Great Lakes Division
The Company of Master Mariners of Canada

July 2026



Great Lakes and Marine Industry News Update

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

July 2026



In Memoriam

Capt. James Lowe

Respected Master (Upper Lakes Shipping), professor at Georgian College's Centre for Marine Training and Research, and member of CMMC Great Lakes Division.

Capt. Lowe had a long and accomplished marine career including Officer Cadet and First Officer with Union Castle Line, mariner surveyor, Chief Mate with Canadian Coast Guard, yacht manager for T. Eaton company, and Master with Upper Lakes on the Great Lakes, Eastern Seaboard, Carribbean, Gulf of Mexico, and Europe. Capt. Lowe was affectionately known as "Gentleman Jim!"

In Memoriam



Capt. Peter Buell

BUELL, James Peter RCN, RNZN, CPE 1962-29-4-2026
Age 64

Capt. Peter Buell passed away suddenly at home in Lewisporte, Newfoundland — true to form, slipping his lines and heading out on his own terms.

Peter served with distinction as a naval officer in both the Royal Canadian Navy and the Royal New Zealand Navy, before coming ashore to a second career as Harbourmaster in New Zealand, overseeing ports in Christchurch, Tauranga, and Tairāwhiti Gisborne. He made a couple more stops along the way in the Arctic as the Assistant Director of Marine Services and from there, he was the Maritime Director of the Great Lakes Marine School at Georgian College.



M/V Hemus. [Navbulgar]

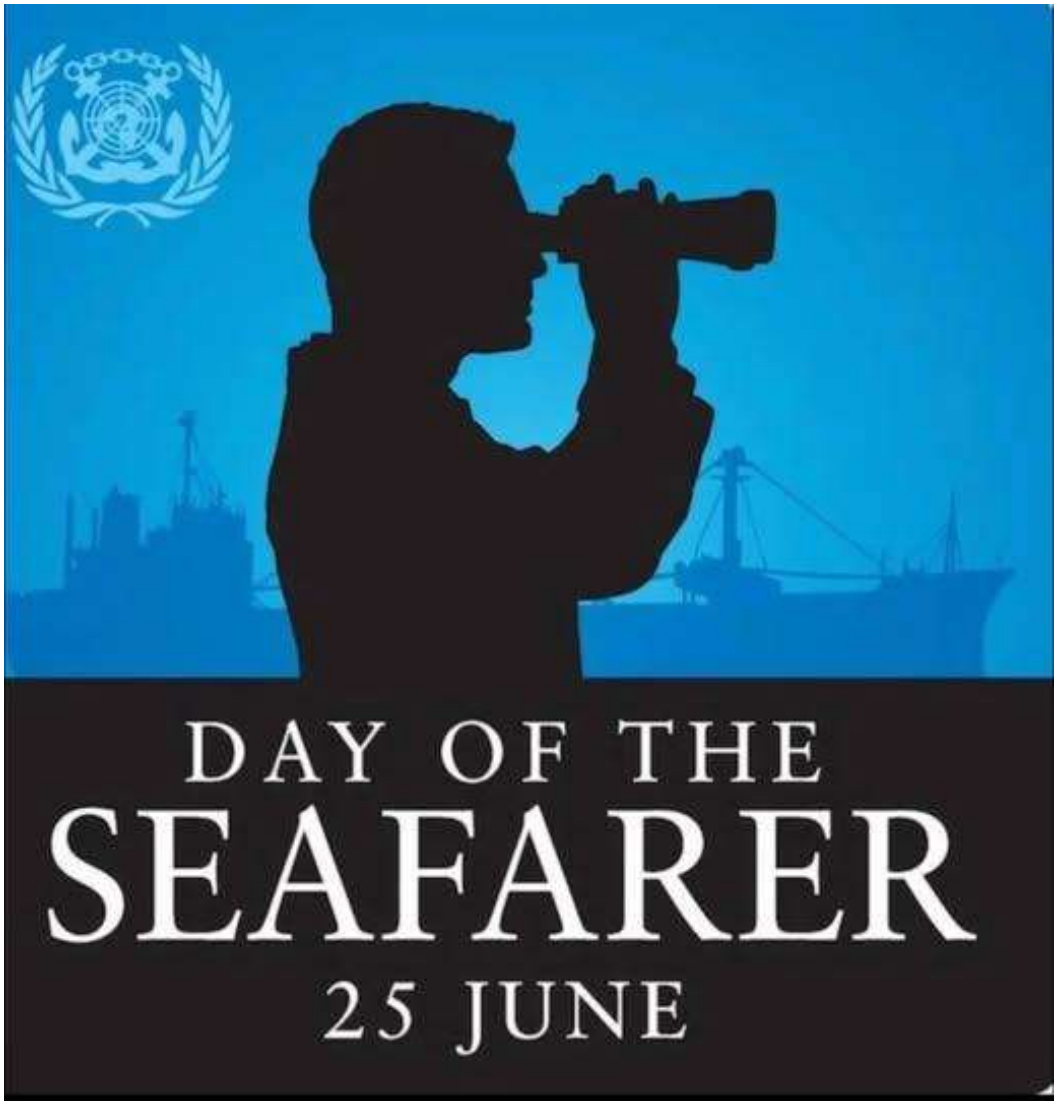
Navibulgar Adds New Vessel “Hemus” to Laker-class Fleet
June 17, 2026

Navigation Maritime Bulgare (Navibulgar) of Varna, Bulgaria, has added another new vessel to its Laker-class fleet of vessels. The Hemus (IMO 1068891), built in 2026 at the Jiangsu New Yangzi Shipbuilding Co., China, is the 13th of 15 vessels of the Kom series which began in 2021 as part of the fleet’s renewal program.



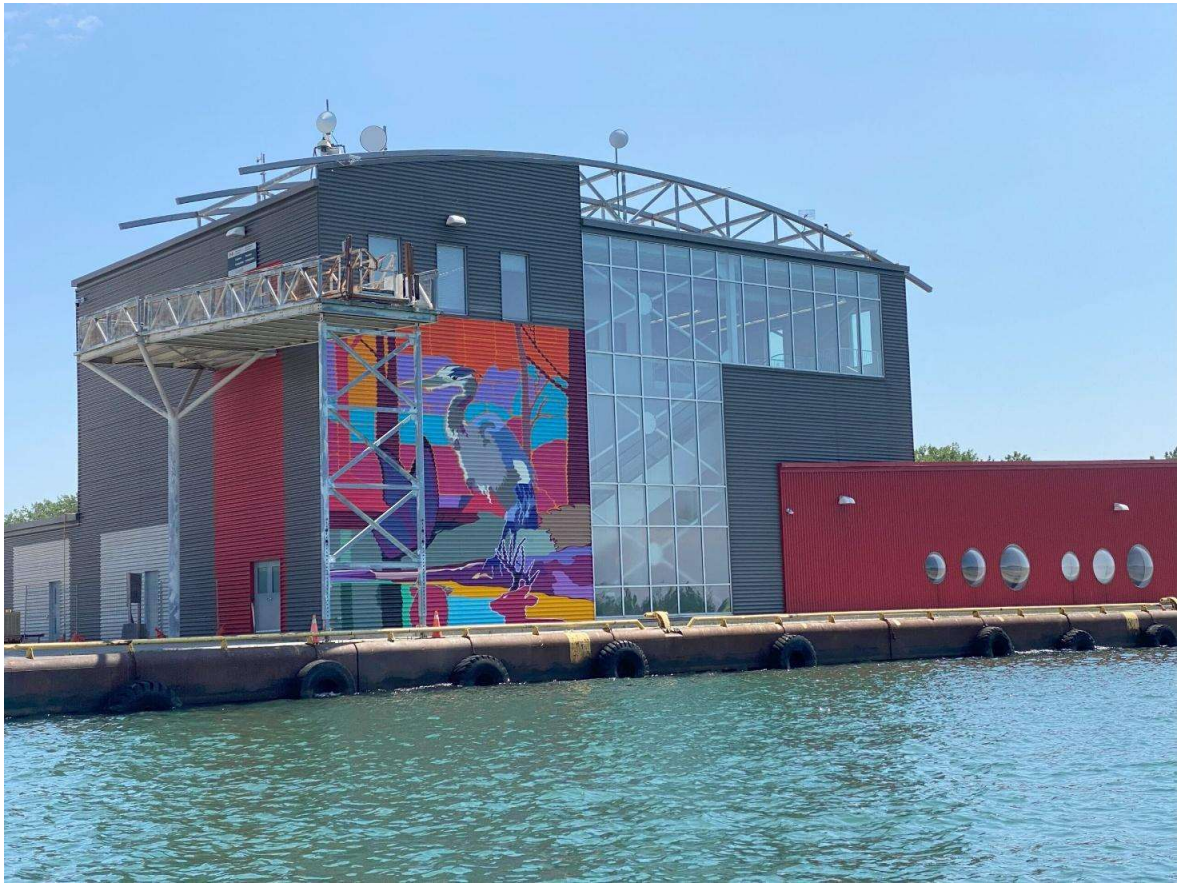
Pelee Island car ferry Jiiman sitting in Sarnia Harbour since Aug 2021 went up for sealed bid auction at North Toronto Auction closing on June 17th sold “As Is”.




DAY OF THE
SEAFARER
25 JUNE

Mission to Seafarers Canada reopens Toronto Station

Maritime Magazine 2026 July 01



In recognition of the Day of the Seafarer was the reopening of Mission to Seafarers Canada's Toronto station at the Port of Toronto on May 20, 2026, after several years of closure.
Located within the Port of Toronto, the Toronto station provides a welcoming space where seafarers can access support services, connect with family and friends, receive practical assistance, find a brief respite from life at sea while in port, and more.

(Photos of Toronto cruise terminal and of Rev. Judith Alltree, Manager at the Mission to Seafarers Canada's Toronto station)





Main parts of a ship pilot ladder arrangement:

- Strong Point – Secured attachment point used for fastening the ladder onboard
- Pilot Ladder – Main rope ladder used for pilot transfer
- Side Ropes – Main supporting ropes running along both sides of the ladder
- Wooden Steps – Anti-slip steps used for safe climbing
- Spreader Step – Long step fitted to prevent ladder twisting
- Man Ropes – Additional ropes provided for extra support during boarding
- Securing Rope – Rope arrangement used for safe ladder positioning
- Ship Side – Hull area where the pilot ladder is rigged
- Pilot Boat – Boat used for transferring marine pilots to and from the ship
- Deck Access Area – Safe access point leading from ladder to ship deck



Sharon M I/ Huron Spirit backing into the slip at Port Fisher on the Saginaw River.

[Todd Shorkey]



Gard Crew Claims Report 2026: Most seafarer injuries happen during routine work

Gard has released its third Crew Claims Report, revealing that many accidents at sea occur during everyday tasks and often involve experienced crew members.

Published 25 June 2026

Key findings

The report highlights both long-term trends and emerging patterns, and key findings include:

- **The first months on board are the highest-risk period: The first three months, and particularly the first month, present an elevated risk of injury.**
- **Morning hours are critical: The highest concentration of injuries occurs between 08:00 and 10:00, which are among peak activity hours on board.**
- **Most injuries happen during routine work: The proportion of total injuries occurring on the main deck is about the same as in the engine room, and most incidents happen during planned, everyday operations.**
- **Experience does not eliminate risk: Experienced crew members are as frequently involved in accidents, including routine tasks such as maintenance, cargo work, and mooring operations, as less experienced crew members.**

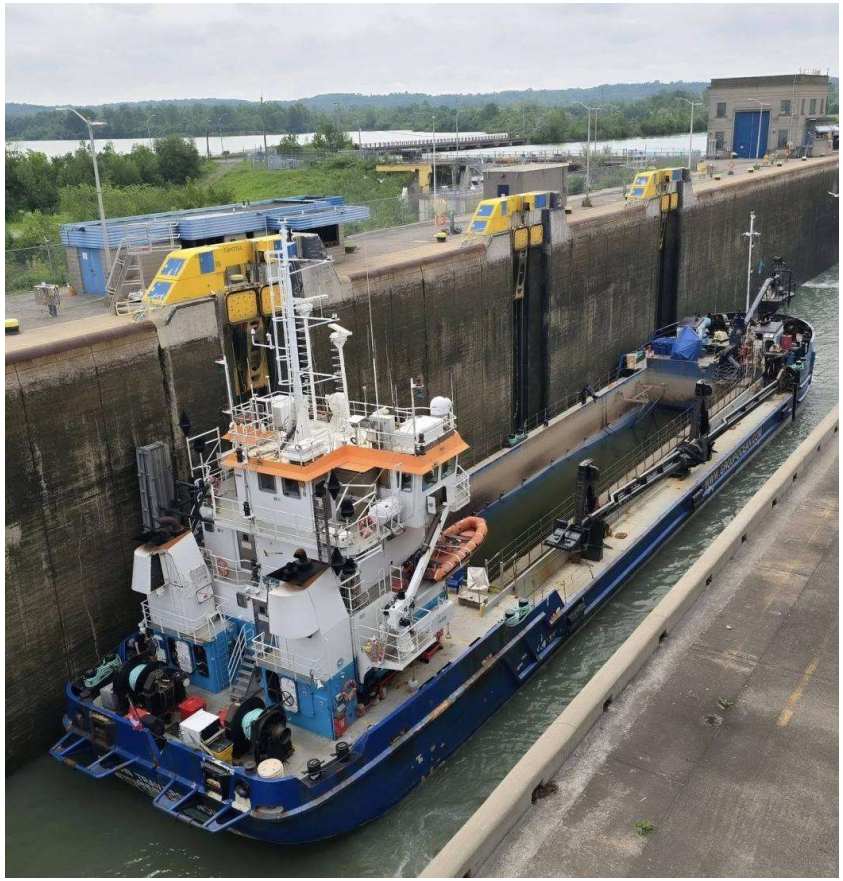


Canadian Coast Guard - One mission, different assets.

Our speciality and training vessels, hovercraft, and helicopters operate where others can't—on water, on ice, and in the air.

Deployed across the country, they support maritime operations, emergency response, and environmental protection year-round, even in the most challenging conditions.

CCG



Ocean Traverse Nord in the Welland Canal. [Amy Daggett]

Self-propelled Dredge Ocean Traverse Nord On Rare Trip to Thunder Bay July 5, 2026

The self-propelled suction hopper dredge Ocean Traverse Nord was headed for Thunder Bay, ON, for a dredging. This is a very unusual trip for the Groupe Ocean-owned vessel.

Ocean Traverse Nord NORD was built in 2011 and remains the largest dredge of this type ever built in Eastern Canada. After winning a dredging contract, Ocean Industries began constructing this self-propelled trailing suction hopper dredge. It was designed in cooperation with Damen Group and utilizes a specialized Damen trailing-arm suction system capable of clearing ship channels and docks up to a maximum depth of 30 meters. She can unload dredged sand or silt by spraying/piping it directly onto the shore to rebuild eroded coastlines, or by dumping it into deep water. Her split-hull design allows her to operate like a hybrid catamaran during dump mode, The two movable outer hull sections hydraulically tilt upward at a 45-degree angle to open the bottom of the hopper, while the main aft pilothouse remains completely static.

UNITED STATES COAST GUARD
HOMELAND SECURITY CUTTER LIGHT (HSC-L)

DIMENSIONS	US
Length, Overall	69.6 ft
Beam, Overall	21.5 ft
Depth, To Focsle Deck	11.0 ft
Depth, To Main Deck	9.0 ft
Design Draft (DWL)	6.0 ft
Full Load EOSL Draft	6.3 ft
Air Draft - Folded	17.8 ft
Air Draft - Unfolded	25.6 ft

PERFORMANCE	
Icebreaking @ 3 kts	12 in
Ice Breaking % MCR	90%
Cruise Speed	10.0 kts
Range @ 12 knots	720 NM
Endurance	3 days



WEIGHTS	WEIGHT	VCG
SWBS 100	45.0 LT	7.0 ft
SWBS 200	7.6 LT	4.2 ft
SWBS 300	5.2 LT	6.0 ft
SWBS 400	1.8 LT	16.8 ft
SWBS 500	12.3 LT	9.4 ft
SWBS 600	9.6 LT	9.0 ft
Lightship (LS)	81.5 LT	7.5 ft
Margins		
Total Margin	13.3 LT	12.1 ft
LS w/ Margin	91.6 LT	8.1 ft
Icebreaking Load Condition		
Icebreaking Loads	14.8 LT	
Full Load (BOSL)	109.7 LT	7.5 ft
SLA (7.5% LS)	7.0 LT	0.5 ft
Full Load (EOSL)	116.7 LT	8.0 ft

ARRANGEMENTS	
Crew Mess	6 persons
WC w/ Shower	1
Deck Head	1
ATON Workshop	1

ACCOMMODATIONS	
4 person	1
2 person	1
Total	6

TOWING
1 x 36,500 lb RBS Tow Hawser w/ Bridle

PROPULSION SYSTEMS	
Propulsion Engine	2 x CAT C18 B Rating (500 kW)
Propeller	2 x 45 in, 4 Blade, Fixed Pitch
Reduction Gear	2 x ZF W3350
Total BHP	1,340 HP

ELECTRIC SYSTEMS	
Generator	2 x CAT C4.4 (65 kW)
Total ekW	130 ekW

AUXILIARY SYSTEMS	
Firefighting	Watermist
Machinery Cooling	Keel Coolers
Auxiliary Cooling	Fresh Water Loop

BUOY TENDING	
Buoy Crane	4,500 lb SWL
Largest Buoy	5 x 11 LR
ATON Deck Load	16,340 lbs
Cross-deck Winch	2 x 2,000 lb SWL

MATERIAL	
Hull	Steel
Superstructure	Steel

DESIGN STANDARD
ABS First Year Ice Class IC (Hull Structure)

Aids To Navigation Load Condition		
ATON Loads	25.7 LT	
Full Load (BOSL)	120.5 LT	7.7 ft
SLA (7.5% LS)	7.0 LT	0.5 ft
Full Load (EOSL)	127.5 LT	8.2 ft

TANKAGE	
Fuel Oil	2,700 gal
Potable Water	500 gal
Sewage	500 gal

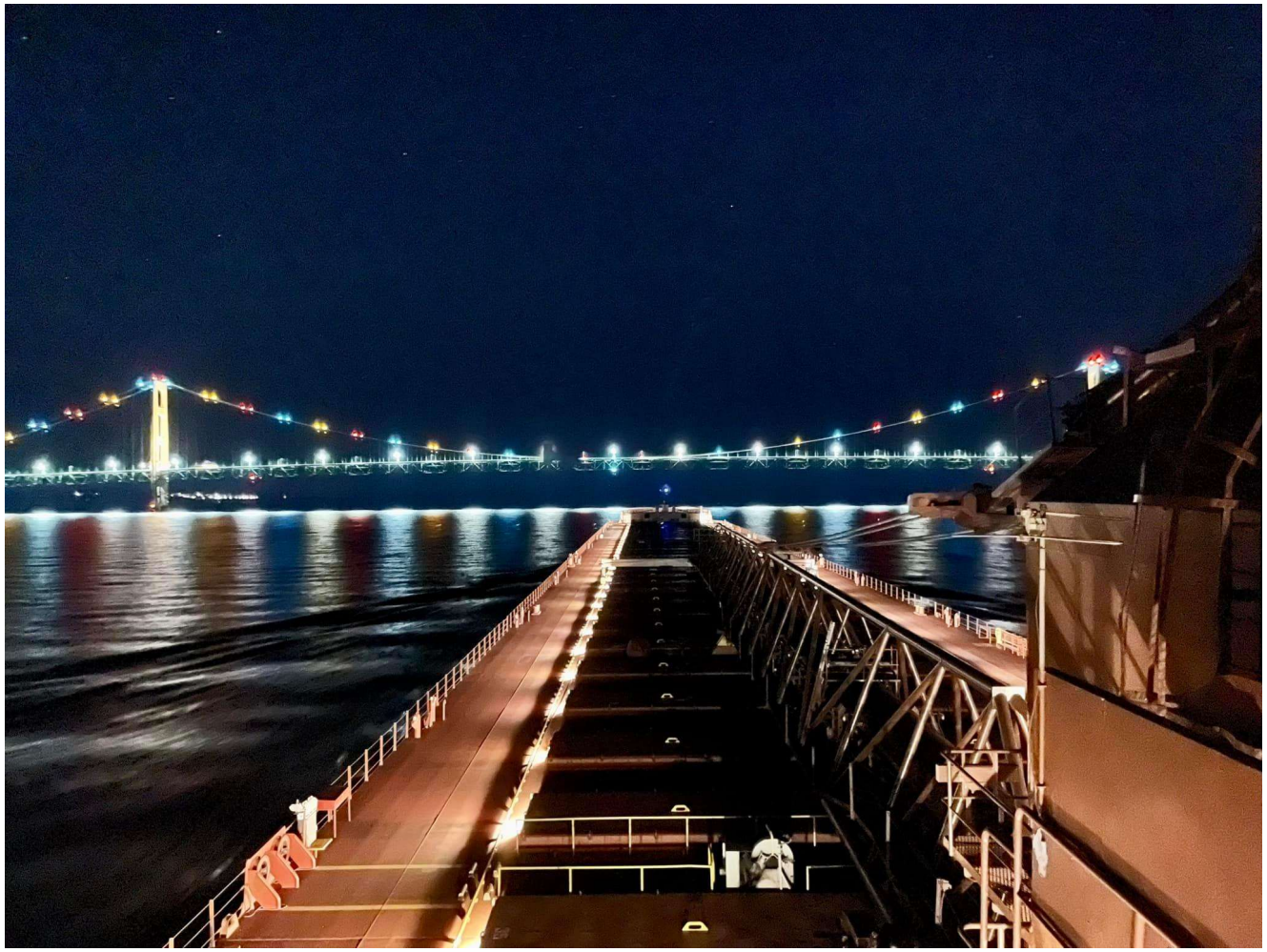
6/11/2026

Distribution Statement A. Approved for public release: distribution is unlimited.

U.S. Coast Guard Seeking Proposals to Build Light Homeland Security Cutters July 10, 2026

The U.S. Coast Guard released a request for proposal (RFP) June 30 for design, production, testing and delivery of homeland security cutter-light (HSC-L) vessels. The Coast Guard plans to acquire seven HSC-Ls through an indefinite delivery/indefinite quantity contract.

Proposals are due by July 14, 2026.



Mesabi Miner approaches the Mackinac Bridge on her way to Duluth-Superior. – Mike Rezabek

Mackinac Bridge Collapse Risk Low

July 9, 2026

MACKINAC ISLAND, MI – A recent study determined that the risk of the Mackinaw Bridge collapsing after a vessel bridge strike is low. The Mackinac Bridge Authority confirmed the bridge is at a lower risk of collapse due to a vessel collision than nationally established thresholds, the bridge authority announced on Wednesday, July 8.

Viking To Add Two More Twins to Great Lakes capable Fleet



Viking Polaris arriving at Milwaukee. [Port Milwaukee]

Viking has placed an order for two brand-new, ultra-luxury expedition vessels scheduled to set sail in 2030 and 2031. Built by shipbuilders at Fincantieri, these ships will be identical sister ships to the award-winning Viking Octantis and Viking Polaris.

The current 77-foot-wide hull design is engineered to fit perfectly through the narrow locks of the Welland Canal. By keeping the design unchanged, Viking ensures these new ships can seamlessly navigate the Great Lakes and canal systems.



Miena Desgagnes. [Ronald J. Dole]

Two Canadian Ships Anxious to Leave Gulf After Almost Five Months

July 15, 2026

MONTREAL — A Canadian shipping firm has repeatedly had to postpone plans to exit the Strait of Hormuz after nearly five months trapped in the Persian Gulf, where a battle for control of the key transit route has flared up anew. Quebec-based Desgagnés's two freighters are the only known Canadian commercial vessels that were stuck in the Gulf when the U.S. and Israel launched attacks on Iran in late February.



The Royal Canadian Navy has welcomed Peter Berry as Windsor`s new Honorary Captain.

Berry has been the Harbour Master for the Windsor Port Authority for many years, and he has also served as the Vice-President of Operations.

Honorary Captain Berry accepted the role earlier this year in a formal ceremony at His Majesty`s Canadian Ship (HMCS) Hunter, the Windsor Naval Reserve Division.

HMCS Hunter Has A New Honorary Captain

Pictured (left to right): Regional Captain Geoff Hamilton; Honorary Captain Peter Berry with his wife, Elica Berry, and sons Bradley and Brandon Berry; and HMCS Hunter Commanding Officer Lieutenant-Commander Chris Elliott

MEDIA RELEASE

July 15, 2026

PRAIRIE GRAIN TO MOVE TO THE PORT OF CHURCHILL ON THE HUDSON BAY RAILWAY

Arctic Gateway GROUP



Seafarer Workforce Report
Executive Summary

The global supply and demand for seafarers in 2026

The full report is available for purchase from Witherbys.com

BIMCO International Chamber of Shipping
Shaping the Future of Shipping

The Seafarer Workforce Report 2026 provides a comprehensive overview of the supply and demand balance for STCW-certified seafarers qualified to work on board the world merchant fleet. Seafarers are central to the safe and efficient operation of the global maritime transportation system. In an increasingly fragmented world, the essential role of the global seafarer workforce and charting its developments have never been more important.

Prepared jointly by BIMCO and ICS every five years, the report publishes estimates of:

- **The balance between the global supply of qualified and competent seafarers available for service on ships trading internationally, and the industry's demand for seafarers to operate the world merchant fleet;**
- **The composition of the seafarer workforce that operate the world merchant fleet, including demographic information on nationality, rank/role, age profiles and gender; and**
- **The anticipated future growth of the world merchant fleet over the next five years and the potential implications for the global supply and demand of the seafarer workforce.**

SEAWAY MONTHLY TRAFFIC RESULTS
June 2026

Traffic (In thousands of tonnes)	SLSMC - Combined Traffic			
	Year to Date		Change from 2025	
	2025	2026	Tonnes	%
Total Cargo	12 689	12 015	-674	-5.31%
All Grain	4 250	3 798	-451	-10.62%
Iron Ore	1 841	1 769	-72	-3.89%
Coal	454	392	-62	-13.73%
Dry Bulk	3 864	3 840	-24	-.62%
Liquid Bulk	1 447	1 459	12	.84%
General Cargo	829	751	-79	-9.49%

Vessel Transits	2025	2026	Transits	%
Total Transits	1 334	1 355	21	1.57%

The St. Lawrence Seaway Management Corporation

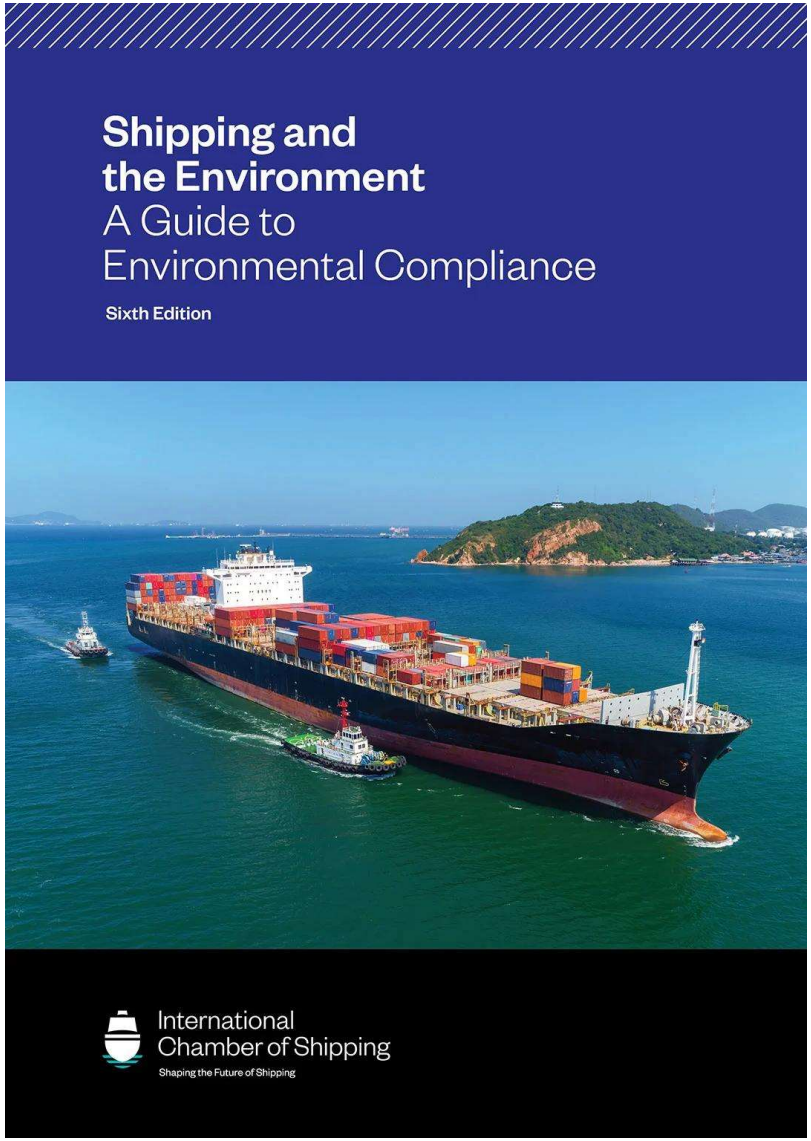
Québec investit 29,2 M$ dans le Groupe Océan

L'an dernier, Québec a injecté 145 M$ dans le Groupe Océan pour s'assurer que l'entreprise demeure sous contrôle québécois



Quebec is investing $29.2 million in Ocean Group to support a $58.4 million project that will allow it to win new contracts and create some forty jobs.

The Quebec government will invest with the construction of a second, larger floating drydock for its shipyard at Quebec City. The investment supporting a $58.4 million project by the Ocean Group was announced July 6th by Bernard Drainville, the Quebec Minister of the Economy, Innovation and Energy. It will allow Ocean Group to capture new contracts and generate some 40 new jobs.



ICS Publications releases sixth edition of 'Shipping and the Environment: A Guide to Environmental Compliance'

Shipping and the Environment: A Guide to Environmental Compliance, Sixth Edition provides an accessible entry point into the constantly evolving regulations and operational considerations that make shipping an even greener industry. By explaining the relationship between shipping and the environment, this guide helps crew and shoreside staff understand not only what environmental requirements are in place but why these regulations matter.



Mississaugas of the Credit Business Corporation and HOPA Ports partner to restart Hamilton biodiesel facility

June 30, 2026 By HOPA Ports

HOPA Ports and the Mississaugas of the Credit Business Corporation (MCBC), the entity representing the business development interests of the Mississaugas of the Credit First Nation (MCFN), have partnered to save a critical biodiesel production facility in Ontario from permanent closure.

This effort is anchored by the development of a new Memorandum of Understanding between HOPA and MCFN, establishing a framework for ongoing partnership.

The St. Lawrence Economic Development Council (Sodes), the Ontario Marine Council (OMC), and the St. Lawrence Shipoperators (Armateurs du Saint-Laurent, ASL) today issued the following joint statement in response to positive remarks made by Quebec Premier Christine Fréchette and Ontario Premier Doug Ford at this week's Council of the Federation in Charlottetown regarding the marine shipping sector.

In a message posted on X, Premier Fréchette noted that she and Premier Ford discussed the importance of having a strong maritime strategy to grow the economy, support small and medium-sized businesses, and create quality jobs. Premier Ford noted the same in a recent LinkedIn post.

For Sodes, OMC and ASL, this focus on developing the marine sector is exactly the kind of coordinated leadership that will help diversify trade, strengthen supply chains, and create meaningful employment opportunities. At a time when the Federal Government is focused on nation building, and both Ontario and Quebec have provincial marine strategies that can be bolstered by investment, the time is ideal to think across borders and advance Canada's marine sector as a source of global competitive advantage.

Montreal Port appoints new Chair of the Board and four new directors



The Montreal Port Authority has announced the appointment of Anik Trudel as Chair of its Board of Directors, as part of a governance renewal cycle under the Canada Marine Act that also brings four new members to the Board.

Trudel is Chief Executive Officer of Lavery and a lawyer by training, with nearly 40 years of experience with leading professional firms and organisations.

Trudel has an extensive history with the MPA, having first served as a director from 2008 to 2017 and becoming the first woman to chair the organisation's Board.

The four newly appointed directors are Tamar Alexanian, Senior Partner and Vice-President at IBM Consulting Canada; Mathieu Bouchard, Vice-President of Public Policy and Regulatory Affairs at Deep Sky; Claudine Marineau, Corporate Director; and Eric Melis, Principal at Pension Fund Infrastructure Advisors.





Davie Autonomous launched in Ontario

By Maritime Magazine 2026-07-21

Davie today announced the formation of Davie Autonomous Inc., an Ontario-based company that will manufacture and integrate uncrewed and autonomous maritime vehicles and systems in Canada.

Davie Autonomous will initially focus on advanced composite uncrewed surface vessels (USVs) developed with Kraken Technology Group. In May, Davie announced a strategic collaboration to establish Canadian production of Kraken's market-leading autonomous solutions.



GNWT Infrastructure Marine Transportation Update

The JOCK MCNIVEN departed Hay River on July 17 with its first relay of three barges, including the Housing NWT units heading to Ulukhaktok.

The tug/barge are are part of the northern territories marine transportation system.



Truck Ferry Service Between Northeast Ohio and Southern Ontario Proposed

The proposed Cross-Lake Truck Ferry Project would establish a cargo terminal at Milo Harbour in Wheatley, Ontario, connecting directly with the Port of Cleveland and the USA. The service is expected to accommodate up to 300 round-trip truckloads per day, while offering a new maritime transportation corridor for cargo moving between Canada and the United States. With an estimated one-way transit time of approximately two to three hours for the 55-mile cross-lake trip, the project provides a competitive alternative to current over-the-road truck transit times.



CSL receives first vessel in world-leading transhipment fleet for iron ore project in Guinea

By Maritime Magazine 2026 July 29

CSL has announced the delivery of MV Wontanara, the first of five state-of-the-art transhipment shuttle vessels (TSVs) commissioned to service the Simandou iron ore
project in Guinea, one of the world's largest mining and infrastructure developments. Designed by CSL and built at CSSC Chengxi Shipyard, this groundbreaking fleet of TSVs combines a 41,800-tonne deadweight capacity with a dual-boom self-unloading system that can transfer up to 12,000 tonnes of iron ore per hour, making it the fastest and most efficient TSV fleet in the world.



Fish Tug Cobley Bros Amy Daggett

TURTLE BACK FISHING BOATS

Lake Erie is home to one of the world's largest freshwater commercial fisheries. The fish populations are the most abundant of the Great Lakes, partially because of the lake's relatively mild temperatures and plentiful supply of plankton. The lake's fish population accounts for an estimated 50% of all fish inhabiting the Great Lakes.

The northern shore of Lake Erie from Port Maitland to Leamington is rich with fishing history and the fishing vessels. Originally made of wood and later by steel, the entirely enclosed Great Lakes' fishing tug represents a design unique to the Great Lakes. Often nicknamed 'turtle backs'- this enclosed boat design allows fishermen to fish year-round on the always cold and often wind-tossed waters of the Great Lakes.



Capt. John Wellington (right) with Capt. Paul C. LaMarre III. [Becky Hull]

CONGRATULATIONS
Capt. John Wellington Receives Lifetime Achievement Award From MHSD

SAULT STE.MARIE, MI – Capt. John Wellington, tug captain and acknowledged Great Lakes ice and salvage expert, was honored recently at the Voices of the Valley Camp event here. Wellington was presented with a Lifetime Achievement Award from the Marine Historical Society of Detroit by Capt. Paul C. LaMarre III, MHSD board member.

Capt. John Wellington, tug captain and acknowledged Great Lakes ice and salvage expert, was honored recently at the Voices of the Valley Camp event. Wellington was presented with a Lifetime Achievement Award from the Marine Historical Society of Detroit.



An invasive shrimp native to the Black Sea has now infested all five Great Lakes.
Researchers confirmed a breeding population of bloody red shrimp in Lake Superior's Duluth-Superior Harbor.
The small crustaceans likely arrived in the Great Lakes via ballast water from ocean-going vessels

Invasive 'bloody red shrimp' reach Lake Superior

USA Today Network

New Alcoa port facilities inaugurated at the Port of Trois Rivières



Alcoa and the Trois-Rivières Port Authority (TRPA) have officially inaugurated Alcoa’s new facilities at Wharf 17, improving the handling of raw materials destined for the Deschambault Smelter. The project reflects ongoing efforts to modernize the port while optimizing supply chain performance.

Funded through Alcoa's $71.8-million investment, the new facilities feature two fully electric, enclosed pneumatic unloading gantry cranes. Since entering service in January following their delivery in fall 2025, the equipment has increased unloading efficiency, strengthened operational performance, and reduced the environmental footprint of port operations.

Solar panels on a St Lawrence bulk carrier: a collaboration to accelerate innovation

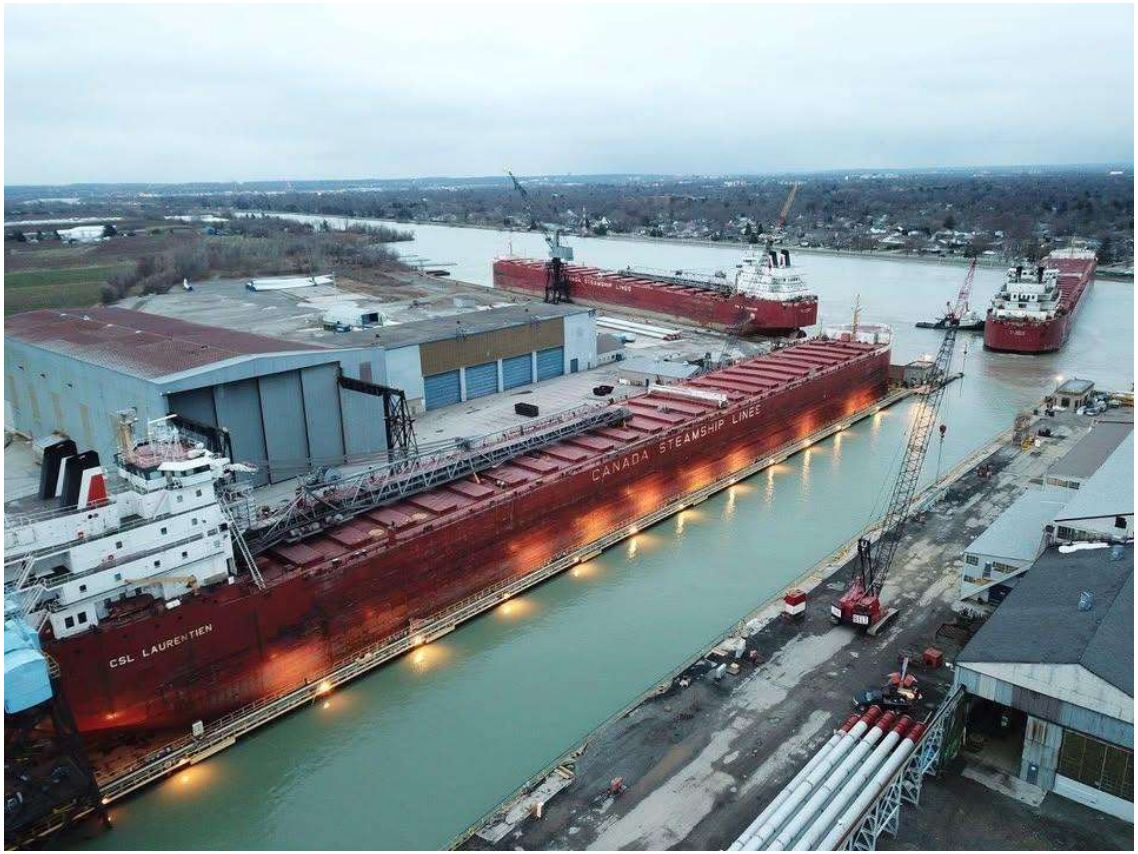


CSL Group’s Nukumi

Innovation Maritime and its partners are currently testing a photovoltaic station on board a bulk carrier operating in the Gulf of St. Lawrence and on the St. Lawrence River. This project, running from March 2024 to February 2027, aims to rigorously document the potential of solar panels to reduce fuel consumption and greenhouse gas emissions from merchant vessels in a demanding northern environment.

The project involves designing, building, and installing a solar station on the deck of an in-service bulk carrier, CSL Group’s Nukumi, to measure its energy performance under real operating conditions. The objective is to assess both the potential fuel savings and the integration of solar panels into the ship’s onboard systems, in conditions that reflect the reality of a commercial vessel on the St. Lawrence.

Ontario investing More than $90 Million to support expanded provincial shipbuilding capacity By Maritime Magazine 2026 July 8



ST. CATHARINES — Premier Doug Ford today announced that the Ontario government is investing over $90 million through the Ontario Shipbuilding Grant Program (OSGP) to increase capacity in the province's shipbuilding industry as part of its plan to protect Ontario.

The investment will help meet the growing demand for Ontario-made vessels, help Ontario shipbuilders support Canada's National Shipbuilding Strategy and boost the economic competitiveness of Ontario's shipbuilding and its supply chain while creating thousands of good-paying jobs across the marine sector. The investment is part of Ontario's ongoing work to support national security and defence, as outlined in the framework for the Ontario Defence Industrial Strategy.





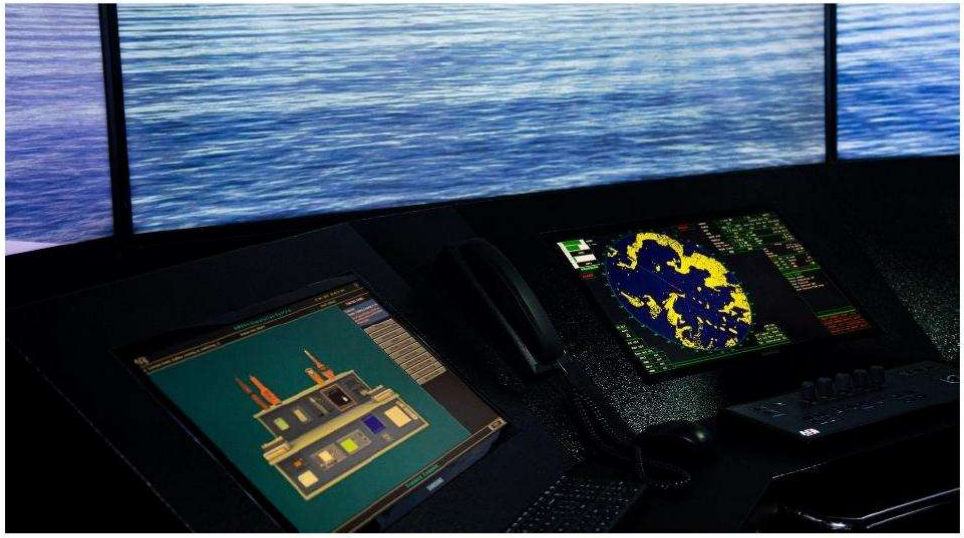




The most common types of fenders at the Port of Goderich are:
1- Prism fenders: effective workhorses for single point protection
2- Timber fenders: allow vessels to smoothly slide along berths while loading
3- Cell fenders: for large ships and high impact areas
4- Tires: inexpensive and soft
5- Sausages: inexpensive and robust

Goderich Port Management Corp.





AIS-assisted collisions: The risks of over-reliance

AIS has evolved into an important safety aid for situational awareness and even collision avoidance. However, this evolution also brings new risks, and over-reliance on AIS may, in some cases, contribute to incidents rather than prevent them.

Published 14 July 2026

Many marine accidents occurred when bridge teams relied primarily on AIS for collision avoidance, neglecting systematic visual and/or radar observations.

This is concerning because, as outlined in the IMO Resolution A.1106(29) , AIS calculate collision risk using dynamic data from both own vessel and AIS target. Radar plotting, by contrast, evaluates how a target moves relative to own ship.



Thank You to Our 2026 Sponsors!

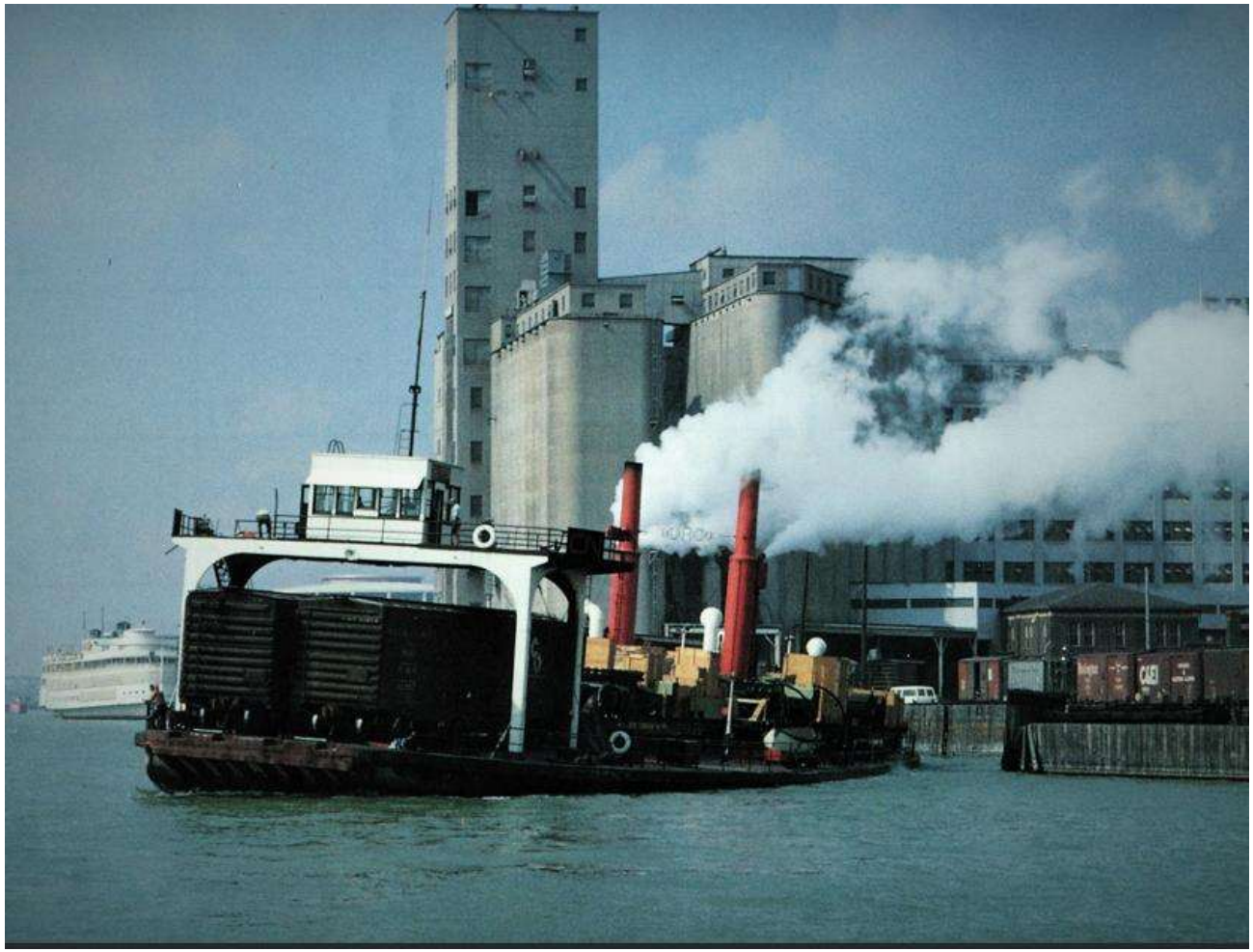
Imagine Marine

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

July 2026



Ferry Huron [Larry J Geiger Collection]

The iron ferry HURON (238 feet, 1,052 gross tons, built at Point Edward, Ontario, with iron plates prefabricated in Scotland) made her trial voyage between Fort Gratiot, Michigan, and Point Edward, Ontario, across the St. Clair River. This vessel served the Grand Trunk Railway and ran between Windsor and Detroit for over a century.



ESCANABA — The history of Eleven Foot Shoal is not defined by a single lightship, but by a succession of vessels that shared the station's name while guiding vessels into Little Bay de Noc for more than 40 years.

Unlike lighthouses, which stand firmly anchored to the shore or on fixed foundations, lightships were floating beacons stationed where constructing a lighthouse was impractical.

Their crews lived aboard vessels that rolled with the waves, enduring cramped quarters, violent storms and long periods of isolation while providing lifesaving guidance to passing mariners.

This photo depicts Lightship 60 at the Eleven Foot Shoal. The lightship arrived at the shoal on Oct. 6, 1893, taking up its position at the northern end of Green Bay. (Photo courtesy of the United States Lighthouse Society archives)



July 1983

SASKATCHEWAN PIONEER (Hull #258) was launched at Govan, Scotland, by Govan Shipbuilders Ltd. for Pioneer Shipping Ltd. (Misener Transportation Ltd., manager). Renamed b.) LADY HAMILTON in 1995. Purchased by Voyageur Marine Transport in 2006, she now sails as KAMINISTIQUA.

Saskatchewan Pioneer maiden voyage. Unknown photographer



July 1951

The SCOTT MISENER (Hull#11) was christened for Colonial Steamships Ltd. She was the first vessel built at Port Weller Drydocks Ltd. Renamed b.) JOHN E. F. MISENER in 1954, she was scrapped at Cartagena, Columbia, in 1986.



1974 July 24, 1974

ALGOSOO (Hull #206) was launched at Collingwood, Ontario, by Collingwood Shipyards Ltd. for Algoma Central Railway, Sault Ste. Marie, Ontario.



Eastland capsized, with survivors walking to safety on the hull.
[Marine Historical Society of Detroit]

In Chicago on July 24, 1915, more than 2,500 passengers, most of them Western Electric factory workers and their families, boarded the Eastland on an overcast Saturday morning for the company's annual picnic.

Minutes after boarding, before the ship ever left the dock, the overloaded, top-heavy Eastland tipped over. Many passengers were trapped below the deck as the water flowed in, prompting a frantic rescue by first responders and bystanders.



July 30, 1959

The Canadian Coast Guard icebreaker CCGS ALEXANDER HENRY entered service. Since 1985, the HENRY has served as a museum in Kingston, Ontario, and later Thunder Bay, Ontario.





1) Imperial Leduc in the St Clair River. 1952. Photographer unknown
2) Nipigon Bay in the St Clair River in the 1970s. Terry McCullough photo

In 1947, the Leduc Number One oil well was brought in at Leduc, Alberta. In 1950, construction began on the Imperial Leduc, along with the Imperial Redwater and Imperial Woodbend, at Collingwood to move Alberta crude oil from a terminal in Superior Wisconsin to the Imperial refinery at Sarnia. During the 1951 season, the Imperial Leduc brought 5,827,390 barrels of crude oil into Sarnia.

In 1953, the 30 inch pipeline from Superior to Sarnia was completed, rendering the 3 Imperial supertankers excess tonnage. e.
In May of 1955, the Imperial Leduc was taken over by Canada Steamship Lines and renamed Nipigon Bay. In 1958, the Nipigon Bay was converted to a bulk carrier and would outlast her two supertanker fleetmates until being sold for scrap in 1989.



Norisle at Tobermory, ON, 6-66. Skip Meier

July 1946

The NORISLE (Hull #136) was launched at Collingwood, Ontario, by Collingwood Shipyards Ltd. for the Dominion & Owen Sound Transportation Co. Ltd.



Marine Recycling Corporation(ex-I.M.S.), Port Colborne hosts a huge collection of parts and artifacts from Great Lakes Ships that it has recycled over it's more then 50 years of service. It advertises as a source for movie sets to acquire props and even to set up location. They sure have amassed an impressive collection of wheel houses across the property.

Algosar, Quebecois to name a couple



July 2005

The DAY PECKINPAUGH, under tow of the tug BENJAMIN ELLIOT, departed the lakes through the New York State Barge Canal to Lockport, New York, for a new life as a traveling history museum.

Day Peckinpaugh in 1995. [Wendell Wilke]





Great Lakes Tug Missouri has been in service for almost 100 years and seen alot of freighters in her lifetime from early ore ships made in the late 1800s to famous ones like the Carl D Bradley, Daniel J Morrel to the Anderson and Fitzgerald.

Congrats to 100 years of service next year Missouri.

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