

Industry News Update

September 2021

CMM Great Lakes Division – Proposal for Involvement with M/V Theodore Too promotion of Great Lakes Marine Industry and Careers



- Completed 2021 tours on lakes
- Visitor count – 1,000's
- \$400k operating costs plus DD
- Proposal – GL CMM volunteer crewing
- Proposal – GL CMM approach Chamber of Marine Commerce to support industry support for continued promotional operations
- Motion ?

Merchant Mariners Medal

- Individual initiative by Christopher James Sallows
- Individual initiative to have the Government of Canada strike a “medal” for merchant mariners of Canada who have participated in both past and present armed conflicts (wars)
- Individual proposal forwarded to Prime Minister’s Office, Governor General of Canada and other government representatives.
- Seeking “official” support from the CMM
- Passed proposal on to National for review and consideration.
- GL Division position?

Should you wish to contact him directly for further information, his contact information is sallowschristopher@gmail.com and 1 519 471 7977 (London, Ontario).



Obverse - Avers

Reverse - Revers

**CANADIAN MERCHANT MARINE
SERVICE MEDAL**

**MÉDAILLE DU SERVICE DE LA MARINE
MARCHANDE CANADIENNE**

The ferry that takes travellers between Billy Bishop Airport and downtown Toronto is about to become 100% electric — the first ferry service in Canada to do so.

PortsToronto transported the Marilyn Bell I ferry from the airport to the DryDock facility on Queens Quay, where the vessel will undergo the final phase of its conversion to electric power.

The ferry, in its fully electric lithium-iron-powered form, will be back in service in late 2021.



[Laura Hanrahan](#)

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



"Theodore Too," (a television personality) was brought from the East Coast to Hamilton with the assignment to make promotional tours. Below is a picture taken on a quiet morning in Toronto harbour (credit: Bill Jr Salton).

Congress Authorizes A Great Lakes Icebreaker The Coast Guard Doesn't Need

[Craig Hooper](#)

Senior Contributor

...authorizers quietly advanced a new, \$350 million Great Lakes-focused icebreaker, a perplexing “gift” for a Coast Guard scrambling to recapitalize a decrepit and failing open-ocean icebreaker fleet.

The Coast Guard-boosting amendment was also easy to miss, tucked away in an innocuously titled, “Great Lakes Winter Shipping Act of 2021.” ...and closes by ordering up \$350 million in funding for “the acquisition of a Great Lakes icebreaker at least as capable as the Coast Guard Cutter *Mackinaw* (WLBB-30),” and \$20 million “for the design and selection of icebreaking cutters...that are at least as capable as the Coast Guard 140-ft-icebreaking tugs.”

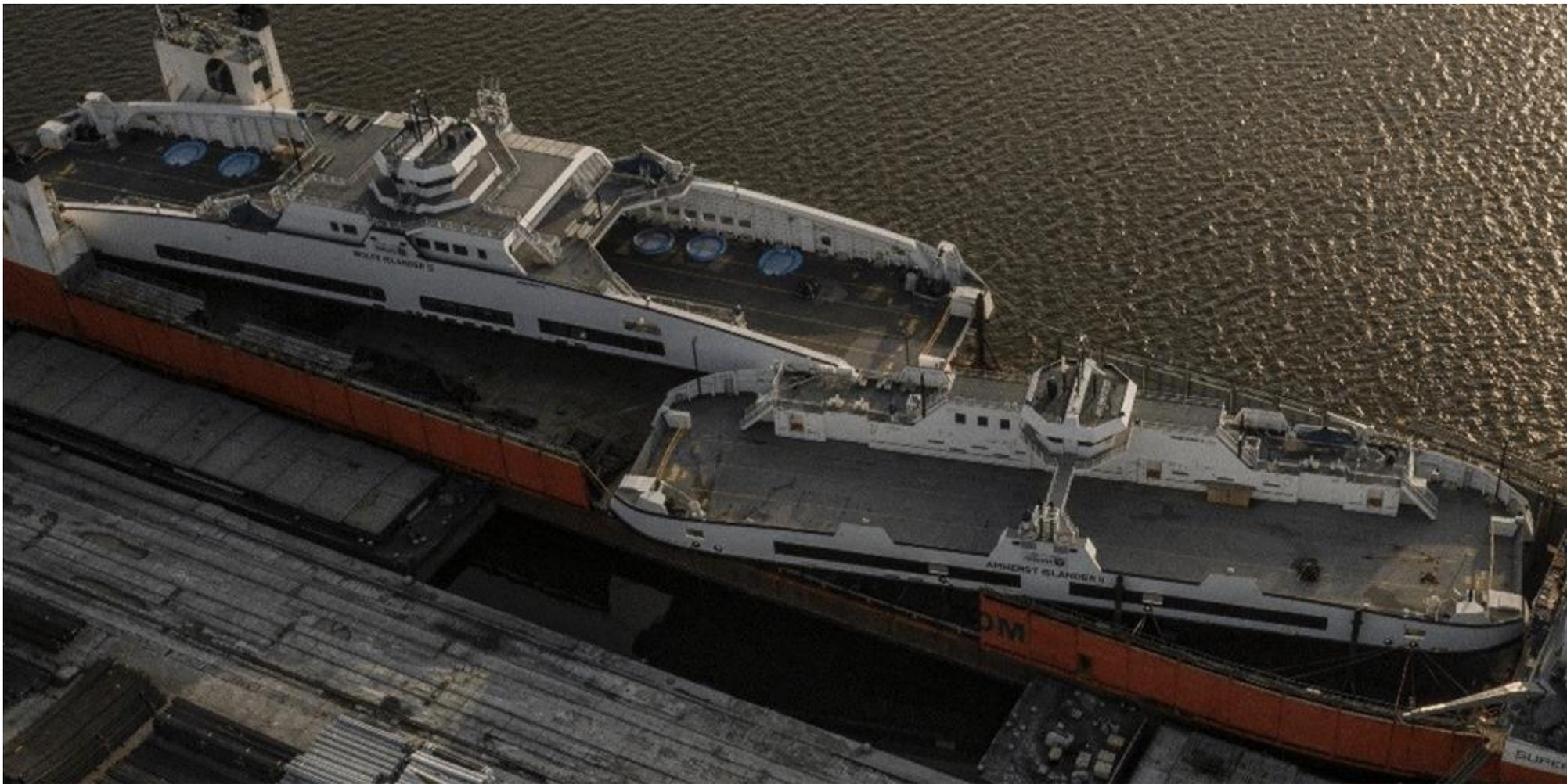


SEAWAY MONTHLY TRAFFIC RESULTS

August 2021



Traffic (in thousands of tonnes)	SLSMC - Combined Traffic			
	Year to Date		Change from 2020	
	2020	2021	Tonnes	%
Total Cargo	19 697	20 723	1 027	5.21%
All Grain	6 110	4 991	-1 119	-18.31%
Iron Ore	3 534	4 571	1 037	29.36%
Coal	1 182	1 184	1	0.12%
Dry Bulk	5 508	6 210	703	12.76%
Liquid Bulk	2 092	1 753	-339	-16.20%
General Cargo	1 233	1 980	746	60.51%
Vessel Transits	2020	2021	Transits	%
Total Transits	2 051	2 146	95	4.63%



[Two large electric ferries are en route to Lake Ontario](#), www.electrive.com, September 16, 2021. Two electric road ferries are now on their way from Damen Shipyards Galati to Lake Ontario, Canada, two years after Ontario's Ministry of Transportation had placed the order. The Amherst Islander II and Wolfe Islander IV, 68 and 98 metres in length, respectively, represent a new generation of zero-emission large ferries. Both open-deck vessels can run fully electric but also have twin diesel generators installed to allow hybrid and full diesel propulsion for maximum redundancy. damen.com Author: [Nora Manthey](#)

Fednav Signs Agreement for Ten New Buildings New Ocean-going Lakers represent the most efficient vessels to date for Fednav, *Montreal Gazette* (Montreal, Quebec), September 2, 2021 (also appeared at [Canadian Insider](#), in [The Canadian Business Journal](#), at [TradeWinds](#) and in 36 other publications). Fednav Limited, Canada's largest dry bulk shipping group, has signed an agreement with Sumisho Marine Co., Ltd. (Sumitomo Corporation Group) and Oshima Shipbuilding to build ten new Ocean-going Lakers. The ships will be built at Oshima shipyard in Japan, with the first vessel expected to be delivered in mid-2023. The new Fednav-Oshima designed super-eco Lakers represent the most efficient vessels to date for Fednav. Their carbon emissions will be 33% less than the vessels they will replace, including a Nitrogen Oxides (NOx) footprint at least 87% smaller.

M/V MISSISSAGI Sold for Scrap

The MISSISSAGI is no longer under the LLT Flag as the vessel has been purchased and will be scrapped by PURVIS Marine out of Sault Ste Marie, Canada.

The MV Mississagi launched in 1943. Originally she was powered by a 2,500 horsepower (1,900 kW) triple-expansion steam engine. In 1985 her steam engines were replaced by a 4,500 horsepower (3,400 kW) diesel engine. She was built to a design from the United States Maritime Commission by the Great Lakes Engineering Works in River Rouge, Michigan.

She had fifteen sister ships, also built to the Maritime Commission's design, known colloquially as "Maritimers". The vessel was originally commissioned as the Hill Annex. When she was acquired by the Pittsburgh Steamship Company in July 1943 she was rechristened the George A. Sloan. She was bought by the Bradley Transportation Company in 1966, which converted her to a self-unloading bulk carrier. In 1967 Bradley Transportation was purchased by US Steel, which also owned Pittsburgh Steamship, which returned the George A. Sloan to Pittsburgh fleet.

The George A. Sloan was sold in 2001 to Lower Lakes Towing Ltd., Ontario, Canada, and renamed Mississagi. Her final voyage was from Thunder Bay to Hamilton with a cargo of wheat, she arrived at Hamilton January 8, 2021.





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[Cruise ships set to sail into Port Colborne](#), *Insauga (Mississauga, Ontario)*, September 3, 2021. Starting next spring, Port Colborne will play host to some pretty big ships. The City of Port Colborne announced earlier it will become a port of call for several of the Great Lakes lines that are gearing up for a comeback next year as more Canadians get vaccinated against the COVID-19 virus. The additional cruise ship activity will begin in the city next May, officials say, and it's expected to bring with it an influx of tourists and economic benefits: Great Lakes cruise ships typically carry between 180 and 420 passengers. Port Colborne Mayor **Bill Steele** is quoted.



Several Great Lakes cruise lines will begin docking in Port Colborne next May. (Photo City of Port Colborne)

September 30, 2021, marks the start of The Machine Odyssey, an epic voyage to circumnavigate Denmark with a commercial vessel commanded by marine officers seated in the United States

The Nellie Bly, will be controlled by [Sea Machines' SM300](#), an autonomy system to do:

- Route planning and navigation via ENC-based GUI and GNSS localizations
- Dynamic situational awareness with computer vision, radar, AIS, depth transducer, IMUs, audio and streaming video
- Obstacle detection and collision avoidance with dynamic path re-planning
- True redundancy of remote communications with fail-over, long-distance cellular radios

The SM300 enables operators to remotely command and monitor multiple autonomous vessels from a shipboard or shore-based center. Our shore-based center is located 3,500 miles away in Boston, Massachusetts.



THE ROUTE

1,000 autonomous nautical miles from Hamburg around Denmark, and back

Port stops:

- Hamburg*
- Kiel
- Troense
- Klintholm
- Copenhagen*
- Hundested
- Aarhus
- Laesø
- Skagen
- Hanstholm
- Hvide Sande
- Esbjerg*
- Heligoland
- Cuxhaven

JOIN THE JOURNEY

at sea-machines.com/The-Machine-Odyssey

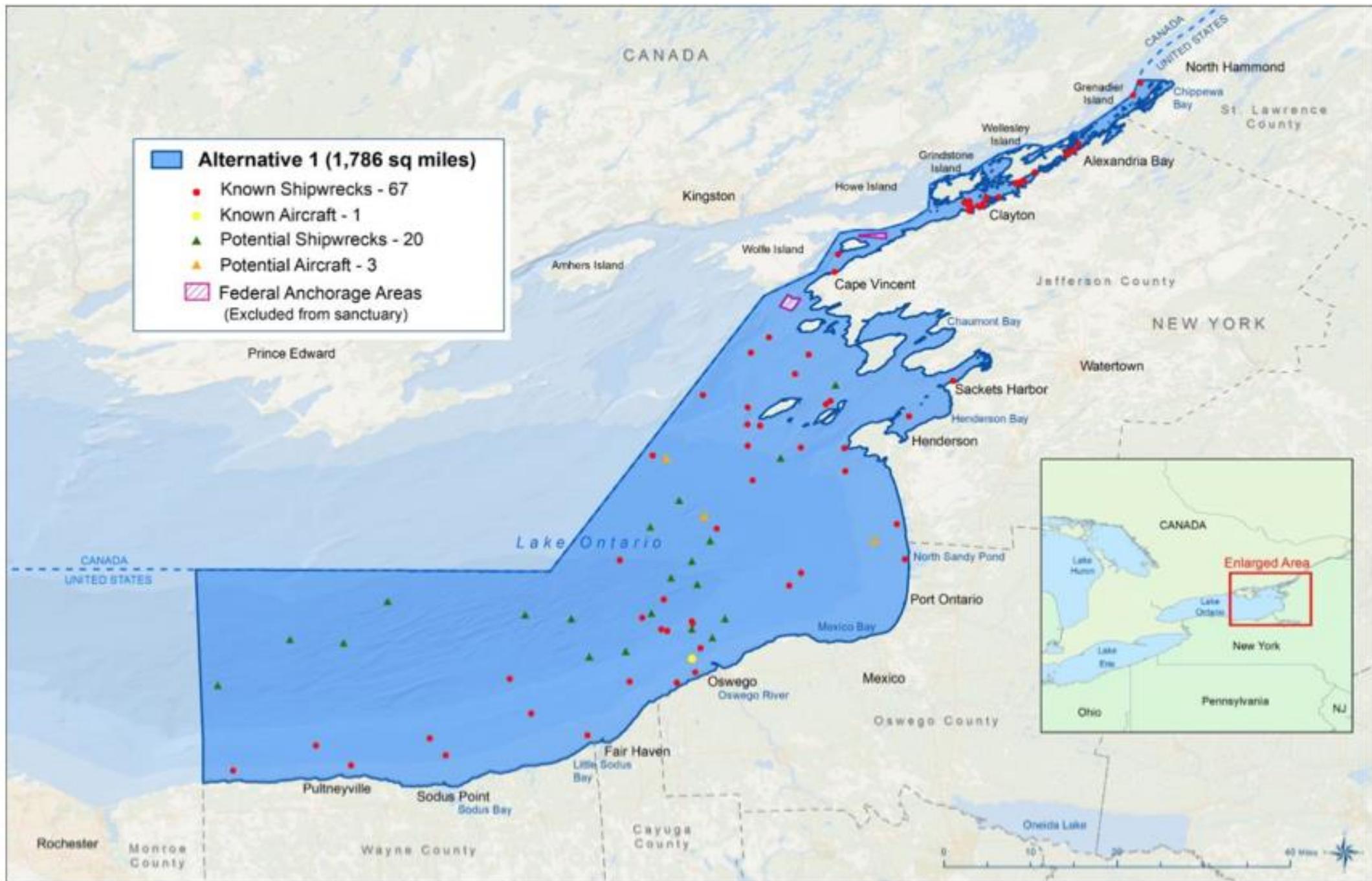


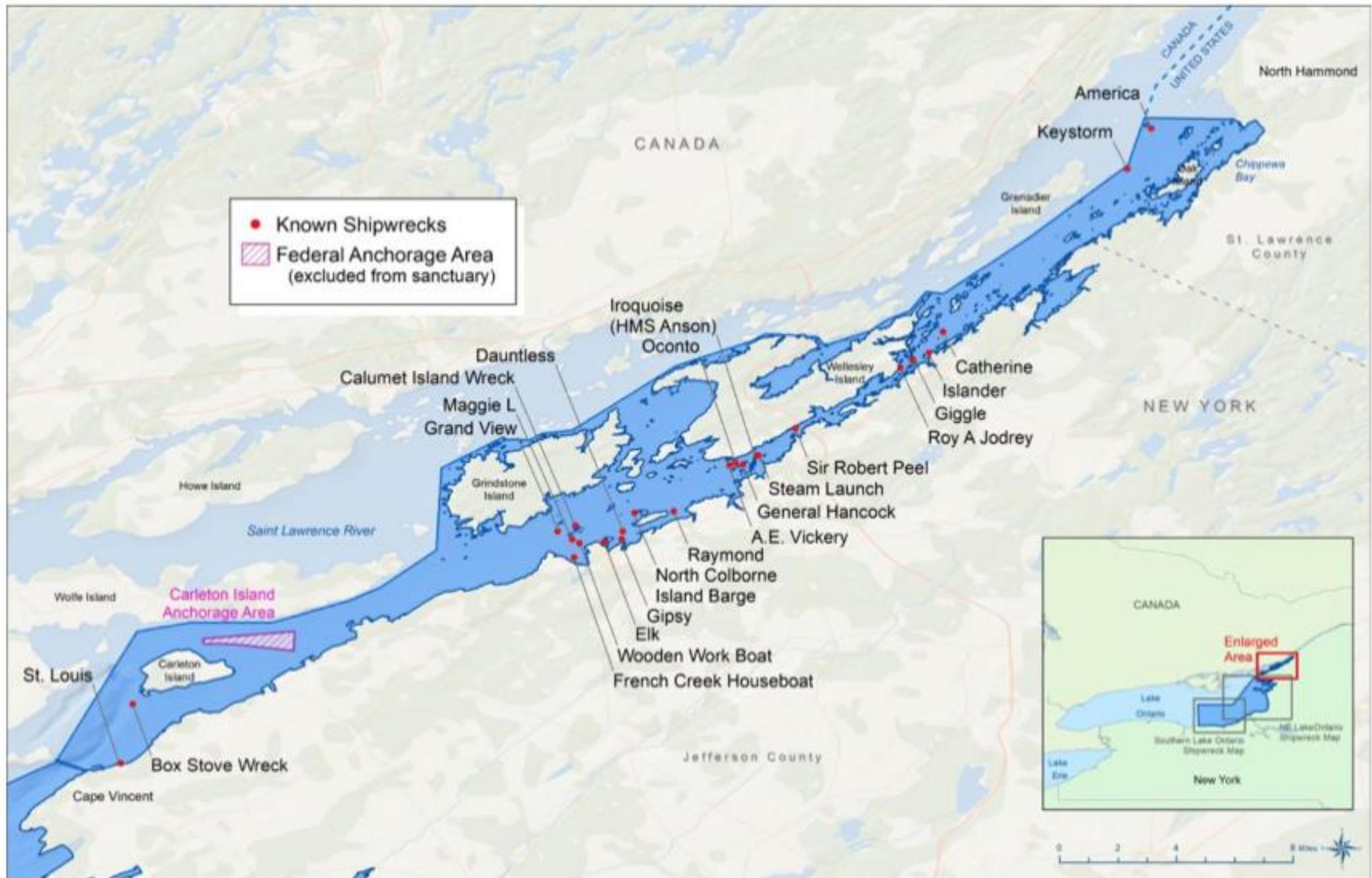
Cost of used icebreakers Ottawa is purchasing from Quebec shipyard nears \$1B mark, *Global*

News (Toronto, Ontario), August 11, 2021. The cost of three second-hand icebreakers that the federal Liberal government is buying from Quebec shipyard Chantier Davie is inching closer to the \$1-billion mark as Ottawa keeps quietly adding money to the controversial deal.

Western drought will take its toll on Thunder Bay grain shipments, *Northern Ontario Business*, August 6, 2021. The Thunder Bay Port Authority is predicting below normal grain tonnages moving through the harbour this fall. The forecast for Prairie grain is weaker than in past years due to the drought and extreme heat in Western Canada. Crop analysts are projecting a decrease of four to five per cent in total production for the crop year.

Diving into details: Public input sought on proposed Lake Ontario/St. Lawrence sanctuary proposal, *NNY360 (Oswego, New York), August 7, 2021*. The proposed sanctuary in Lake Ontario and possibly portions of the St. Lawrence River mainly focuses on protecting and interpreting a “nationally significant” collection of historic shipwrecks. NOAA’s proposal does not include restrictions to shipping. NOAA would exclude the ports and harbors of Oswego, Pultneyville, Little Sodus, Great Sodus and Port Ontario from the boundary of the sanctuary.





Government of Canada aims to restart cruise ship season in

Canada, *Markets Insider - Business Insider*, July 15, 2021 (also appeared at [Seatrade Cruise News](#), in the [Times Colonist](#), at [Victoria News](#) and in 5 other publications).

Today, the Minister of Transport, the Honourable Omar Alghabra, announced that, as of November 1, 2021, the prohibition of cruise ships in Canadian waters would no longer be in effect if operators are able to fully comply with public health requirements. Transport Canada will continue to work with the Public Health Agency of Canada, other levels of government, the United States government, transportation industry stakeholders, Indigenous Peoples, and Arctic communities to help ensure Canadians and Canada's transportation system remain safe and secure.



The Alder has been breaking ice and serving as an aid to navigation on Lake Superior for almost 17 years. Now, it is being sent to Baltimore for a year of maintenance and repair, followed by a new assignment in San Francisco. “In San Francisco, there is not very much ice, so she will not be ice breaking out there,” Wright said. “She will be conducting aids to navigation in San Francisco and on the West Coast when she’s out there in hopefully one year though.” Emily Ness

New Canadian Ballast Water Regulations Come into Force

June 25, 2021

Summary

As of June 23, 2021, the federal government, via the Governor in Council, on the recommendation of the Minister of Transport, introduced new regulations on ballast water. This follows the Canada Gazette Part I publication in 2019.

The regulations apply to all Canadian vessels operating in the GL/SL, as well as U.S. vessels loading or unloading cargo at Canadian ports in this environment.

Although CMC voiced a different opinion, Transport Canada (TC) claims that the regulations are needed to fulfill Canada's international obligations and to reduce the introduction and spread of invasive aquatic species through vessel ballast water. The U.S. are not a signatory party to the *International Convention for the Control and Management of Ships' Ballast Water and Sediments*.

TC Marine Safety and Security will be charged to enforce this regulation and oversee compliance and contingency measures, as well as manage exemptions through its Marine Technical Review Board (MTRB) to provide flexibility, in case ballast water management systems (BWMS) cannot meet expected requirements.

All vessels impacted by the regulation will have to establish a Ballast Water Management Plan (BWMP) which will have to remain up to date; it will reflect the means by which the vessel complies with the requirements of these regulations.

Timeline

A vessel constructed before the day on which these regulations come into force is required to conduct ballast water management to meet the ballast water performance standard as of September 8, 2024. A vessel constructed before January 1, 2009 that operates in any waters under Canada's jurisdiction; and in the U.S. waters of the Great Lakes, is required to conduct ballast water management to meet that standard by September 8, 2030.

Deemed Compliance

The regulations provide that a vessel using a ballast water management system to meet the ballast water performance standard is deemed to have met that standard in respect of ballast water taken on board in the Great Lakes Basin or in the eastern waters of the St. Lawrence River. This provision carries certain conditions, namely that the ballast water systems are operated to the manufacturer's specifications and respect any limitations set out in the Type Approval certificate.

[‘Half-baked’ ballast water regulations hand U.S. a victory](#), *Maritime Magazine (Westmount, Quebec)*, *June 25, 2021*. New ballast water regulations released by Transport Canada on Wednesday unfairly target Canadian ship operators — who have spent billions of dollars on new fuel-efficient, eco-ships — while giving an extra six years for compliance to owners of older vessels, including those of virtually all U.S. ships operating in the Great Lakes-St. Lawrence inland waterway. The Chamber of Marine Commerce has repeatedly alerted federal regulators and politicians that this inequitable treatment creates an unlevel playing field between Canadian and U.S. domestic fleets (which operate virtually all older vessels) and discourages further investment in new, more fuel-efficient ships that produce significantly lower greenhouse gases. The ballast water regulations correctly recognize that ships operating solely in the Great Lakes-St. Lawrence waters have unique technical and operating challenges and that more time is needed to find ballast water treatment systems that meet compliance requirements. It gives those ships until 2030 to install systems. However, without any justification, the regulations have given ships built on or after 2009, operating in the same waterway, a compliance deadline of 2024, despite the absence of any suitable available technology that can ensure compliance by that date. Bruce Burrows, President and CEO of the Chamber of Marine Commerce, Wade Sobkowich, the Executive Director of the Western Grain Elevator Association (WGEA), Gregg Ruhl, CEO of Algoma Central Corporation, Louis Martel, President and CEO of CSL and Catherine Cobden, President & CEO of the Canadian Steel Producers Association, are quoted.