Great Lakes Division
The Company of Master Mariners of Canada

August 2026



Great Lakes and Marine Industry News Update

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

August 2026

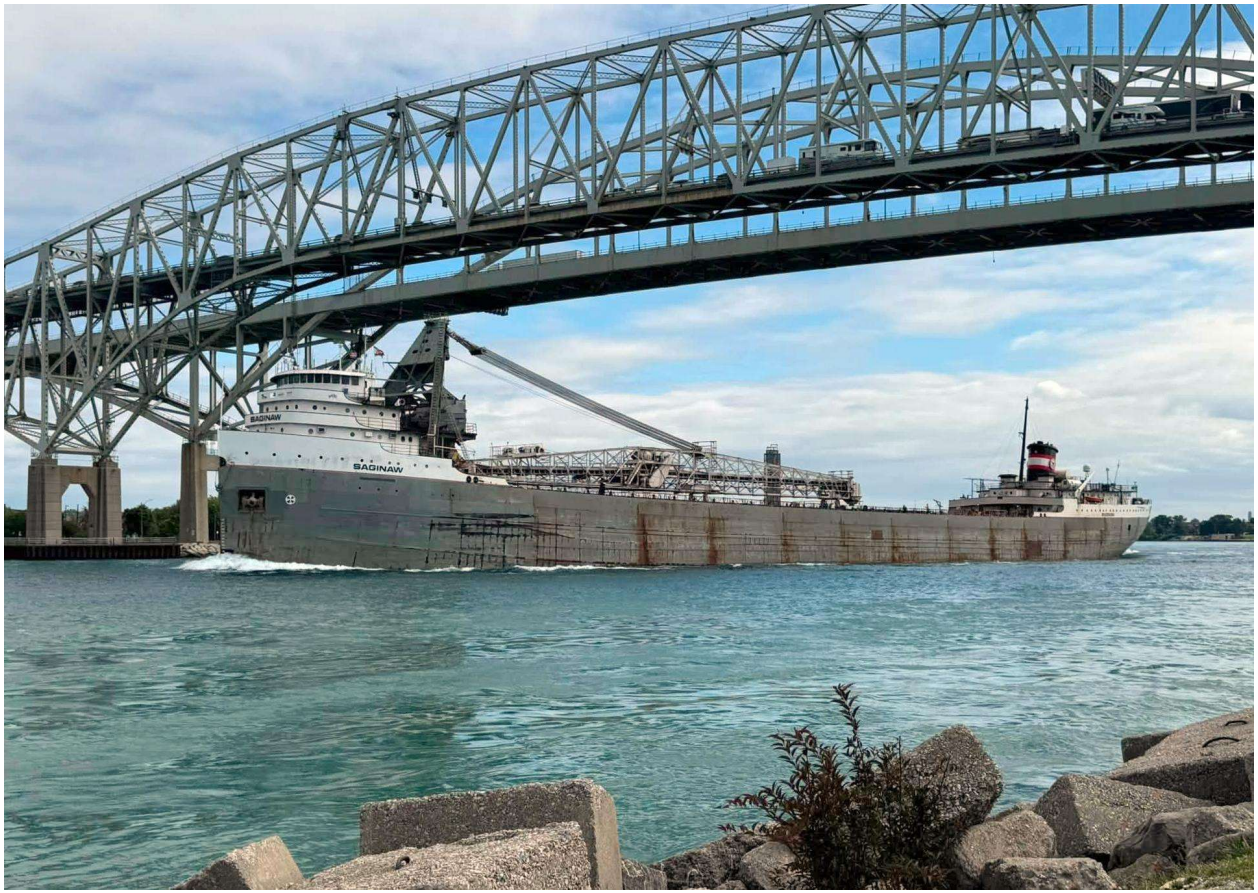


Saginaw Gets Algoma Stack

August 12, 2026

SARNIA, ON – Algoma Central Corp. stack logos were applied to the Saginaw on Tuesday and she is also showing on AIS. Waterfront reports indicate she may sail in early September.

Shawn Hinz, Marc Dease



Saginaw upbound under the Blue Water Bridge [Jeff Gushman]

SARNIA, ON – Ending months of speculation about her fate, the veteran laker Saginaw left her lay-up dock at Sarnia's North Slip. She moved down river to the Imperial Oil Fuel Dock in Sarnia, then headed upbound on Lake Huron for Superior, WI, to load ore pellets at the BNSF #5 dock.

The 639-foot self-unloader was built in 1953 in Manitowoc, WI, as John J. Boland (iii). She has been laid up since her previous operator, Lower Lakes Towing Co., was sold to Algoma Central Corp. in early 2026.



The Dutch cargo vessel ForestWave Navigation's FWN SEA arrving in Hamilton this morning with cargo from Rotterdam.

She joins her fleetmates FWN Sky, FWN Atlantide, and FWN Adriatic as the next one to visit the St. Lawrence Seaway corridor, recently as part of the expanding fleet presence following the Spliethoff Group's majority acquisition of ForestWave.

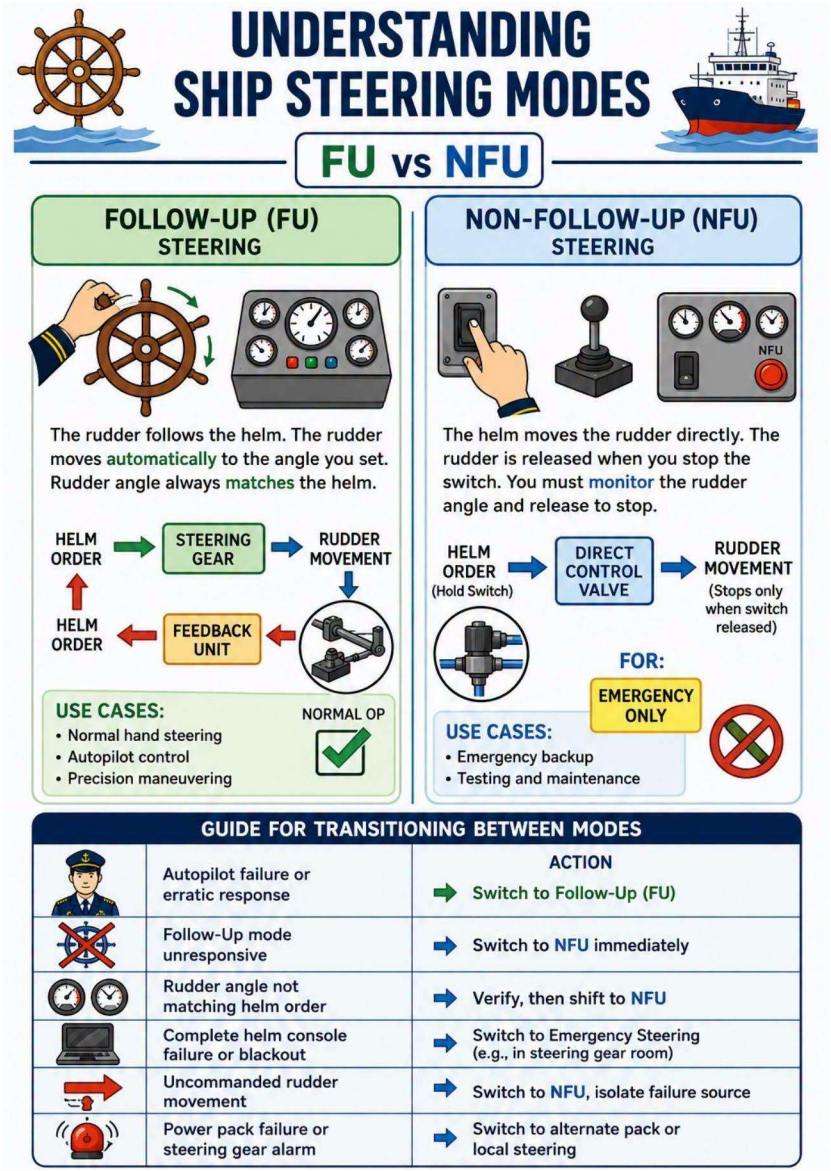
ShipJunkies



SEDNA DESGAGNES on the South Canal at the dock above Lock #2 at Cote Ste. Catherine, Quebec.

Loading to get ready for the Annual "Arctic Sealift“

ShipJunkies

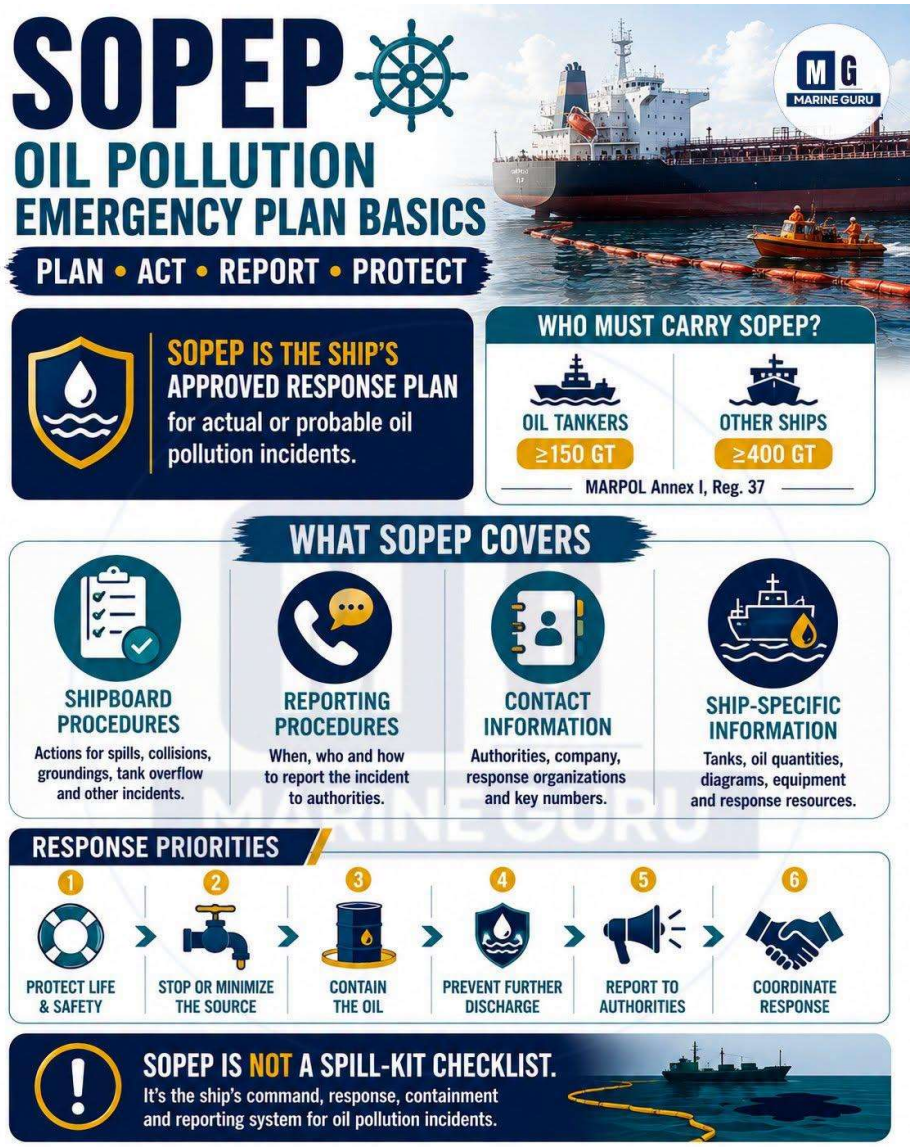


The infographic explains the two main ship steering modes:

*** Follow-Up (FU): The rudder automatically moves to and maintains the ordered rudder angle. It is commonly used for normal steering, autopilot, and precise maneuvering.**
*** Non-Follow-Up (NFU): The rudder moves directly while the steering control is held. The operator must monitor the rudder angle and release the control to stop movement. It is mainly used as an emergency backup.**
*** Key point: If FU steering becomes unreliable or the rudder does not respond correctly, the bridge team should verify the problem and change to an appropriate alternative steering mode, following the vessel's procedures.**

In simple terms: FU follows the ordered angle; NFU gives direct rudder control.

#w4ypoints #basicthingstoknow



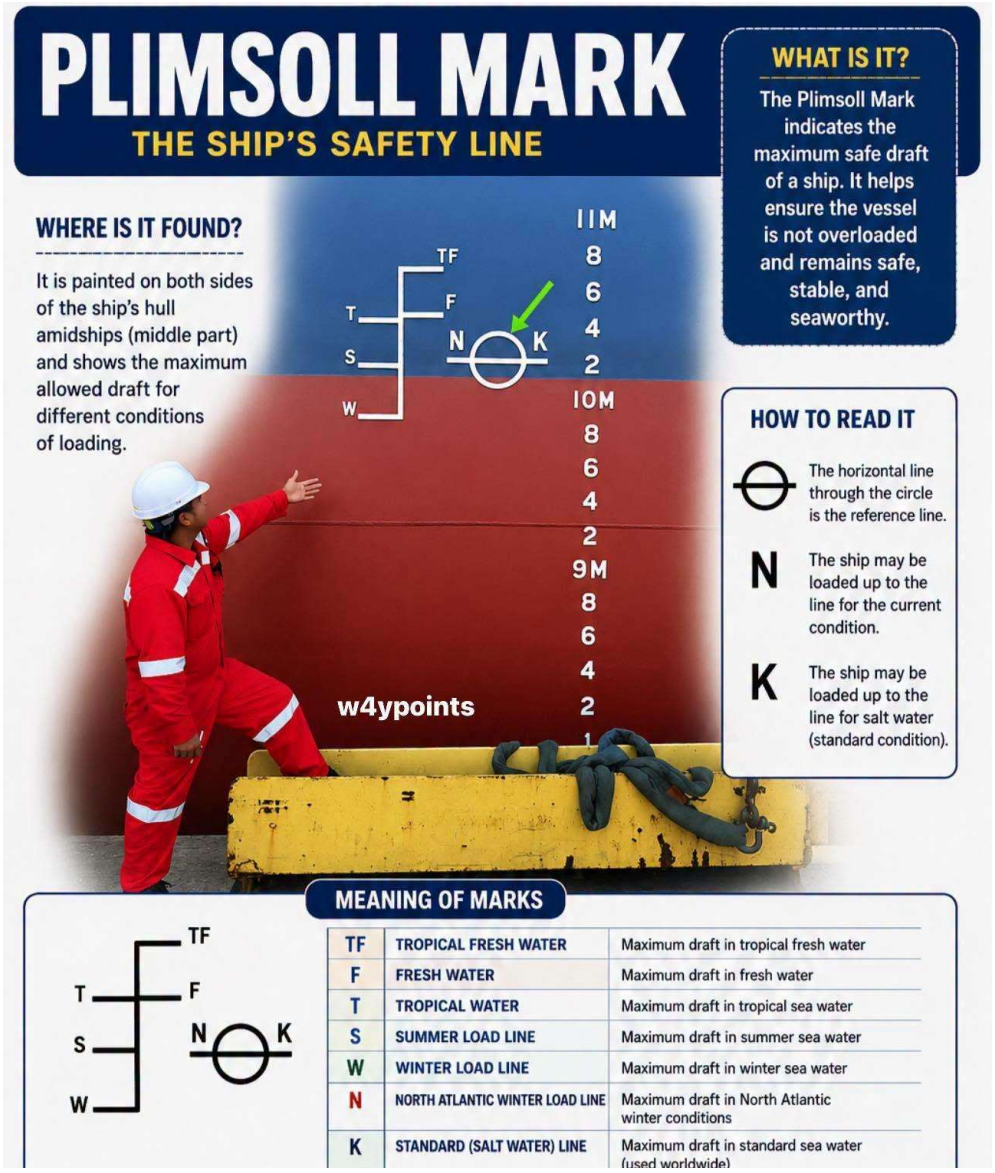
WHAT SOPEP ACTUALLY DOES

→ Provides ship-specific emergency procedures
→ Identifies reporting requirements and contacts
→ Coordinates Master, crew and shore response
→ Covers actual or probable oil pollution
→ Equipment supports the plan — it isn't the plan

⚠️ KNOW THE NUMBERS

→ Oil tanker ≥150 GT → SOPEP
→ Other ships ≥400 GT → SOPEP
→ Requirement: MARPOL Annex I, Regulation 37
→ Don't confuse SOPEP with normal MARPOL prevention procedures

In a real spill, minutes matter — but knowing the procedure matters first.



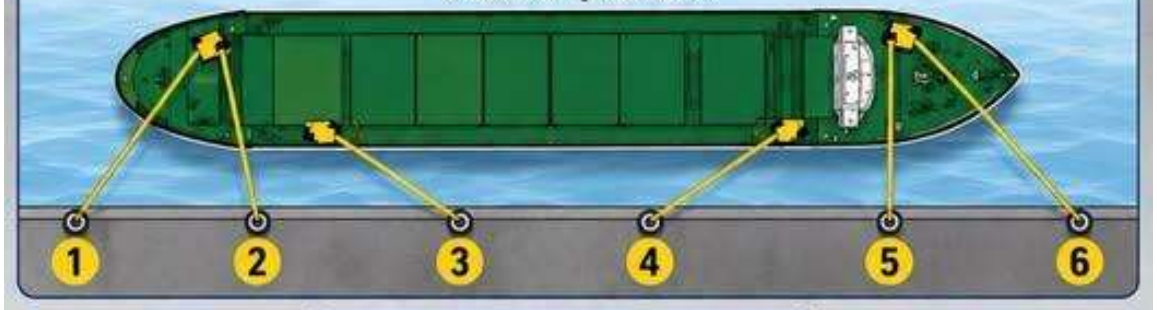
The Plimsoll Mark, or load line, indicates the maximum safe draft to which a ship may be loaded under specific water and seasonal conditions. It prevents overloading and helps maintain adequate freeboard, stability, and seaworthiness.

MV W4YPOINTS

MOORING LINE ARRANGEMENTS

TYPICAL MOORING LINE SETUP

The MV W4YPOINTS uses six main mooring lines to secure alongside a berth.



MOORING LINE PURPOSES

1 STERN LINE

Leads from the stern of the vessel to the aft on the dock.

- Prevents the vessel from moving astern.



2 BREAST LINE (AFT)

Runs perpendicular from the vessel to the dock.

- Holds the vessel alongside the berth.



3 SPRING LINE (AFT)

Leads forward from the aft part of the vessel.

- Controls the vessel's forward movement.



4 SPRING LINE (FWD)

Leads aft from the forward part of the vessel.

- Controls the vessel's aft movement.



5 BREAST LINE (FWD)

Runs perpendicular from the vessel to the dock.

- Holds the vessel alongside the berth.



6 HEAD LINE

Leads from the bow of the vessel to the forward on the dock.

- Prevents the vessel from moving ahead.



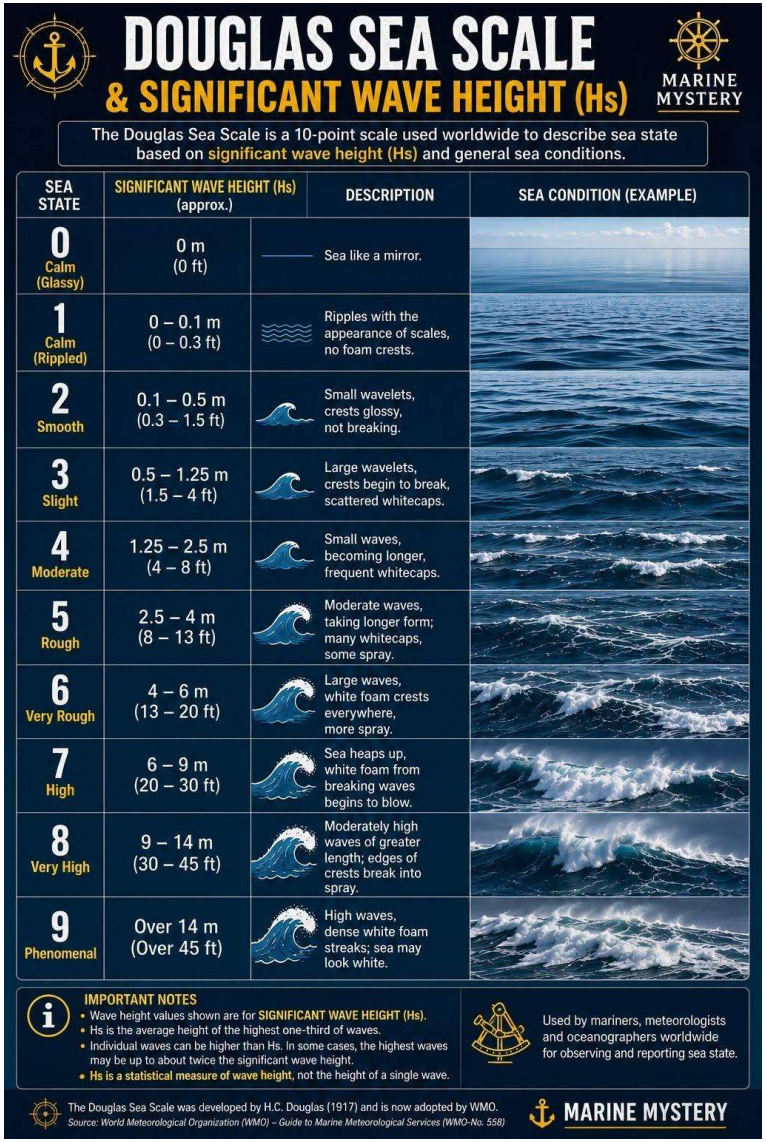


Wind Waves vs Swell — Same Ocean, Different Story

For mariners, wave height is only part of the picture. Wind sea and swell can have very different periods, wavelengths and directions — and those differences can significantly affect vessel motion and handling.

A 4 m significant wave height does not tell the whole story. Understanding the height + period + direction of the wave system helps you anticipate how your vessel will respond, especially when wind sea and swell interact.

⚓ Know the sea. Read the waves. Understand your ship.



DOUGLAS SEA SCALE — HOW ROUGH IS THE SEA?

From a glassy calm sea to phenomenal conditions exceeding 14 metres of significant wave height, the Douglas Sea Scale provides a standardized way to describe sea state.

⚓ **Sea State 0: Calm**
🌊 **Sea State 3: Slight**
🌊 **Sea State 5: Rough**
🌊 **Sea State 7: High**
🌊 **Sea State 9: Phenomenal — Hs > 14 m**
📌 **Important: The wave-height values refer to significant wave height (Hs) — the average height of the highest one-third of waves. Individual waves can be considerably higher.**
Save this chart for your next voyage or maritime study. ⚓

Marine Mystery | Know the Sea. Understand the Ocean.



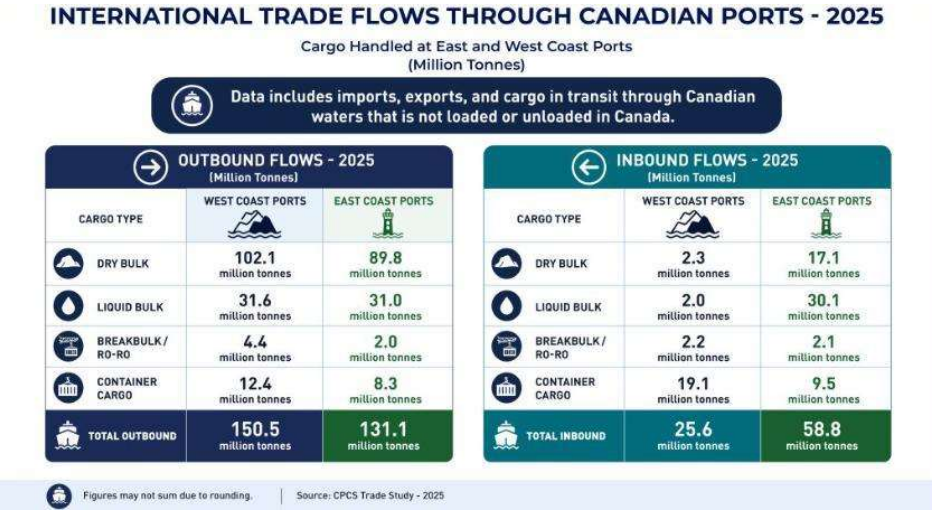
Inuit-led partnership strengthens Canada’s Arctic capacity with coming arrival of Polar Class icebreaker chartered from Finland

Maritime Magazine

Iqaluit — Qikiqtaaluk Horizon Arctic Services (QHAS) announced the delivery of the Polar Class Icebreaker Nordica to operate in Canadian Arctic waters, supporting increased maritime capability and safe navigation across Inuit Nunangat.

The Nordica is chartered by Finnish operator and owner Arctia to the Canadian Coast Guard under a contract worth approximately C$25 million for the four-month season.





New ShipFed Trade Study

New Study Quantifies Role of International Shipping in Carrying Canada's Trade

The Shipping Federation of Canada is pleased to announce the release of a groundbreaking new study examining the vital role of international shipping in moving Canada's trade.

Shipping Federation of Canada



The Windsor Port Authority has announced the appointment of a new vice president and harbour master.

Capt. Joseph Antony will be the new vice president of corporate and community relations and harbour master. He will arrive on Sept. 8 to begin a transition with current Harbour Master Peter Berry, who will retire at the end of this year following 17 years of service to Port Windsor.

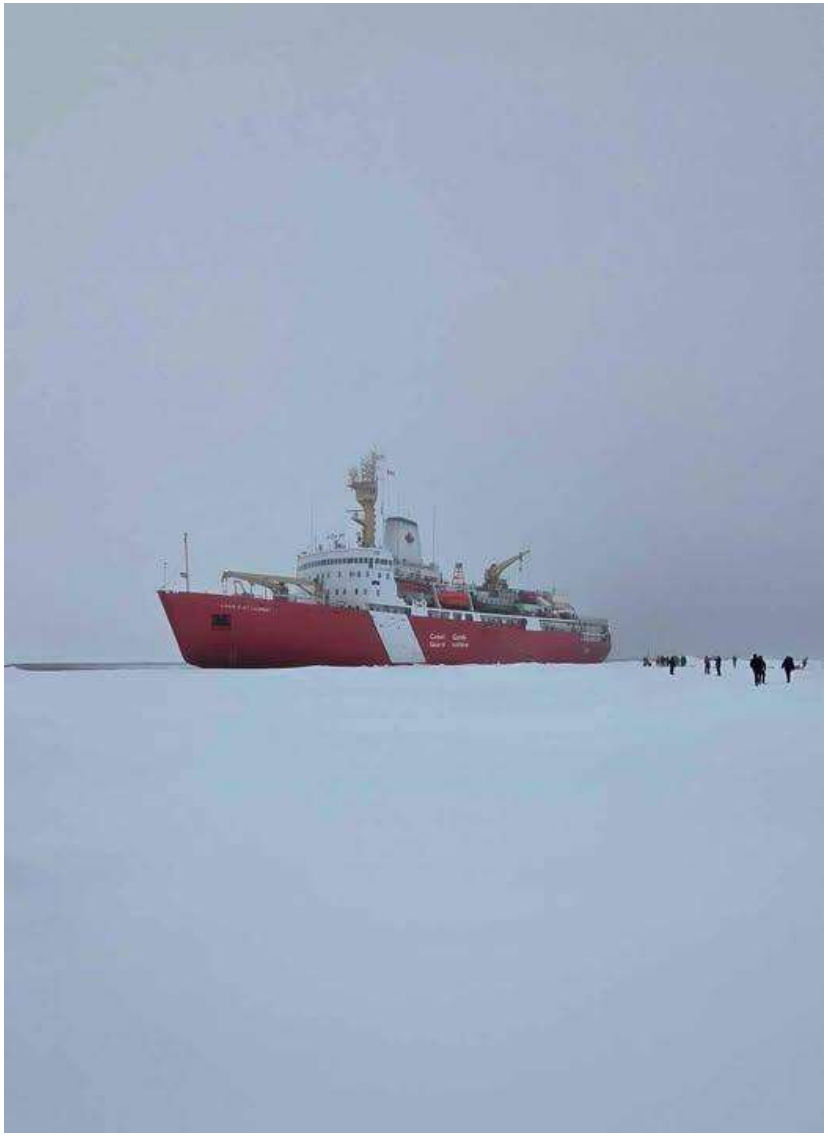
Antony is a master mariner and senior maritime executive with more than 30 years of leadership experience spanning port and harbour management, marine operations, pilotage, regulatory oversight, marine safety and security, emergency management, and maritime education.

His career has also involved extensive engagement with government, industry, community partners, and other stakeholders on operational and strategic matters.

Antony joins Port Windsor from Transport Canada, where he currently serves in a leadership role in Marine Safety in Northern Ontario, based in Thunder Bay. His career spans federal marine regulatory leadership, international port and harbour management, fleet management, and maritime education.



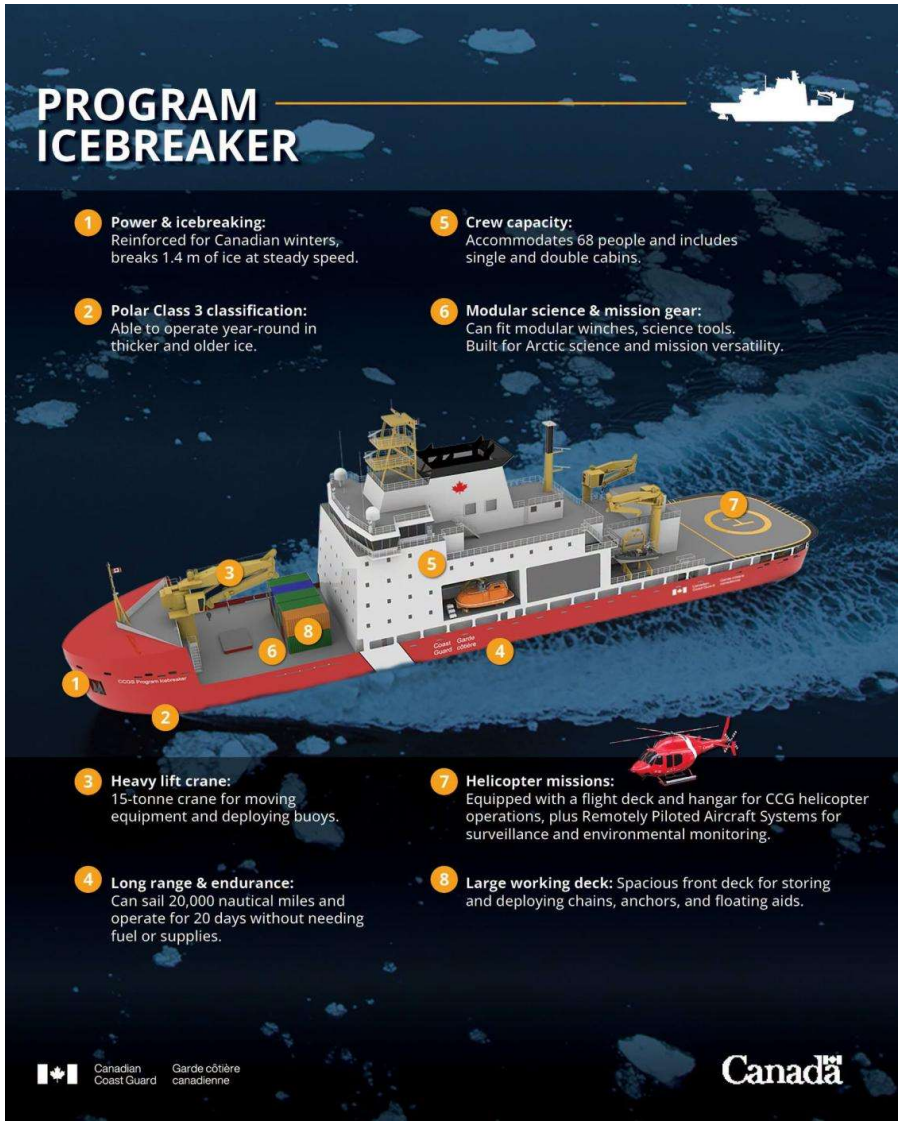
Work on the Port of Montreal expansion project is underway in Contrecoeur



The Canadian Coast Guard’s heavy ice breaker Louis S. St-Laurent has reached the North Pole!!

📸 Owen Parsons

Able the move through nearly 10’ of ice at 3 knots, the 392’ heavy Arctic icebreaker CCGS LOUIS ST. LAURENT at the North Pole in late July 2026, her fourth voyage there in 32 years.



Canadian Coast Guard

A major step forward for our future fleet.

The design and build contract for six new Program Icebreakers has been awarded to Chantier Davie.

Built for the future, these next-generation icebreakers will provide the critical services needed to support Canadian communities, enable trade, and drive economic growth.

A stronger fleet means a stronger Canada.

Georgian College, Royal Canadian Navy deepen partnership to strengthen marine education, training and career pathways

Barrie, ON – Georgian College and the Royal Canadian Navy (RCN) announced a Memorandum of Collaboration (MOC) that will create clearer education, training and career pathways between the college and the Navy. The agreement will connect Georgian students with experiential learning and Navy career opportunities while expanding access to training, upskilling and recognition of prior learning for reservists and active service members.

The collaboration focuses on creating greater awareness of marine programming and expanding short-term and industry-certified training aligned with Navy occupations.



Kevin Weaver, President and CEO of Georgian College, delivers remarks during the signing of a Memorandum of Collaboration between Georgian and the Royal Canadian Navy.



Polsteam Adds New Polsteam Goplo to Laker-Class Vessel Fleet

The Polish Steamship Co. (Polsteam) of Szczecin, Poland, has added another new vessel, its 12th in a series of Laker-class vessels, to its fleet. Recently added is the Polsteam Goplo (IMO 1027213), built in 2026 at the Chinese Dalian Shipbuilding Industry (DSIC) Shipyard in Shanhaiguan Quinhungdao (Hebei Province) in China. The vessel is 199.99 meters or 656 feet in length with a beam or width of 23.700 meters or 78 feet wide. She is registered in Portugal and flies that nation's flag. She is named for a lake in Poland.

The first four vessels in the series, which began in 2024, have three deck mounted cranes whereas eight others in the series have four deck mounted cranes.

Denny Dushane

Thamesborg Completes Arctic Northwest Passage After Last Year's Grounding

August 23, 2026



Cargo ship Thamesborg traveling through sea ice. (Source: Wagenborg)

Dutch general cargo vessel Thamesborg has safely completed its first transit of Canada's Northwest Passage since running aground on an uncharted shoal along the route last year, with the vessel passing within a few nautical miles of the site of the accident.

The 172-meter (564-foot) Wagenborg – a Great Lakes visitor in 2017, 2020 and 2025 – left Matane, Quebec, on Aug. 8 and is scheduled to arrive in Onsan, South Korea, on Sept. 3, according to AIS data. Its transit of the Northwest Passage took around five days, from Aug. 13 to Aug. 18. gCaptain



The M/V Vectis Progress was in port loading corn for export to Ireland. This shipment marks a historic milestone for Picton Terminals – representing the first direct bulk export from our terminal to a non-U.S. international market in its more than 70-year history.

Picton Terminals Ltd.

Vectis Progress at Picton Terminals. [Picton Terminals Ltd.]

SEAWAY MONTHLY TRAFFIC RESULTS
July 2026

Traffic (in thousands of tonnes)	SLSMC - Combined Traffic			
	Year to Date		Change from 2025	
	2025	2026	Tonnes	%
Total Cargo	16 522	16 500	-22	-.13%
All Grain	5 254	5 034	-220	-4.18%
Iron Ore	2 572	2 422	-150	-5.83%
Coal	612	577	-35	-5.69%
Dry Bulk	5 092	5 650	558	10.97%
Liquid Bulk	1 915	1 878	-37	-1.94%
General Cargo	1 063	917	-146	-13.70%

Vessel Transits	2025	2026	Transits	%
Total Transits	1 757	1 839	82	4.67%

The St. Lawrence Seaway Management Corporation

SEAWAY MONTHLY TRAFFIC RESULTS
August 2026

Traffic (in thousands of tonnes)	SLSMC - Combined Traffic			
	Year to Date		Change from 2025	
	2025	2026	Tonnes	%
Total Cargo	20 208	20 740	532	2.63%
All Grain	6 315	6 108	-207	-3.28%
Iron Ore	3 112	2 944	-168	-5.41%
Coal	741	735	-5	-.74%
Dry Bulk	6 344	7 421	1077	16.98%
Liquid Bulk	2 352	2 352	0	-.02%
General Cargo	1 312	1 151	-161	-12.29%

Vessel Transits	2025	2026	Transits	%
Total Transits	2 156	2 309	153	7.10%

The St. Lawrence Seaway Management Corporation



Thank You to Our 2026 Sponsors!

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

August 2026



Ralph Misener with her unique Conflow self-unloading equipment on deck. John Vournakis

August 1980

An explosion in the crankcase of the bulk carrier RALPH MISENER left one crew member killed and another four injured. One of the injured later died. The ship was loaded with coke and on the Saguenay River bound for Port Alfred. Repairs were carried out at Montreal.



Windoc the day after her accident.

Dave Wobser

August 2001
Bridge 11 of the Welland Canal was lowered prematurely, striking the downbound bulk carrier WINDOC, taking the top off the pilothouse, toppling the stack, and igniting a fire. The massive damage to the ship was never repaired, and efforts to find work for the vessel as a barge were not a success. The hull arrived at Port Colborne for dismantling on November 9, 2010.



Ottercliffe Hall in 1975. Hal Jackson

August 1983

The OTTERCLIFFE HALL, the last "straight-deck" Great Lakes bulk freighter built with a pilot house forward, was bareboat chartered to Misener Transportation Ltd. and renamed b.) ROYALTON. She was renamed c.) OTTERCLIFFE HALL, d.) PETER MISENER in 1988, and e.) CANADIAN TRADER in 1994. She was scrapped at Alang, India, in 2004.

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