

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

**May 2026**



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

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

**May 2026**

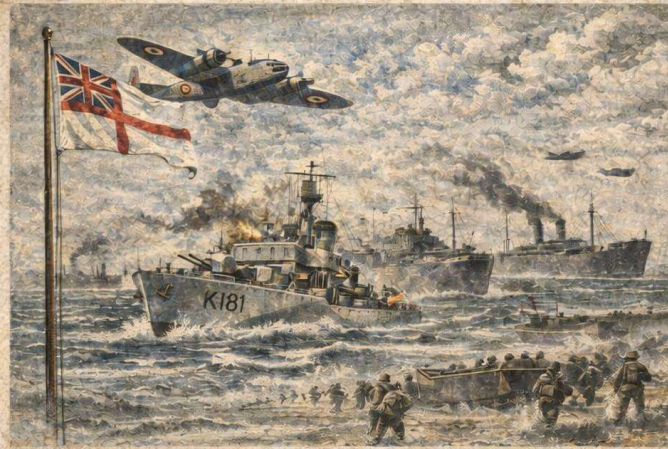


**Great Lakes cruises  
projected to bring  
in 23K passengers,  
\$300M in  
economic impact  
in 2026**

**Viking Polaris...first cruise ship into the Great Lakes for 2026**

Craig McCormick

Join us for a waterside  
**COMMEMORATION  
SERVICE**



In recognition of the  
**BATTLE of THE ATLANTIC**

Sunday, May 3, 2026 – 1:00 PM  
70 West St in Port Colborne.

THE CANADIAN NAVAL ASSOCIATION-NIAGARA REGION IS HOLDING A  
WATERSIDE SERVICE TO HONOUR AND COMMEMORATE THE SACRIFICES  
OF THE MEN AND WOMEN OF THE ROYAL CANADIAN NAVY, THE  
CANADIAN MERCHANT NAVY, AND THE ROYAL CANADIAN AIR FORCE  
DURING THE BATTLE OF THE ATLANTIC.



[rcnaniagararegion@gmail.com](mailto:rcnaniagararegion@gmail.com)  
[www.rcnaniagara.com](http://www.rcnaniagara.com)



**Ceremony with CSL's Frontenac in the background. [CSL] LOWER: Canada Steamship Lines ship Magog, left, was sunk by a German U-boat in the Atlantic Ocean on July 5, 1940, while the Waterloo was bombed and sunk by a German air force plane off England's east coast on July 10, 1940. [Marine Historical Society of Detroit]**

**Associated with Port Colborne is the fact that the merchant marine was made up of some of the lakers that plied the Great Lakes. They were pressed into service for ocean-going service out in the North Atlantic. Those crew members came from within the Niagara region. "Some of the shipping companies that lost ships and crew are well known: Canada Steamship Lines (CSL), Great Lakes Carriers, Gulf Lake Navigation, Imperial Oil, Paterson Steamships and Upper Lakes Shipping, representing 31 ships and 245 personnel, mostly from Niagara.**

## **On its website, CSL has pages devoted to its vessels used in the First and Second World Wars.**



CANADA STEAMSHIP LINES

The company, which was 26 years old in 1939, contributed 15 freighters, often called canallers, to the war effort on saltwater, approximately a quarter of its entire fleet of cargo ships. The post said all of the donated vessels were small — each only about 75 metres long — because they were designed to transit the small canals that predated those of the St. Lawrence Seaway. The Battle of the Atlantic was the longest military operation of the Second World War. CSL said the majority of its canallers requisitioned during the conflict were used in British coastal waters, where they replaced larger ships that moved to longer routes.

Thousands of kilometres away, at least three CSL canallers were assigned a different task, no less crucial, carrying bauxite, used to make aluminum for planes, from mines in northeastern South America to a trans-shipment center in the Caribbean Sea. The bauxite run proved to be very dangerous for the canallers; two of the CSL ships in the trade were sunk by German subs, the same number as the company's losses to enemy action off the British and Irish coasts.

The company's other war loss occurred during the first naval conflict in Canadian waters since the War of 1812, the little-known Battle of the St. Lawrence. That name referenced two crucially important waterways — the lower St. Lawrence River and the Gulf of St. Lawrence — where, according to the Canadian Military Journal, German submarines torpedoed 21 merchant ships and five warships between 1942 and 1944. Of the 10 CSL canallers that survived the war, four — Anticosti, Granby, Knowlton, Oxford — participated in the Normandy invasion. Neither these ships nor any other survivors returned to the CSL fleet.



## **Grey Bruce Explorer & Beyond**

**Reflecting 3/3  
April 21, 2026**

**Owen Sound  
Harbour**



## **Canadian Coast Guard**

**Big step forward for our future fleet!**

**The Mid Shore Multi Mission Vessels project is now in the design phase, bringing up to six new vessels closer to operation for supporting science, hydrography, aids to navigation, and search and rescue, including in shallow waters where larger ships can't operate.**

# Shipping Federation of Canada Annual Conference

## Outlook for International Shipping

May 14 | Montreal - St. James Club (1145 Union Avenue)

### Programme

- 2:00** Opening of Conference and Welcoming Remarks
- 2:05** **The Big Picture** | Trade, Tariffs and Politics
  - > **Pascal Chan**, Vice President, Strategic Policy & Supply Chains, Canadian Chamber of Commerce
- 2:50** **Navigating the Storm** | A Liner Shipping Perspective
  - > **Lars Jensen**, CEO, Vespucci Maritime
- 3:35** Health Break
- 3:45** **Canada's Trade Agenda** | Leveraging International Shipping's Role
  - > **Sara Colburne**, Senior Advisor, Sandstone Group
- 4:30** **Closing the Data Gap**
  - > Overview of the Shipping Federation's Trade Analysis of Canada's International Marine Cargo Flows
- 4:55** Wrap-up and Closing Remarks
- 5:00** Cocktail Reception

### Thank You to Our Sponsors!



CANADIAN MARINE PILOTS ASSOCIATION  
ASSOCIATION DES PILOTES MARITIMES DU CANADA



Media



shipfed.ca

Shipping  
Federation  
of Canada

## **US laker operators' body asks Trump's trade chief for fees on foreign-built ships**

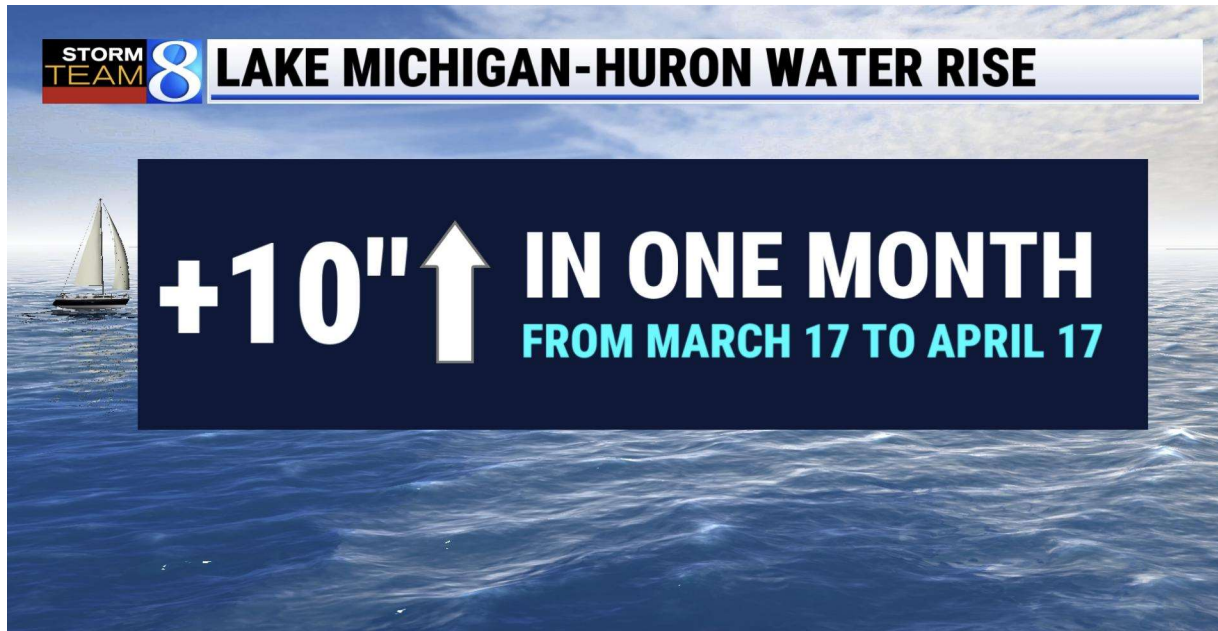
### **Trade group targets Canadian rivals' foreign-built ships on Great Lakes**

**The Lake Carriers' Association made the proposal, which primarily targets Canadian rivals' foreign-built ships, as part of probes by US trade representative Jamieson Greer into the manufacturing sectors of several nations.**

**The Lakes Carriers' Association cited concerns that China's manufacturing of ships affects bilateral trade between the US and Canada and the fleet of domestic vessels that operates in the waterway system linking the two countries.**

**The group, whose members operate 43 US-flag ships in the Great Lakes, is concerned that their American-built vessels are being hurt by Chinese-built lakers.**

**In a letter to Greer, group president James Weakley proposed that a tariff on foreign-built lakers should be deposited in a fund to reduce the cost of building and maintaining American-made vessels.**



## Lake Michigan-Huron Rise Significantly After Wettest Start to April on Record

April 21, 2026

A surplus of rain from March through the first half of April has significantly boosted Lake Michigan-Huron ahead of the summer season. Over the last month, most locations in West Michigan have received 200 to 300% of normal precipitation. What's more, this is officially the wettest start to the year on record up to April 18.

Current forecasts project a continued climb for all five Great Lakes into the middle of May. Lake Michigan-Huron is expected to rise three inches, with Superior rising four inches, Erie rising four inches, and Ontario rising five inches.

WOOD-TV



## **Former Pelee Island ferry Jiimaan listed for sale by Ontario government**

**A former ferry that once carried thousands of passengers to and from Pelee Island is now up for sale. The Ontario government has listed the M.V. Jiimaan in a sealed bid auction, with offers due by June 17. The 64 metre vessel was built in 1992, and served as a key transportation link between the mainland and Pelee Island for decades before being retired in 2019.**



## **H.J. LAWSON 76' tug arrived**

**Built by Conrad Shipyard, she travelled her roughly 4,000-mile delivery journey from Morgan City, Louisiana bound for the U.S. Army Corps of Engineers, Detroit District at the Sault. She is named in honour of Harold J. Lawson (1934–2018), a highly respected engineer, who dedicated 30 years of his career to the U.S. Army Corps of Engineers.**

**This new tug is the sister of the R.J. Pearce. Both tugs are built to ABS Ice Class C0 standards, specifically for Great Lakes to support critical maritime infrastructure at the Soo Locks and along the St. Marys River.**

Janey Anderson

**In a global context where supply chain resilience, economic security, and the acceleration of trade diversification have become priorities, QSL welcomes the designation of the Port of Quebec as an international container port by the Government of Canada.**



**The planned QSL container facility, with targeted annual volume of 200,000 containers is designed to complement rather than compete directly with Montreal – an option that Montreal port officials have recently actually viewed as a positive contribution for the long-term competitiveness of the St. Lawrence waterway. Leo Ryan AJOT Insights**

**Victory Cruise Lines opened its 2026 Great Lakes season with the arrival of Victory I to Toronto on Sunday, hosting local officials including Members of Parliament James Maloney and Chi Nguyen; Sally Davis Berry, tourism director of Cruise the Great Lakes; and RJ Steenstra, president and CEO of the Toronto Port Authority.**





**With the transition to S-100 standards approaching, improving real-world ECDIS proficiency is likely to become a critical priority for safe and compliant operations.**

## **Knowledge gaps laid bare in first industry-wide benchmark**

**SplashTech April 28, 2026**

**NorthStandard has published the first data-driven benchmark of ECDIS proficiency, revealing widespread knowledge gaps among bridge teams despite years of industry focus on training.**

**The findings show that two-thirds of bridge teams could not identify ENC updates, while nearly half failed to prioritise the correct ENC scale during passage planning.**

**Crews also struggled with alarms versus alerts, datum issues and key safety settings.**

- **Prioritize marine shipping within the \$5-billion Trade Diversification Corridors Fund and \$1-billion Arctic Infrastructure Fund.**
- **Fund marine training schools and provide an enabling policy environment to address immediate labour shortages and structural barriers to workforce development.**
- **Follow through on 2025 budget commitments to identify more ports of first arrival, allowing the Canada Border Services Agency to clear foreign containers at more locations.**
- **Accelerate the construction of new Canadian Coast Guard icebreakers to ensure reliable services and support an extended shipping season on the Great Lakes-St. Lawrence system.**

**Chamber of Marine Commerce (CMC) is calling on the federal government to prioritize the marine sector to safeguard Canada's trade goals and G7 economic standing**







## **Autonomous Drones to Support Coast Guard on Great Lakes**

May 6, 2026

**NEWS RELEASE – USCG Great Lakes District will deploy autonomous drones to support Coast Guard missions on the Great Lakes this summer from May to October, 2026. These are uncrewed surface vehicles with primary hybrid-electric propulsion, wind assist via the Saildrone Wing, and solar power as an auxiliary battery charge source.**

**The autonomous vessels are highly visible, equipped with radar, cameras and collision-avoidance artificial intelligence, and monitored 24/7 by human operators who can take manual control if needed. Sail drones are equipped with sensors that are strictly focused on maritime domain awareness, providing critical information on vessel activities, including vessels in distress or conducting illegal operations.**

**AYK battery system to power CSL's Yampu bulker**  
AYK Energy will supply a 6,758-kWh battery system for MV Yampu, the 11,000-dwt diesel-electric self-unloading bulk carrier being built in China for CSL Australia under an agreement with Wärtsilä, according to an AYK Energy email statement on Tuesday.

The design leaves open a later move to fully electric operation. Yampu is intended for South Australia's limestone trade and will replace MV Accolade II. The Australian-crewed vessel is owned and operated by CSL and is under construction at Jiangjiang Nanyang Shipyard in China.



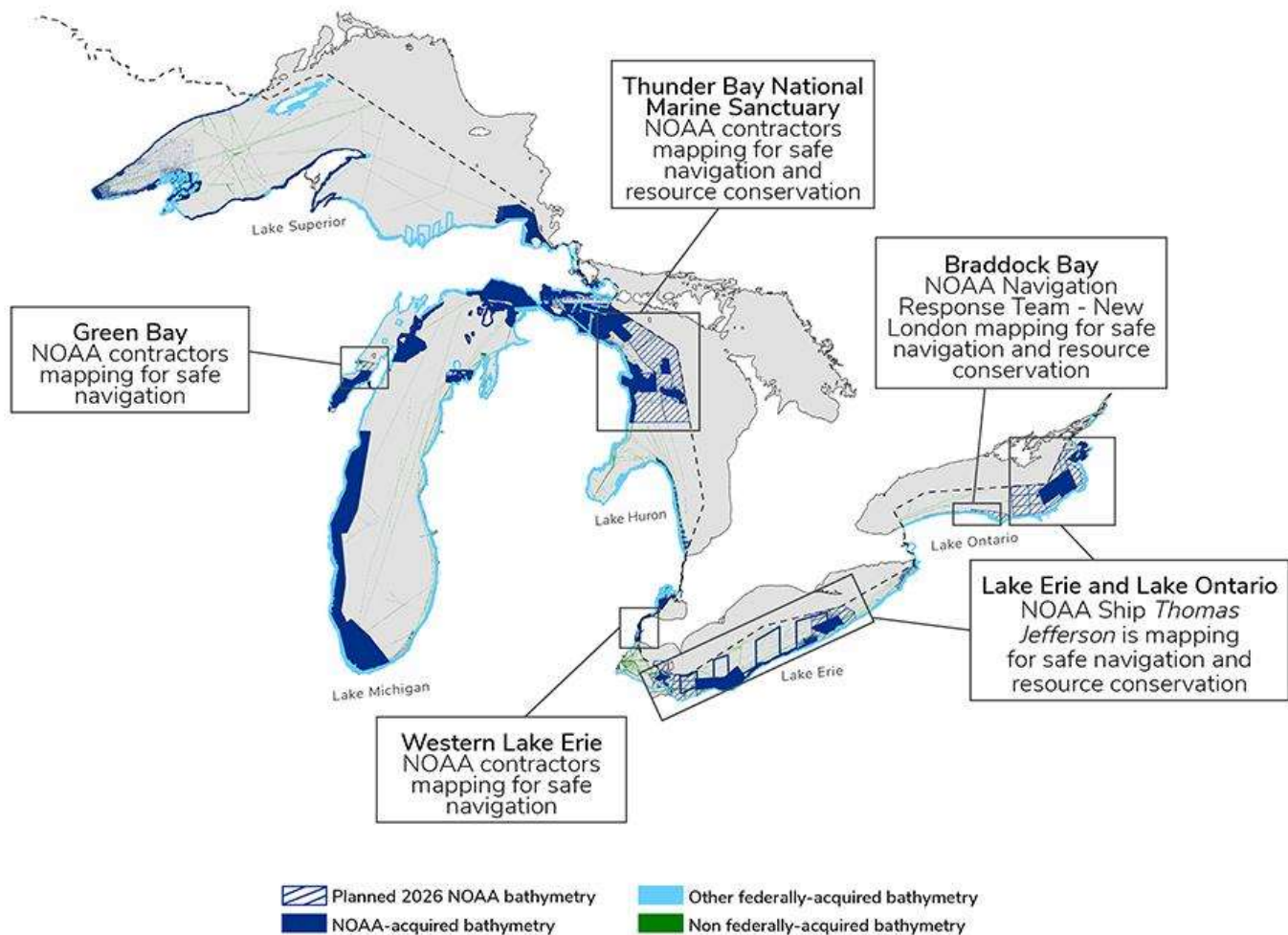
**Cargill waiting to hear fate of its call for limits on development near Sarnia grain terminal**  
**The fate of Cargill's call for residential development limits near its grain terminal in Sarnia could be known in the coming months.**

Author of the article: Paul Morden The Beacon Herald



**A sign advertises a high-rise development proposed near the Cargill grain terminal on Sarnia Harbour. Photo by Paul Morden /The Observer**

## NOAA's 2026 Great Lakes Survey Season Plans



**NOAA Ship Thomas Jefferson returns to the Great Lakes Survey work will map areas for the first time since the 1940's**

**NOAA's Great Lakes survey season plans for 2026** (Credit:NOAA)



## SEAWAY MONTHLY TRAFFIC RESULTS

### April 2026

Traffic (in thousands of tonnes)	SLSMC - Combined Traffic			
	Year to Date		Change from 2025	
	2025	2026	Tonnes	%
Total Cargo	4 377	4 080	-297	-6.79%
All Grain	1 597	1 279	-318	-19.89%
Iron Ore	516	577	61	11.81%
Coal	160	114	-46	-28.46%
Dry Bulk	1 225	1 238	13	1.03%
Liquid Bulk	610	534	-76	-12.44%
General Cargo	269	337	68	25.49%
<b>Vessel Transits</b>	<b>2025</b>	<b>2026</b>	<b>Transits</b>	<b>%</b>
Total Transits	468	438	-30	-6.41%

The St. Lawrence Seaway Management Corporation



## **CCGS Vincent Massey arrives at Ontario Shipyards for maintenance**

**CCGS Vincent Massey (a medium icebreaker) began conducting icebreaking operations near Thunder Bay, Ontario, early in January, 2026. Today, May 6, 2026, she arrived at Ontario Shipyards (Hamilton) for her first major planned maintenance period since her delivery to the Canadian Coast Guard by Davie Shipbuilding in October, 2022, following her first busy winter season on the Great Lakes.**







**PORT HURON, MI – U.S. Navy ship USS Cleveland (LCS-31), a Freedom-class littoral combat ship, was downbound at Port Huron on Friday. The new warship is transiting the Great Lakes from the Fincantieri Marinette Marine shipyard in Marinette, WI, to Cleveland, OH, where she will be officially commissioned on May 16. After commissioning, she will make her way out of the Great Lakes to her homeport at Naval Station Mayport, in Jacksonville, FL.**

## **USS Cleveland Heads to Namesake Port For Christening**

May 9, 2026 Lon Hannon



Canada's Groupe Desgagnés fleet recently added another vessel, the BBC St. Petersburg (IMO 9736200), which will soon be renamed Johanne A. Desgagnés. It is currently in Quebec City. The vessel was built in 2020 and is 482' long.

**BBC St. Petersburg has been sold to Desgagnés.** [Jade Forcier Photographie]



## **Sucro Can refinery at Port of Hamilton**

(CNW Group/Hamilton-Oshawa Port Authority)

**Sucro Can Canada and HOPA Ports celebrate the opening of a next-generation sugar refinery, strengthening Canada's agri-food supply chain**

**A \$135-million sugar refinery has opened at the Port of Hamilton, adding new domestic food-processing capacity to Canada's agrifood sector.**

**The facility is designed to receive raw sugar by vessel and distribute refined products to customers across Ontario, Quebec and the U.S. Midwest.**

# **Water Levels Forecast to Remain Above Last Year's Levels**

May 12, 2026 Detroit News

**DETROIT, MI – Water levels on Lakes Michigan, Huron, Superior and St. Clair are forecast to remain above last year's levels through the boating season after a spring marked by heavy snowmelt and unusually wet conditions across northern Michigan, according to the latest U.S. Army Corps of Engineers outlook.**

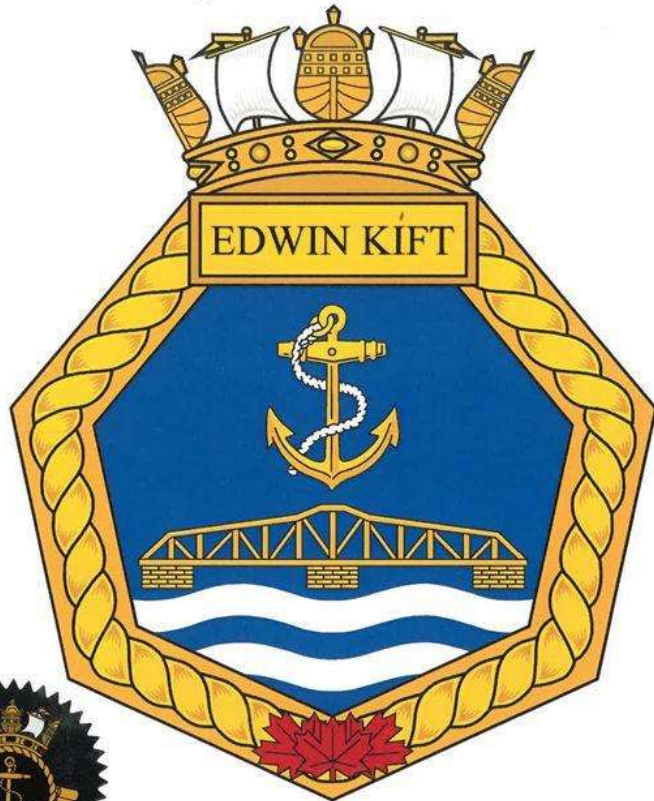
**The Corps said Lakes Michigan and Huron rose 10 inches from March to April, reaching 578.58 feet above sea level – 3 inches above the same time last year. Officials described April precipitation as “well above average,” with water supplies across the basin reaching record-high levels.**

**From May through October, levels in Lake Huron and Michigan are forecast to remain 6 to 10 inches above 2025 levels, with the seasonal rise expected to continue into August before gradually declining in the fall. Even so, the lake system remains 37 inches below its record April high.**

**Lake Erie is projected to remain slightly below last year's levels through most of the summer despite the wet spring. Erie rose 10 inches from March to April to 571.65 feet, though it remained 4 inches below April 2025 levels. The Corps again cited “well above average” April precipitation across the basin.**

**Forecasts show Lake Erie staying 2 to 3 inches below last year's levels through June and about 1 to 2 inches lower during July and August before edging slightly above 2025 levels by early fall.**

Navy League of Canada  
La Ligue navale du Canada



N.L.C.C. EDWIN KIFT



The Navy League of Canada  
La Ligue navale du Canada  
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Corps Badge  
Insigne du Corps

*Sylvain Boucher*  
Inspector of Badges  
Inspecteur des insignes

**We are proud to officially unveil the Corps badge for the new Navy League Cadet Corps Edwin Kift. The Corps badge proudly reflects the maritime history and identity of Manitoulin Island. It features the iconic swing bridge, known as the gateway to the Island, waves representing the North Channel and the waters that surround us, and an anchor symbolizing the Island's deep naval heritage. It is with great pride that we introduce the Navy League Cadet Corps Edwin Kift. The Corps badge was designed by LT(N) Sylvain Boucher.**



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

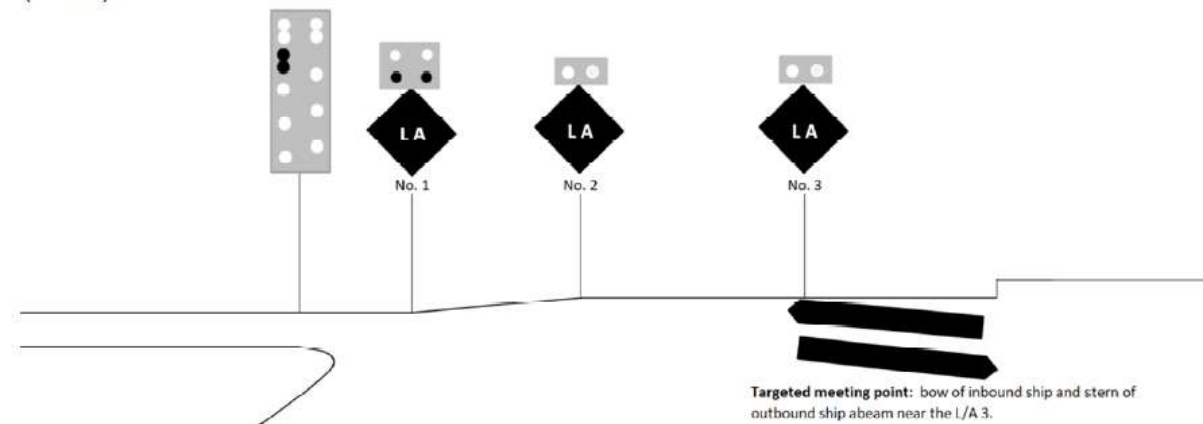
Notice to Shipping NO. 11 – 2026

NIAGARA REGION  
WELLAND CANAL

**Revised Passing Entry Procedure Below Lock 2**

Following feedback received from the mariners, a revised passing entry procedure below Lock 2 will be tested effective immediately.

The revised procedure involves moving the preferred meeting point further down the approach wall, near the Limit of approach #3 (L/A 3) rather than at the Limit of approach #2 (L/A 2).





To mark the 2026 International Day for Women in Maritime on 18 May, IMO will organise an event under the theme "From Policy to Practice: Advancing Gender Equality for Maritime Excellence", aligning with the World Maritime Day theme "From Policy to Practice: Powering Maritime Excellence."

**IMO celebrates International Day for Women in Maritime 2026 2026 May 15  
From Policy to Practice: Advancing Gender Equality for Maritime Excellence**



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 CAREERS FOUNDATION

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.

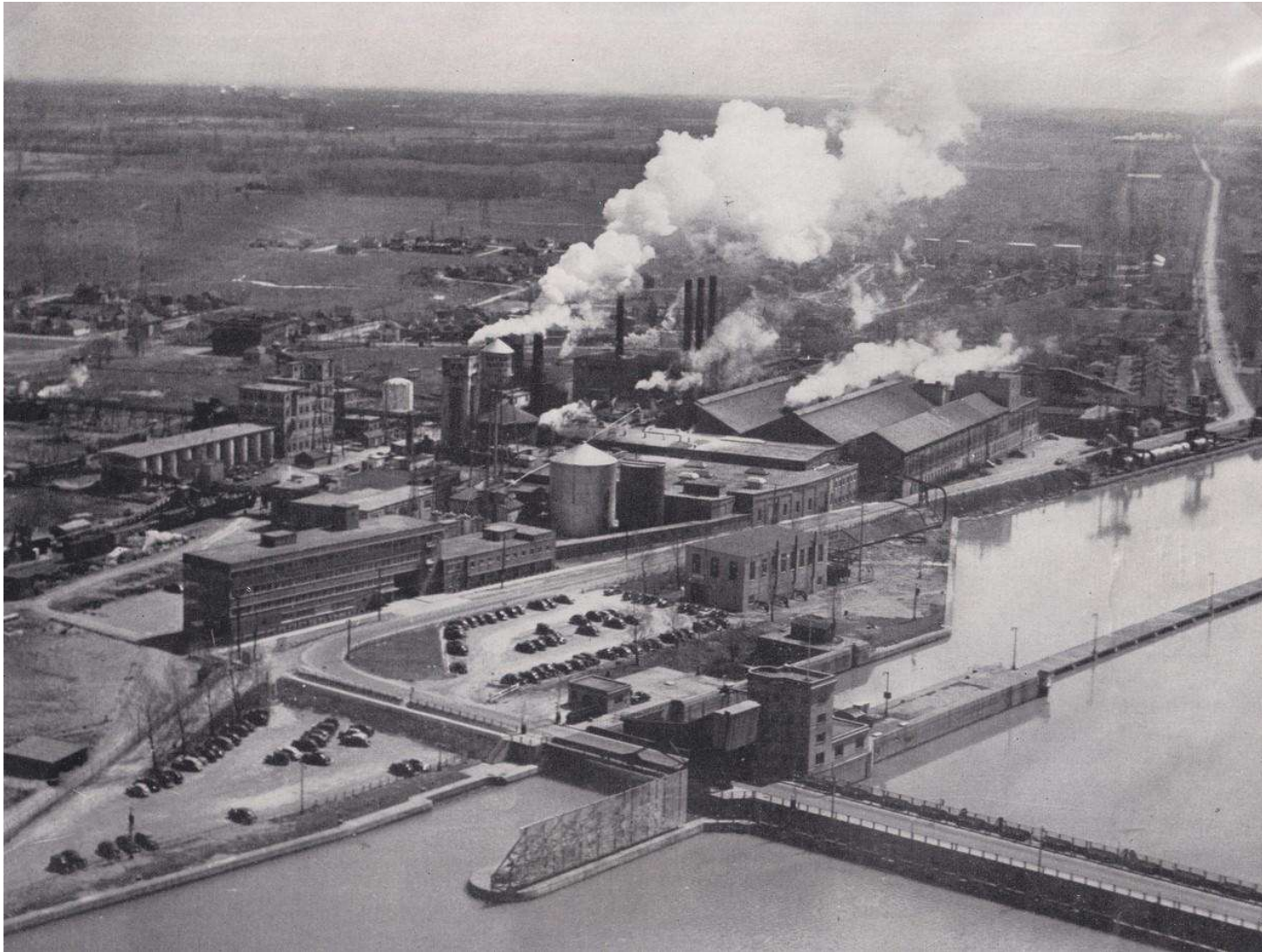
# **Great Lakes History**

**May 2026**



**1986  
CHICAGO  
TRIBUNE of  
1930, laid up  
for the last  
time at  
Toronto.**

**Chicago Tribune in 1983.** Don Dube

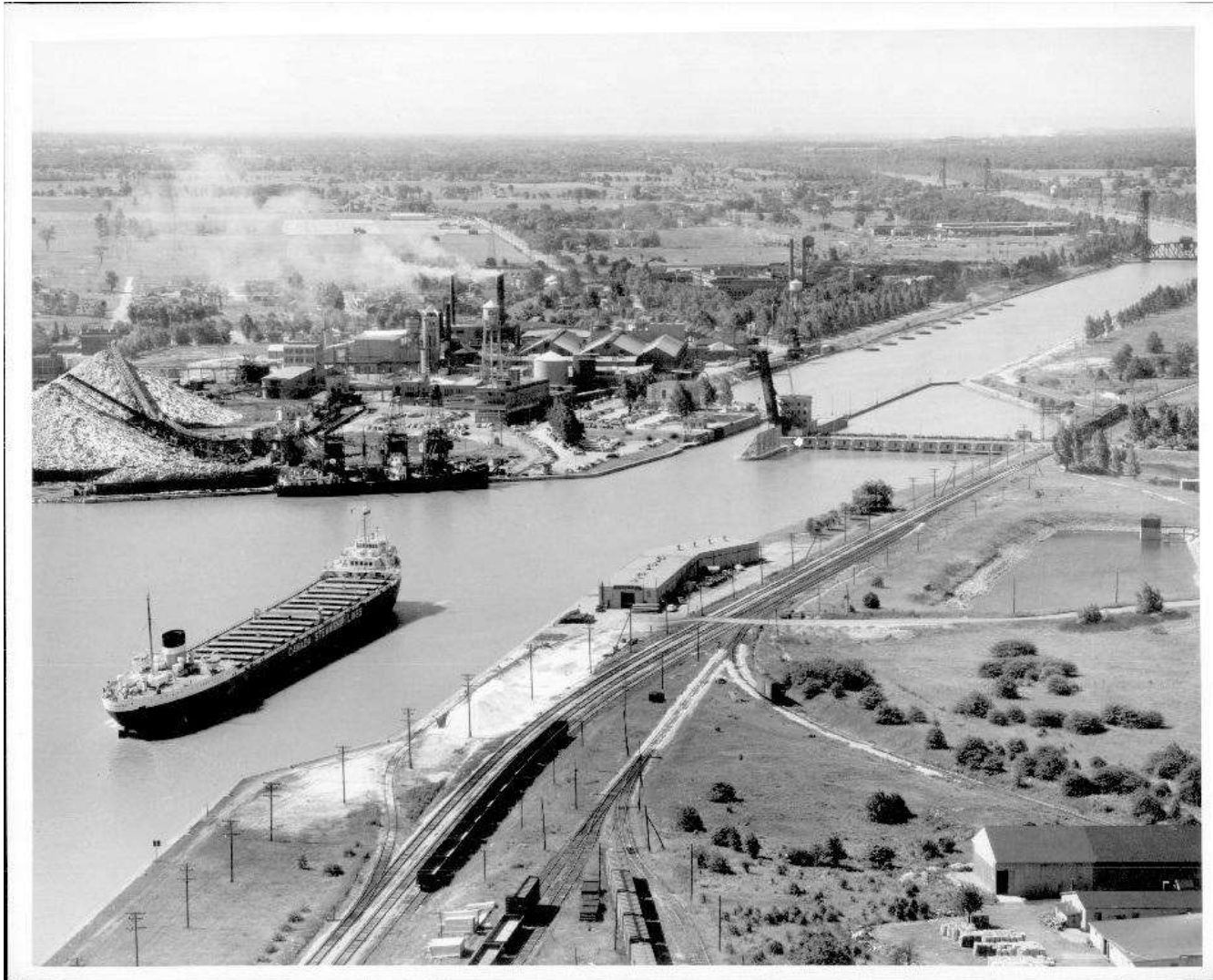


**Thorold's rise as a paper-making centre began with two major developments:**

**Beaver Board Plant (1911–1912)**

**In December 1911, Beaver Manufacturing Co. opened an office on Front Street to oversee construction of a new plant. The plant began operation in fall 1912, producing beaver board — a wood-fiber wallboard used worldwide.**

Thorold Historical Museum



## **Ontario Paper Company (1912–1913)**

**Incorporated in 1912 as a subsidiary of the Chicago Tribune. A large mill was built on the Welland Canal. On September 5, 1913, its No.1 paper machine began producing newsprint for the Tribune.**

**These two plants made Thorold one of the earliest and most important paper-manufacturing hubs in Canada. Early employees formed Local 101, International Brotherhood of Paper Makers, the first papermakers' union in Canada**

Thorold Historical Museum

**59 Canadian Merchant Ships lost to enemy action; 20 were from Great Lakes fleets.**

**More than 1,600 Canadian and Newfoundland men and women of the approximately 12,000 that served in the Merchant Navy lost their lives; highest percentage of all services.**

**Great Lakes fleet of 133 lakers transferred to ocean convoy duties**

**Canadian merchant vessels made 25,343 voyages from North America to Britain, carrying nearly 165 million tonnes of military and civilian supplies.**

Historical Collections of the Great Lakes  
Bowling Green State University



**S/S Waterloo (photo above) of CSL fleet was bombed and sunk by German aircraft, July 10, 1940, 2 1/2 miles northeast of Smith's Knoll Buoy, off east coast of England, during evacuation of Dunkirk**

<b>Length</b>	<b>252.42</b>	<b>Width</b>	<b>42.42</b>
<b>Depth</b>	<b>18.00</b>	<b>Gross Tonnage</b>	<b>1905.00</b>

**S/S Kenordoc (previously George R. Donovan) (photo below) of the Paterson fleet sunk by gunfire from German submarine, September 15, 1940, in North Atlantic, in position 57.42N x 15.02W**

<b>Length</b>	<b>252.42</b>	<b>Width</b>	<b>43.16</b>
<b>Depth</b>	<b>17.66</b>	<b>Gross Tonnage</b>	<b>1780.00</b>



Historical Collections of the Great Lakes  
Bowling Green State University

Historical Collections of the Great Lakes  
Bowling Green State University



**S/S Thorold (photo above) of the Q&O lakes fleet sunk by guns and bombs from aircraft, August 22, 1940, 2 1/2 miles south of Smalls, Great Britain, in English Channel.**

**Length 250.00    Width 43.00  
Depth 16.75      Gross Tonnage 1689**

**S/S Magog (photo below) of the CSL lakes fleet sunk by German U-boat off coast of Scotland, in position 50.31N x 11.05W, on July 5, 1940**

**Length 250.50    Width 43.16  
Depth 18.00    Gross Tonnage 20530**

Historical Collections of the Great Lakes  
Bowling Green State University





**Oakton in her wartime paint.** Peter B. Worden collection, MHSD

**1942**

**OAKTON of the Gulf & Lake Navigation Co. was torpedoed and sunk in the St. Lawrence River by U-517 about 15 miles west of Cape Gaspé. It was struck amidships on the port side and went down stern first without any loss of life except the ship's St. Bernard dog. The ship had a load of coal on board from Sandusky, OH, to Cornerbrook, NF, when hit. Two other Greek ships, MOUNT TAYGETUS and MOUNT PINDUS, were struck in the same attack with the loss of six lives.**

Historical Collections of the Great Lakes  
Bowling Green State University



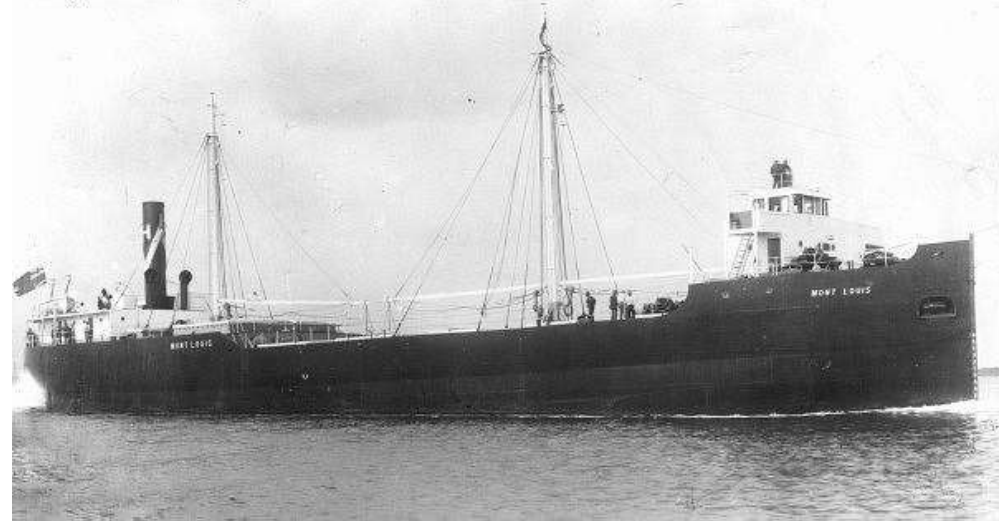
**S/S Robert W. Pomeroy (photo above) of the Upper Lakes fleet was struck mine and sunk, April 1, 1942, in position 53.10N x 01.10E, off east coast of England.**

**Length 253.00      Width 43.16  
Depth 17.66      Gross Tonnage 1724.00**

**S/S Mont Louis (photo below) of the Hall Corp fleet was torpedoed and sunk by German submarine, May 8, 1942, in position 08.23N x 58.44W, in Caribbean Sea, on voyage Paramaribo for Trinidad; thirteen of crew of twenty-one lost.**

**Length 252.50      Width 43.42  
Depth 17.66      Gross Tonnage 1905**

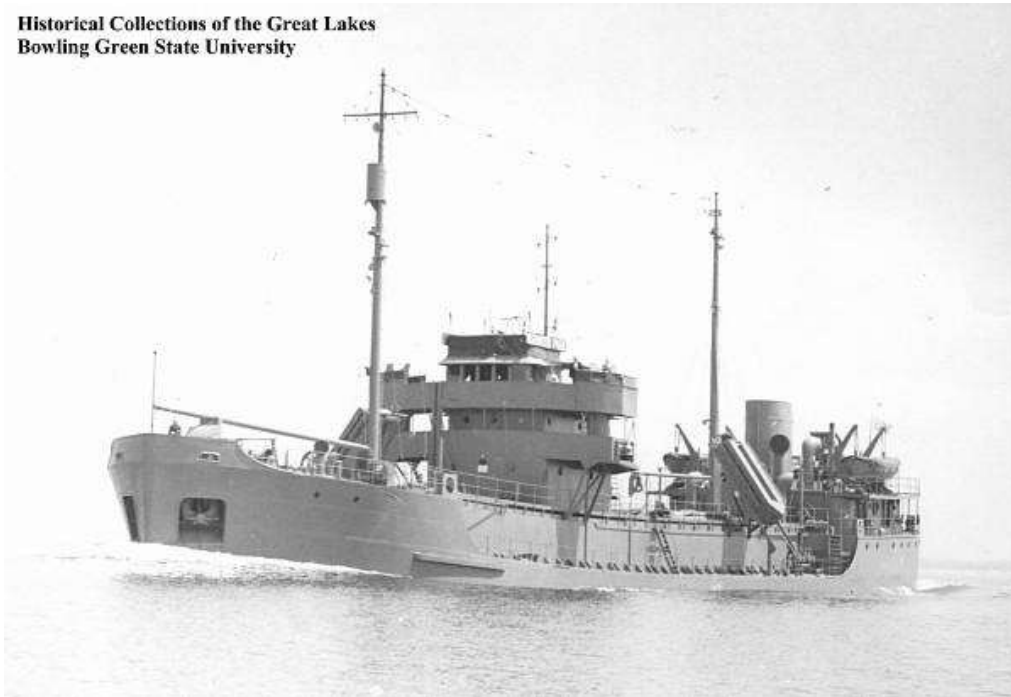
Historical Collections of the Great Lakes  
Bowling Green State University



# Park Steamship Company

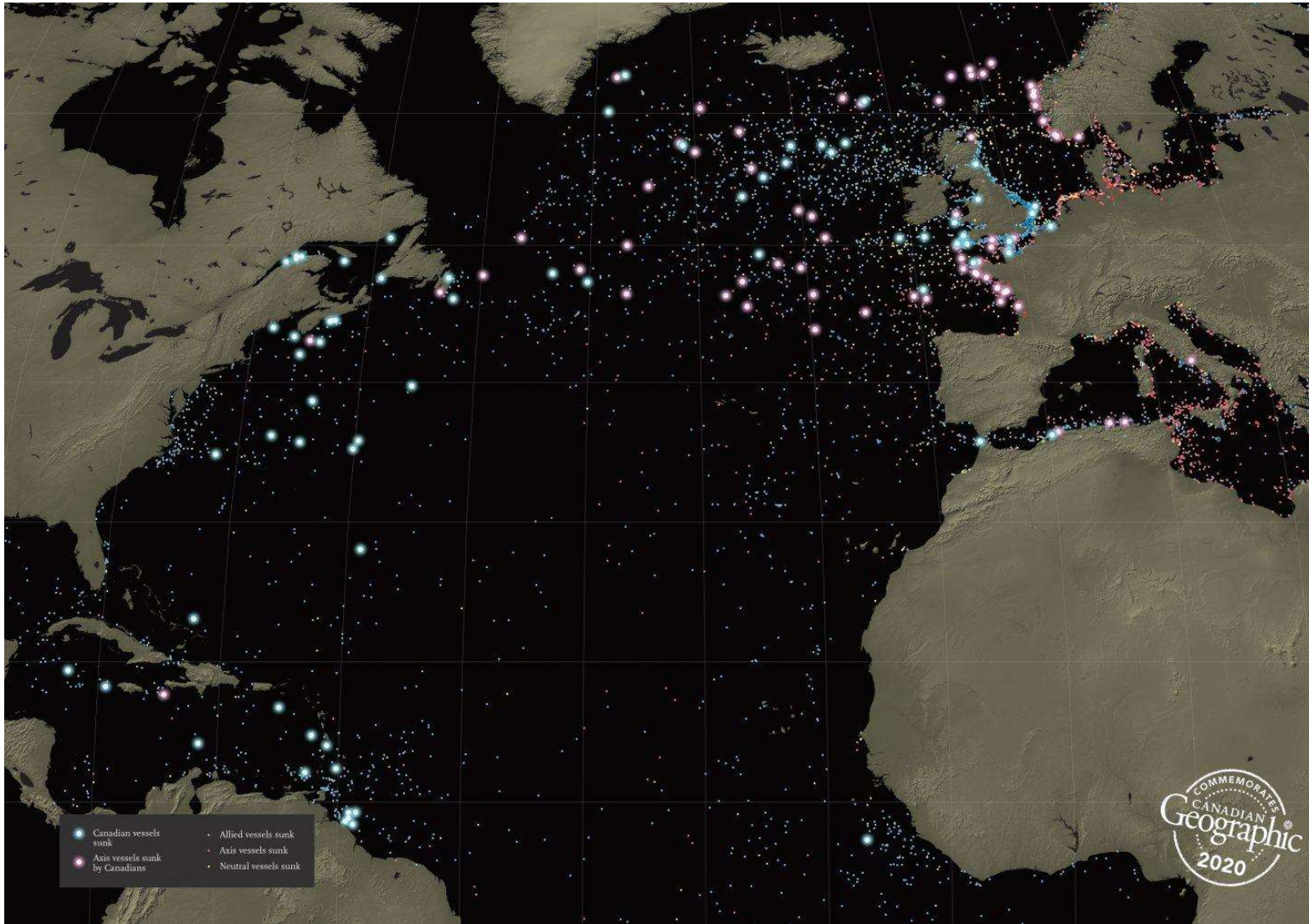
The Allied merchant fleet suffered significant losses in the early years of the Battle of the Atlantic as a result of U-boat attacks. The Park Steamship Company was created by the Canadian government on April 8, 1942 to oversee construction of a merchant fleet to help replace the lost vessels and to administer the movement of materiel. This was part of a coordinated Allied effort that saw the construction of British, American and Canadian merchant ships using a common class of vessel known as the North Sands class (named after a beach near the J. L Thompson yard on the River Wear). 160 cargo ships and 20 tankers were built in shipyards across Canada.

Historical Collections of the Great Lakes  
Bowling Green State University



**Builder** Collingwood Shipyards, Ltd.  
**Place Built** Collingwood, Ontario  
**Date Built** 1944-00-00

**Length** 251.25      **Width** 43.75  
**Depth** 20.42      **Gross Tonnage** 2381.00



## War on the water: Charting Canada's critical role in the passage of ships during the Second World War

Canada's part in the Battle  
of the Atlantic, shown  
here, is considered its most  
essential role in the war

Canadian Geographic

**In terms of Canadian merchant ships, 58 Canadian-registered merchant ships were lost to enemy action during the war**

**In 1939 when the conflict began, Canada had 38 merchant ships at its disposal with a total of only 290,000 tonnes cargo capacity. The Canadian Government knew that the limited number of ships in operation would be unable to meet the intense demand of Great Britain if they were to succeed. Therefore plans to expand the Merchant Navy were made and the Canadian people rose to meet this exceptional task.**

**In an effort to bridge the gap, all 133 ships of the Great Lakes fleet was transferred to ocean convoy duties in addition to ship construction. By the end of the war, Canadian shipyards had produced 403 cargo ships, a significant number of which were Canadian-flagged.**

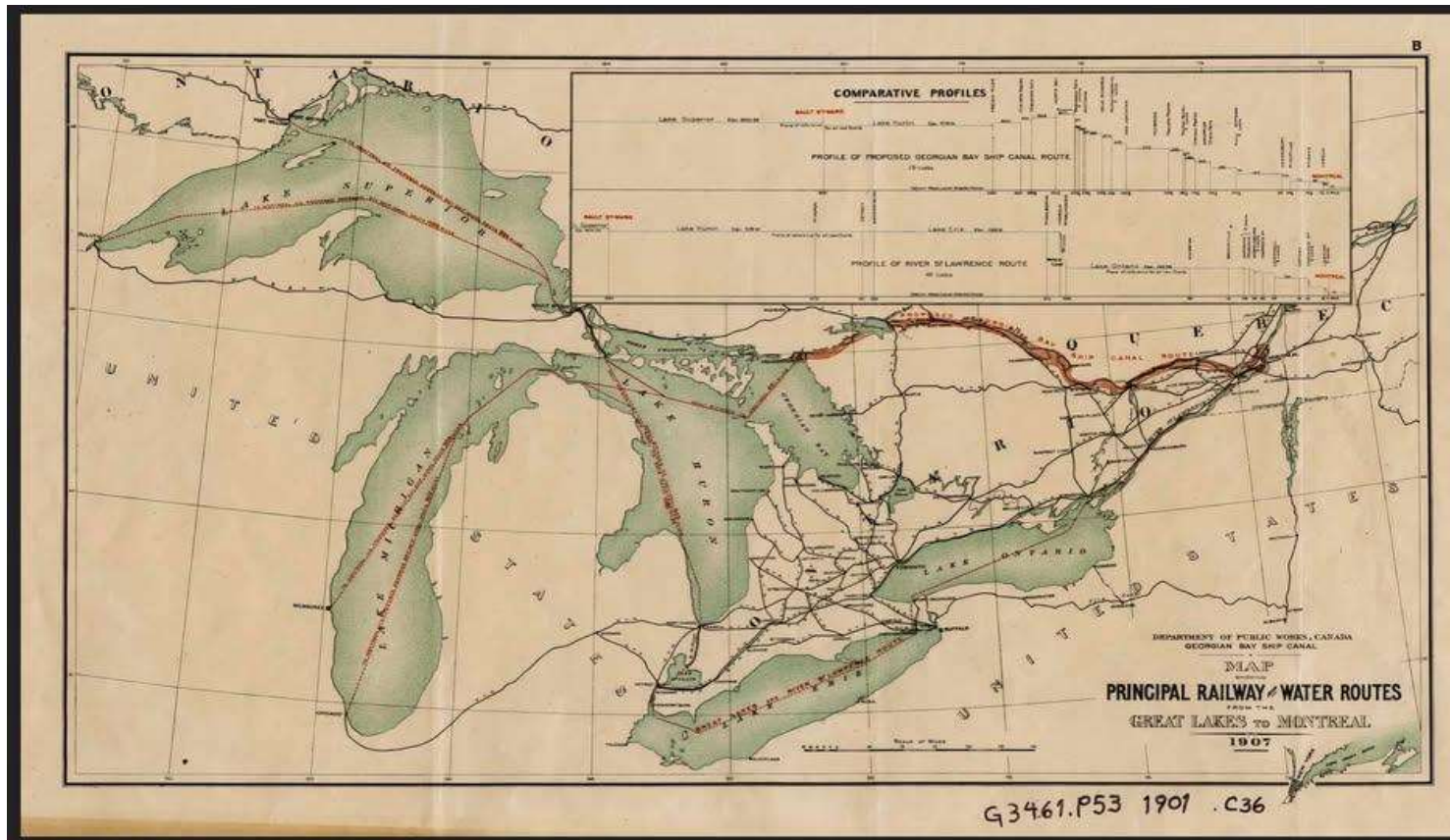
**The importance of the Canadian Merchant Navy as a lifeline to Britain could not be overstated. It was estimated that a 10,000-tonne merchant ship could provide enough “foodstuffs” to feed 225,000 people for a week. Cargo carried by the fleet included everything from clothing, fuel, steel, aluminum, lumber, aircraft, tanks, jeeps, trucks, guns, munitions and anything else that could be required for the war effort.**

**A total of 12,000 men and women served in Canada's Merchant navy alongside sailors of every nationality, thousands of them with homes in enemy-occupied Europe. Canadian merchant seamen not only traversed the North Atlantic route, but sailed the oceans of the world to carry cargoes to and from Africa, Asia, Australia, Europe, New Zealand the Far East and even the deadly Murmansk Run to northern Russia.**

**The cost of the war was high. Fifty-nine Canadian-registered merchant ships were sunk by enemy or probable enemy action, and 2,000 Royal Canadian Navy members, 1,600 Canadian merchant seamen and 752 Canadian airmen lost their lives. Canadian merchant vessels made 25,343 voyages from North America to Britain, carrying nearly 165 million tonnes of military and civilian supplies.**



**Merchant ships assemble in Bedford Basin, Halifax, Nova Scotia, April 1942.**



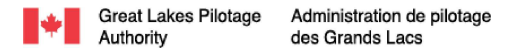
Principle Railway and Water Routes From the Great Lakes to Montreal 1907  
 [Ottawa] : Dept. of Public Works, 1907.  
 Location: Babbidge Map Library-Level 4, University of Connecticut  
 G3461.P53 1907 .C36

**\$100 million and ten years would be needed to complete this fully navigable shipping canal from Montreal to Georgian Bay.**

**“Georgian Bay Ship Canal” — a proposed mega-project even more ambitious than the Panama Canal — Imagine freighters passing through Ottawa on their northwesterly way to Georgian Bay — re-tracing the ancient route of the Voyageurs via an elaborate system of locks and excavations connecting the Ottawa and Mattawa Rivers, Lake Nipissing and the French River as a non-stop shipping route to the western Great Lakes.**

# Salute/Thank You - Corporate Members

## Level 3 Gold Members



## Level 2 Silver Members



## Level 3 Bronze Members



**Thank you for viewing our Monthly 2026 monthly Industry Update.**

**Hope you enjoy and find the news information useful as part of our  
mandate of marine education!**

***Master Mariners of Canada – Great Lakes Division***

