

Industry News Update

June 2021

Algoma Central announces to build another Equinox 2.0 Class self-unloading vessel

6/1 - St. Catharines, ON –

Algoma Central Corporation has announced that it has entered into a contract with Yangzijiang Shipyard in Taicang City, China to build a new Seaway Max self-unloading vessel for its domestic dry bulk fleet. The as yet unnamed vessel will be the first of the new Equinox 2.0 Class.

The new vessel is scheduled to replace the Algoma Transport, one of the oldest vessels in the Algoma dry bulk fleet. Construction of the ship will begin in late 2022 and the vessel is expected for the 2024 navigation season.



The new Captain Henry Jackman has arrived in Canada

Hamilton Arrival Ceremony - June 13

BRIGS has spent the winter settling into our new home port of Hamilton. Opening celebrations were held on June 13th. Plans are to recommence their operations this summer. After a turbulent off-season with stringent COVID-19 restrictions, *TS Playfair* is preparing to set sail on the Great Lakes this summer. The crew are busy readying for our annual Transport Canada inspection, berths are filling up fast and COVID screening/testing plans are being completed.



Celebrating the arrival of *TS Playfair* in our new homeport

Hamilton

You're invited to this free historic virtual event as we launch our next chapter

Blessing of *TS Playfair* ⚓ Performance by Pressgang Mutiny
Meet the Crew ⚓ Special Guests

Sunday | June 13, 2021 | Reserve your spot today!
11:00 am | Register here

Supported by:

BRIGS
OPEN WATERS - OPEN DOORS

HOPA
PORTS

CSL's new salt carrier Nukumi launched in China

5/21 - During a ceremony held on May 20, 2021, at Chengxi Shipyard in China, the new state-of-the-art self-unloading ship under construction for Canada Steamship Lines (CSL) to serve long-time customer Windsor Salt. The name Nukumi was submitted by a Windsor Salt employee as part of a company-wide naming contest. Pronounced "noo-goo-mee," it refers to the legendary wise figure of the indigenous Mi'kmaq people, a culture with deep roots in Canadian Maritime provinces. The new 26,000 dwt vessel is the result of a partnership between CSL and Windsor Salt to bring a long-term, safe, sustainable and reliable solution to the delivery of deicing salt from Windsor Salt's Mines Seleines in the Magdalen Islands to stockpiles throughout Quebec and Eastern Canada. Nukumi is expected to commence operations at the start of the 2022 navigation season.





SEAWAY MONTHLY TRAFFIC RESULTS

May 2021

Traffic (in thousands of tonnes)	SLSMC - Combined Traffic			
	Year to Date		Change from 2020	
	2020	2021	Tonnes	%
Total Cargo	8 153	8 104	-48	-0.59%
All Grain	2 509	2 407	-102	-4.05%
Iron Ore	1 330	1 423	93	7.01%
Coal	466	466	0	0.06%
Dry Bulk	2 229	2 311	83	3.70%
Liquid Bulk	1 077	755	-323	-29.94%
General Cargo	539	737	198	36.70%

Vessel Transits	2020	2021	Transits	%
Total Transits	828	835	7	0.85%

The St. Lawrence Seaway Management Corporation

Reminder!!!

The Canadian Coast Guard is pleased to announce the launch of the Levels of Service online survey. The online survey provides users of Canadian Coast Guard services with the opportunity to provide feedback on the Levels of Service for the following six programs:

- Aids to Navigation**
- Waterways Management**
- Icebreaking Services**
- Marine Communications and Traffic Services**
- Search and Rescue**
- Environmental Response**

The online survey is now open for a period of 2 months. The survey will close on July 3, 2021.

Any comments or questions on the online survey or on the Levels of Service review can be directed to the Canadian Coast Guard via email: DFO.CCGLOSSurvey-Sondagensgcc.MPO@dfo-mpo.gc.ca

Thank you in advance for taking the time to provide your feedback on Coast Guard's Levels of Services, we look forward to hearing from you!



IMO Recognizes Seafarers Globally

The 2021 Day of the Seafarer campaign will continue to encourage governments to support seafarers amid the pandemic but will expand its message, calling for a fair future for seafarers.

The campaign will discuss issues that will still be relevant to seafarers after the pandemic, such as fair treatment of seafarers, fair working conditions (in line with [ILO's Maritime Labour Convention](#)), fair training, fair safety, etc.

COVID Vaccinations for Great Lakes Seafarers

- **Chamber of Marine Commerce and industry partners have initiated seafarer vaccination programs in Welland Canal, Sault Ste. Marie, Quebec and continue to work on other locations (Hamilton, Windsor, Thunder Bay, Soo U.S., etc.)**

Ships will Sound their Horns in Canada to support urgent need to vaccinate seafarers

June 22, 2021 – Ships will sound their horns at ports across Canada at 12 noon (local time) on June 25 — the Day of the Seafarer — as part of a worldwide effort to recognize the critical role marine workers have played during the pandemic and to urge governments to prioritize vaccinations for crews aboard ships.

Throughout the pandemic, seafarers have delivered essential PPE and medicines to protect Canadians, and transported the country's trade to and from domestic and international markets to keep the economy moving.

Canada's marine industry associations, including the Chamber of Marine Commerce, the Chamber of Shipping, the Shipping Federation of Canada, the Association of Canadian Port Authorities, the St. Lawrence Economic Development Council, and the International Ship-owners Alliance of Canada are now calling for all levels of government to ensure these men and women do not get left behind in vaccination efforts.

Many Canadian ship crews have struggled to receive their first vaccine dose due to ongoing logistical and vaccine supply issues at all levels of government. International seafarers, many of whom come from developing countries, are still unable to access vaccines at most Canadian ports.

Alexander Henry reopens – partially – for public tours

The Lakehead Transportation Museum Society is booking visits for family groups by appointment.

Tours are available Monday to Friday from 10 a.m. to 5 p.m., by appointment only, starting this week.

"You'll be able to come on the ship, look through the windows, look through the doorways, but you can't go inside for now because that's a restriction. The tours themselves will be limited to immediate families or immediate groups, and we'll do all the protocols to ensure everybody is absolutely safe."



1. What area most needs improvement to ensure a fair future for seafarers?

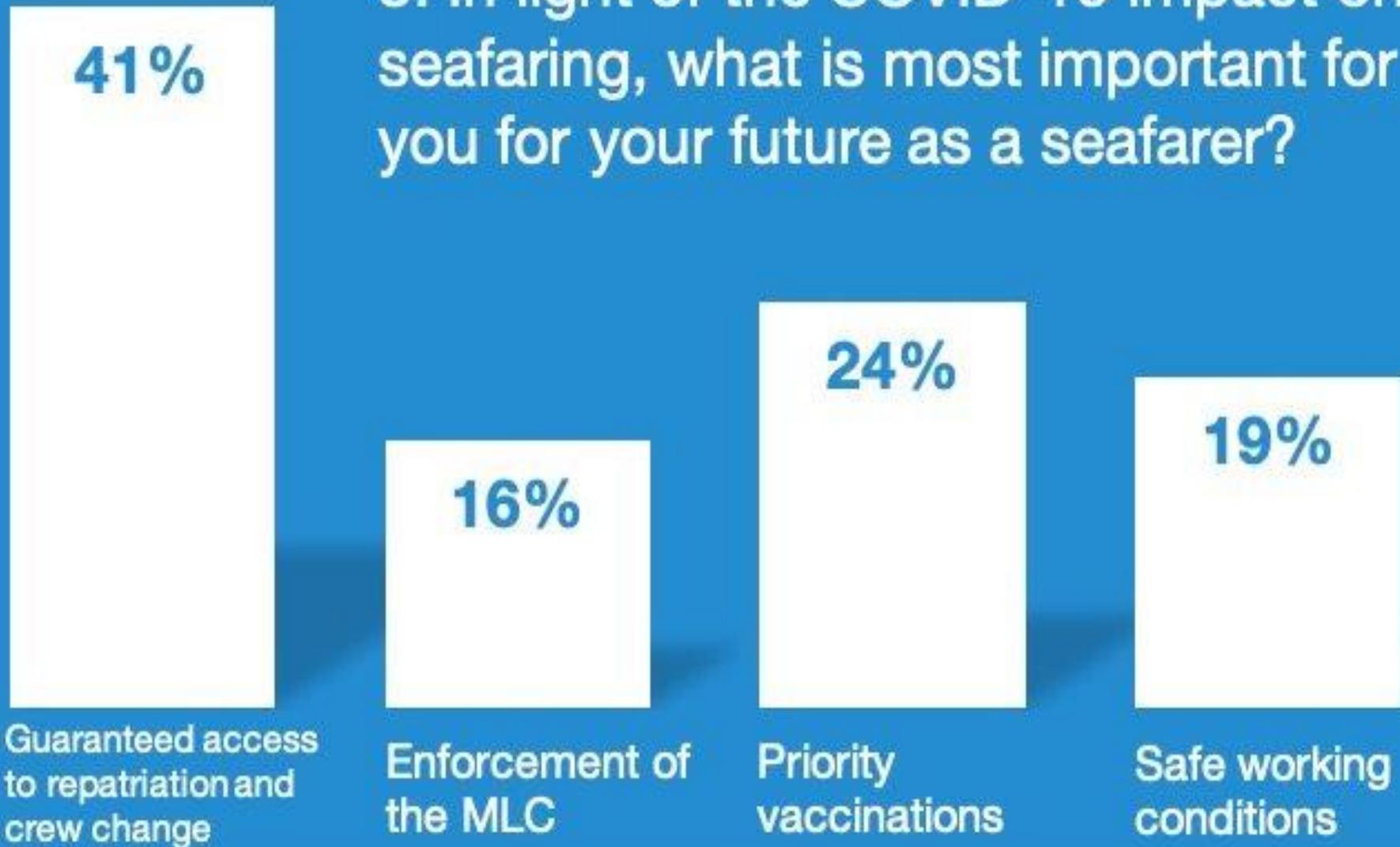


From 2021 IMO Survey of International Seafarers

2. Who should be responsible for a fair future for seafarers?



3. In light of the COVID-19 impact on seafaring, what is most important for you for your future as a seafarer?



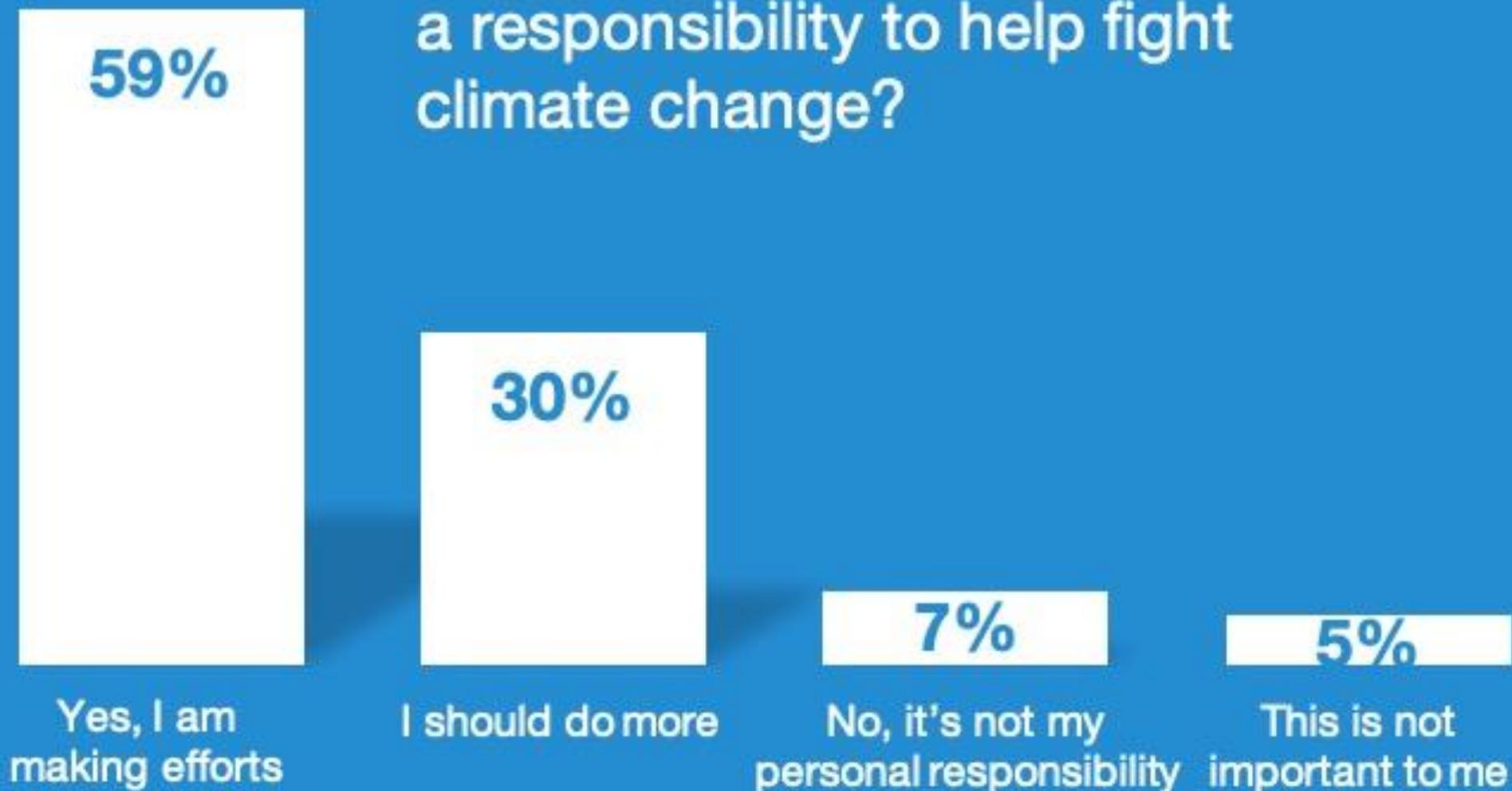
5. How do you feel about autonomous shipping?



6. How has the COVID-19 pandemic changed the future of seafaring?



7. As a seafarer, do you feel a responsibility to help fight climate change?



8. Do you know what to do if you find yourself in need of help while on board?

66%

Yes, I know
who to contact

18%

Not sure
where to look

17%

No, I have no idea



9. Do you feel adequately trained to tackle the challenges in shipping in the future?



Fednav adds Federal Frontier to its laker fleet

6/8 - Federal Frontier (IMO 9866768), built in 2021 at the Oshima Shipbuilding Co. Ltd., Shipyard in Oshima, Japan, will be the fourth vessel recently added to the Fednav laker fleet. This new vessel is part of a new series of laker class ships being built at Oshima, and is part of the new F-series, with each ship using F for its second name following the Federal prefix.

Federal Frontier joins three additional vessels, Federal Franklin IMO 9866732, Federal Fraser IMO 9866744 and Federal Freedom IMO 9866756. These new vessels are all 199.98 meters in length and 23.76 meters in width and are all 34,492 SWDT. They are Iso Ice Class 1C and each will have four deck cranes. The new vessels will be registered in the Marshall Islands with Majuro as their Port of Registry.

The new F series vessels are expected to enter service for Fednav in 2021, and a few of them most likely will make inland voyages soon.



**A
Reminder
of
Winter!!!

Ice
Coverage
stats on the
Great Lakes
for the past
20 years**

Maximum Ice Extent of the Great Lakes %						
Winter	Superior	Michigan	Huron	Erie	Ontario	
1989-90	78	31	73.8	72.8	29.5	
1990-91	90	22	43.8	35.1	11.6	
1991-92	73	33	69.9	89.8	17.5	
1992-93	77	32	78.3	94.3	28.8	
1993-94	96	83	96.9	96.7	55.7	
1994-95	29	22	41.7	93.5	18.8	
1995-96	100	71	98.2	100	45.1	
1996-97	79	38	65.3	99.6	25.6	
1997-98	9	15	28.6	5.4	5.7	
1998-99	18	20	34.6	74.8	17.9	
1999-2000	34	27	42	90.7	22.3	
2000-2001	46	30	45.7	92.5	17.9	
2001-2002	10	12	26.1	14.4	4	
2002-2003	96	48	96.2	95.7	49.6	
2003-2004	52	36	64.5	95.4	38.5	
2004-2005	55	29	58.9	93	37.8	
2005-2006	18	16	32.2	21.9	14.3	
2006-2007	53	37	71.4	95.8	23.8	
2007-2008	64	34	59.5	93.4	14	
2008-09	94	52	85.1	95	22.2	
2009-10	29	24	37	93.1	12.4	
2010-11	34	29	63.8	94.1	24.9	
2011-12	9	17	23	14	2	
2012-13	34	24	48	84	16	
2013-14	96	93	96.1	96.1	61	
2014-15	96	73	96.3	96.1	82	
2015-16	23	27	48	79	24	
2016-17	19	17	35	36	6	
2017-18	77	51	81	95	25	
2018-19	95	56	96	94	40	
2019-20	23	17	32	15.9	11	
2020-21	51	33	48	86	21	

3 Great Lakes water levels now at least one foot lower than last year

5/1 - The Great Lakes water levels are continuing to trend downward. Here's a look at the remarkable drop in water levels.

Before we talk about Great Lakes water levels, we have to put each month's water level move in the perspective of what normally happens in that month. April is normally a month with larger water level rises. April's water level rises are due to winter snowmelt and warmer air bringing heavier spring rain compared to winter moisture.

So when we talk about Lake Michigan and Lake Huron going up only one-tenth of an inch in April, that's significant. We would normally have a several-inch rise on Lake Michigan and Lake Huron.

There is one simple explanation to the falling Great Lakes water levels – lack of precipitation, both this past winter and so far this spring.

New data from the U.S. Army Corps of Engineers' Detroit office show that all of the lakes have lower levels, with Lake Michigan and Lake Huron showing a drop of 14 inches from the same time last year, while Lake Superior is down about six inches. Lake Ontario experienced the largest drop of 28 inches, while Lake Erie fell 17 inches.

New container ship route between Hamilton and Montreal has big plans, *Chamber of Marine Commerce, Marine Delivers Magazine (Ottawa, Ontario), June 15, 2021.* **A new container service has been launched between the ports of Hamilton and Montreal with big plans for shortsea shipping. The Hamilton Container Terminal (HCT) has partnered with the Hamilton-Oshawa Port Authority (HOPA), Federal Marine Terminals, Groupe Desgagnés and MSC on the first voyage of a feeder service that diversifies the St. Lawrence Seaway's use.**

On June 12, the MV/Sedna Desgagnés left the Port of Hamilton carrying 282 containers with mostly scrap steel to Montreal for transloading to overseas vessels. A second Hamilton-Montreal voyage is scheduled for July, with a build-up to 20-plus sailings in 2022.



M/V Sedna Desgagnés – Denny Dushane

Big Blue transits Welland Canal

A 170-tonne crane, nicknamed The Big Blue Crane, built in Manitowoc, Wisc., sits on a barge along the east pier of the Welland Canal beside Snider Dock Services in Port Colborne on June 3rd.

According to American news reports, the \$55-million (U.S.) crane was completed earlier this year at KoneCranes in Manitowoc and is bound for the Portsmouth Naval Shipyard in Kittery, Maine, where it will be used to lift heavy items.

The Tampa Bay, Fla.-based Dann Ocean Towing tug Sarah Dann and Hamilton-based McKeil Marine's tug Molly M I were attached to the barge.



The Welland Tribute June 3, 2021

**June 1909 - ASSINIBOIA
and CRESCENT CITY were
washed through the
Canadian Lock at Sault
Ste. Marie when the
upbound PERRY G.
WALKER struck the lower
gate. All three ships were
damaged but were
repaired and returned to
service.**



Canadian Lock Disaster.

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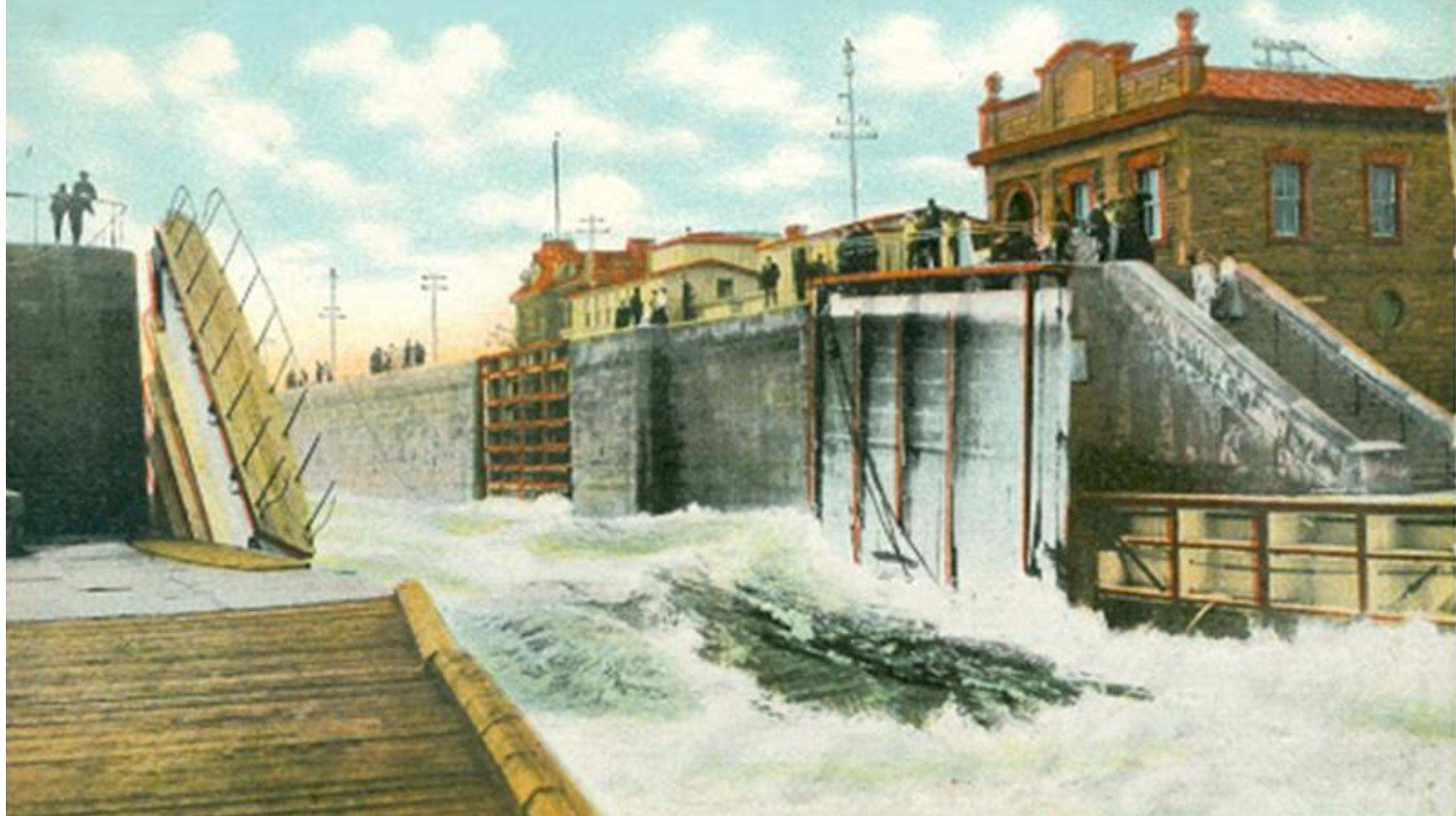
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Canadian Lock Disaster.

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S/S Perry G. Walker

(Wikimedia Commons photo)



Historical Collections of the Great Lakes
Bowling Green State University

S/S Assiniboia



**Historical Collections of the Great Lakes
Bowling Green State University**

S/S Crescent City

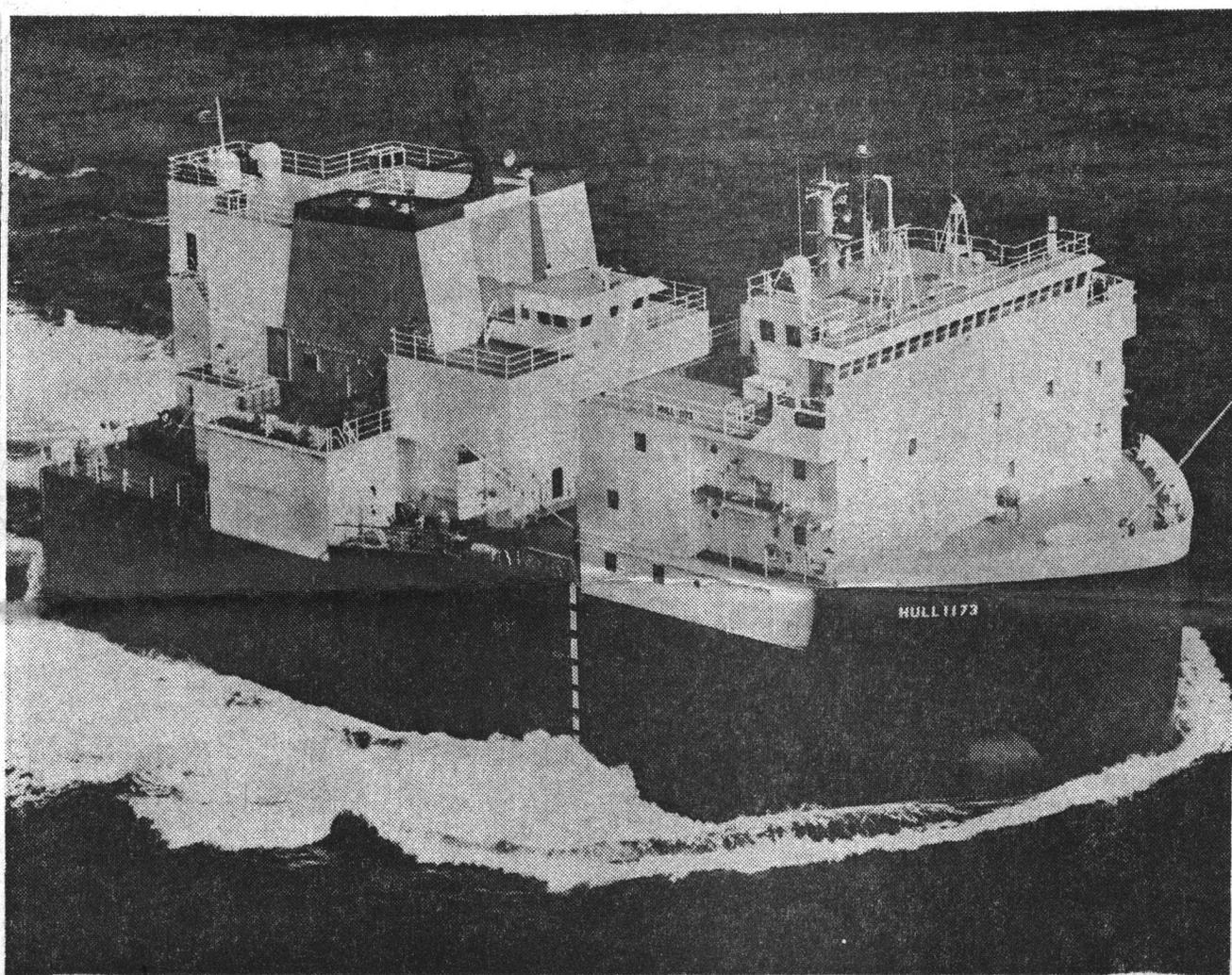




AT THE SOO - DAVID SWAIN

“STUBBY”, the bow and stern sections of the STEWART J. CORT welded together, passed Port Colborne, Ontario on June 12, 1970, bound for Erie, Pennsylvania under her own power. STUBBY’s bow and stern sections were later separated at Erie Marine, Inc., a Div. of Litton, and joined to the 816 foot hull mid-body.





CUT ALONG THE DOTTED LINE

This stubby, 185-foot vessel is the bow and stern sections of a 1,000-foot ore carrier which will be the biggest on the Great Lakes. A division of Litton Industries

built the bow-stern portion in Mississippi and, after cutting it in two, will insert the 815-foot midbody at Erie, Pennsylvania. Ship will go into service next years.