

Job Market

CANADIAN CHAIR PROFESSOR **Marine Environmental Protection**

The Professor, Marine Environmental Protection(Canadian Chair), is responsible, under the supervision of the Vice President Academic Affairs, for the coordination and delivery of ocean law and/or management and marine spatial planning fields, including teaching, research and student supervisory programmes.

As a member of the faculty and professional staff at WMU, the incumbent will work to keep WMU positioned as an academic institution of excellence, help advance the institution and build its reputation in the relevant field of expertise.

Application

The position offers an attractive salary (P4 Grade of the ICSC salary scale), free of income tax in Sweden, a benefits package and relocation expenses. Applicants must fill in the [Personal history form](#) and send a letter of interest, a complete CV, and the contact information of three referees to Marco Batista, Head of Human Resources (mb@wmu.se).

This position is open strictly to citizens of Canada

Deadline for applications:

15 May2021

Industry News Update

April 2021

Picton company to begin container service to Great Lakes from Halifax

3/20 - Picton, ON – A new company based in Picton, ON, Doornekamp Lines, will begin container ship service in the Great Lakes from Halifax in May and a secondhand vessel has been purchased. This is the Gesina Schepers built in China in 2007. She sailed under the name Eemsdijk until 2018. She will be renamed Peyton Lynn C. Future plans are to include service from Picton to Cleveland. Rene Beauchamp



Tanker Dara Desgagnés sold for off-lakes service

3/22 - Reported for sale a few weeks ago, was the tanker Dara Desgagnés wintering in Montreal. It was recently sold to Soonoil, a company in the Dominican Republic. On paper, she was renamed Caribbean Energy and will sail under the Mongolian flag, port of registration Ulaanbaatar. As of Saturday morning, only the Desgagnés logo on the stack had been removed. René Beauchamp – Seaway News



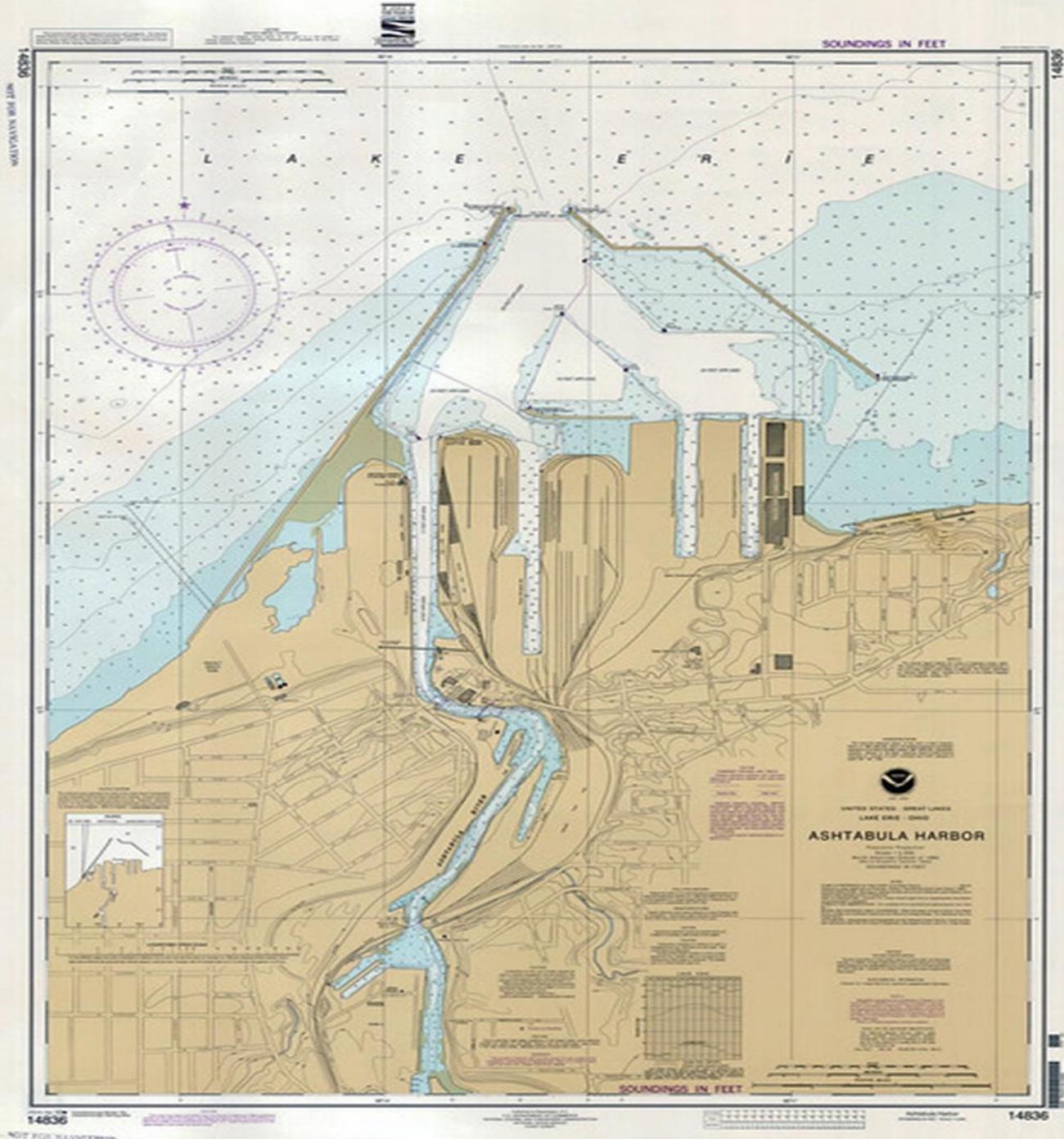
Ashtabula coal dock being dismantled

2/25 - Ashtabula, OH – Dismantling of the Norfolk & Southern coal dock has begun. The ship loader has now been torn down. The concrete walls that the loader traveled on are in the process of being removed. Ore was either dumped from the rigs into a weigh hopper and then into rail cars or into the trough where it was picked up by the traveling bridge crane and put into the stockpiles. The transfer point has also been removed. This structure allowed coal coming down the main belt to be diverted either to the ship loader or into the three storage silos. Presumably, the main belt will be razed soon, followed by the silos. David Nolan



7889. *View of Ashtabula Harbor, Ohio.*

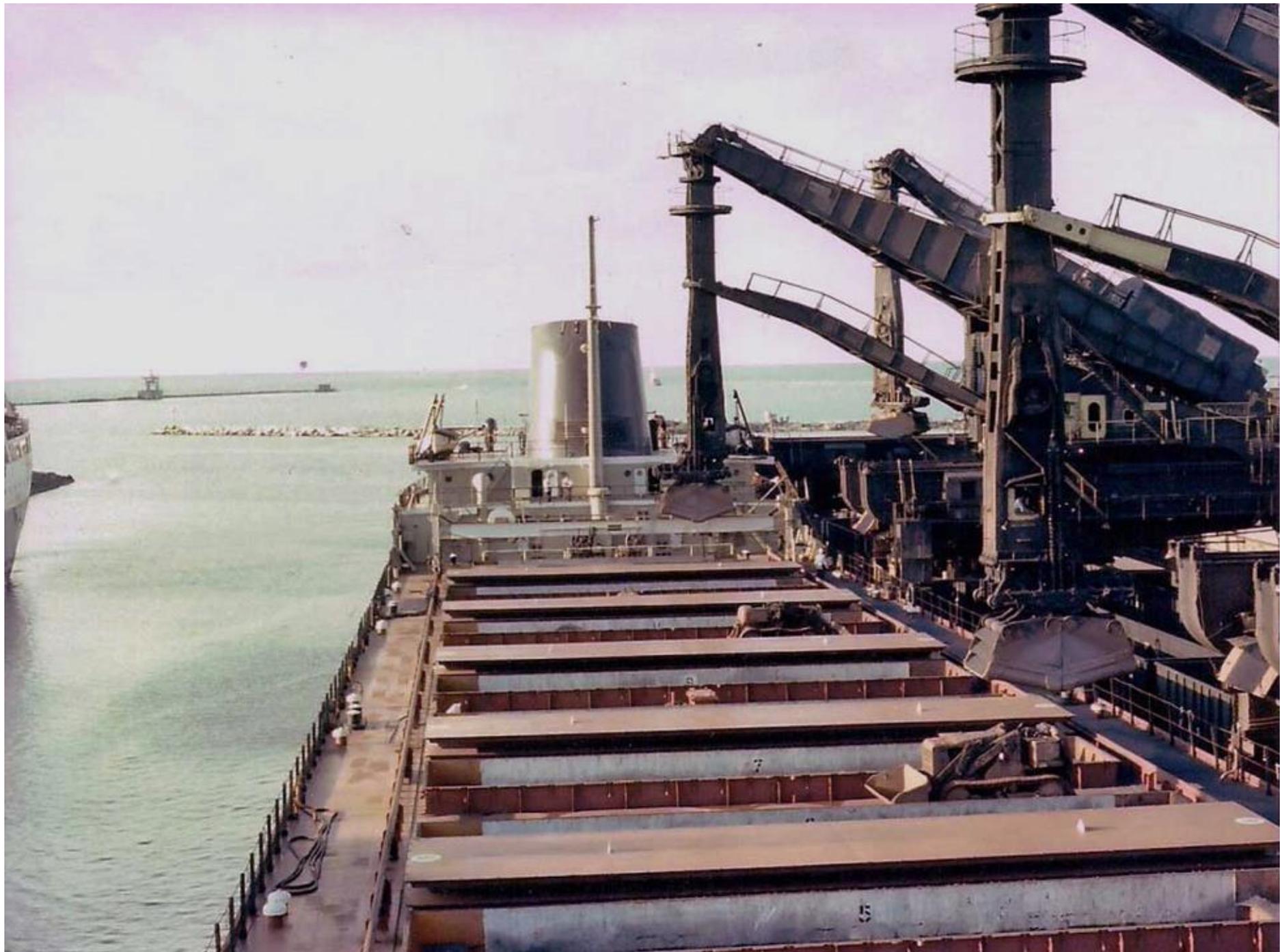




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NOT FOR NAVIGATION







Welland Canal opens for the season

3/20 - Port Colborne, ON – Florence Spirit was the first upbound vessel for 2021 at the Welland Canal and at Lock 3. CSL Tadoussac was the first downbound vessel. They were the first downbound at Lock 3 in 2020 as well. CSL Tadoussac wintered in Port Colborne and departed their lay-up dock heading downbound in the canal to Bowmanville to load cement clinkers for Detroit. Denny Dushane

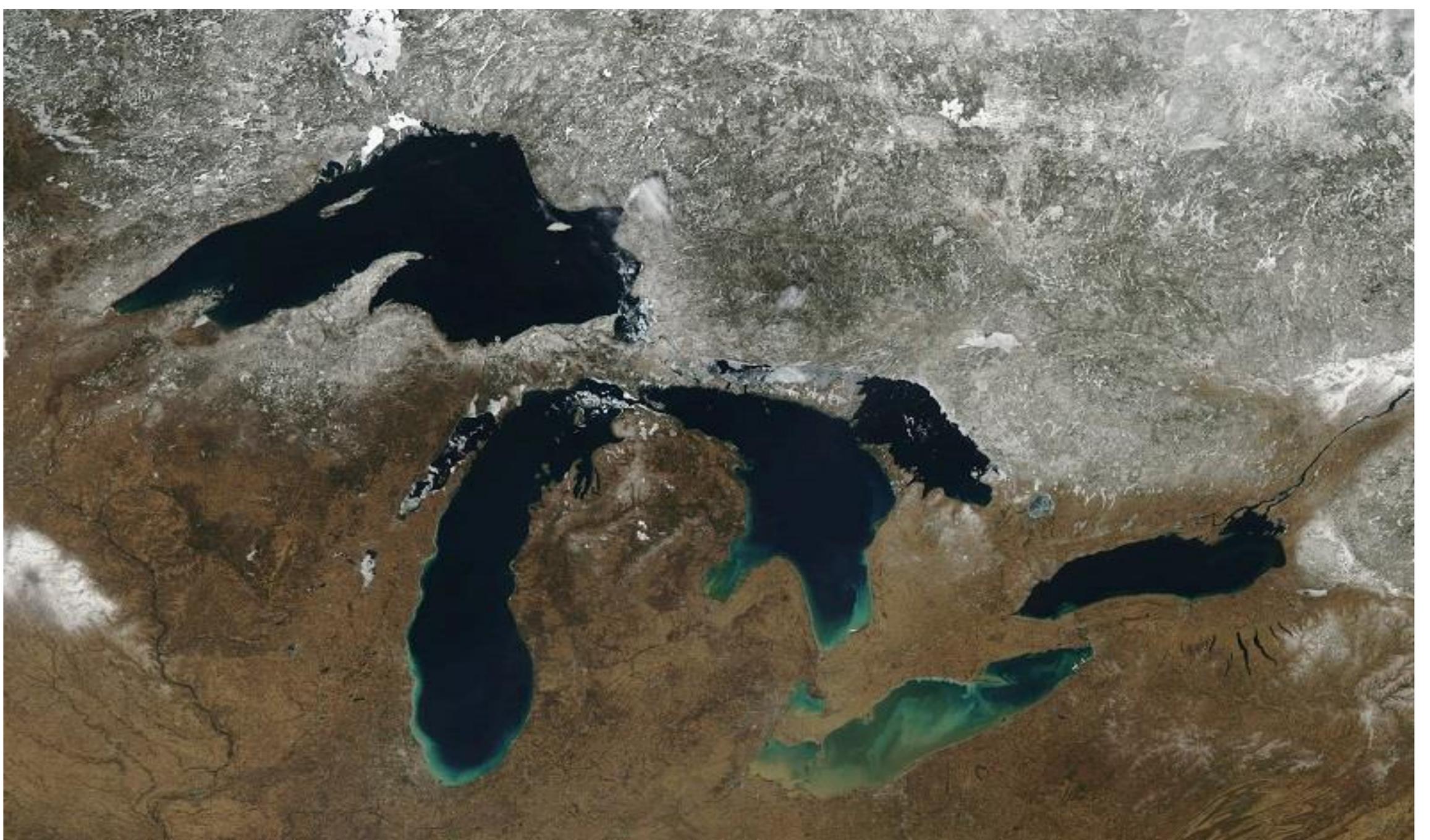


Welland Canal opens for the season – First Downbound Vessel



THE ST. LAWRENCE SEAWAY READY TO WELCOME MARINE TRAFFIC SAINT-LAMBERT, March 22, 2021 – The St. Lawrence Seaway Management Corporation (SLSMC) announced the opening of its 63rd navigation season. The CSL Group's Baie St. Paul, a Trillium-class Laker, was the first ship through the St. Lambert Lock in a virtual opening ceremony attended by a number of dignitaries, including the Honourable Omar Alghabra, the Canadian Minister of Transport, and the Honourable Pete Buttigieg, U.S. Secretary of Transportation.





Lakes sat photo March 21, 2021...minimal ice to commence 2021 navigation season.

New shipping season underway at Soo Locks

3/25 - Sault Ste. Marie, MI – The Soo Locks opened for the season just after noon on Wednesday. The first upbound passage was the tug Laura L. VanEnkevort / barge Joseph H. Thompson.

[Taylor Worsham](#)

The Sault News





Captain Serge Chevrier was presented with a ceremonial top hat and gift by the Hamilton-Oshawa Port Authority's Harbour Master, Vicki Gruber and HOPA Ports President & CEO, Ian Hamilton, at the base of the gangway.

[Sure sign of spring—Port of Hamilton's first vessel arrives](#), *The Bay Observer - Providing a Fresh Perspective for Hamilton and Burlington (Hamilton and Burlington, Ontario), March 24, 2021*. The shipping season for the Port of Hamilton is officially underway. Canada Steamship Lines' bulk carrier, *Baie St. Paul*, became the first vessel to arrive at Hamilton port, kicking off the 2021 marine shipping season. Coming all the way from Dartmouth Nova Scotia, this self-unloading 'Laker' docked along pier 26 with a load of gypsum for stevedore QSL to unload. Ian Hamilton,

[Shipping season begins on high note](#), *TB Newswatch (Thunder Bay, Ontario)*, March 27, 2021 (also appeared in 2 other publications). Thunder Bay's shipping season kicked off on a high note over the weekend, with eight ships expected to be in the harbour by the end of Saturday. The Tug *Sharon M1* and Barge *Huron Spirit* earned "top hat honours" as the first ship to officially arrive in 2021, coming abeam of the Mission Pier entrance at 11:32 p.m. Friday. It's the first time in port history that a tug and barge took the prize. Captain Ray Davis and Chief Engineer Vladimir Lats received the honour.



By

[NetNewsLedger](#)

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March 27, 2021

Fednav's Arctic sold for scrap

3/26 - Fednav's multi-purpose vessel Arctic currently in Quebec City has been sold for demolition and recycling in Aliaga, Turkey. It is listed as a tanker / bulk carrier / ore carrier.(OBO carrier) Built at Port Weller in 1978 as a bulk carrier only, it was lengthened by the same shipyard in 1985 and converted.

René Beauchamp



Shipfax doesn't deploy the word legendary very often, but the recent news that Fednav has sold their Arctic for scrap after 43 years of service surely warrants at least a few superlatives.

Arctic was built in 1978 by Port Weller Dry Dock to transport lead-zinc ore from the Polaris (75 degrees North) and Nanisivik (73 degrees North) mines. In 1984 the ship was converted by Portship in Thunder Bay, allowing it to carry oil in addition to bulk cargo. Damage from a grounding resulted in side and bottom strengthening at Port Weller in 1985. During the winter of 1985-86 the ship then received a new icebreaking bow. The new work resulted in the ship's ice class being upgraded to Finnish-Swedish 1A Super.

It was the first ship to export crude oil from the arctic when it loaded from Panarctic Oil's Bent Horn terminal.

When the Polaris and Nanisivik mines closed in 2002 due to low lead-zinc prices, the ship shifted to serving the Raglan and Voisey's Bay nickel mines, operating year round from Ungava Bay and Labrador to Newfoundland and Quebec City. It transports ore from the mines, but also carries general cargo, containers, equipment and fuel to the mines. Two 16 tonne and two 30 tonne cranes handle the dry cargo.

ShipFax Mac McKay



NOAA kicks off transition exclusively to electronic navigation charts

- **2/28 - The U.S. National Oceanic and Atmospheric Administration is set to begin implementing its sunset plan for paper nautical charts as it transitions exclusively to electronic navigation charts.**
- **NOAA announced its Sunsetting of Raster Nautical Charts in the Federal Register in 2019, which detailed a 5-year plan to gradually end production and maintenance of NOAA traditional paper and raster nautical chart products beginning this year.**
- **The electronic charts, NOAA says, are easier to update and maintain, keeping mariners safer with up-to-date information on marine hazards. Read more at this link: <https://gcaptain.com/noaa-kicks-off-transition-to-exclusively-electronic-navigation-charts> Port Reports**

Theodore Tugboat replica sold to new owner in

Ontario, *CBC*, March 26m 2021 (also appeared in 12 other publications). Halifax's iconic Theodore Tugboat is moving to a new home, but this doesn't mean farewell to Nova Scotia forever. Theodore Too, Nova Scotia's life-sized TV replica tugboat, will soon start a new chapter promoting marine careers while based out of Hamilton, Ontario. The tug has been sold to **Blair McKeil**, founder of McKeil Marine, who has strong ties to Nova Scotia. In his new role, Theodore will embark on promotional missions throughout the Great Lakes and Atlantic Canada. Blair McKeil is quoted.



Tug Theodore Too coming to Port Dover

3/28 - Port Dover, ON – A famous tugboat will make Port Dover its summer home once the COVID-19 pandemic is over. “He will spend part of the summer in Port Dover,” McKeil said. “He will be up there July and August. It’s a perfect place for him.” The Theodore Too will travel the Great Lakes and elsewhere as a thrill for children and to promote careers in marine industries. McKeil added the Theodore will also spend time in the harbor in Hamilton in a high-profile location accessible to families.

The Theodore Too looks like a novelty boat. But beneath the animated exterior is a well-maintained working vessel. The tug is 60 feet long, 22 feet in the beam and has a draft of nearly nine feet. The Theodore Too is rated for 49 passengers. The boat has two single cabins, two double cabins, a laundry room, a shower, a galley with sink, a refrigerator, a freezer, an oven, a range and a microwave station. It is also fully outfitted with nautical electronics, including two VHF radios, radar, GPS, a hailer, a chart plotter, auto pilot, remote joystick steering, a depth sounder, compass, a rudder angle indicator, closed-circuit TV, a public-address system, and two flat-screen TVs. McKeil says the boat requires a crew of three. He sees the tug making guest appearances at port towns on the north shore of Lake Erie when those communities are having special events and festivals. He says Theodore Too will make its presence felt in Port Dover during Canada Day festivities, fair-weather Friday the 13th motorcycle rallies, and Summerfest.

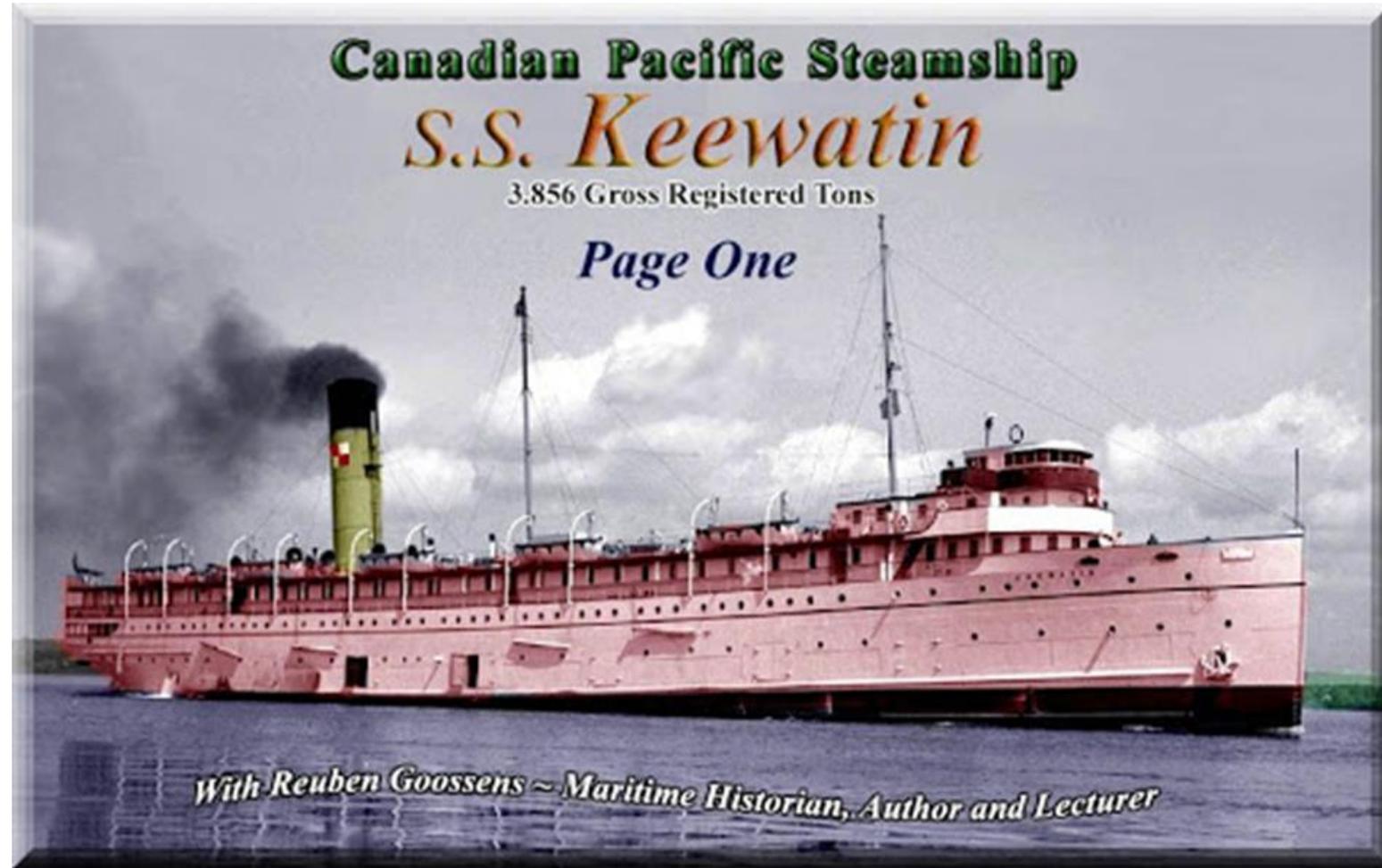


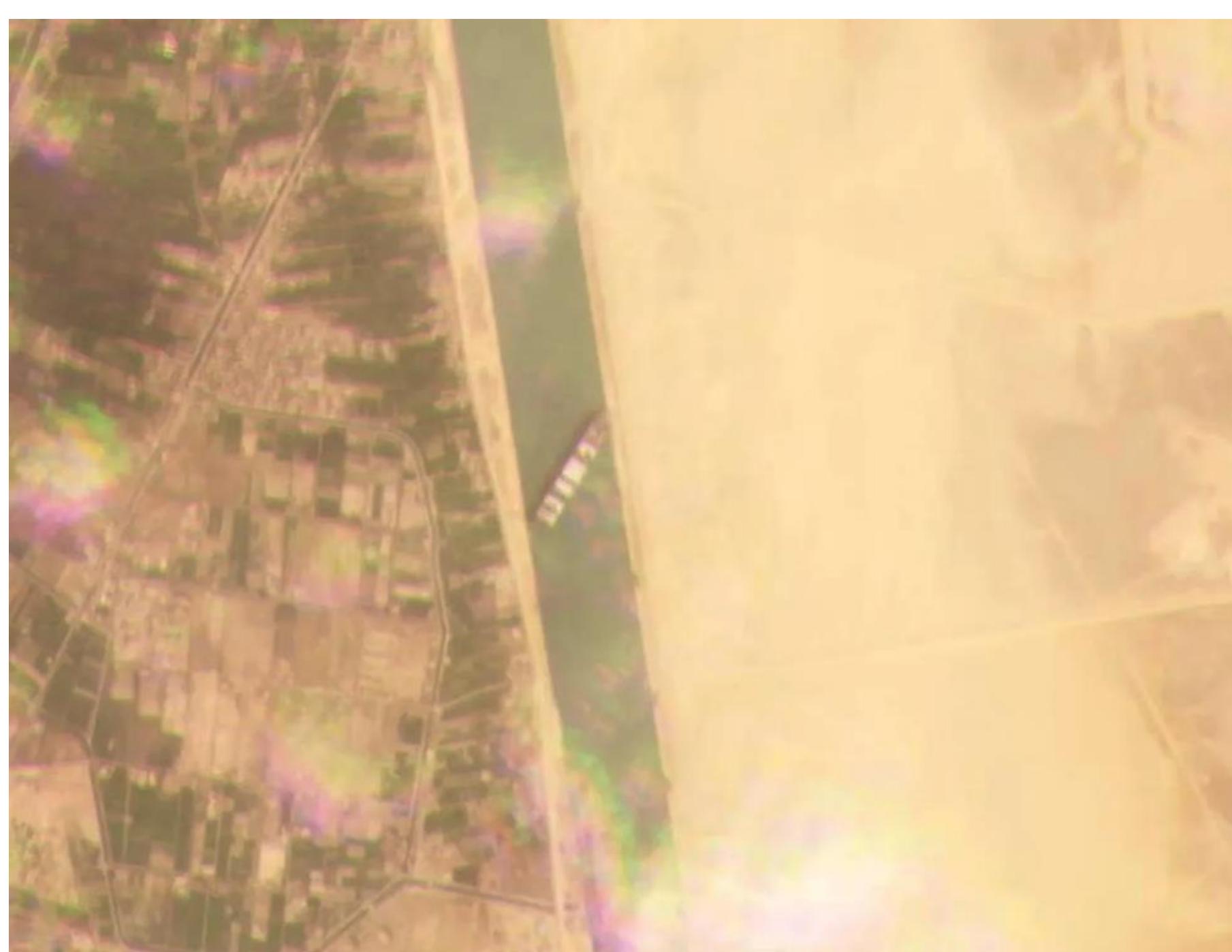
[Transport Canada nixes Norgoma berth](#), *Sault Star (Barrie, Ontario)*, March 30, 2021 (also appeared in the [Owen Sound Sun Times](#)). The M.S. Norgoma's future in Owen Sound as a proposed tourist destination and floating commerce hub may be dead in the water. In a letter to the City of Owen Sound, Transport Canada manager of airports and ports Patricia Moniz wrote, "We regret to advise that we cannot support the proposal at this time as it is not compatible with our land management considerations at the port." Built in the 1950s in Collingwood, the 188-foot Norgoma was a package freighter and passenger ferry once operated by the Owen Sound Transportation Company. In 1974, the Norgoma and her sister ship the Norisle were replaced by the Chi-Cheemaun, which still does the run today.



'Keeping Keewatin Home' movement gets its own show next week, *Orillia*

Matters (Orillia, Ontario), March 26, 2021. Simcoe North MP Bruce Stanton is working hard to keep the SS Keewatin in its home port. Stanton hosts a Facebook Live event Monday to elicit support and provide information on the Edwardian-era ship that's in imminent danger of being moved from Port McNicoll to Kingston. “We will talk about the importance of this last Great Lakes passenger steamer and how to Keep Keewatin Home,” Stanton said, noting he’ll be joined during the event by local historian Dan Travers and Friends of Keewatin curator Fred Addis. “The Keewatin is a touchstone of our rich history and a sole remnant of Port McNicoll’s place in the settlement of Canada in the early 1900s and of the early passenger steamships on the Great Lakes.”





CBC News · Posted: Mar 24,
2021 9:03 AM ET | Last
Updated: March 24

M/V Ever Given – Suez Canal

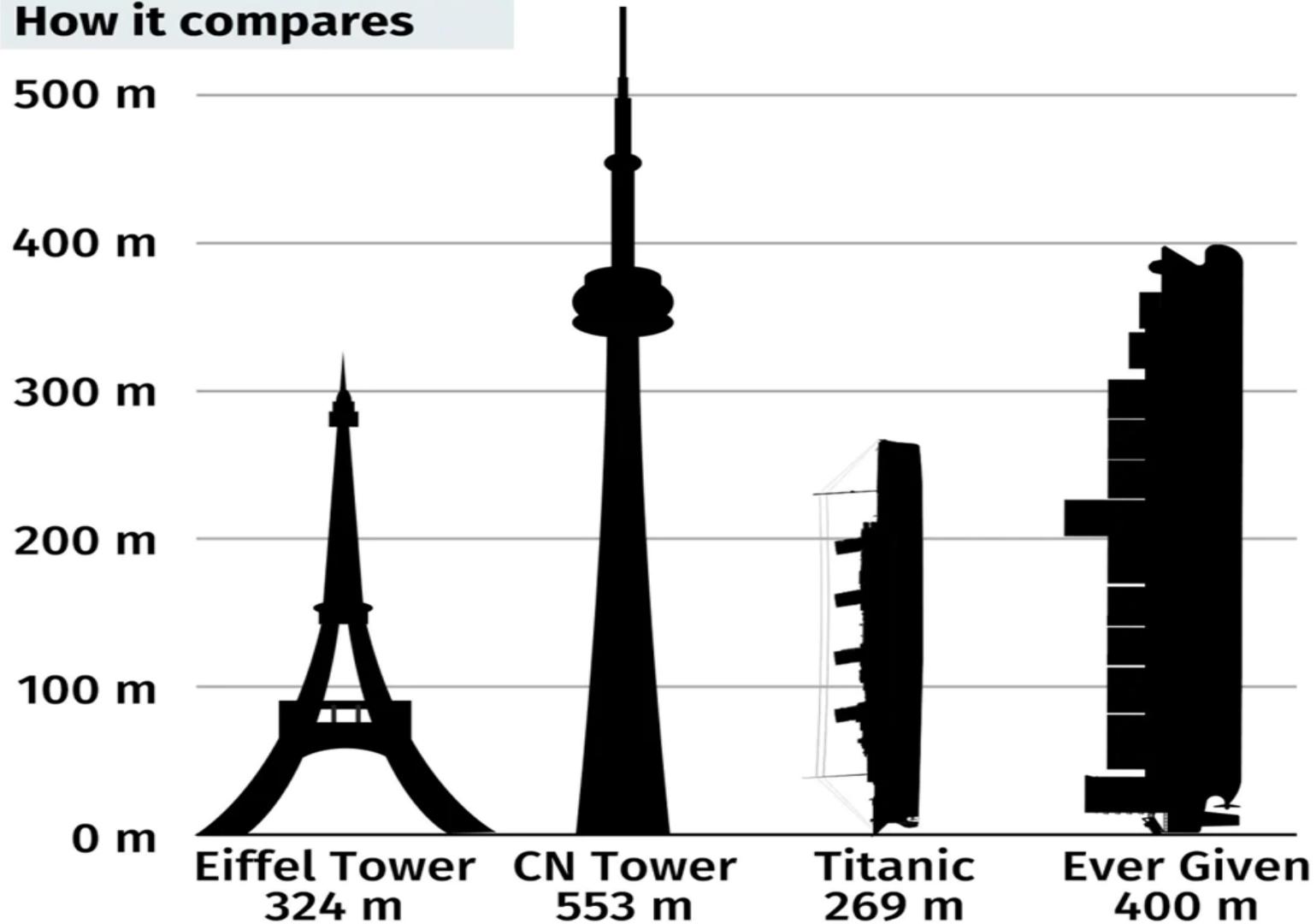


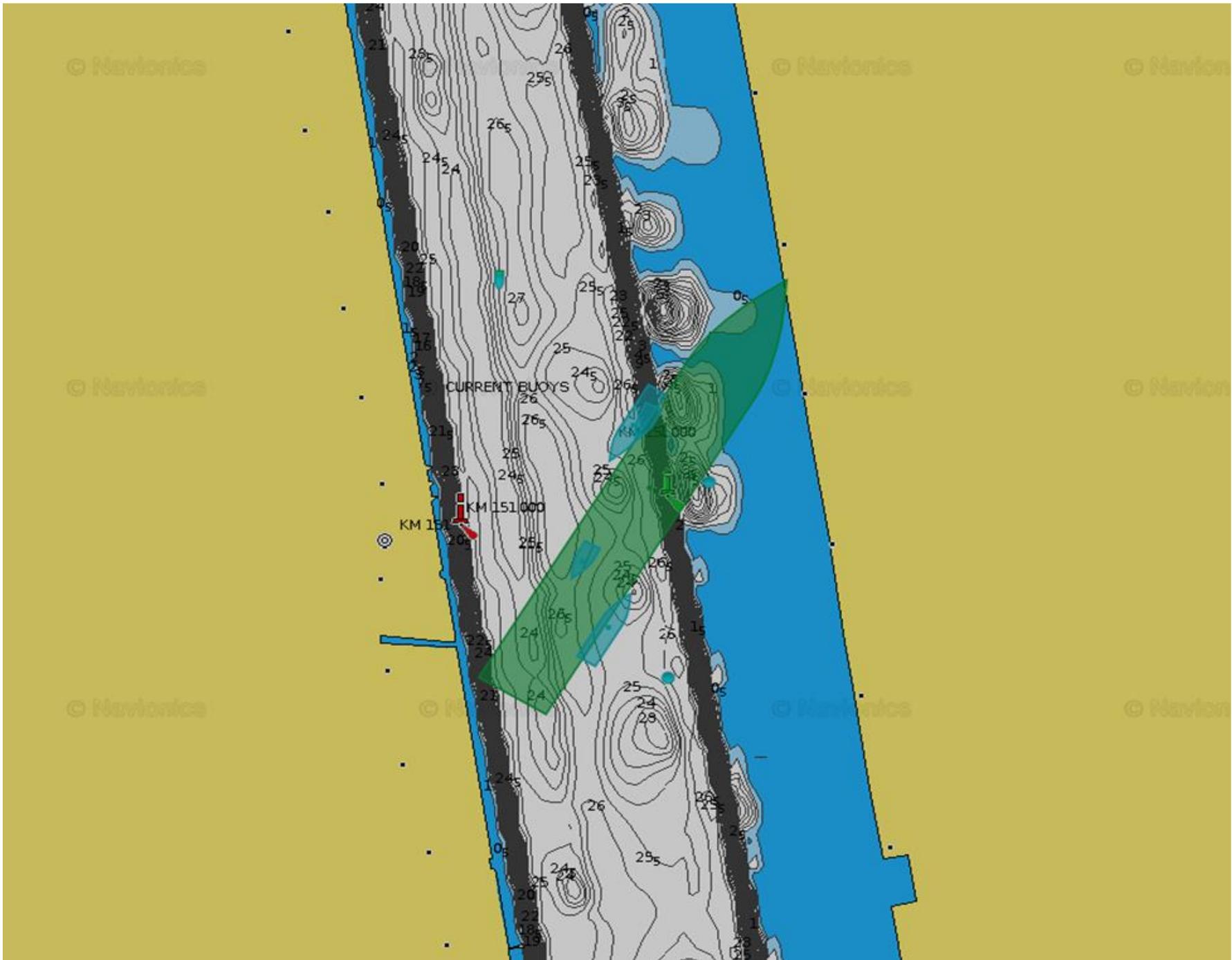
MARCH 26, 2021: Maxar's WorldView-2 collected new high-resolution satellite imagery of the Suez canal and the container ship (EVER GIVEN) that remains stuck in the canal north of the city of Suez, Egypt. Satellite image (c) 2021 Maxar Technologies.

How big is the ship stuck in the Suez Canal?

Suez Canal is just 205 metres wide at its thinnest point

How it compares





“Whistle Lights”

On the forward mast, they lighted up when the whistle was blown. They were unique to each fleet. Hanna's light was the Hanna star, Pickands Mather PM, Wilson W, Upper Lakes a “diamond,” Hindman Transportation an H, and so on. They have long since been replaced by a single white light on the forward mast.





Facebook Bruce Robbins



2-20-2021 Atlantic Huron in winter layup at Cargill Elevator in Sarnia, ON.



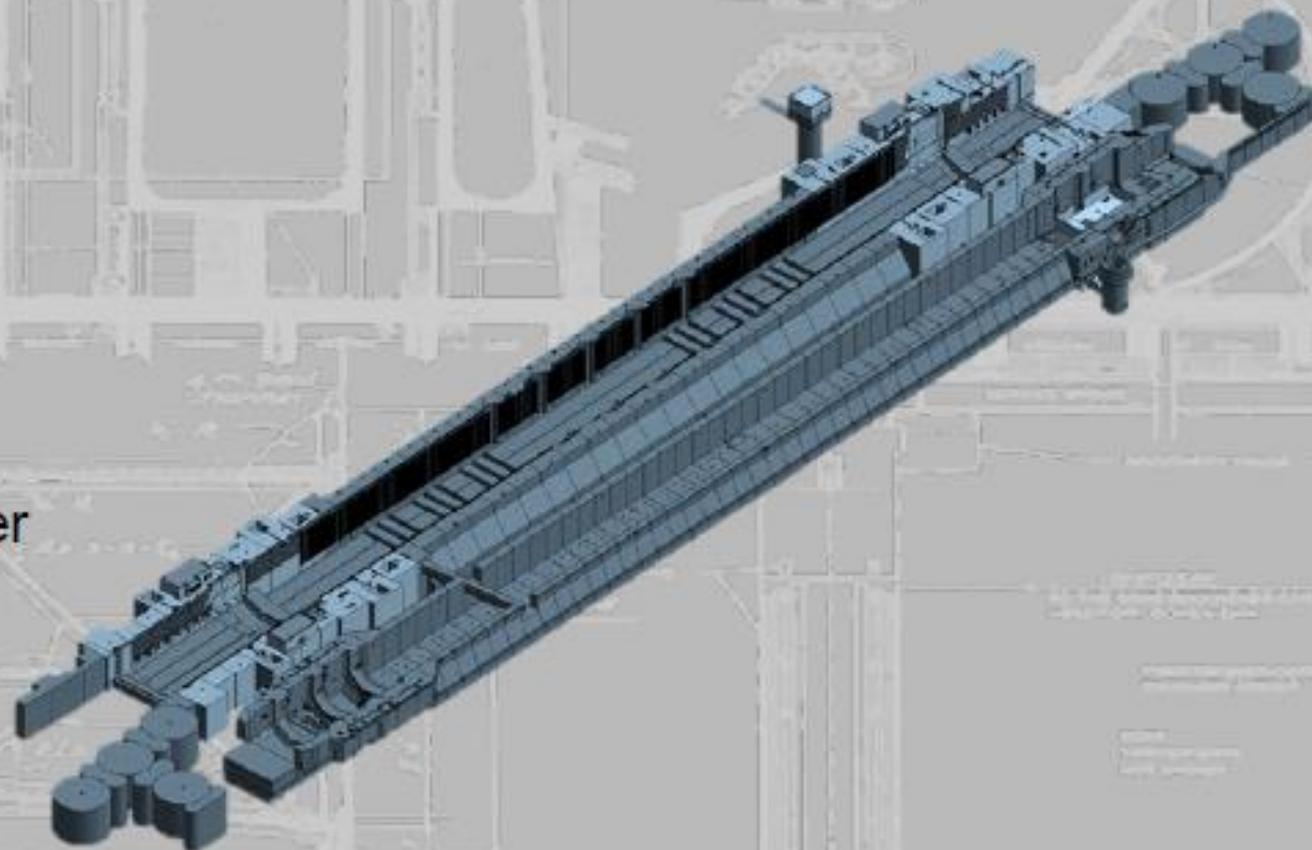
Facebook Bruce Robbins



Facebook Feb. 24, 2021 Paul R. Murray

NEW LOCK AT THE SOO INDUSTRY COORDINATION

Mollie Mahoney – Project Manager
Darin White – Lead Engineer
March 30, 2021



US Army Corps
of Engineers®



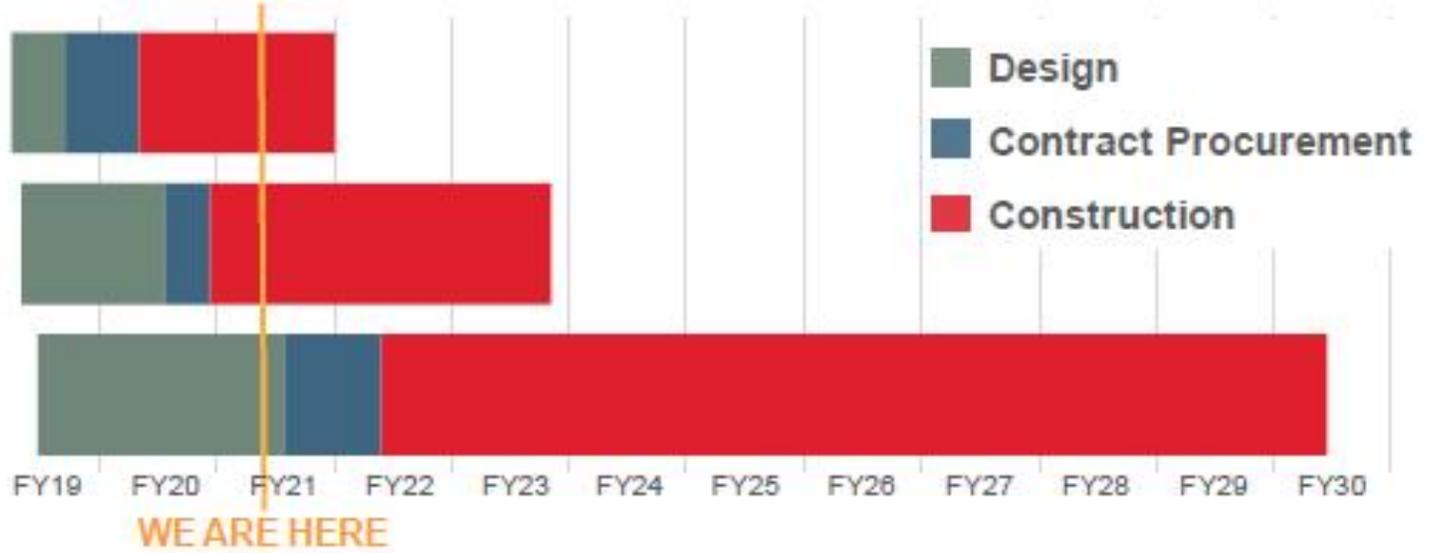
NEW LOCK STATUS



Phase 1: Upstream Channel Deepening (UCD)

Phase 2: Upstream Approach Walls (UAW)

Phase 3: New Lock Chamber (NLC)



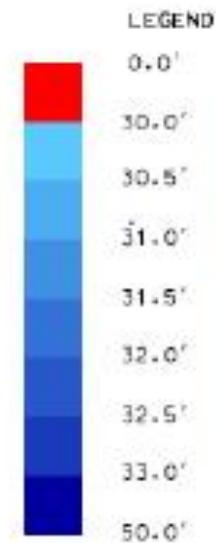
* Early completion could be realized with approval of continuing contracts clause, efficient funding, and favorable weather conditions



PHASE 1: UPSTREAM CHANNEL DEEPENING UPDATE

Major features of contract work

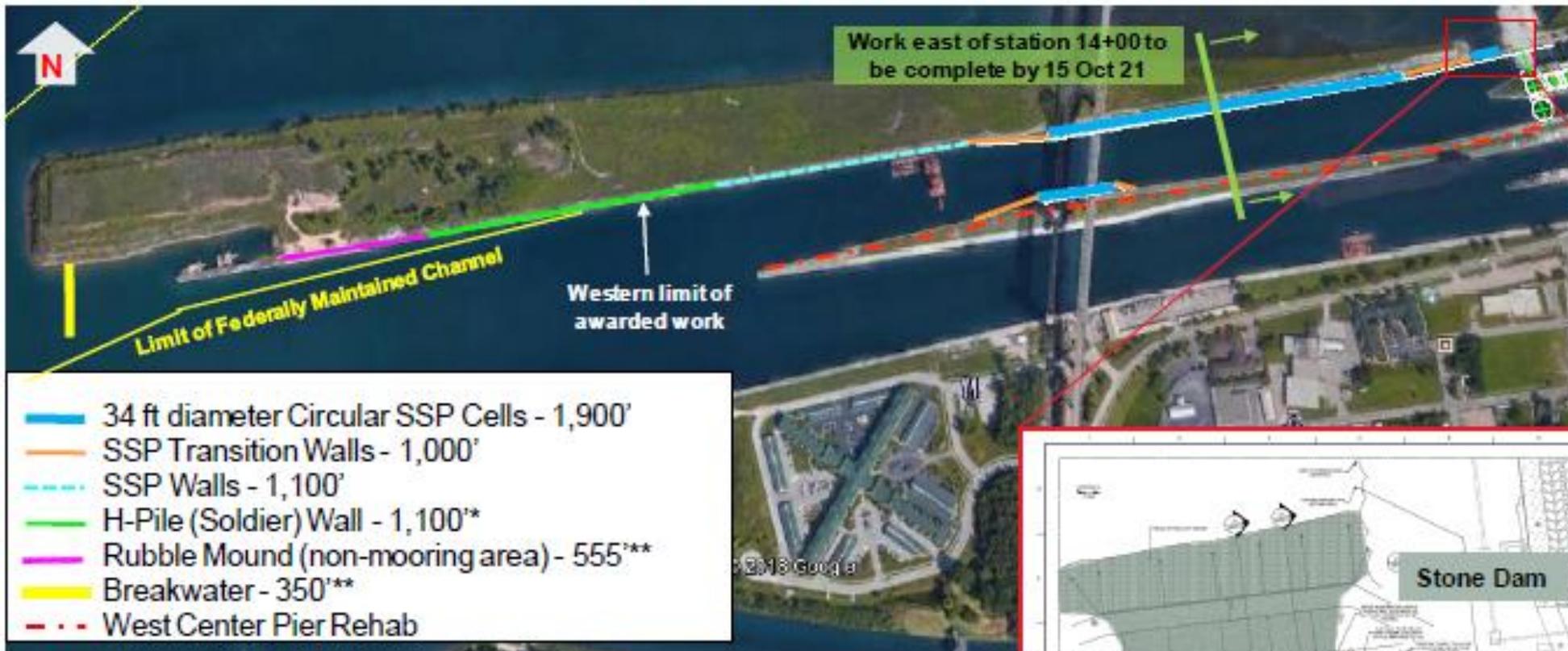
- Mobilization → 100% Complete
- Instrumentation → 100% Complete Installation
- Northwest Pier Access Road Construction → 95% Complete
- Channel Deepening → 33% Complete



Xcentric Ripper



PHASE 2: UPSTREAM APPROACH WALLS UPDATE

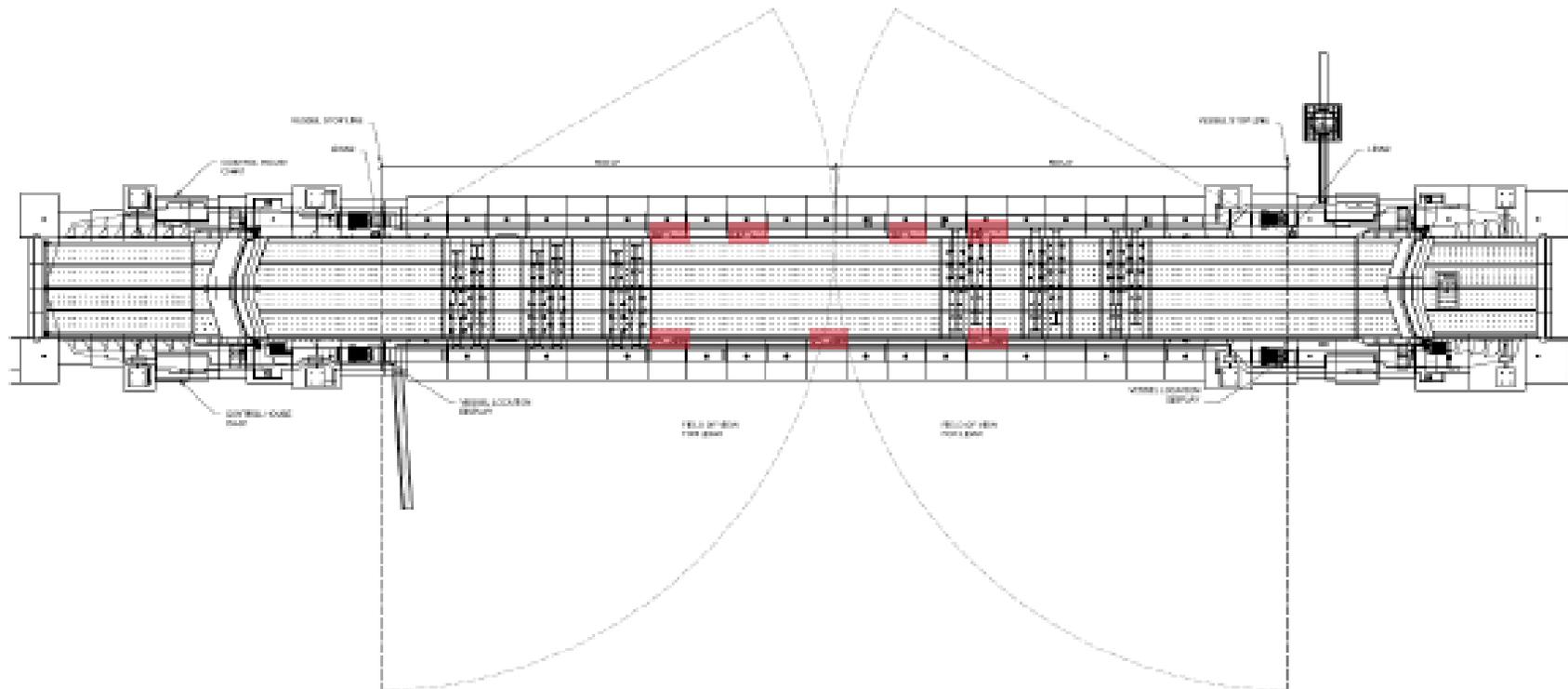


- Scope includes rehabilitation of approach walls upstream of New Soo Lock including reconstruction of walls, concrete caps, mooring bollards, electrical, and lighting.
- Contractor expected to arrive on site in Spring 2021

*Options that have not been exercised to date

HANDS FREE MOORING

- Hands free mooring will be partially incorporated (recesses/fillers) into the new lock chamber base contract.
- 4 units will be located on the North and 3 units on the South lock wall.
- An option will be included in the construction contract for the HFM equipment (dynamic unit, cables, electrical, etc.)
- A vessel self spotting system will be in place to help vessels correctly position in the chamber





DOWNSTREAM WORK



Downstream Approach Wall
1200LF Pile & Lagging Wall w/ Bollards at 60'

320LF of 45' End cells w/
fenders both sides; bollards

East Center Pier Rehab
1040LF Pile & Lagging Wall w/ Bollards at 60'

4/6 - St. Catharines, ON –

Algoma Central Corporation has taken delivery of the **Captain Henry Jackman**, the fifth Equinox Class gearless dry-bulk carrier. The ship is expected to begin her voyage to Canada from the Jiangsu Yangzi-Mitsui Shipbuilding Company in China in mid-April.

Improvements include innovations such as lighter weight aluminum hatch covers, twin rudder design, and increased cargo capacity (1200 MT), minimized greenhouse gas emissions. As with all Equinox Class ships, the Captain Henry Jackman has a closed loop exhaust gas scrubber.



By The Welland Tribune Thu., April 8, 2021

First saltwater vessel for 2021 enters Seaway

3/27 - Federal Cedar, IMO 9671101, built in 2016 at the Oshima Shipbuilding Co. in Oshima, Japan, arrived in Montreal, Quebec early on March 26, becoming the first official saltwater vessel to enter the St. Lawrence Seaway for the 2021 season. They are enroute to Sault Ste. Marie, Ont., where they are expected to arrive sometime around March 31. Federal Cedar was built in 2016 as part of the C-series of vessels built for Fednav Ltd. at the Oshima Shipbuilding.

Federal Cedar opens ocean-going shipping in port of Thunder Bay

4/7 - Thunder Bay, ON – The Marshall Islands-registered Federal Cedar became the first ocean-going vessel to enter the Port of Thunder Bay during the 2021 navigation season. The vessel berthed at the Richardson International Main Elevator Sunday morning, April 4, marking the earliest opening to saltwater vessel traffic at the Port in 5 years.



A new \$155-million ferry that features 30 bedrooms, a bar and up-to-date technology will offer a more pleasant trip for passengers travelling between Souris, P.E.I., and the Magdalen Islands this summer, says the ship's captain.

The Madeleine II, which will begin operation June 1 and make at least one crossing a day.

The ferry is about 18 metres longer and three metres wider than the existing ferry, which is now 39 years old. It can accommodate 1,000 passengers on a 4.5 hour trip.



CBC **New Iles de Madeleine Ferry**



Thank to dry winter, lakes Michigan, Huron down almost one foot

4/10 - This past winter was drier than normal over the Great Lakes drainage basin. As a result, the Great Lakes water levels continue to decline faster than the typical late winter decline.

At this time last year, Lake Michigan and Lake Huron were at all-time record high water levels for late March and early April. A good comparison is the lake level currently to the lake level last year at this time. Lakes Michigan and Huron are the same lake level because of the free flow of water through the Mackinac Straits. Lakes Michigan and Huron are 10.8 inches lower at the end of March 2021 compared to one year ago. This drop in water levels has put a significant distance between the current water level and the devastating record high water level last year.

Daily Great Lakes Water Levels

- 2021
- 2020
- Coordinated Forecast
- LTA Monthly Mean
- Record High/Low Monthly Mean

