

Industry News Update

March 2021

Job Market

Help wanted: Owen Sound Transportation currently accepting resumes

3/5 - The Owen Sound Transportation Co. / Pelee Island Transportation Service is currently accepting applications for the position of captain on the MV Pelee Islander II vehicle / passenger ferry.

In service since the fall of 2018, the Pelee Islander II is a 62 metre RORO ferry capable of carrying 36 vehicles from the Ontario mainland (Leamington / Kingsville) to Pelee Island Ontario on Lake Erie. A typical work rotation consists of 7 days on / 7 days off during the sailing season. Pelee Islander II is powered by a Schottel steer prop (Z Drive) system.

Compensation OSTC offers a competitive wage (\$93 600.00 - Currently under review), generous benefit plan and enrollment in the OPB Pension plan. The OPB Pension plan is a defined benefit pension plan.

Qualifications The position requires a valid TC approved Master, Near Coastal certificate. The successful candidate must also demonstrate leadership abilities for both people and processes. The ability to work in a customer service environment is very important. A copy of your CoC is to be included with your resume.

Ship handling experience with steer prop (Z Drive) systems is beneficial.

The Owen Sound Transportation Company is an Agency of the Province of Ontario and an equal opportunity employer. Resumes are to be forwarded to Stephen Shaw - VP - Operations at stephen.shaw@ontarioferries.com. The email title should be titled - Resume - Captain - Pelee Islander II.

Job Market

Help wanted: Chief Operating Officer - GLPA

2/25 - The Great Lakes Pilotage Authority, a federal Crown Corporation established in 1972, is responsible for administering and providing marine pilotage and related services in the Great Lakes region, an area covering some 250,000 km² of navigable waters in the Provinces of Ontario, Manitoba, and in Quebec south of the northern entrance to the St. Lambert Lock. Its mandate includes pilotage operations, training and management, the development and application of pilotage regulations, as well as the issuance of pilot licenses and pilotage certifications. Headquartered in Cornwall, Ontario, the GLPA is one of four such authorities in Canada, the other three covering the Atlantic, Pacific, and Laurentian regions. At this important juncture, the GLPA is seeking a Chief Operating Officer who will be responsible for the strategic management and daily operational performance of the GLPA.

Reporting to the Chief Executive Officer (CEO), the Chief Operating Officer (COO) directly supervises and coordinates the work of approximately 80 staff, across many disciplines in both unionized and non-unionized work environments, while ensuring a safe, reliable and efficient pilotage service in accordance with established policies, collective agreements, legislation and regulations, Memorandum of Understanding, etc. He or she coordinates the development and implementation of operational policies and labour relations activities while utilizing industry best practices to ensure the daily operations are performed in a safe, efficient, environmentally sensitive and cost-effective manner.

The ideal candidate for this role brings exceptional leadership qualities combined with thorough working knowledge of federal legislation and regulation regarding marine pilotage including: The Pilotage Act and Canada Shipping Act, 2001, the General Pilotage Regulations, the Great Lakes Pilotage Regulations and the Marine Personnel Regulations, as well as the Canada Labour Code. This ideal candidate will also bring many years' of experience in the command of a ship, in the shipping industry and will have honed the necessary organizational management skills to effectively plan, schedule and delegate activities in a prioritized manner. What's more, the ideal candidate is a well-respected and credible leader with a natural ability to effectively persuade, influence and negotiate solutions that align with the interests of internal and external stakeholders. With unquestioned integrity, this candidate is a trusted advisor equipped with strong interpersonal and communication skills and has demonstrated the ability to apply tact, sound judgement, initiative and diplomacy to create and maintain ongoing productive relationships at all levels. Fluent communication skills in both official languages is required.

If you are interested in exploring this exciting opportunity, please submit a resume and cover letter online at www.odgersberndtson.com/en/careers/16989. For more information, please contact Dominik Legault dominik.legault@odgersberndtson.com

Job Market

Tug Captain

Looking for a 150 to 500 ton Tug Captain who's interested in a challenging long term career opportunity with a progressive Marine Construction Company specializing in dredging. Prefer someone with barge handling/towing experience and familiar with Bay of Fundy Tides. This is a challenging full-time, seasonal, job based opportunity. Must be a team player, professional, safety oriented, organized, enjoy working in a very challenging environment and available to travel throughout Atlantic Canada for extended periods when required. Preference will be given to candidates who reside in Atlantic Canada.

Candidate will be required to pass drug and alcohol testing.

Candidates must hold all necessary Transport Canada Certificates

Please contact for more details.

Job Type: Seasonal, Project based.

Job Types: Full-time, Contract, Permanent

Related keywords: marine, captain, pilot, aviation

Job Types: Full-time, Part-time, Contract

Schedule:

- 12 hour shift
- Day shift
- Monday to Friday
- Night shift
- Weekends

American Industrial Partners and Oaktree Announce Strategic Partnership in Rand Logistics, Odessa American (Odessa, Texas), February 17, 2021

American Industrial Partners (“AIP”) agreed to sell a significant minority stake in Rand Logistics, a leading Great Lakes marine transportation company to funds managed by Oaktree Capital Management, L.P.’s Transportation Infrastructure Investing Group. This newly formed strategic ownership group will combine AIP’s operationally oriented approach to portfolio management with deep transportation sector expertise provided by Oaktree. Collectively, the group looks forward to driving steady and stable growth across the Company’s unique and irreplaceable footprint, as it delivers critical bulk cargoes to industrial facilities across the Midwest. Dave Foster, CEO of Rand Logistics, is quoted



Grand River takes over 5 smaller American Steamship Co. vessels

2/25 - Rand Logistics is chartering five American Steamship Co. vessels to Grand River Navigation Co. Both firms share the same parent company, Rand Logistics Inc. Involved are the smaller vessels American Courage, American Mariner, Sam Laud, H. Lee White and John J. Boland. ASC will still run the 1,000-foot ships. It is unknown if names and colors will change.

The charter is expected to take effect in mid-March, prior to the opening of the 2021 shipping season. The unions will change from American Maritime Officers (AMO) and Seafarer's International (SIU) to Masters, Mates and Pilots (MMP).

This information comes from a number of waterfront watchers familiar with the plan but not authorized to speak about it. In addition, Grand River has been advertising for masters, mates and engineers and on Wednesday was actively recruiting prospective employees at the Great Lakes Maritime Academy. Vessel officers have also been notified.



American Courage 636' x 68' (Roger LeLievre)



American Mariner 730' x 78' (Michel Gosselin)



Sam Laud 634' x 68' (Matt Miner)

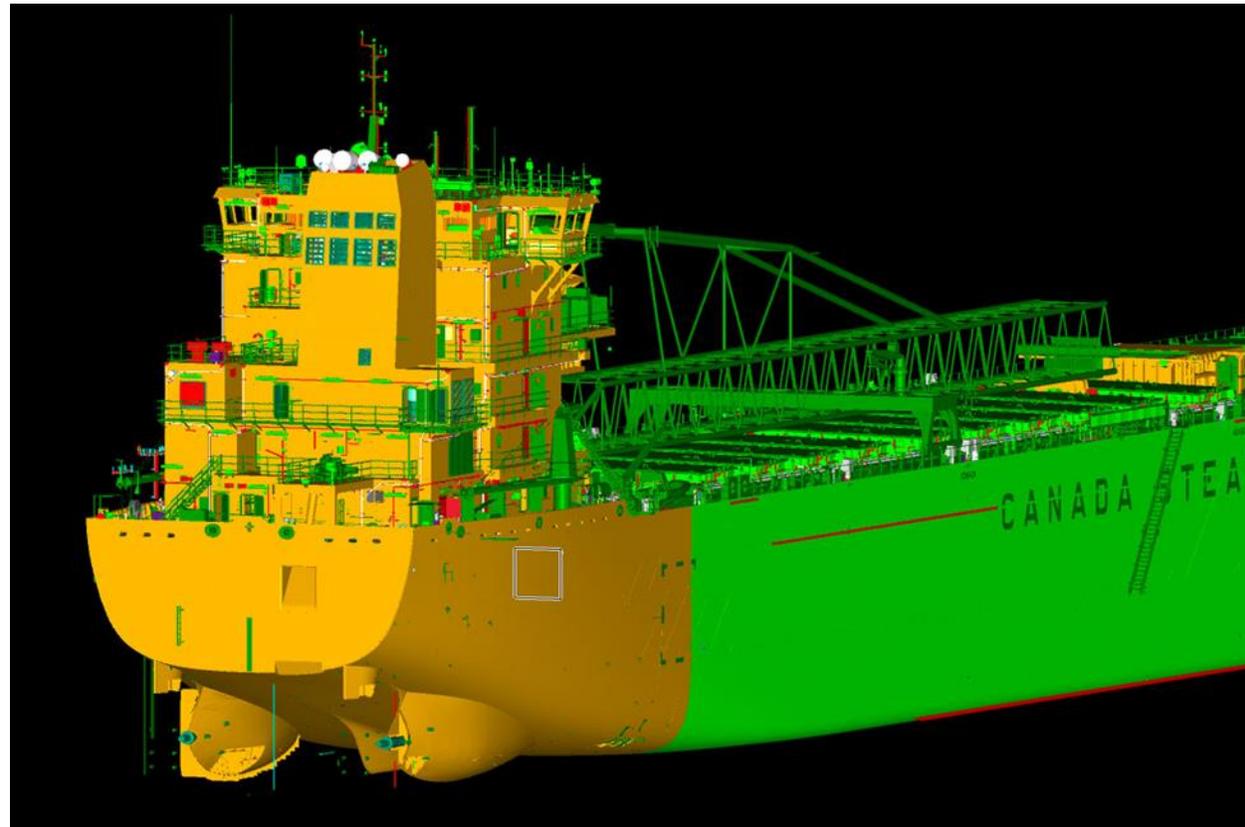
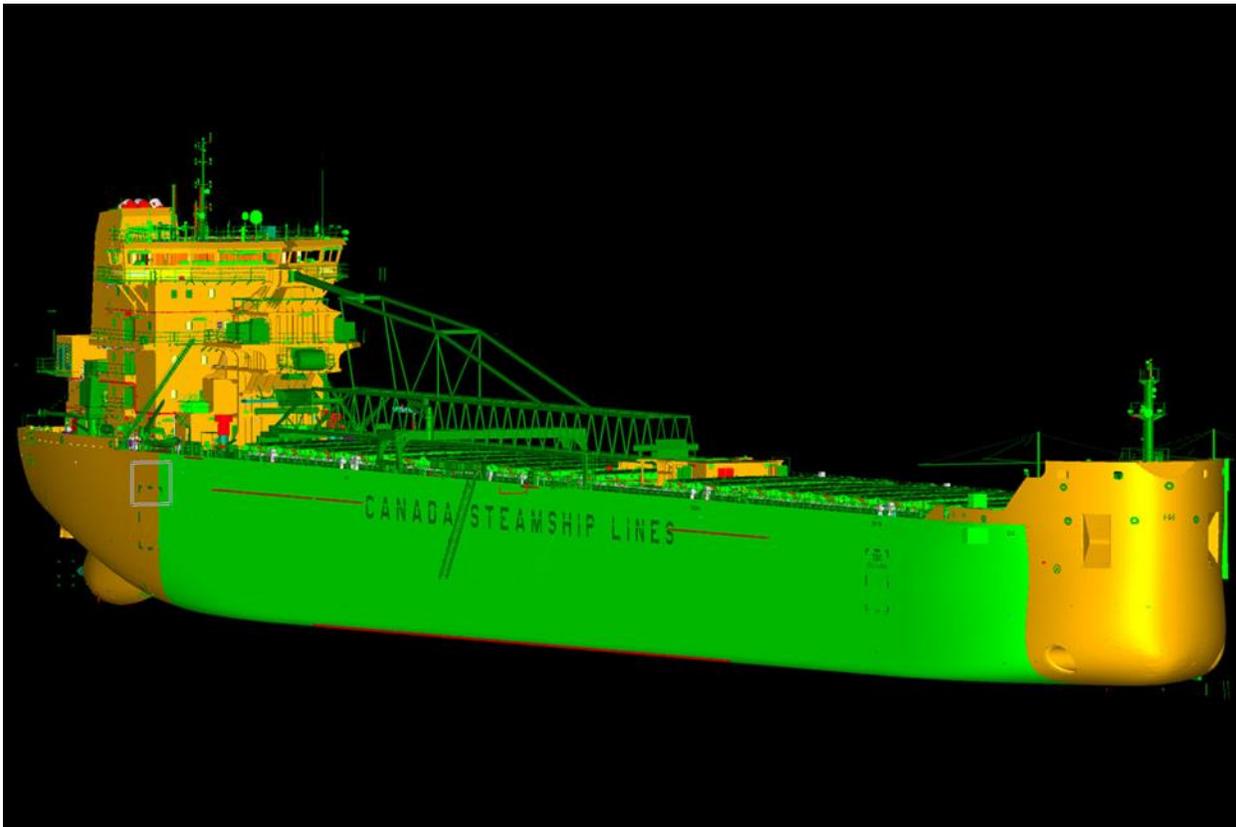


H. Lee White 704' x 78' (Matt Miner)



John J. Boland 680' x 78' (Rod Burdick)

Windsor Salt / CSL Partnership for New Self Unloader



2/12 - Montreal, QC – K+S Windsor Salt Ltd. and Canada Steamship Lines have announced the construction of a new, state-of-the-art self-unloading ship with a deadweight of 26,000 metric tons for service in the Gulf of St. Lawrence and Great Lakes region. It will deliver deicing salt from its Mines Seleine salt mine on the Magdalen Islands to stockpiles in Montreal, Quebec City, and other destinations. Diesel-electric tier 3 engines, a unique hull design, ballast water treatment system, and quieter machinery make up the new design. The keel laying ceremony at Chengxi Shipyard in Jiangyin, China, on January 29, 2021 with expected delivery for 2022. CSL



Poe Lock, Sault Ste. Marie, Michigan

Photo courtesy of the U.S. Army Corps of Engineers, Detroit District

A view from the lower guard gates of the empty Poe Lock in January 2019. It took about 17 hours to pump the lock down to the floor.

Public shouldn't be blocked from strolling Burlington Canal piers, mayor says

2/4 - Hamilton, ON – Hamilton's mayor is calling on the federal government to reconsider a plan to install swing gates blocking access to two Burlington Canal piers that are popular for photos, strolls and boat watching.

The piers are near Hamilton's popular waterfront trail that runs along the Lake Ontario shore. They're also near the Burlington Canal lift bridge, and people stand on the piers to watch large, eye-catching vessels enter Hamilton Harbour.

"Transport Canada has observed an increase in pedestrian activity at this commercial site and has deemed these safety related measures necessary to ensure public safety at the piers," the department said in an email.

(CBC)





(Photo: Twitter Seaspan Shipyards)

The Coast Guard's newest fisheries science ship is due to steam through The Narrows of her home port of St. John's.
The John Cabot, named for the famed Italian explorer, was officially launched into the water at Seaspan Shipyards in Vancouver last summer. She recently sailed through the Panama Canal on her way back to Canada.

**Former
CCG
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© V. Kovura
MarineTraffic.com

Cruise ship visits to Canada now banned until February 2022

CBC, February 4, 2021

A ban on cruise ships with more than 100 people coming to Canada will remain in place until February 2022, a federal government release said.

The temporary measures for cruise ships were scheduled to end on February 28. Minister of Transport Omar Alghabra announced the interim order, and also extended an order prohibiting pleasure craft in Canadian Arctic waters except for those used by residents of the region.

Essential passenger vessels, such as ferries and water taxis, should continue to follow local public health guidance and mitigation measures to reduce the spread of COVID-19 and prevent future outbreaks, the release said.



Maximum period of service on board and repatriating seafarers during COVID-19 - SSB No.: 01/2021

As a foreign vessel operating in Canadian waters, remember:

- **you must comply with the *Maritime Labour Convention, 2006* at all times**
- **you must have a valid Seafarer Employment Agreement (SEA) on board for each crew member**
 - **this agreement must be signed by both the seafarer and shipowner, or a representative of the shipowner**
 - **the seafarer must be given enough time to review and get advice on the agreement (or extension), and freely accepts the terms and conditions before signing**
 - **each seafarer must have a valid employment agreement until they are repatriated**
- **All efforts must be made by the shipowner to repatriate crew members to ensure they are not serving longer than 11 months from the date of joining the vessel.**

Port state control inspections

As a foreign vessel operating in Canadian waters, your vessel can be inspected to make sure you are complying with the *Canada Shipping Act, 2001* and international conventions.

Major new dock at Sarnia Harbour to cost \$6 million, boost local manufacturing

Posted March 11, 2021

Two Great Lakes freighters, the Robert S. Pierson and the Saginaw, in foreground, undergo maintenance in the North Slip last week. The Sarnia Harbour dock at the foot of Exmouth Street is being expanded and renamed the Cestar Dock. When complete, the \$6-million Cestar Dock will be the entry point to Sarnia-Lambton's oversized load corridor, allowing large industrial components to be rolled-on and rolled-off specially equipped cargo ships for local manufacturing firms that make pressure vessels, heat exchangers and large industrial "modules." Troy Shantz



Wayback Wednesday - A Freight-ful Thing - The History Of A Few Great Lakes Freighters

September 09, 2020 / [Matthew Wilkinson, Historian at Heritage Mississauga](#)

The *S.S. Douglas Houghton* was built by Globe Iron Works in Cleveland, and launched on June 3, 1899 for the Bessemer Steamship Company with her home port at Duluth, Minnesota. On September 5, 1899, while traversing St. Marys River via the Middle Neebish Channel, the *Houghton* collided with her own tow barge, the *John Fritz*, and the *Houghton* sank. The sinking closed the channel to shipping for a week while the *Houghton* was raised. After repairs, the *Houghton* returned to service in the summer of 1900. In 1901 the *Houghton* was sold to the Pittsburgh Steamship Company, and was rebuilt in 1928. In 1945 she was sold to Upper Lakes & St. Lawrence Transportation Company of Toronto (renamed the Upper Lake Shipping Company in 1959). In 1969 the *Houghton* was sold to the Toronto Harbour Commission in 1969 for use as a breakwater.





***S.S. Victorious* (launched 1895), the *S.S. Douglas Houghton* (launched 1899) and the *S.S. Howard L. Shaw* (launched 1900). (by Bruce Forsyth at militarybruce.com) All three of the freighters form a breakwater at Ontario Place. When the construction commenced in 1969, it was determined that a large breakwater was needed to protect the artificial islands and marina. An effective and relatively simple method for constructing this breakwater was to sink three decommissioned Great Lakes freighters, end to end, then covering them in concrete to form a breakwater.**

The *S.S. Victorious* was built in Chicago by the Chicago Ship Building Company. Originally named the *S.S. Victory*, she was launched on June 29, 1895 for the Interlake Steamship Company, with a home port at Ashtabula, Ohio. In 1940 she was sold to the Upper Lakes & St. Lawrence Transportation Company of Toronto, and renamed the *S.S. Victorious*. The *Victorious* was retired and sold to the Toronto Harbour Commission in 1969 for use as the breakwater at Ontario Place.



The last of the Ontario Place freighters is the *S.S. Howard L. Shaw*. Built and launched by the Detroit Shipbuilding Company of Wyandotte, Michigan on September 15, 1900. In, 1900, the *Shaw* loaded 260,000 bushels of flax in Duluth, Minnesota, a new port record. She was owned by U.S. Steel, and later by the Pittsburgh Steamship Company. On May 25, 1906 the *Shaw* passed under the cable connecting the steamer *Coralia* and her barge *Maia* – the cable raked the *Shaw's* deck of spars and the smokestack, causing the her to run aground. She was sold to the Upper Lakes & St. Lawrence Transportation Company in 1940, and in 1963 was dynamited in Chicago during a labor dispute. The *Shaw* was laid up in Toronto in 1967 was sold to the Toronto Harbour Commission in 1969 for use as a breakwater.





Removal of St. Lawrence River Ice Booms - Tug boat Sawyer pushes a barge with workers from Kehoe Marine, Lansdowne, Ontario, on Thursday while they inspect the ice pack created by ice booms tethered by yellow barrels. The crew removed ice booms from the St. Lawrence River in preparation for the opening of the St. Lawrence Seaway scheduled for **March 22**. Christopher Lenney/Watertown Daily Times



SCOTT DUNN

FIRST SHIP Owen Sound Mayor Ian Boddy places a ceremonial top hat on the head of Capt. Ray Schrempf aboard the Algoma Sault Wednesday in honour of the ship being the first to arrive in port for the season. This is the first time the four-year-old self-unloading dry cargo vessel has visited Owen Sound, said Schrempf, who lives in Owen Sound. The 740-foot vessel and crew of 19 arrived Tuesday morning and will remain for two weeks while ship maintenance work is completed.

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First Ship Into Owen Sound – Algoma Sault – March 10, 2021

Owen Sound Sun Times (courtesy Capt. S. O'Donnaughue)



M.S. Norgoma could find a new home in Owen Sound

3/14 - Sault Ste. Marie, ON Soo Today

Investors behind the sunken proposal to relocate the M.S. Norgoma to Tobermory are now floating the idea of a move to Owen Sound's harborfront as early as the fall of this year.

Tobermory Real Estate Investors Inc. says the 188-foot vessel could function as a marine heritage site, coffee shop and a base for marine studies programs offered by Georgian College.

The community development committee in Owen Sound is recommending that city council support the Norgoma relocation project in principle, according to a staff report from the manager of community development and marketing for the City of Owen Sound issued Friday.



Coast Guard plans to open St Marys River's Pipe Island channel Thursday

3/9 - Sault Ste. Marie, MI - USCG

Coast Guard cutters Biscayne Bay and Neah Bay will open the Pipe Island Channel, north and east of Pipe Island starting at 8 a.m. on Thursday March 11, 2021. The two icebreakers will fracture and flush the existing field of ice to open the up bound channel of the St. Marys River, to the North and East of Pipe Island. Conducting this and other preparatory icebreaking facilitates the opening of the Sault Locks at noon March 24 and the start of the new shipping season.

March 15, 2021 - Vessels are operating though the tier I and tier II waterways unhindered by ice in the OP Coal Shovel AOR. The end of Operation Coal Shovel brings the US Coast Guard icebreaking season to a close on the lower Great Lakes.

GREAT LAKES SURFACE ENVIRONMENTAL ANALYSIS (GLSEA)



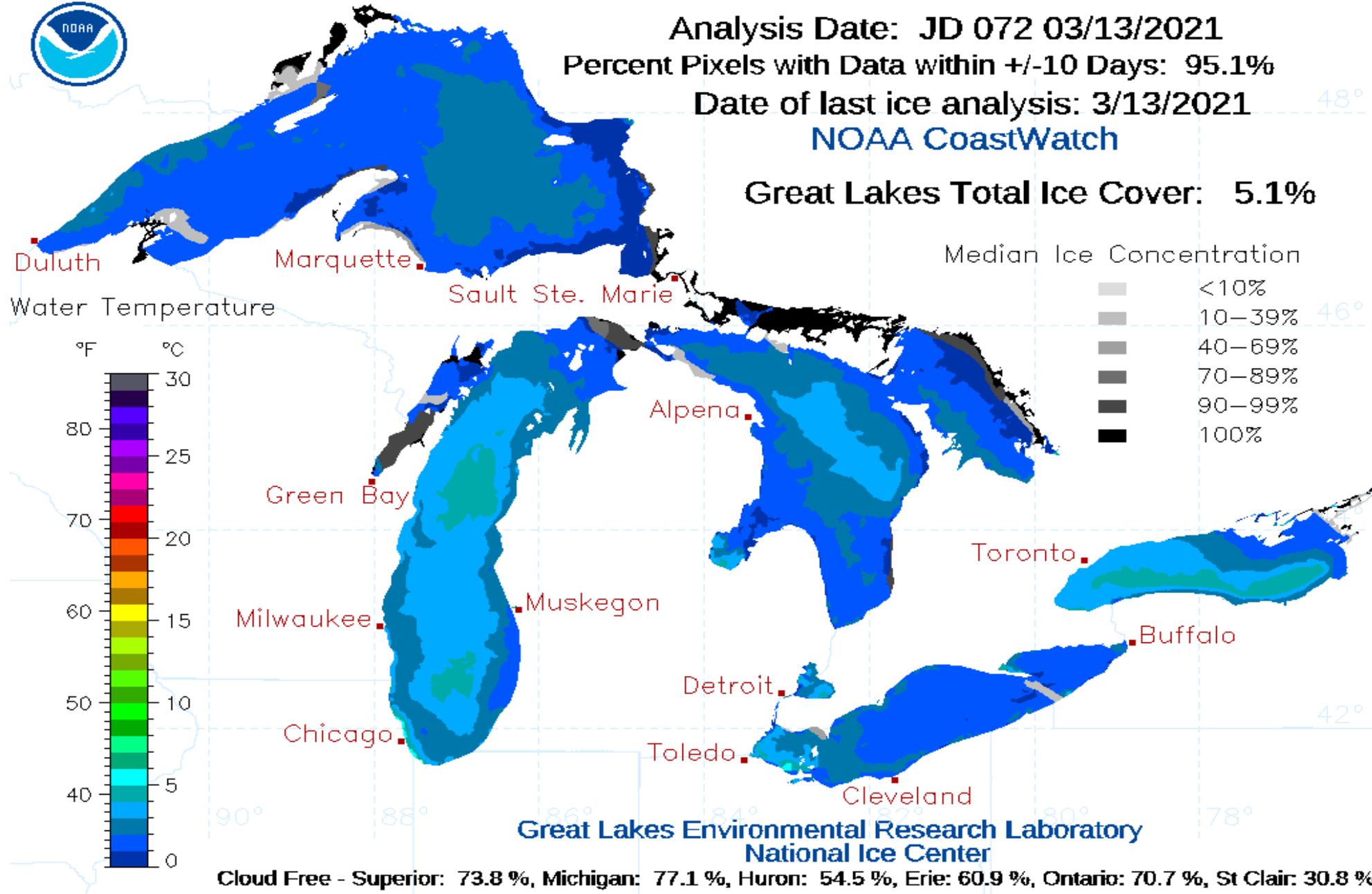
Analysis Date: JD 072 03/13/2021

Percent Pixels with Data within +/-10 Days: 95.1%

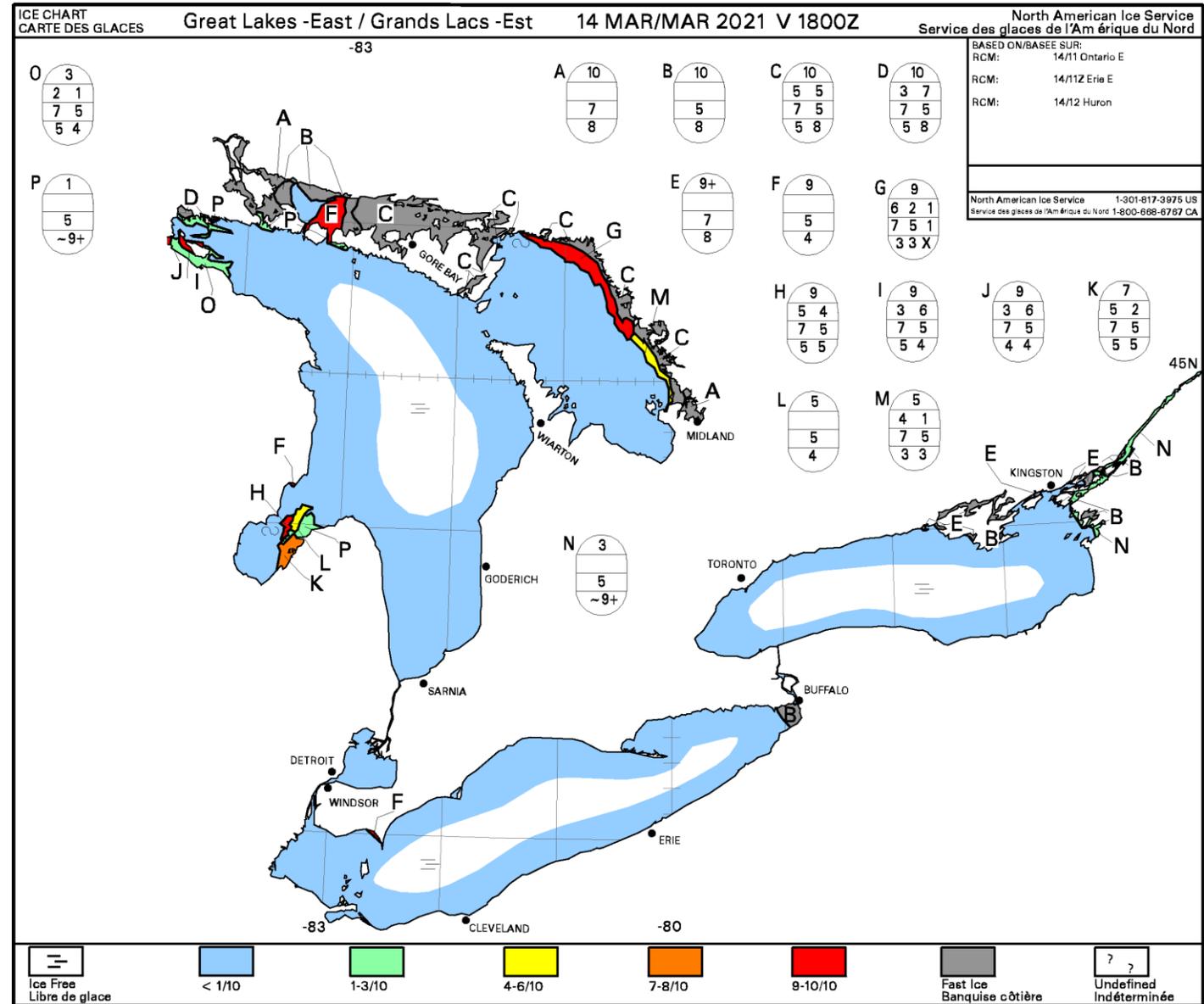
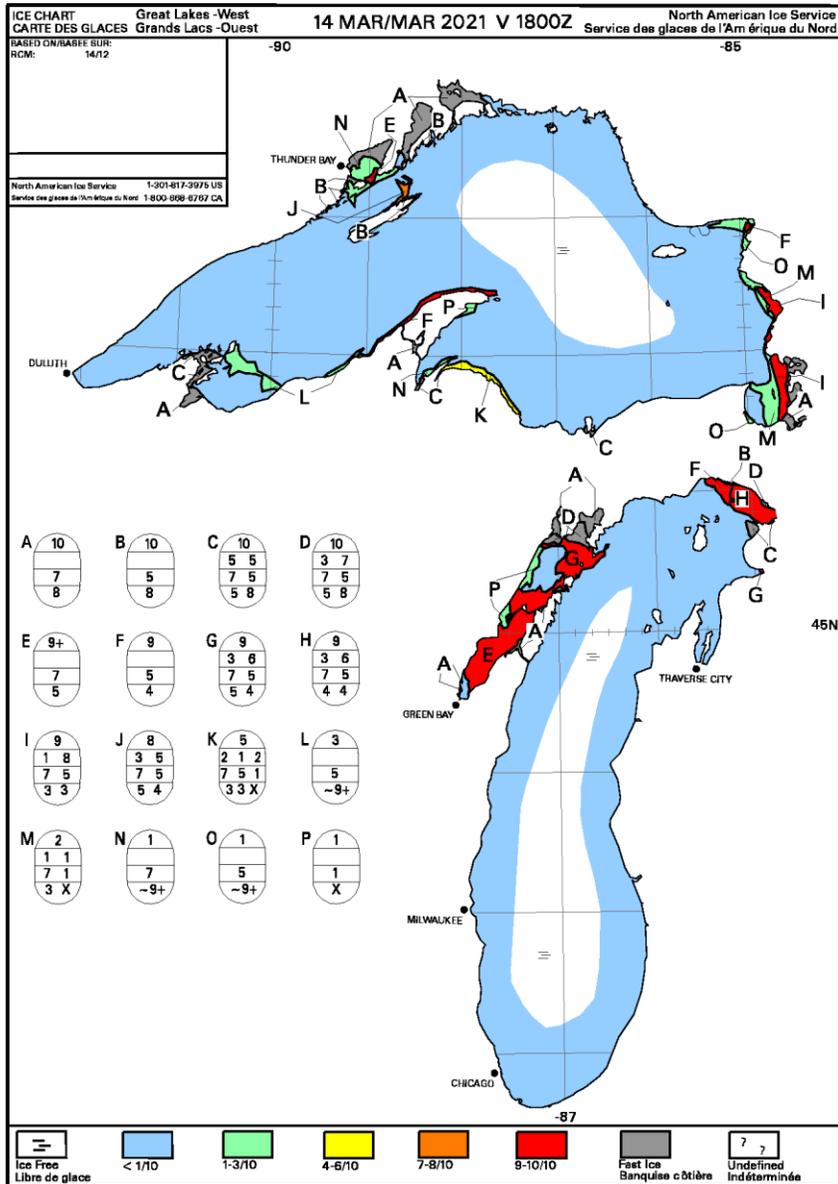
Date of last ice analysis: 3/13/2021

NOAA CoastWatch

Great Lakes Total Ice Cover: 5.1%



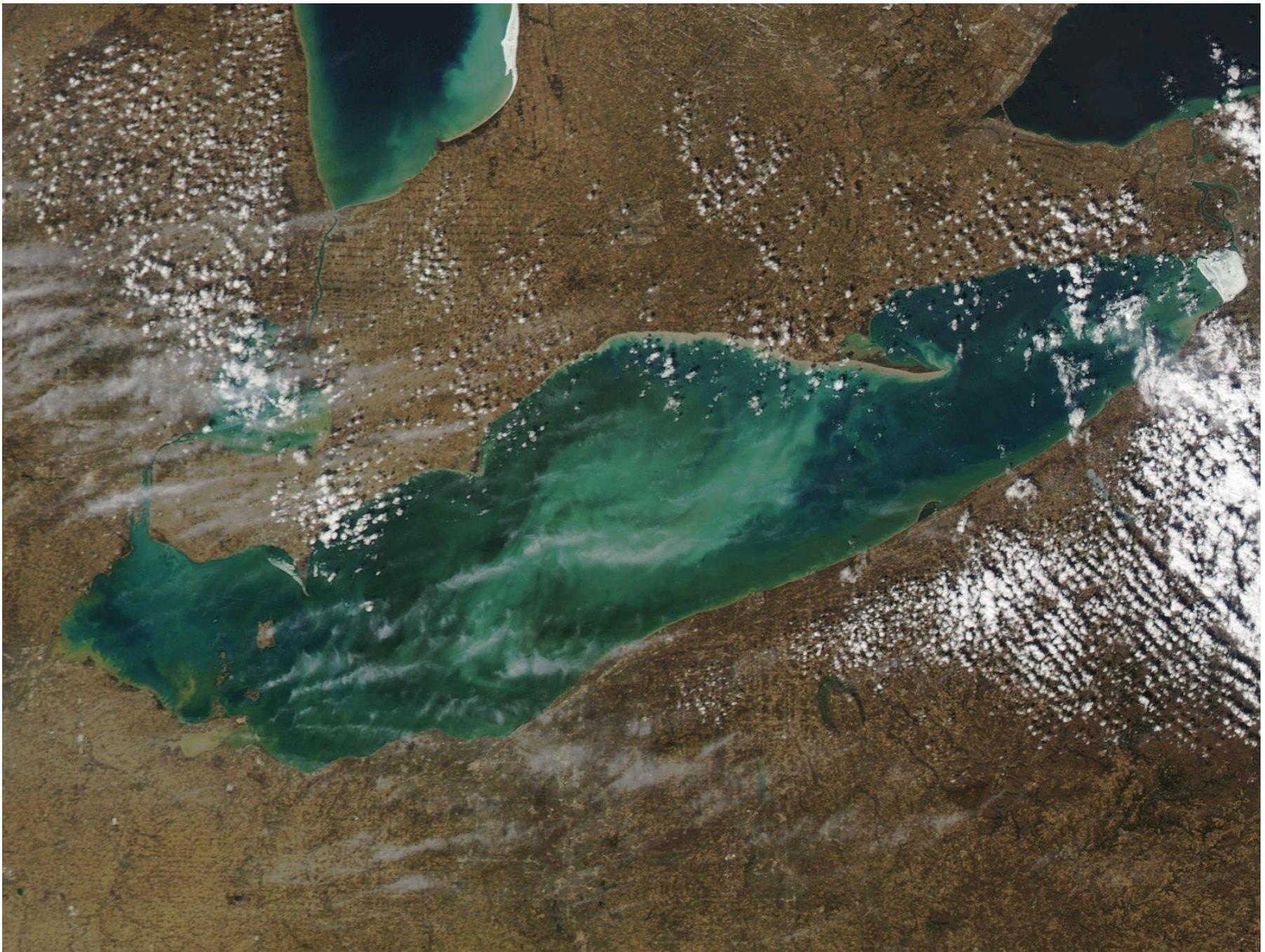
Ice Coverage March 14, 2021 (NOAA)













- **USCGC Alder expected to begin clearing ice at Thunder Bay
Tuesday March 15, 2021 – TB NewsWatch**

In a sure sign of spring, ice breaking is set to begin at the Port of Thunder Bay this week. The United States Coast Guard cutter (USCGC) Alder is expected to begin clearing ice on or around Tuesday.

The Canadian and U.S. coast guards cooperate annually to clear Great Lakes channels for shipping.

The Soo Locks are expected to open March 24th, allowing the shipping season to begin in earnest.



Port of Toronto Moves more than 2.2 Million Metric Tonnes of Cargo in 2020,

PortsToronto (Toronto, Ontario), March 16, 2021

For the fourth consecutive year, the Port of Toronto moved more than two million metric tonnes of bulk and general cargo products, which represents another strong year in marine imports for the city. The Port moved 2,208,358 metric tonnes of cargo, bringing road salt, sugar, cement, aggregate and steel directly into the city's core. With the Greater Toronto Area's construction industry showing no signs of slowing down, the port recorded its highest cement cargo imports in 16 years with more than 728,600 metric tonnes delivered.

Geoffrey Wilson, CEO, PortsToronto.

