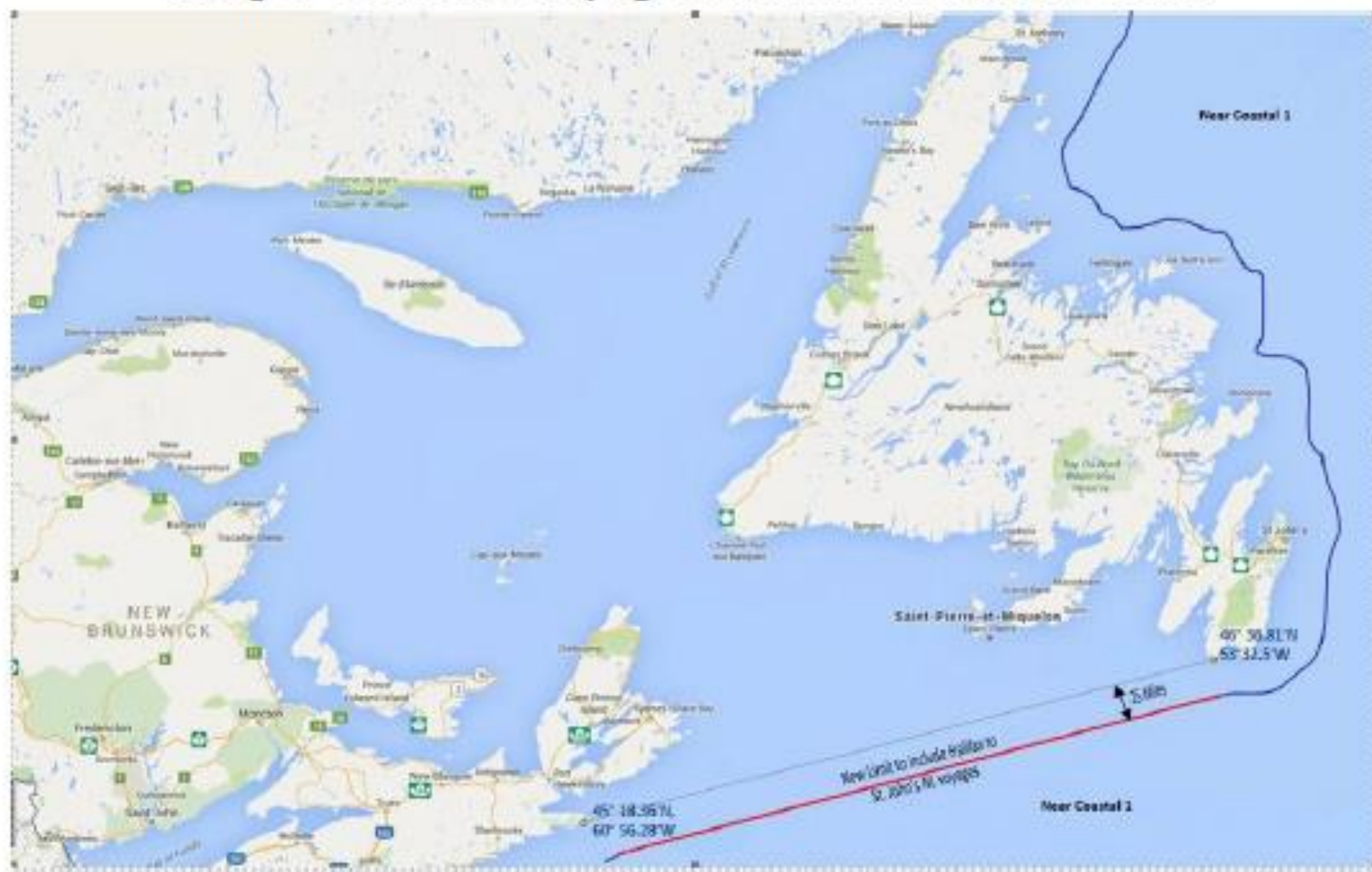
Sign up for  
e-Bulletin!

**Subject:**

**Implementation of extended certificate validity for marine medical certificates for voyages in domestic waters.**

This bulletin replaces Ship Safety Bulletin No. [25/2020](#)

**Map 1 - Domestic voyage limits on the Atlantic coast**



**Map 2 – Domestic voyage limits on the Pacific coast**





## *Purpose*

This bulletin informs seafarers of the terms and conditions regarding the two distinct periods of validity and expiry dates that will now appear on their Marine Medical Certificate (MMC). This bulletin clarifies and applies the policy decision to extend the period of validity of a Marine Medical Certificate (MMC) for seafarers who are masters and crew members of Canadian flagged vessels engaged on a voyage in domestic waters.

As of March 1, 2022, Transport Canada under section 278 of the [Marine Personnel Regulations](#) will issue MMCs with two distinct expiry dates.

These new MMCs will specify a date valid for use on voyages to which the Standards of Training, Certification, and Watchkeeping (STCW) Convention applies. This date is indicated as the “STCW expiry date”, which may be valid for up to *2 years from the date of the marine medical examination*.

These new MMCs will also specify a date valid for use on a voyage made within Canadian domestic waters. This date will be indicated on the document as the “domestic voyage expiry date”, which may be valid *for up to 5 years from the date of the marine medical examination* (see Annex).

## Annex

ASSESSMENT OF CANDIDATE – ÉVALUATION DU CANDIDAT				
The seafarer named in this document has been identified and examined by a designated Marine Medical Examiner and has been found to be free from any medical condition likely to be aggravated by service at sea or to render the seafarer unfit for such service or to endanger the health of other persons on board.				
<b>SAMPLE</b>				
Review of Minister's decision if required (see back of certificate) – Révision de la décision du ministre si nécessaire (voir le verso du certificat)				
<b>SAMPLE</b>	2022-01-10	2022-03-01	2024-01-10	2027-01-10
Seafarer's signature Signature du marin	Date of examination (yyyy-mm-dd) Date de l'examen (aaaa-mm-jj)	Date of issue (yyyy-mm-dd) Date de délivrance (aaaa-mm-jj)	STCW exp. date (yyyy-mm-dd) Date d'exp. STCW (aaaa-mm-jj)	Domestic voyage exp. date (yyyy-mm-dd) Date d'exp. navigation intérieure (aaaa-mm-jj)

# **Mari-Tech 2022 is Making Waves on Learning, Engagement and Networking**

**Mari-Tech 2022 Conference and Exhibition  
May 17-19, 2022  
Fallsvue Casino, Niagara Falls, ON.**

**Why should you participate in this in-person CIMarE/ SNAME co-hosted event with participants from both sides of the Canada/ US border and around the world?**

- Connect face-to-face with some of the most innovative and strategic minds in the profession.**
- Visit in-person with cutting-edge exhibitors and leading innovators on the Exhibition Floor.**
- Re-connect at the many unforgettable in-person networking opportunities – Opening Reception, Evening Event and Emerging Leaders Closing Reception.**

**Over twenty Technical Presentations have been confirmed with three keynotes and three panels**

**Concurrent Technical Sessions - 5B**

**5B – Interaction Between Ship at Berth and Passing Ship – Real Case Analysis by Simulation**

**Capt. Alain Richard, Laurentian Pilotage Authority**

Opening Keynote Presentation

*THE TALENT CRUNCH – CANADA'S OPPORTUNITY*

**Gina Pecore**, CEO, Genoa Design International

Concurrent Technical Sessions - 1A

**1A – Canada as World Leader in Polar Operations**

**Andrew Kendrick**, Vard Marine Inc.

Concurrent Technical Sessions - 1B

**1B – CTO**

**Christopher Wright & Shawn Balding**, Canal Marine & Industrial Inc

Concurrent Technical Sessions - 1C

**1C – Efficiency PACKS for Converting Waste Heat into Clean Electricity**

**Marcel Flipse**, Orcan Energy AG

Concurrent Technical Sessions - 2A

**2A – Hybrid & Electric Solutions for Ferries**

**Bruce Strupp**, ABB Marine & Ports

Concurrent Technical Sessions - 2B

**2B – The Victoria Class Submarines**

**Cameron Dalzell**, Babcock Canada

Concurrent Technical Sessions - 4C

**4C – Reducing Fuel Consumption for Tugboats**

**Charles Massicotte**, OpDAQ Systems

Concurrent Technical Sessions - 2C

**2C – Carbon Footprint Study on The Use of Shipboard Composite Piping Systems and Structural Components**

**Tricia Hill**, Fibreglass Solutions

Concurrent Technical Sessions - 3A

**3A – The Immersive/Digital Future of the Shipyard**

**Emily Smits**, Modest Tree

Concurrent Technical Sessions - 3B

**3B – Reducing the Carbon Footprint of Vessels with Variable Operational Profiles**

**Cody Lyster**, Babcock Canada

Concurrent Technical Sessions - 3C

**3C – AMUET Digital 4.0 IOT Platform for Manufacturing and Maintenance of Electrical Installations in Ships**

**Alain Lussier**, Solavitek Inc.

Concurrent Technical Sessions - 4A

**4A – Options for Electrification of Vessels and Supporting Infrastructure for the Great Lakes**

**Kamen Stoykov**, Vard Marine Inc.

Concurrent Technical Sessions - 4B

**4B – A Practical Approach to the Elusive Digital Twin for Marine**

**Trevor Small**, 3D Maritime



## Ernest Shackleton's Ship Endurance Discovered Deep Beneath Antarctic Ice

[Reuters](#)

The wreckage of polar explorer Ernest Shackleton's ship "Endurance," which was crushed by Antarctic ice and sank some 10,000 feet (3,000 m) to the ocean floor more than a century ago, has been found. The three-masted sailing ship was lost in November 1915 during Shackleton's failed attempt to make the first land crossing of Antarctica.



Despite being stranded on the ice, the 28-man crew of the "Endurance" made it back home alive and theirs is considered one of the great survival stories of human history.



# Island For Sale

## St. Marys River



Michigan's "Frying Pan Island," located near Detour in the Upper Peninsula, is on the market for \$580,000. (Photo by Greg MacMaster | Eagle Eye Drone Service)

# Own an entire Michigan island: 'Frying Pan Island' hits market for \$580K

Frying Pan Island, MI – Here's a rare opportunity for you to own an entire island. Michigan's "Frying Pan Island" has hit the market for \$580,000. The island is located just off the coast of DeTour Village in Lake Huron in the eastern Upper Peninsula about two miles upstream from the mouth of St. Mary's River.

The island itself is 3.42 acres, but according to the current owner, the purchase comes with 68 acres of bottomland ownership.

There used to be a lighthouse on the island which now stands in Sault Ste. Marie. The island is pretty much just filled with trees and a beach. "The beach is beautiful. It's nice and sandy. There's a little bit of rock, but it's really nice," added Anderson.

"Frying Pan Island is said to have gotten its name from Captain William Thorn, who reportedly was the first person to take a ship up the St. Marys River and into Lake Superior. According to [LightHouseFriends.com](http://LightHouseFriends.com), Captain Thorn went ashore and found a frying pan there and gave the island its name.

The island is basically an empty canvas for its next owner. "One of the current owners is a civil engineer, so he has pretty good knowledge of land. He says you could build a cottage or some cottages on there in a cluster development. You could also Airbnb it or I could even see a little camp on the island. With it only being a half a mile off the coast, if you did want to run electricity, it's feasible with a cable. Water and sewer could also be on the island."

# Canadian Marine Advisory Council // Conseil consultatif maritime canadien

Ad Hoc meeting of the  
Working Group on Pilotage Act  
Modernization Implementation

March 3, 2022



Transport Canada held an ad hoc meeting of the CMAC working group on *Pilotage Act* Modernization March 3. TC explained recent developments and changes to the schedule for implementation of new regulations made pursuant to the amended *Pilotage Act*.

TC explained that urgent amendments were needed to the various pilotage regulations to address a disconnect with the Pilotage Act. Since the fourth order in council, which among other things transferred the authority for issuing certificates to the Minister, initiated a one-year validity period for all licenses and certificates (ends June 9, 2022), the various regulations needed to be amended to replace the word 'Authority' with 'Minister'. This would align the Minister's authority with the Act.

To address this urgent issue, TC got special permission from the Treasury Board to go directly to Canada Gazette Part II given that the amendments would only be what is administratively essential.

The amendments will consolidate the four regional pilotage regulations under the General Pilotage Regulations with administrative amendments to align the Minister's authority with the Act. CG II is expected to be published June 8, 2022, but the regulations will come into force before that when the regulations are registered (estimated to be May 12 or 19th). TC will send out a notice as soon as they are registered.

TC will be emailing each certificate holder with a new certificate issued by the Minister. (The certificate holder does not have to apply for or request the renewal. The renewal date will be aligned with the holder's Certificate of Competency renewal date.

## Marine Pilotage Regulatory Strategy for 2022 / 2023 Tiered Approach

### Tier 1: Amending the General Pilotage Regulations

- Replaces the words “Authority” with “Minister” in existing regulations.
- OIC #4, which completed the amendments to the Pilotage Act, initiated a one-year validity period (ends June 9, 2022) for all pilot licences and pilotage certificates (approximately 770 in total).
- There exists a disconnect between the amended Pilotage Act and existing pilotage regulations regarding who has the authority to issue these documents.
- To ensure the continued flow of marine transportation, the four existing regional marine pilotage regulations will be consolidated under the General Pilotage Regulations with administrative amendments to align Minister's authority with the Act.
- CG II publication: June 8, 2022

### Tier 2: Marine Pilotage Regulations Modernization

- In addition, introduces integrated management systems and administrative monetary penalties
- Will help ensure national consistency and provide additional tools to pilotage authorities.
- Tier 2 will benefit from the consolidation made in Tier 1 plus it will be adding the requirements and modifications discussed during the consultation sessions of the last few years.
- CG I pre-publication: November 5, 2022
- CG II publication: early 2023

## General Pilotage Regulations

- Sections 2 to 9 (Medical):
  - No changes other than the word “Authority” is replaced by “Minister”.
- Section 10 (Navigational Qualifications):
  - No change other than the word “Authority” is replaced by “Minister”; and subsection 10(2) is repealed because it is outdated (it refers to applicants for a Great Lakes pilotage certificate before January 1, 2013).
- Sections 12 to 14 (Experience at sea; Form of licences and pilotage certificate; renewal of photographs):
  - No change other than the word “Authority” is replaced by “Minister”.
- Sections 15 to 29 (Procedure and Hearings):
  - Sections repealed since the Pilotage Act is now taking care of hearings.

## Atlantic Pilotage Authority Regulations

- Now becomes Part 2 / Division 1 of the General Pilotage Regulations.
- This division reproduces almost verbatim most of the provisions of the Atlantic Pilotage Authority Regulations. The main change is the word “Authority” that is replaced by “Minister”.

### Other changes to note:

- Section 16 (Conviction under the Act or the Criminal Code):
  - Will be amended to reflect changes of sections in the Criminal Code. There are references in two provisions of the pilotage regulations to sections of the Criminal Code which no longer exist.
- Section 21 (Fees for examinations, licences, pilotage certificates and waivers):
  - Will be repealed because pilotage authorities no longer have the power to issue licences and pilotage certificates.



# Laurentian Pilotage Authority Regulations

- Now becomes Part 2 / Division 2 of the General Pilotage Regulations.
- This division reproduces almost verbatim most of the provisions of the Laurentian Pilotage Authority Regulations. The main change is the word “Authority” that is replaced by “Minister”.

## **Other changes to note:**

- Section 21 (Documentation requirements for pilotage certificates):
  - Reference to paragraph 21(2)(b) of the Pilotage Act is being replaced by section 38.1(3) of the Pilotage Act, as amended.
- Section 24 (General Requirements for Applicants and Holders):
  - Reference to sections of the Criminal Code will be amended to reflect changes of the Criminal Code.
- Section 28(7)(b) (Assessment of competencies):
  - English version is now harmonized with French version
- Section 41 (Fees):
  - Will be repealed because pilotage authorities no longer have the power to issue pilot licences and pilotage certificates.

# Great Lakes Pilotage Authority Regulations

- Now becomes Part 2 / Division 3 of the General Pilotage Regulations.
- This division reproduces almost verbatim most of the provisions of the Great Lakes Pilotage Authority Regulations. The main change is the word “Authority” that is replaced by “Minister”.

Other changes to note:

- Section 4.5 (transitional exception):
  - Will be repealed because it is outdated. It applied to applicants until December 31, 2012.
- Section 12.1 (Application for a pilotage certificate before January 1, 2013):
  - Will be repealed because it is outdated. It applied to applicants only before January 1, 2013.
- Section 12.3 (Applicant for a pilotage certificate after December 31, 2012):
  - Will be amended to repeal wording related to “after December 31, 2012”.
- Section 15 (Fees):
  - Will be repealed because pilotage authorities no longer have the power to issue pilot licences and pilotage certificates.

# Great Lakes Pilotage Authority Regulations

- Section 16 (1) (Maintaining qualifications)
  - Will now say: "The holder of a licence must (...)" instead of "a licence expires unless its holder (...)"
- Section 16.1 (Maintaining qualifications)
  - Will now say: "The holder of a pilotage certificate must (...)" instead of "a pilotage certificate expires unless its holder (...)"



## Pacific Pilotage Regulations

- Now becomes Part 2 / Division 4 of the *General Pilotage Regulations*.
- This division reproduces almost verbatim most of the provisions of the *Pacific Pilotage Authority Regulations*. The main change is the word “Authority” that is replaced by “Minister”.

### Others changes to note:

- Section 4.1 (Familiarization Program)
  - In sub-paragraph 4.1(2) (a) reference to (4)(1)(a) to (d) is replaced by 4(1)(c) or 4(2)(a)
  - In sub-paragraph 4.1(2)(b) reference to 4(1)(b) to (d) is replaced by 4(2)(b) to (d)
- Section 7 (Requirements):
  - The word “holder” is replaced by “applicant”
- Section 24 (2) (Fees):
  - Will be repealed because pilotage authorities no longer have the power to issue licences and pilotage certificates.

# NOAA Unveils 2022 Hydrographic Survey Season Plans

February 14, 2022

## Great Lakes

*Western Lake Michigan* – This project is located in Western Lake Michigan, within the [Wisconsin Shipwreck Coast National Marine Sanctuary](#). Previous charting efforts within the proposed 680 square nautical mile project extent were of lead line and singlebeam echo sounders from the mid-twentieth century. The area has never before been surveyed using multibeam echosounder systems.

*Detroit River, Michigan* – This project includes the entire 28-mile river area between Lake St. Clair and Lake Erie. This river is a critical transportation route connecting various ports along the Great Lakes, handling approximately 1,500 transits or 80 million tons of cargo annually.

*Cleveland, Ohio* – This project will provide modern bathymetric data for the Cleveland area as well as the vicinity of South Bass Island and Presque Isle. Conducting a modern bathymetric survey in this area will identify hazards and changes to the seafloor, provide critical data for updating NOAA's nautical charting products, and improve maritime safety.



Courtesy | NOAA

**NOAA research vessel**

The National Oceanic & Atmospheric Administration (NOAA) research vessel Thomas Jefferson will conduct hydrographic surveys in Lake Erie in 2022.

1 / 23

Cleveland, OH – Parts of lakebed off Ohio and Pennsylvania haven't been surveyed since the 1940s and nautical charts that commercial ships rely on are long overdue for an update. Because of that, the National Oceanic and Atmospheric Administration (NOAA) is sending one of its four deep-water hydrographic survey ships, the Thomas Jefferson, into the Great Lakes for several months this year to sonar-map the lakebed under heavily trafficked areas. The mission marks the Jefferson's first visit to the Great Lakes, and the first visit from a NOAA survey ship since Lake Huron was mapped off Alpena in the early 1990s.

# **Algoma Central, Nova Marine add five vessels**

**St. Catharines, ON – Algoma Central Corporation and Nova Marine announced an increased investment in their global short sea shipping joint ventures, NovaAlgoma, by acquiring three cement carriers from KGJ Cement in Northern Europe and two handy-size bulk carriers from Swire Bulk Holdings Pte. Ltd. of Singapore. The vessels will be strong additions to NovaAlgoma's already diversified vessel portfolio, which includes cement carriers, mini-bulkers and handy-size bulk carriers.**

**"The three cement carriers will support increasing cement requirements and significant global infrastructure investments. The two handy-size vessels will be part of our active international sales and purchase vessel platform, which has delivered strong returns since 2018," concluded Mr. Ruhl.**

**"The cement carriers will supply additional capacity for NovaAlgoma Cement Carriers ("NACC") and provide tailored and flexible short sea logistics solutions for our customers in this market," said Vincenzo Romeo, Chief Executive Officer at Nova Marine.**

**The first of the three cement vessels, the NACC Providence, previously named the Glory Atlantic, was delivered in early February. At 446 feet in length, 83 feet in width, she will be too large for service west of Montreal. The second vessel will follow in early March and the third is expected to be delivered in late June. All three vessels will join the NACC fleet serving a growing list of clients around the world.**



**Handy size Bulker in Nova  
International Trade (right)  
M/V Sider Onda**



**NACC Argonaut – currently trading on  
Lakes (left)**



**SPECIAL MARINE SECURITY NOTIFICATION**  
**NOTIFICATION DE SÛRETÉ MARITIME EXTRAORDINAIRE**

No : #2022-001

**\*\* Le texte français suit l'anglais \*\***

**Issue: Canadian Sanctions Related to Russia**

*For immediate dissemination*

**Purpose**

The purpose of this special notification is to advise Canadian maritime security stakeholders and pilotage authorities of intended sanctions related to Russia that will be imposed under the [\*Special Economic Measures Act\*](#).

**Direction and Guidance**

These new sanctions will ban access to Canadian ports and internal waters by Russian registered or owned vessels of all types whatsoever.

Reference is made to the definition of “vessels” in section 2 of the Canada Shipping Act, 2001.

Exceptions will recognize the continuing need to safeguard human life, seafarer welfare, and for the purposes of navigational safety.

Update(s) to this notification will be provided as additional information becomes available.

# Canada bans Russian ships from St. Lawrence Seaway

News out of Canada will impact traffic on the St. Lawrence Seaway. On March 1, Transport Canada said that it will soon ban Russian ships and fishing vessels from entering Canadian ports and internal waters, including the Great Lakes and St. Lawrence Seaway. This was confirmed in an announcement from Canada's Minister of Transport Omar Alghabra, Minister of Foreign Affairs Mélanie Joly and Minister of Fisheries, Oceans, and the Canadian Coast Guard Joyce Murray.

According to the Canadian leaders, these actions are a part of ongoing coordination efforts among G7 partners following Russia's invasion of Ukraine. Canada also recently banned Russian aircraft to enter Canadian airspace on February 27. The leaders said this ban aims to "hold Russian leadership accountable for its escalating aggression."

"Russia must be held accountable for its aggression in Ukraine. Canada will continue to do what is necessary to respond," Minister of Transport Alghabra said in a press release. "Today, we are taking steps to close Canadian ports and internal waters to Russian-owned or registered ships. The Government of Canada condemns Russia's invasion of Ukraine, and we will continue to take action to stand with Ukraine."

This ban on Russian ships and fishing vessels is expected to take effect later this week through the Special Economic Measures Act.





# Lloyd's Register Withdraws Class Services to Russia

[Mike Schuler](#)

Lloyd's Register, one of the world's top ship classification societies, says it is withdrawing services to Russia. "Based on the latest legislative requirements taking effect in the United Kingdom, the European Union and United States, LR has confirmed that it will disengage from the provision of all services to Russian owned, controlled or managed assets or companies.





**Popular Toronto party boat is moving permanently to Soo, ON**

**Sault Ste Marie, ON – A major new addition to Sault Ste. Marie's waterfront is expected this summer. Two Sault businesspeople have signed an agreement to buy Miss Toronto, a popular party yacht that has served Toronto Harbourfront, Toronto Island and Lake Ontario for more than three decades. When the deal closes on April 16, the new owners of the 100-passenger boat will be Sheila Purvis (known locally for her involvement with Purvis Marine and Beavertails) and Jeff Dicorpo (from Northern Powertrain and Northern Superior Brewing).**



# **Manitoulin Island ferry damaged in Thunder Bay shipyard fire; Blaze originated in Chi-Cheemaun boiler room, cause under investigation**

Northern Ontario Business Staff



**The Chi-Cheemaun car ferry was damaged in a shipyard fire in Thunder Bay on March 12.**

**Thunder Bay Fire department responded to a 2:20 a.m. alarm to the Heddle shipyard where the 111-metre vessel was undergoing winter maintenance. A fire department news release said the fire originated inside the boiler room deep inside the ship.**





**Manistee scrap tow to depart Toledo on March 28**  
**A Facebook post by Marin Recycling Corp. owner Wayne Elliot reads as follows:**  
**Tow of vessel Manistee estimated to depart Toledo for Marine Recycling Corp., Port Colborne, ON, March 28, secure at wharf 17, then shift St Clair to the south slip. Then Manistee from 17 to MRC north slip where St Clair is now. We will be using one of Mckeil Marines Z drive tugs, approx 4,000 shp. Hope all complete by April 2. Manistee has been in long-term layup at Toledo since 13 Dec 2017.**

# Canadian and United States Coast Guards recommit to partnership on the Great Lakes in Environmental Response

NEWS PROVIDED BY  
[Canadian Coast Guard](#)  
Mar 14, 2022, 17:52 ET



Canadian Coast Guard Central Region Assistant Commissioner Marc-André Meunier was joined by Rear Admiral Michael Johnston, Ninth District Commander of the United States Coast Guard for an updated signing of the CANUSLAK agreement between the two coast guards. The CANUSLAK agreement is an operational annex between Canada and the United States, established to ensure coordinated planning, preparedness, and response to any pollution incidents in shared waters on the Great Lakes and connecting waterways between. It allows both coast guards to work together efficiently to mitigate any potential pollution impacts on the environment.





# Russia's war on Ukraine could impact the Port of Thunder Bay

TBnewsWatch.com Staff

**THUNDER BAY —** The disruption of global grain and potash shipments caused by Russia's assault on Ukraine may have an impact on operations in the Port of Thunder Bay. Together, the two countries account for nearly 30 per cent of wheat exports. Ukraine's government last week announced a ban on all grain exports in order to protect supplies at home.

"Right now we're moving last year's harvest, which we call the carryover from the prior year. It was a poor harvest – the worst in about 14 years – so it's lower than usual. There isn't the capacity, initially, to make up for any shortfalls with western Canadian wheat," Heney said in an interview Tuesday

However, Thunder Bay could benefit sooner from an increase in potash shipments from Saskatchewan. Heney said "Russia and Ukraine are big potash exporters, as is Canada, so we may see increased shipments of that to make up for some of the shortfall in European markets." Potash comes to Thunder Bay on unit trains, and is loaded directly onto ships. More than 900 people work in port-related jobs in Thunder Bay with an economic impact of about \$370 million.



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

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SEAWAY NOTICE NO. 14 - 2022

**NEW PROCESS FOR SHIPS REQUIRING TIE-UP SERVICE AT APPROACH WALLS**

Effective this navigation season, the SLSMC will no longer offer subscriptions for tie-up services at the approach walls. Ships will be required to establish their tie-up strategy for approach walls and confirm their strategy with the SLSMC prior to entry into the Seaway :

- Use of landing booms to secure the ship;
- Contract in place for tie-up with a 3<sup>rd</sup> party service provider; or
- Use of SLSMC personnel for provision of tie-up service which will be done on a best effort and fee for service basis
  - For SLSMC tie-up service, 2 SLSMC personnel will secure a maximum of 4 soft lines to tie up the ship
  - Tie-up service does not include a “let go” service

Ships anticipating the use of a 3<sup>rd</sup> party service provider shall make arrangements in advance of their arrival into the Seaway. Prior to delivery of service, the 3<sup>rd</sup> party service provider will be required to obtain:

- Appropriate SLSMC security clearance
- Safety orientation
- Security orientation

Please contact the regional security team to make arrangements for the appropriate security clearance, safety and security orientation:

- Maisonneuve : [surete@seaway.ca](mailto:surete@seaway.ca)
- Niagara: [security@seaway.ca](mailto:security@seaway.ca)





The Spar, formerly homeported in Alaska, is headed to Lake Superior in the spring of 2022. Photo courtesy of the U.S. Coast Guard.

## **Canada eyes 'green steel' as way to catch up on cutting carbon emissions**

**Ontario's steel industry is aiming for a dramatic reduction in its greenhouse gas emissions. The three biggest industrial emitters of CO2 in Ontario are all steel plants. Steel production alone accounts for more than 40 per cent of all industrial greenhouse gas (GHG) emissions in the province, more than the refinery, forestry, mining and chemical sectors combined.**

**Funding of nearly \$2 billion from provincial and federal taxpayers — to convert Ontario's steel plants to using lower-carbon sources of energy.**

**The plan is to convert Dofasco's coal-fired blast furnaces to electric-powered systems by 2028.**

**The province and the feds are also backstopping another coal-to-electricity conversion project at Algoma Steel in the Soo, number two on Ontario's list of biggest industrial greenhouse gas emitters. The projects will reduce the two steel plants' combined annual CO2 emissions by 6 megatonnes.**

**Steel production is carbon-intensive because the blast furnaces used in the smelting process are fuelled by coal and coke (metallurgical coal). Since Ontario's electricity generating system is more than 90 per cent free of CO2 emissions, converting the steel plants' coal-fired blast furnaces to electric arc furnaces will substantially reduce the carbon emissions. "We will fundamentally change the way we make steel," said Ron Bedard, president and CEO of ArcelorMittal Dofasco.**

**"We will decommission our coal plants and our blast furnaces. Coal will not be used in our future processes here at Dofasco."**

**CBC**



# GREAT LAKES SURFACE ENVIRONMENTAL ANALYSIS (GLSEA)



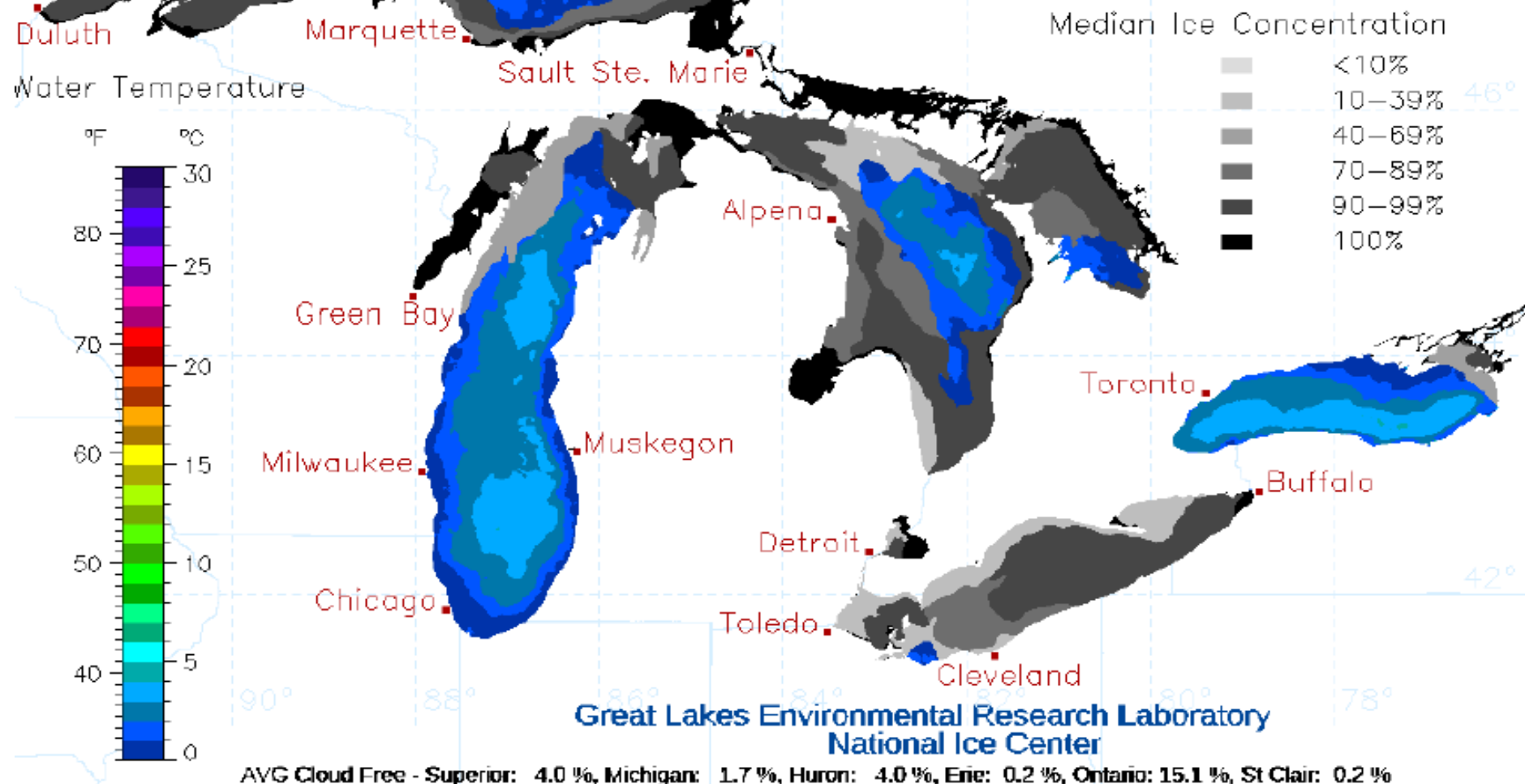
Analysis Date: JD 063 03/04/2022

Percent Pixels with Data within +/-10 Days: 57.2%

Date of last ice analysis: 3/4/2022

NOAA CoastWatch

Great Lakes Total Ice Cover: 49.2%



# GREAT LAKES SURFACE ENVIRONMENTAL ANALYSIS (GLSEA)



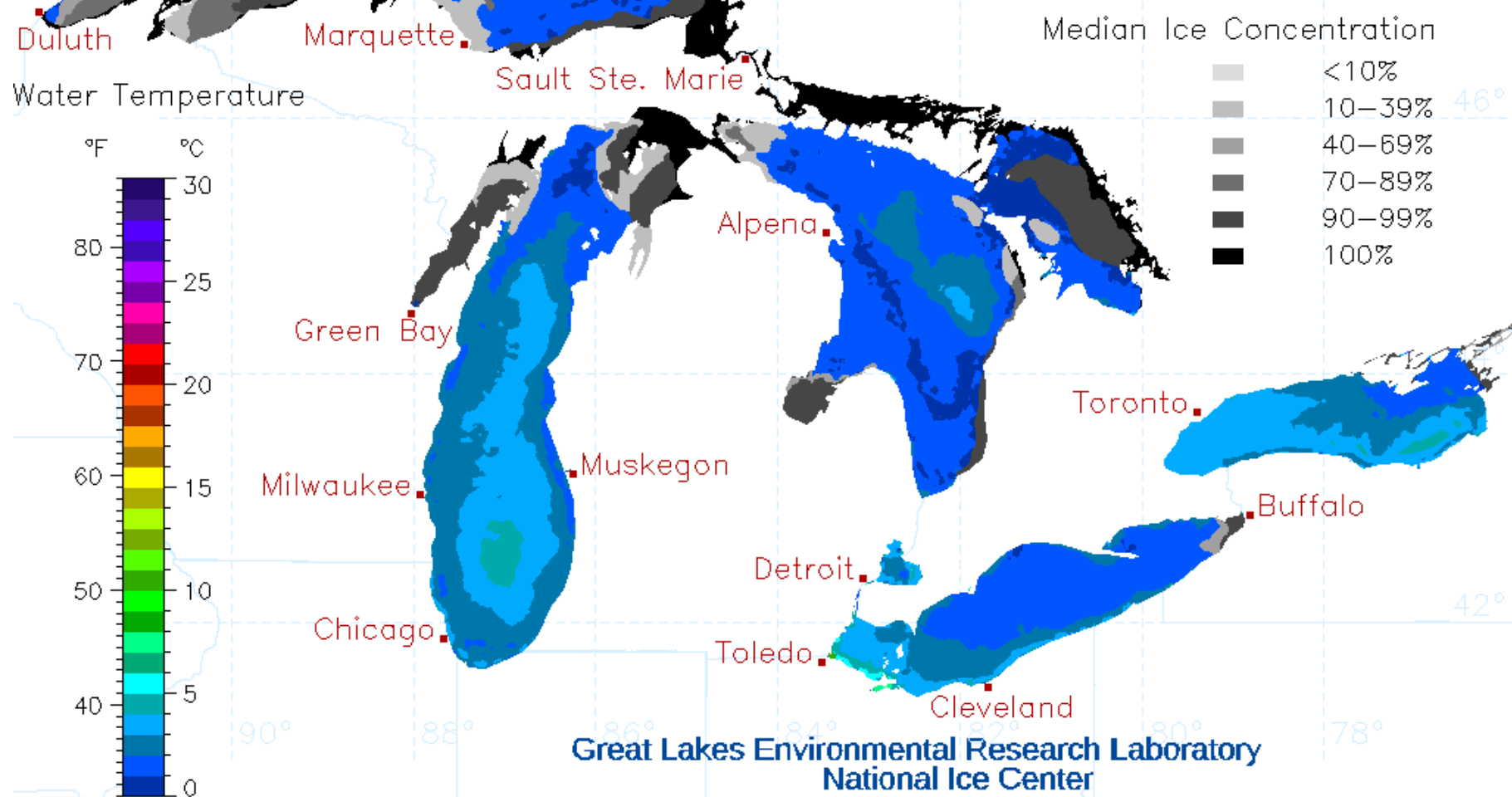
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Date of last ice analysis: 3/21/2022

NOAA CoastWatch

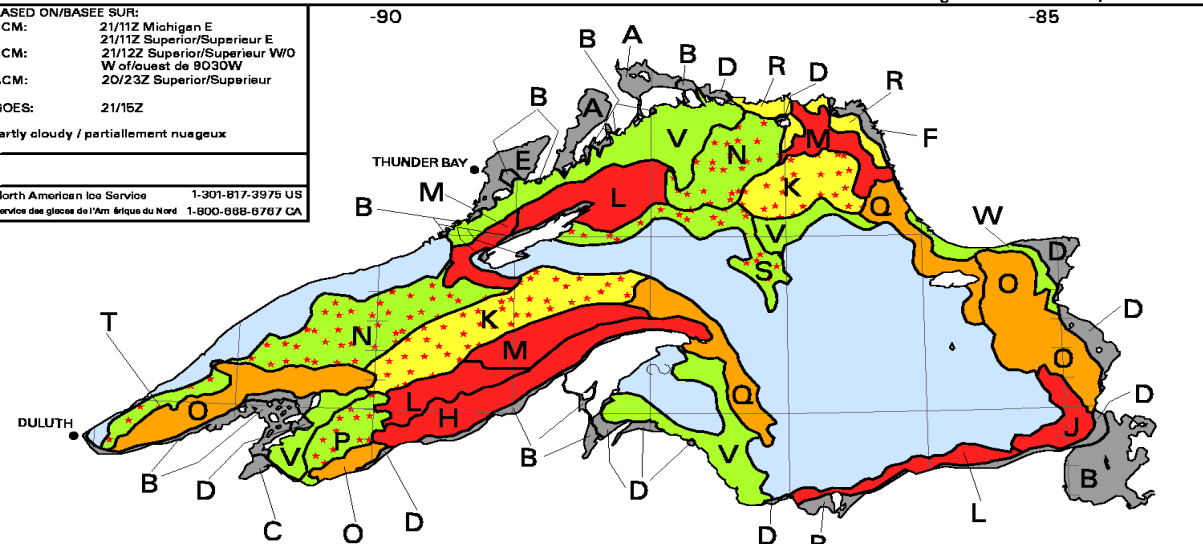
Great Lakes Total Ice Cover: 27.2%



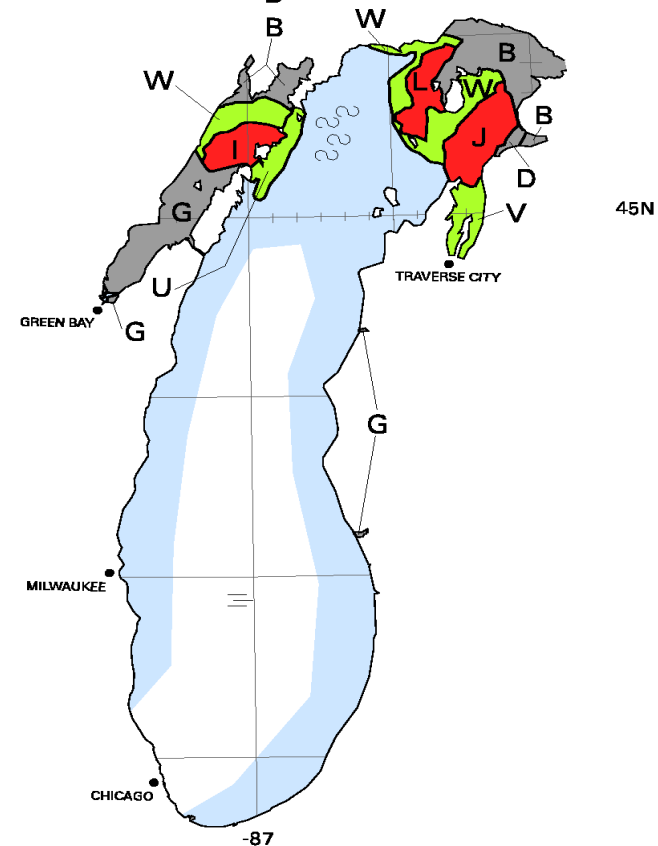
AVG Cloud Free - Superior: 0.4 %, Michigan: 11.9 %, Huron: 10.5 %, Erie: 25.3 %, Ontario: 39.1 %, St Clair: 5.8 %

BASED ON/BASEE SUR:  
RCM: 21/11Z Michigan E  
21/11Z Superior/Superieur E  
RCM: 21/12Z Superior/Superieur W/O  
W of/ouest de 9030W  
RCM: 20/23Z Superior/Superieur  
GOES: 21/15Z  
Partly cloudy / partiellement nuageux

North American Ice Service 1-800-817-3975 US  
Service des glaces de l'Amérique du Nord 1-800-888-9767 CA



A 10 1 8	B 10 7 8	C 10 5 5 1 7 5 8	D 10 5 5 7 5 5 8
E 10 2 8 1 7 5 8	F 10 2 8 7 5 5 8	G 9+ 7 8	H 9+ 5 5 7 5 5 4
I 9 7 5	J 9 5 4 7 5 5 4	K 9 5 4 7 5 4 3	L 9 4 5 7 5 5 4
M 9 2 7 7 5 5 4	N 9 2 7 5 4 4 3	O 8 5 3 7 5 5 4	P 8 2 6 7 5 4 3
Q 7 2 5 7 5 5 4	R 5 2 3 7 5 5 4	S 5 2 3 7 5 5 4	T 4 2 2 7 5 4 3
U 2 7 5	V 2 1 1 7 5 ~9+	W 1 7 ~9+	

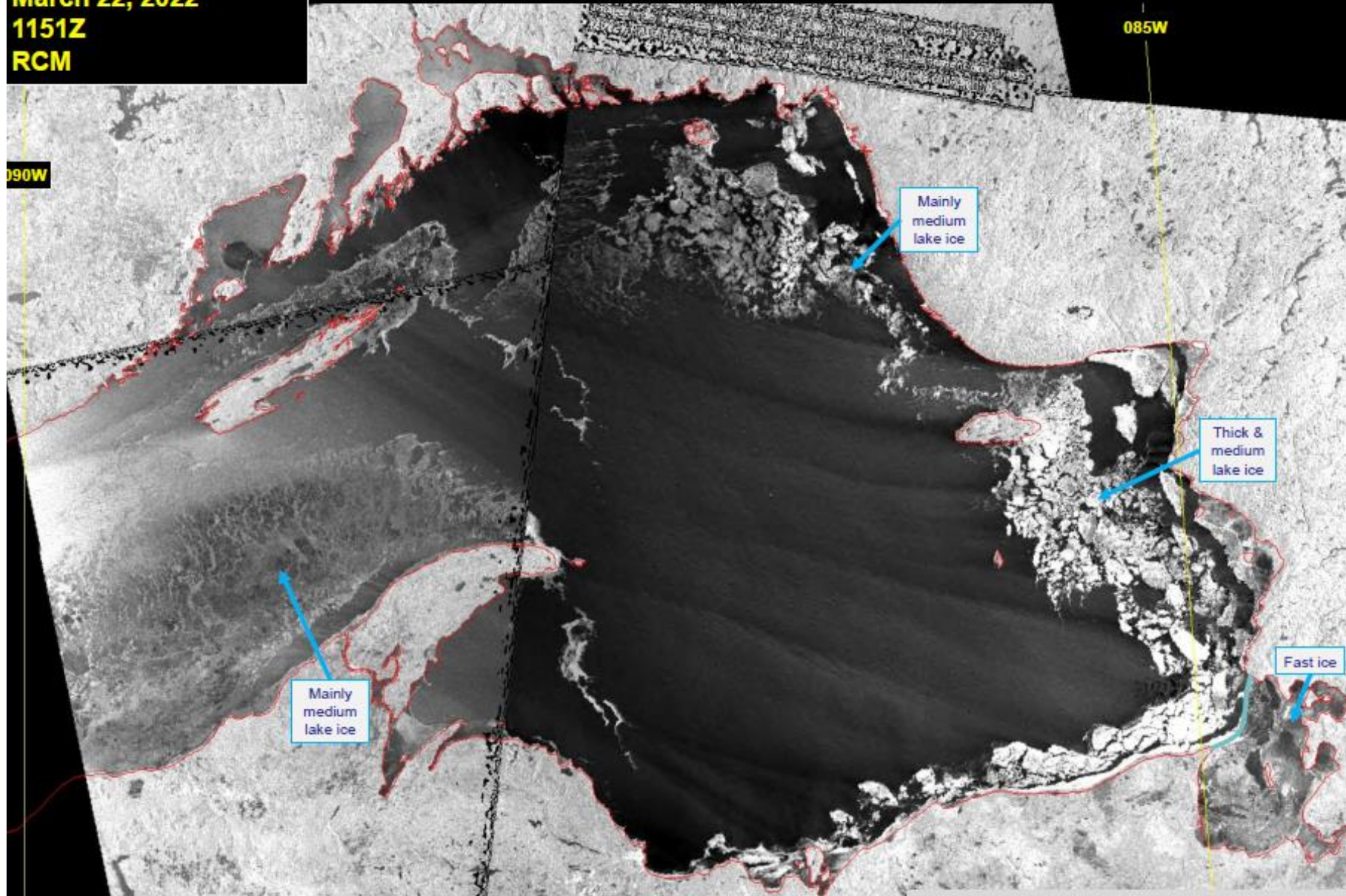


**Lake Superior**  
**March 20, 2022**  
**1538Z**  
**Sentinel 3**





**Eastern Lake Superior**  
**March 22, 2022**  
**1151Z**  
**RCM**



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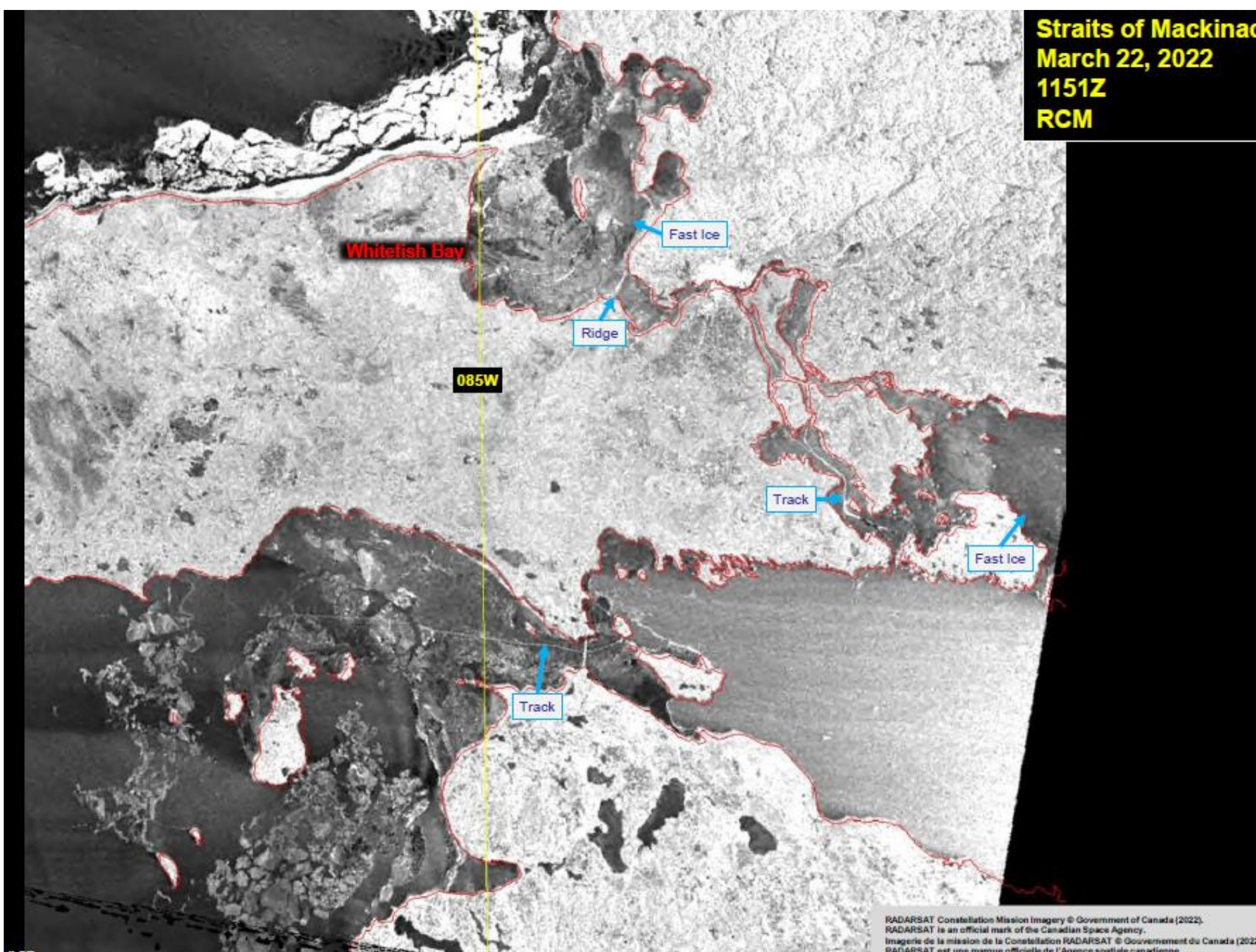


Duluth  
March 20, 2022  
1630Z  
Sentinel 2



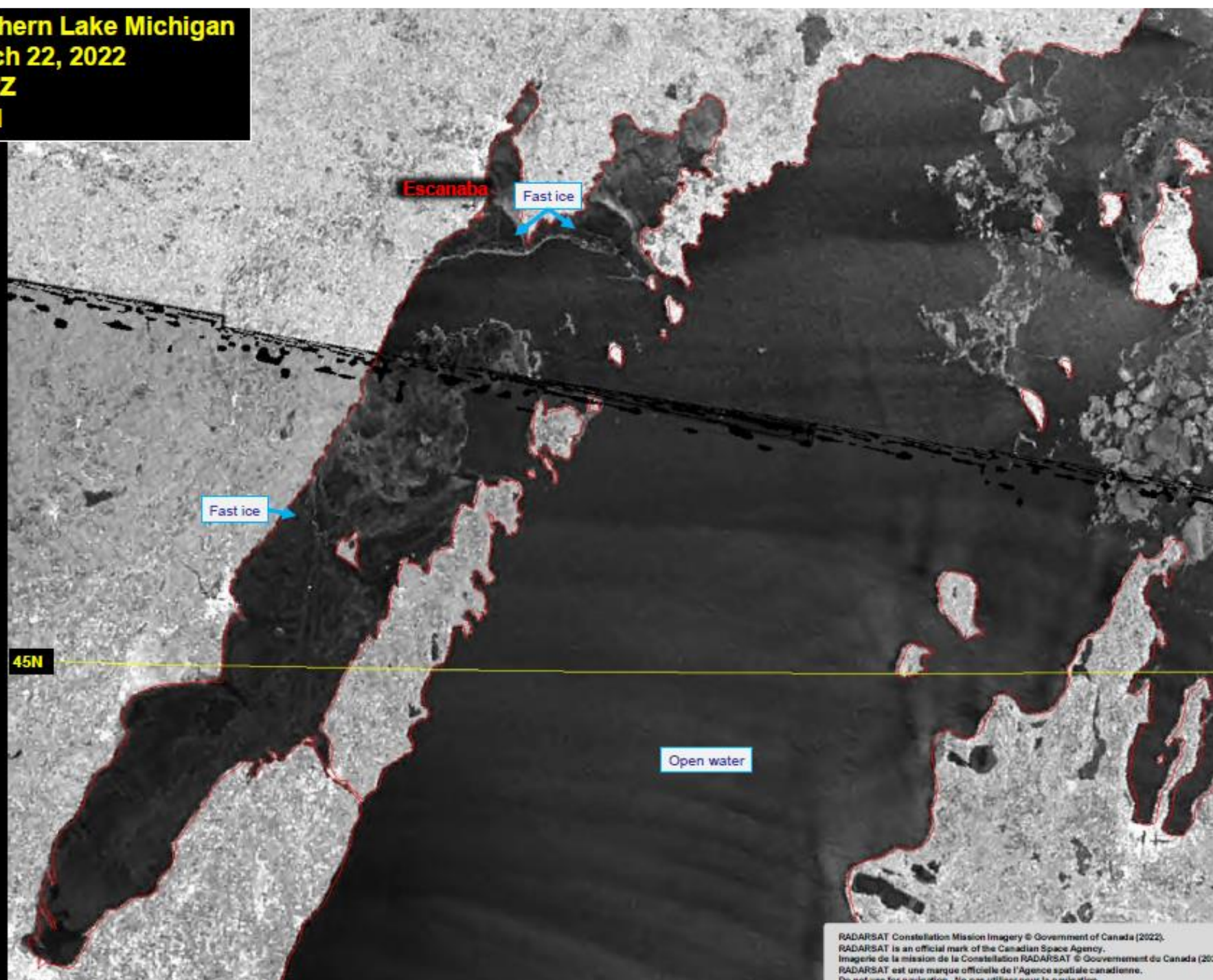


**Straits of Mackinac**  
**March 22, 2022**  
**1151Z**  
**RCM**





Northern Lake Michigan  
March 22, 2022  
1152Z  
RCM



45N

Open water

Escanaba

Fast ice

Fast ice

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**Mud Lake Looking NW**  
**20-03-2022**





# Neebish Channel W Looking North 20-03-2022

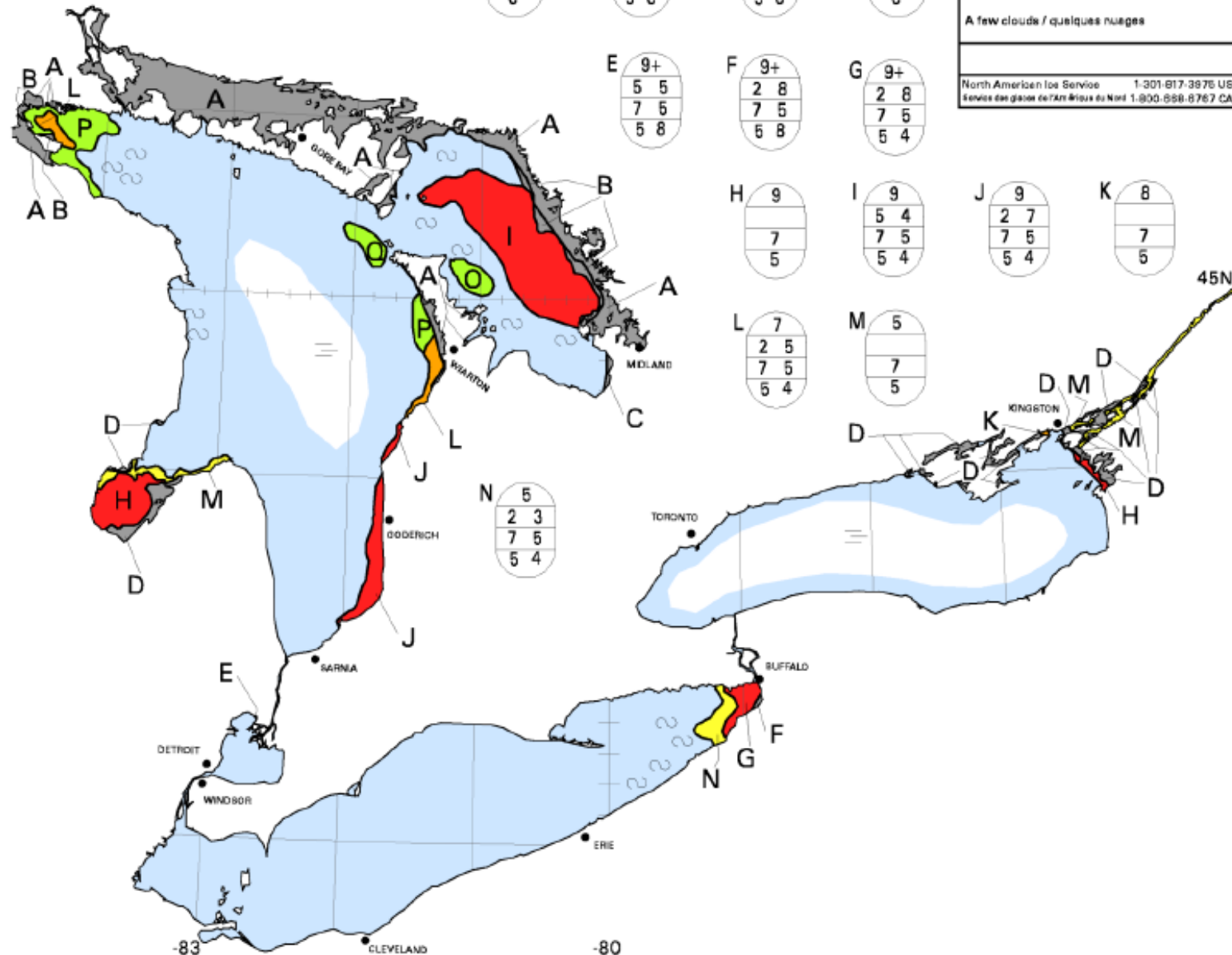
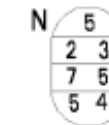
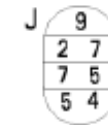
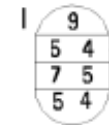
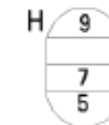
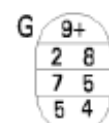
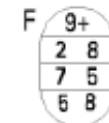
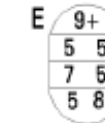
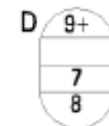
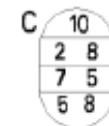
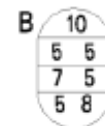
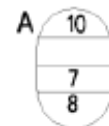
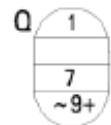
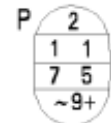
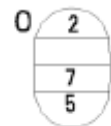




**Ile Parisienne Looking NW**  
**20-03-2022**



-83



-83

-80

BASED ON/BASÉ SUR:  
RCM: 21/11Z Ontario E  
21/11Z Huron W/O  
GOES: 21/15Z

A few clouds / quelques nuages

North American Ice Service 1-301-817-3976 US  
Service des glaces de l'Amérique du Nord 1-800-558-6767 CA

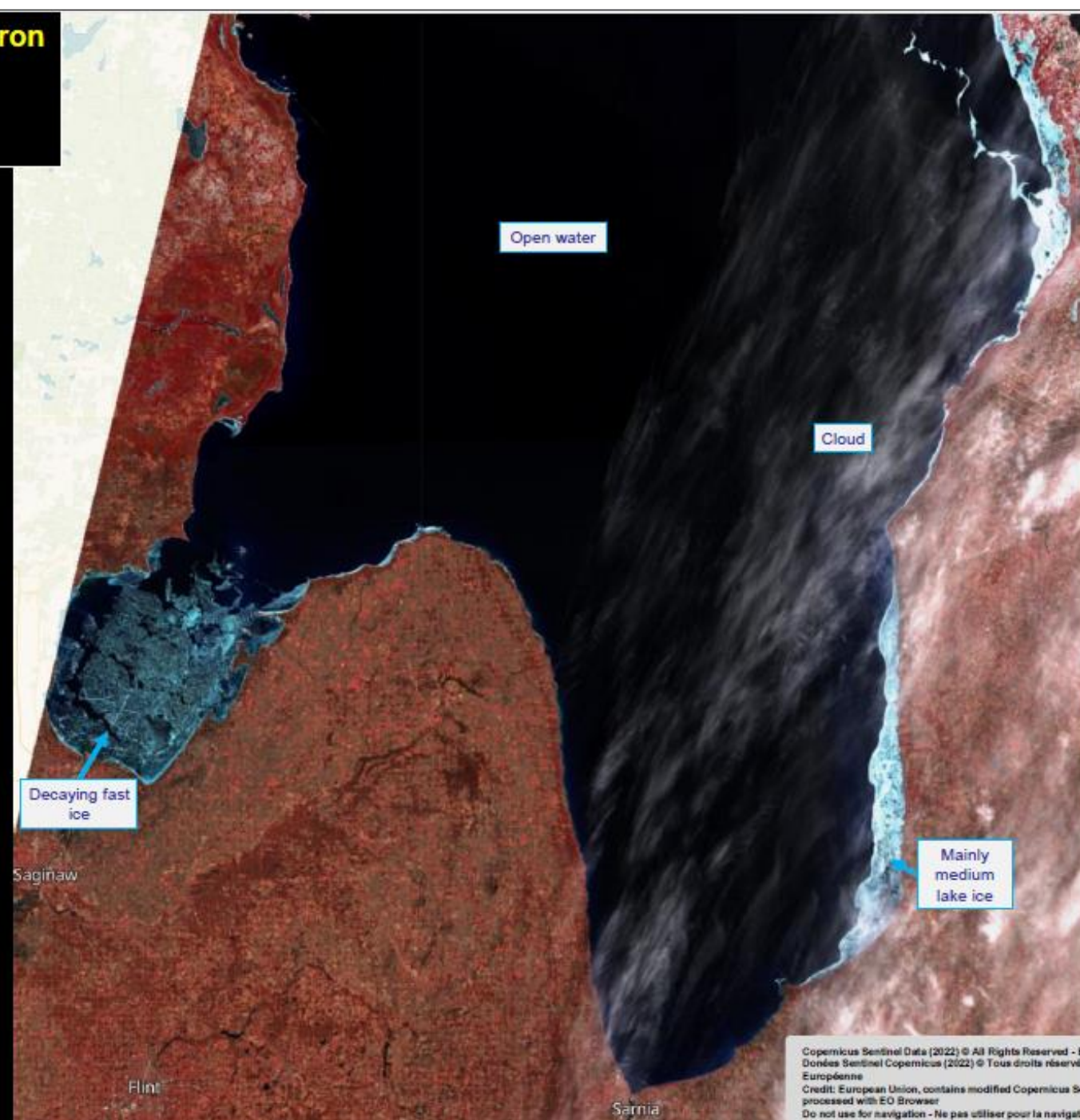


Georgian Bay  
March 20, 2022  
1630Z  
Sentinel 2



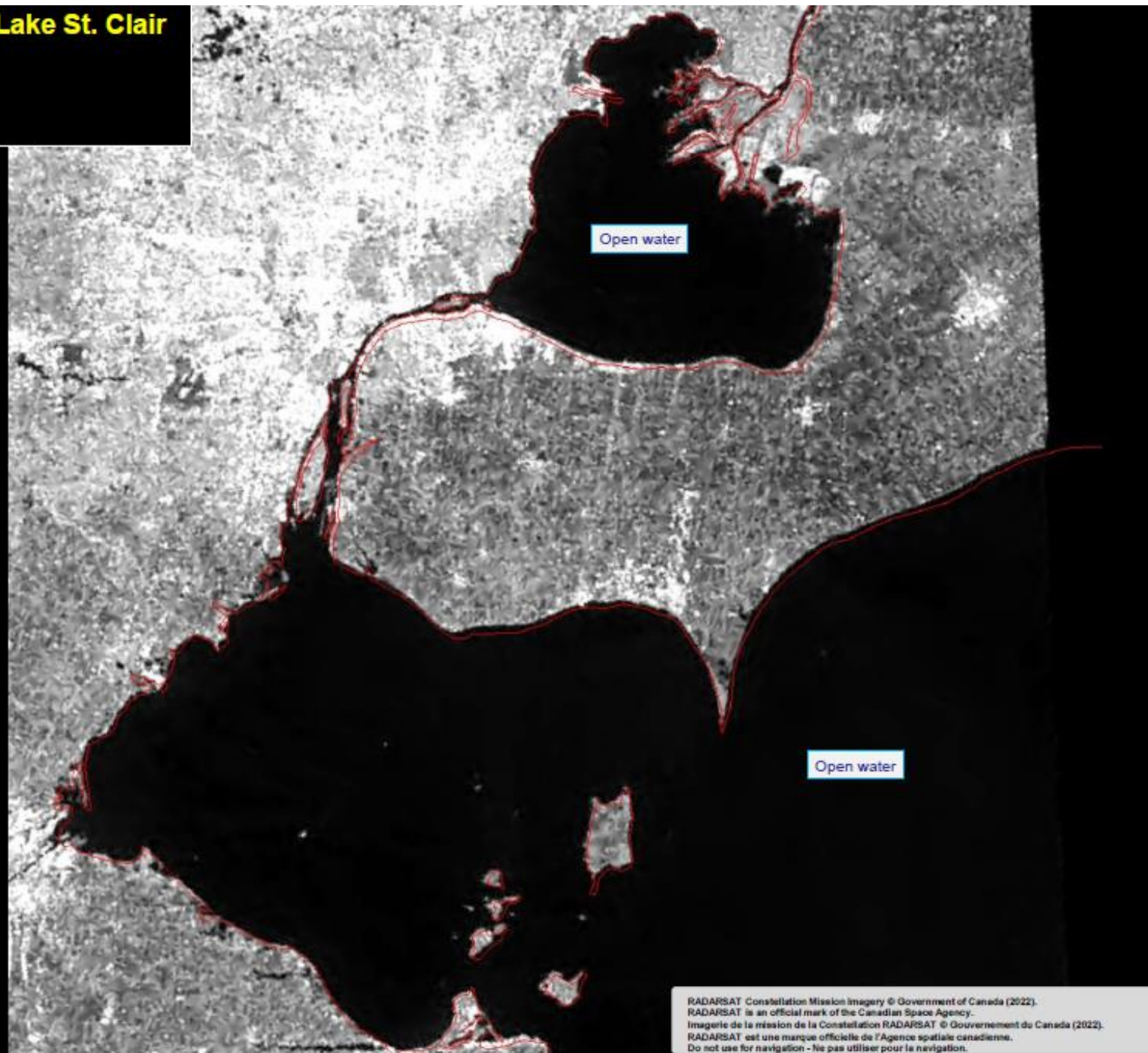


**Southern Lake Huron**  
**March 20, 2022**  
**1630Z**  
**Sentinel 2**



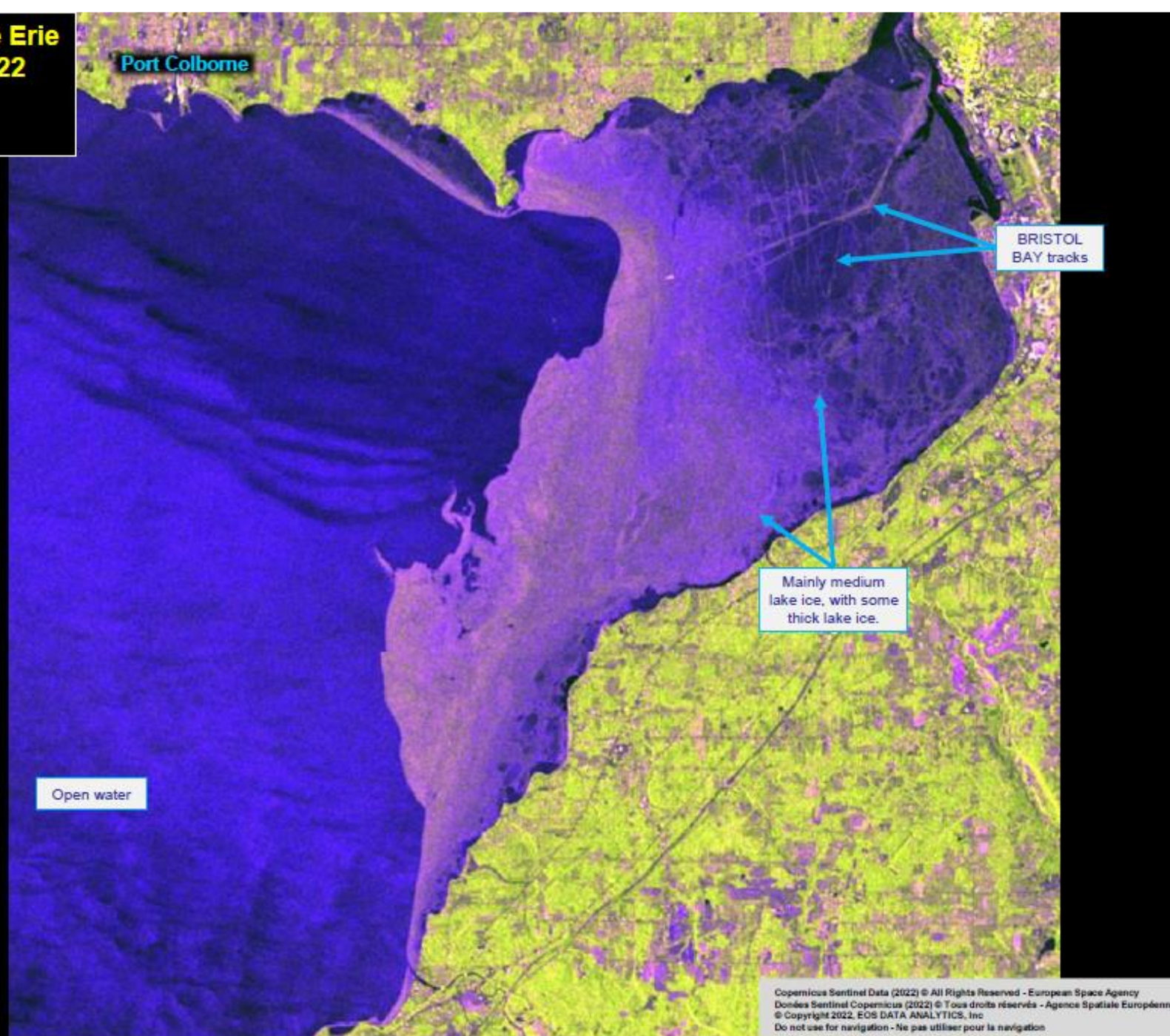
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Européenne  
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**Western Basin & Lake St. Clair**  
**March 20, 2022**  
**2331Z**  
**RCM**





Eastern Lake Erie  
March 21, 2022  
2308Z  
Sentinel 1





Eastern Lake Ontario  
March 22, 2022  
1120Z  
RCM



**Cape Vincent**  
**21-03-2022**





Fast ice

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**MLO – Lake St. Francis**  
**March 21, 2022**  
**1651Z**  
**Sentinel 2**



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# Ship Activities / Activités des navires



Navire / Ship	Dernier 24H / Past 24H	Présent 24H / Present 24H	Prochain 24H / Next 24H
CCGS Griffon	Straits of Mackinac for icebreaking ops	St Marys River for icebreaking ops	St Marys River for icebreaking ops
CCGS Samuel Risley	St. Marys River on standby and departed for Thunder Bay	Lake Superior en route to Thunder Bay	Thunder Bay for harbour breakout
CCGS Des Groseilliers	Saguenay River for icebreaking ops	Grande-Anse for crew change	Saguenay River for icebreaking ops
CG Helo	Sault Ste Marie for ice flights in the area	Sault Ste Marie flight to Thunder Bay	Thunder Bay ice recon