

Agricultural Export Expansion

During each Seaway navigation season, **agricultural commodities** represent one of the cornerstone commodities moving out of the Great Lakes St. Lawrence Seaway System (System). Throughout the region, crops including wheat, corn, and soybeans are harvested in the fall and immediately impact St. Lawrence Seaway traffic as overseas export cargoes loaded onto lakers and salties alike. The lakers shuttle the freshly harvested crops to deep water ports on the lower St. Lawrence River to be transloaded onto larger ocean-going vessels. The salties loaded in the Lakes will either “top off” in those same ports or, if already fully laden, head directly into the Atlantic and onward to their overseas destinations.

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Wheat being loaded



Corn



Soy cargo loading

DEPUTY ADMINISTRATOR'S COLUMN

Prepared for this Moment

“Success is won by those who believe in winning and then prepare for that moment. Many want to win, but how many prepare? That is the big difference. A sound value system held water then, holds water today, and will hold water in the future.”



Craig H. Middlebrook
Deputy Administrator

-- Herb Brooks, Coach of the Gold Medal 1980 U.S. Men's Hockey Team

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GUEST COLUMN

RADM Michael Johnston

USCG Commander, Ninth Coast Guard District



In May, of 2021, I assumed command of the United States Coast Guard's Ninth District. While this is my first assignment in the Great Lakes, I could

not be happier to be here and I truly appreciate the generous support from our agency partners, industry

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There are many ports within the System that are stalwarts in funneling these freshly harvested crops to world markets including Hamilton, Windsor, and Thunder Bay on the Canadian side of the Lakes and Duluth, Toledo, Burns Harbor, and Milwaukee on the U.S. side.

Over the next eighteen months, this strong export foundation of agriculture load ports will add new capability and capacity as the result of two significant developments taking place on the U.S. side of the Lakes. Combined, these investments will expand global market access for American-produced agricultural commodities out of the St. Lawrence Seaway System.



In October of this year, the Port of Oswego took in its first truckloads of New York-grown soybeans into its new 780,000-bushel grain storage silo. Well over 100 New York farmers delivered their harvests by truck to the Port's \$15 million Central New York Agricultural Export Center. In addition to more storage capacity, this expansion also includes an onsite USDA lab. The facility also has a state-of-the-art grain handling system capable of unloading trucks as well as loading vessels and railcars efficiently and cost effectively. The project was funded through a State of New York Department of Transportation grant.



Prior to the completion of the project, the Port of Oswego announced it had reached a deal with The Andersons, Inc. of Maumee, Ohio, to lease the facility.

Their plan is for the New York grain being harvested to be moved via ocean vessel through the St. Lawrence Seaway to export destinations in Europe and North Africa.

Another milestone this year was the groundbreaking event on October 13 at Port Milwaukee for a new \$35 million maritime agricultural export facility. Dignitaries present for the event included Wisconsin Governor Tony Evers, U.S. Senator Tammy Baldwin (D-WI), U.S. Representative Gwen Moore (D-WI), local elected officials, as well as representatives of Federal and state agencies, including the Great Lakes St. Lawrence Seaway Development Corporation.



This new dockside facility will be operated by the DeLong Company of Clinton, Wis., and the scope of work will include significant truck and rail unloading infrastructure to allow for efficient multimodal grain deliveries.



Among the products that will transit out of the facility via the Seaway to global markets will be dried distillers grains (DDGS) produced at a regional ethanol manufacturing plant and shipped to the Port for loading to vessel. The timeline



DeLong officials joined by politicians and city representatives break ground on a new agricultural export facility. Photo credit: Jeramey Jannene.

for completion of this facility is no later than the opening of the 2023 Seaway navigation season.

Funding for this project has been through a true public private partnership. Port Milwaukee received a Port Infrastructure Development Program (PIDP) grant through the U.S. Department of Transportation, and additional funding was provided by the Wisconsin Department of Transportation, Port Milwaukee, and The DeLong Company.

Combined, the Port of Oswego and Port Milwaukee grain export facilities will become new Great Lakes St. Lawrence Seaway System agricultural export 'bookends'. Together, the \$50 million dollar investment made in these new facilities not only adds capacity and capability to the System but increases international maritime market access to growers within the Great Lakes region. In each location, the ability to move increased maritime exports is already being marketed globally to international buyers as well as ocean carriers in search of export cargo options out of the System.



The recent intense focus on the effectiveness of global and domestic supply chains has finally allowed many logisticians and companies – more than a few for the first time – to seriously look at the Great Lakes Seaway System as a viable route for containerized and other high-value cargoes. It's about time. While known as a trusted route for bulk and breakbulk cargoes, the Great Lakes Seaway System has always struggled to convince others that it is up to the challenge of being a viable route for containers. As more people study the possibility of moving containers through the Seaway, they are surprised to find a transportation system that is prepared today to handle containerized cargo, and has, in fact, been doing so for over half a decade. They shouldn't be surprised, because the System's stakeholders have been preparing for this moment for a long time.

As a route for containers, the Great Lakes Seaway System will unlikely ever replace or compete in volume with the coasts, but given the many advantages of moving cargo by water directly into the Great Lakes, it offers a long list of advantages that make the case for its ability to handle certain categories of containerized cargo. The System has always possessed the advantage of being able to deliver waterborne cargo directly to and from North America's manufacturing and agricultural heartland. Equally important, if not more so, the System's stakeholders have been investing significant sums for



Containers from the vessel *Florijngracht* are unloaded at the Port of Cleveland in 2015. Photo credit: Marvin Fong, The Plain Dealer



Cranes unload a section of a wind turbine tower from the *Happy River* at Duluth Superior Port Authority's Clure Public Marine Terminal. Photo Credit: Steve Kuchera / File / Duluth News Tribune

more than a decade into transportation infrastructure at ports, in vessels, terminals, and the locks and channels at the Soo and in the Seaway. As a result, the waterway is one of the safest and most reliable and efficient transportation routes in the world, with ample capacity to grow.

Under the visionary leadership of Will Friedman, the Port of Cleveland has proven over the last six years that a dedicated route for containers into and out of the Great Lakes is viable. Other Great Lakes ports are now either fully capable of handling container ships, like Duluth-Superior, the Great Lakes' largest port, or are planning to be in such a position soon, like the Port of Monroe.



An aerial view of the Great Lakes freighter *American Century* as it unloads coal at the Monroe Power Plant in the Port of Monroe. Photo credit: The Blade/Kurt Steiss

The 1980 U.S. men's hockey team gold-medal victory at the Olympics was considered highly unlikely, a "miracle" in fact. For many years, some considered it equally unlikely that the Great Lakes Seaway System could ever become a regular route for containerized cargo. Both perceptions were wrong. The hockey team succeeded because they prepared for their victory. The Great Lakes Seaway System has been preparing for this pivotal moment for many years, which gives me confidence that it can deliver solutions to help address the challenges confronting North America's supply chain disruptions.



GUEST COLUMNIST
RADM MICHAEL JOHNSTON
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executives and the elected officials I've met so far. I have also been enamored by the rich maritime history and tradition of the Great Lakes and St. Lawrence Seaway System. This region's manufacturing capability and marine transportation system are both critical to the continued growth of both the United States and Canada's national economies; and, the Great Lakes states have the highest concentration of recreational boaters in the United States.



Throughout my Great Lakes travels and visits to Coast Guard units, I have shared my Commander's Intent which include principles to guide our men and women in the execution of their missions.

These principles are: People, Practice, Performance, and Progress.

People: The Coast Guard's and our Nation's most valued resource is our people and it is the responsibility of every Coast Guard member to be culturally fluent, accepting of others, and respectful in discourse. Our

inclusive and respectful treatment pertains to how we treat each other and how we engage with our partners, the professional Great Lakes mariner and the recreational boater. Respect, compassion, and accountability starts here.

Practice: The Great Lakes maritime community expects the Coast Guard to be prepared and exceptionally proficient in all aspects of the job. Only through practice can we ever achieve the experience, knowledge, tactics, techniques, and procedures necessary to meet this expectation. We will be Semper Paratus.

Performance: The Coast Guard mission, duties, and manner in which we perform our work is vital to the flourishing of the Great Lakes. Search and Rescue, Ice Operations, and Maritime Transportation are top priorities for our team. However, our performance is not limited solely to our statutory mission but also in how we live in the communities in which we serve. Coast Guard men and women should be model citizens and be acutely aware of how one member is a representation of our entire service.

Progress: Great organizations are ones which continually look for ways to be better. The public cannot afford the consequences of a Coast Guard which is not able to adapt and grow. It is vital that we are constantly reflecting on our performance and looking for ways to improve. It is also vitally important that we look around the corner and see what is coming so we can be ready. It is my

desire that our Ninth District members will focus on both professional and personal growth and in doing so, better our organization.

As I sit here entering my first winter on the Lakes, our buoy tenders are busily setting our winter aids and removing the summer marks. We are awaiting the start of this season's icebreaking operations. The COVID-19 pandemic's impact on the supply chain has brought worldwide attention to the maritime mode which, up to this point, may have been taken for granted. Additionally, the pandemic has caused our binational marine transportation system's partnerships and inter-agency coordination to atrophy. One of my top priorities is to rebuild these relationships and re-establish the productive cooperation and collaboration amongst the Canadian, Federal, tribal, state, and local entities along with our maritime industry and boating partners. There are significant hurdles to this task, and I look forward to working with all of the industry representatives, agency partners, and other stakeholders to make it happen. ■■■

James L. Emery – In Remembrance



Pictured from left to right during the Seaway's 60th Anniversary celebration: former United States Secretary of Transportation Elaine L. Chao, former SLSDC Administrator James L. Emery, and U.S. Representative Elise Stefanik, R-NY.

On October 26, former U.S. Seaway Administrator James L. Emery passed away at 90 years of age.

He was appointed by President Ronald Reagan and served as the 5th Seaway Administrator from 1983 – 1990, succeeding David Oberlin.

He was born in Lakeville, New York and studied business administration at the University of Cincinnati. He served in the U.S. Air Force as a First Lieutenant and retired from the Air Force Reserves with the rank of Lieutenant Colonel. Mr. Emery served as Sheriff of Livingston County for five years. In 1965, he was elected to the New York State Assembly, where he ultimately became Minority Leader. Mr. Emery served in the State Assembly for 18 years.

Under Administrator Emery's leadership, the Great Lakes Seaway region expanded international trade opportunities. He established the then-SLSDC's original trade development and marketing program and instituted trade missions as an integral part of the Corporation's international marketing efforts.

Mr. Emery was warmly welcomed at the Seaway's 60th anniversary celebration in 2019 and recognized by former U.S. DOT Secretary Elaine L. Chao, with whom he served when she was Deputy Secretary of Transportation.

After the event, he participated in a special panel discussion with other former SLSDC Administrators and Canadian Seaway leaders, speaking of the challenges as well as the accomplishments of which he was most proud while Administrator.

His memories of his time at the Seaway are truly special and insightful, and the [video](#) production of the panel discussion captures different perspectives of Seaway history spanning decades. Administrator Emery will be remembered fondly as a leader who cared deeply for the Great Lakes region and the Corporation's important role in promoting and sustaining that region. We are all grateful for the legacy he left.



New Ship Investments in the Great Lakes

Waves of new ship investments are being made across the Great Lakes region. Ranging from ocean-going lakers to self-unloading bulk carriers, these new vessels will support manufacturing throughout the Great Lakes region for years to come.



In September 2021, Fednav Limited, Canada's largest dry bulk shipping group, announced that it had 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 percent less than the vessels they will replace, including a Nitrogen Oxides (NOx) footprint at least 87 percent smaller. They will be delivered equipped with the latest technology, including Tier III engines and the capability of burning biofuels.



Photo courtesy of Fednav

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NEW SHIP INVESTMENTS IN GREAT LAKES
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The new Lakers will support Fednav's sustainability goals, making them an essential asset for the future. "We are delighted to include these new vessels to our fleet to support the shipping industry and reinforce our commitment to the Great Lakes St. Lawrence Seaway," said Paul Pathy, President and CEO of Fednav. "These new vessels are aligned with our long-term strategy to invest in

FINCANTIERI
BAY SHIPBUILDING



our future and support our transition toward more sustainable shipping.

In October 2021, Fincantieri Bay Shipbuilding and The Interlake Steamship Company hosted a [launch](#) ceremony, marking the latest milestone for the new 639-foot *M/V Mark W. Barker*.

The first U.S.-flagged Great Lakes freighter to be built on the Great Lakes in nearly 40 years, the *M/V Mark W. Barker* – while still under construction – was "launched" or otherwise floated in the water in the large drydock at the Sturgeon Bay shipyard.



M/V MARK W. BARKER launched.
Photo courtesy: Interlake Maritime Services



M/V MARK W. BARKER launched. Photo courtesy: Interlake Maritime Services

A formal maritime tradition, a launching ceremony honors the first time a boat is transferred from land to water. The public event is a way of celebrating and blessing the new ship and its crew to bring it good fortune on its future voyages.

"Today is truly gratifying for our company to commemorate the first time the completed hull of our new ship has touched water," said Mark W. Barker, President of The Interlake Steamship Company and namesake of the new vessel, which is the first new ship constructed for the maritime company since 1981.

Fincantieri Bay Shipbuilding's Vice President and General Manager Todd Thayse invited all the shipyard crews to attend the short ceremony.

"It is a proud day for the men and women of our shipyard to celebrate the progress made on the *M/V Mark W. Barker*," Thayse said. "Sharing this launch ceremony with the Interlake Steamship team along with Helen and Ian Sharp makes this day even more special."

"We are dedicating this historic launch of our new ship to the men and women who have been building these Great Lakes vessels on our freshwater shores

for more than 100 years," said James R. Barker, Chairman of The Interlake Steamship Company. "We honor all of the skilled professionals who have worked countless hours, day in and day out, year after year, behind the scenes constructing these tremendous bulk carriers. Their workmanship and talent are welded into every seam of these vessels that go to sail long productive lives on the Lakes, safely carrying mariners and the raw materials that are the building blocks of America."

In particular, James R. Barker pointed to the contribution of Ian Sharp, Interlake's Director of Fleet Projects, who spearheaded the design of the new build in-house from its conceptual phase to today. Sharp, a native of Scotland, has contributed his talents in ship design and shipbuilding to create a legacy that includes dozens of vessels throughout his more than five-decade career.

"Motor Vessel Mark W. Barker, your family name is strong, you are built strong by hard-working men and women and you will work strong. May God bless you and all who sail with you," said Helen Sharp as she broke the ceremonial bottle of champagne against the bow of the ship just above the vessel's nameplate.

Tugs in the shipyard blew congratulatory salutes, and then shipyard workers

NEW SHIP INVESTMENTS IN GREAT LAKES
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opened the valves in the dry dock to let water flow in. The process of floating the boat took about six hours. President and CEO of Fincantieri Marine Group Dario Deste offered his congratulations to the teams at Bay Shipbuilding and Interlake. “Well done,” said Deste.

“May this vessel demonstrate not only the importance of commerce on the Great Lakes but also the power of partnerships between two tremendous companies.” The ship is expected to be complete and underway in Spring 2022. In the meantime, interior work on the vessel’s accommodations and mechanical and engineering systems continues.



Helen Sharp as she breaks the ceremonial bottle of champagne against the bow of the *M/V MARK W. BARKER* just above the vessel’s nameplate. Photo courtesy: Interlake Maritime Services

About The M/V MARK W. BARKER

The new River-class, self-unloading bulk carrier is believed to be the first ship for U.S. Great Lakes service built on the Great Lakes since 1983. Measuring 639 feet in length (78 feet W, 45 feet H, 28,000 DWT), the ship will transport raw materials such as salt, iron ore, and stone to support manufacturing throughout the Great Lakes region.

The Interlake Steamship Company, Fincantieri Bay Shipbuilding, and Bay Engineering jointly designed the bulk carrier, complete with advanced vessel and unloading systems automation. The carrier is being built by FBS’s nearly 700 skilled trade workers and will generate business for partnering contractors, vendors, and suppliers. Major partners for the project include American Bureau of Shipping (ABS); ArcelorMittal, Bay Engineering (BEI); EMD Engines; Caterpillar; EMS-Tech, Inc., Lufkin (a G.E. Company), Kongsberg and MacGregor. ■■■

2021 Breakbulk Americas Conference

On September 28-30, the Breakbulk Americas Conference took place in Houston, Texas with the Great Lakes St. Lawrence Seaway Development Corporation (GLS) managing the Hwy H₂O booth. The GLS was represented by Peter Hirthe, its International Trade Specialist and Great Lakes Regional Representative.



Several Great Lakes St. Lawrence Seaway System stakeholders attended the conference this year and joined the GLS in the Hwy H₂O booth, including Maria Cartier, Market Development Manager, Port Milwaukee; Peter Kramer, General Manager, Lake Superior Warehousing in Duluth; and Chris Blessing, Marketing Manager, Midwest Terminals in Toledo.

This year’s conference had 168 exhibitors and over 2,400 attendees in the George R. Brown Convention Center. Due to travel restrictions, there were a limited number of international attendees or exhibitors represented. In spite of this, the Hwy H₂O booth was active with over 50 visitors stopping by throughout the duration of the show. This was a year for quality discussions on the conference floor with a wide variety of supply chain professionals who spent time learning what they needed to know about the Great Lakes St. Lawrence Seaway System.

Topics discussed with booth visitors ranged from “Seaway 101” to those with upcoming transits into the Lakes, to visitors with very specific cargo quoting opportunities for container freight, bulk products, and wind project cargo moving into the Great Lakes. The key overseas origins for the active and upcoming cargo movements included Asia, South America, and Europe. Despite the limitations and challenges faced this year, those who were able to attend the Breakbulk Americas Conference came with business on their agendas, and it made for a productive, if scaled down, trade show experience. ■■■

Great Lakes Cruising Has a New Look at Seatrade Cruise Global



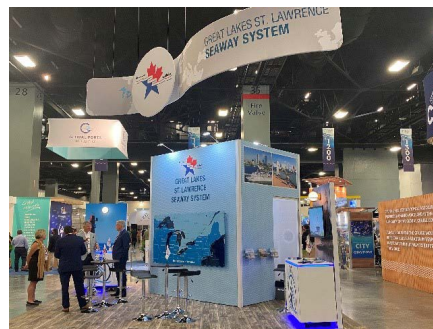
The cancellation of Great Lakes cruising over the past two navigation seasons was another casualty of the ongoing COVID-19 pandemic. Our team members from the U.S. Great Lakes Cruising Coalition (GLCC) and the Great Lakes St. Lawrence Seaway Development Corporation (GLS) had worked hard to ensure a successful 2020 navigation season and beyond. No one envisioned cruising in the Great Lakes would be shut down for so long.

We quickly adapted to a new way of doing business with our traditional events like Seatrade and new events such as Expedition Cruising (our bread and butter) taking place from the comfort of our homes. The past two years also gave us the opportunity to recreate our marketing materials, so when the bright light turned green, the GLS and GLCC was back in front of the cruise lines with fresh messaging through brochures, videos, website content, and displays that promote the Great Lakes as a destination close to home and in the Heart of North America.

Finally, on September 28-30, 2021, the light turned green and Seatrade Cruise Global took place in Miami, Fla. The GLS/GLCC delegation was off and running with its array of new marketing materials and pent-up enthusiasm. The delegation members from the Great Lakes were Cindy Larson, Muskegon Chamber of Commerce; Jazmine Jurkiewicz, Port Milwaukee; Aaron Bensinger, Central Marine Logistics; and Martin Welles and Rebecca Yackley, GLS.

Seatrade is the premier exhibition and conference in North America to promote your product to the cruise lines. Even though this year's event was smaller than previous years, it provided a great opportunity for our delegation to

showcase the new marketing display while gaining quality time with visitors as they explored the Great Lakes through our visual aids. Two new videos, showcasing the many destinations passengers can visit during a Great Lakes cruise, played throughout the show, and the private conference room permitted impromptu meetings. Several notable highlights took place during the week: American Queen Steamboat Company and Victory Cruise Lines announced it was rebranding as American Queen Voyages and growing its fleet of expedition cruise ships. American Queen Voyages Founder and Chairman John Waggoner and William Annand, Vice President of Marine Operations, Lakes, Ocean, & Expedition, discussed the news with the GLCC delegation.



New marketing display:
20ft x 20ft, island-style booth

They also noted that the *Victory I* and *Victory II* will be renamed *Ocean Voyager* and *Ocean Navigator*. This is great news as we see one of the longest serving cruise lines in the Great Lakes grow their operations. During the 2022 navigation season, the *Ocean Voyager* and *Ocean Navigator* will visit the U.S. ports of Cleveland, Detroit, Mackinac Island,

Milwaukee, Chicago, Muskegon, Green Bay, Marquette, Houghton, and Duluth. U.S. Customs and Border Protection (CBP) exhibited their new facial recognition technology at Seatrade.



Sung Hyun Ha, CBP's Director of the Sea Innovation, Mobility, and Biometric Advancement Team hosted seminars to demonstrate how the Travel Verification System (TVS) works and the efficiencies it provides to the cruise line when clearing passengers back into the United States. Agent Ha carved out time during the conference to meet with the Great Lakes delegation and William Annand of American Queen Voyages.

He discussed how this technology can enhance the current clearance process and that CBP is developing a pilot project specifically for the Great Lakes.

A new trend in growing tourism awareness was evident as we witnessed numerous bloggers visiting the Great Lakes booth. They were curious about itineraries and shore excursion opportunities for passengers.

GREAT LAKES CRUISING HAS A NEW LOOK
AT SEATRADE CRUISE GLOBAL
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Pictured from left to right: John Waggoner, Founder and Chairman, American Queen Voyages; Rebecca Yackley, Director, Office of Trade & Economic Development, GLS; and William Annand, Vice President of Marine Operations, Lakes, Ocean, & Expedition, American Queen Voyages.

We saw this as an opportunity to grow the Great Lakes through a blogger's digital world as the delegation pitched their own destinations and painted the perfect picture of what a passenger experiences when the cruise ship calls their port city.

Bloggers Dan and Mikkel Woodruff from Sometimes Sailing posted a fascinating article about Great Lakes cruising on their website www.sometimesailing.com/great-lakes-cruises/ which provided a significant amount of information on Great Lakes cruising to include cruising lines, destinations, and itineraries for 2022. It felt good to be back on the road again, and Seatrade Cruise Global 2021 was a great start.

The 2022 event is right around the corner since Seatrade is resuming its traditional spring schedule, April 26-28, 2022, in Miami, Fla. It is anticipated that Seatrade will bounce back to its normal participation levels as reservations for booth space are booking fast. We look forward to participating again in the spring and working with our binational partners to grow cruising in the Great Lakes. ■■■



Pictured from left to right: Martin Welles, Executive Officer, GLS; Cindy Larson, President, Muskegon Chamber of Commerce; Jazmine Jurkiewicz, Trade Development Representative, Port Milwaukee; Rebecca Yackley, Director, Office of Trade & Economic Development, GLS; Aaron Bensinger, Vice President of Operations, Central Marine Logistics; and William Annand, American Queen Voyages.

GLS Delegation to Participate in Posidonia 2022



The GLS is participating in Posidonia 2022 in Athens, Greece and we hope you can join our binational marketing team from the Great Lakes St. Lawrence Seaway System. This will mark the fourth time the GLS has participated in Posidonia, with prior years taking place in 2000, 2004, and 2018.

Posidonia is one of the largest international shipping exhibitions that directly connects participants to the Greek shipping industry. Every element of the maritime industry is showcased during this week-long event.

We have reserved a large booth in the U.S. Pavilion and are currently securing a block of rooms in Athens, local transportation to and from the convention center, and a reception hall where we will host an afternoon event to reconnect with current stakeholders and educate others on the advantages of using the Great Lakes

Seaway System. The cost related to your participation at Posidonia is being covered by the GLS, however, you will be responsible for booking and ticketing your own international air transportation.

If you are interested in joining our delegation, please contact Rebecca Yackley at Rebecca.Yackley@dot.gov (202) 297-9448 or Peter Hirthe at Peter.Hirthe@dot.gov (414) 551-3161. ■■■

Laurence Pathy Inducted into the Captain John P. Wellington Great Lakes Marine Hall of Fame



Laurence Pathy

On September 10, 2021, Mr. Laurence G. (Ladi) Pathy, Chairman of Fednav Limited, was inducted into the Captain John P. Wellington Great Lakes Marine Hall of Fame. Mr. Pathy served as President and CEO of Fednav Limited from 1972 to 2010. He represented the company and the entire maritime industry as a founding co-chair of the Green Marine Program, a voluntary environmental certification program for the North American industry. He was awarded the Medal of Merit by the Association of Canadian Port Authorities in 2007 for his outstanding contribution to the Canadian shipping industry.

The induction ceremony was held virtually with a large attendance from across the U.S. and Canadian maritime industry. Former Canadian Prime Minister, The Right and Honorable Paul Martin, made sure to congratulate his long-time friend on the momentous occasion. Mr. Paul Pathy, current President and CEO of Fednav Limited provided the keynote address, thanking his father for his professional guidance over the years.

“It was truly an honor to be able to be a part of this recognition ceremony and it was obvious the selection committee made the perfect choice for the Great Lakes Mariner of the Year,” stated Jim Weakley, President of the Lake Carriers’ Association.

Sponsors of the event included Fednav, Port of Monroe Michigan, Canada Steamship Lines, Algoma Central Marine, Lake Carriers’ Association, McKeil Marine, Green Marine, Shipping Federal of Canada, Port of Cleveland, Duluth Seaway Port Authority, Western Great Lakes Pilots Association, Lakes Pilot Association, and Great Lakes Towing. ■■■

About the Captain John P. Wellington Great Lakes Marine Hall of Fame

The Great Lakes Hall of Fame is dedicated to the memory of those explorers, inventors, shipbuilders, sailors, and countless others who have made a contribution of exploration and development of the Great Lakes through the eras of sail, steam, and present. Their bravery, their talents, and their ideas have powered the development of the Great Lakes transportation system, thus opening the heart of North America to settlement and commerce. The skill and dedication of these people and thousands of others was needed to fulfill the tremendous potential of the Great Lakes.



DID YOU KNOW?

2021 Navigation Season: Enduring Benefits of Hands Free Mooring (HFM)

- **Increased Safety**
 - HFM increases safety with fewer “snap backs” of mooring cables or mooringlines. There are also fewer lock crew and onboard ship crew injuries due to muscle strains, etc.
 - 99.2 percent of the fleet that transits the U.S. Seaway locks are found to be HFM compatible.
- **Lower Costs**
 - Due to HFM, captains and crews have additional time to dedicate to other ship-board responsibilities.
 - HFM is much faster overall than traditional tie-up methods, and that greater efficiency translates into cost savings.
- **Reduced Transit Times**
 - Vessels using HFM can reduce transit times by approximately 7 minutes as compared to traditional methods, which will save over 3 hours on a round trip transit through the Seaway.



Personnel News



In October 2021, **Erik Varela** was named executive director of the Illinois International Port District (IIPD.), an Illinois municipal corporation created to promote the shipment of cargoes and commerce through its facilities.

“To truly compete on a global scale, the Illinois International Port District needs to capitalize on its intersection of waterways, rail and roads that make it an attractive and efficient center for the passage of goods and resources,” said Ivan Solis, IIPD Chairman. “The IIPD manages the various stakeholders who use the port, that is why I am proud that Erik Varela will serve as Executive Director. Erik brings extensive logistics, real estate, and transportation experience. His leadership and expertise will ensure the region capitalizes on the IIPD.”

Varela, who will be the port's first Latino leader, most recently served as senior director of public affairs for Union Pacific Railroad, where he was responsible for leading all legislative, governmental and community relations activities in Illinois and Wisconsin on behalf of Union Pacific. Prior to Union Pacific, he worked for fifteen years at various levels of local government.

“I am honored to be appointed to serve as the executive director of the Illinois International Port District at such an important time for Chicago and Illinois,” said Varela. “I look forward to building on the momentum of the IIPD and continue to support its growth as one of the most important domestic and international trade hubs so that it may continue to attract economic development and spur prosperity for the region.”



Save the Date

April

April 4-6, 2022

Hwy H₂O

Toronto, Canada

<https://hwyh2o.com/home/>

