

## The St. Lawrence Seaway Celebrates its 60th Anniversary *\$6 Million in Funding Announced for new Visitors' Center at Eisenhower Lock*



On September 24, U.S. Transportation Secretary Elaine L. Chao joined the Saint Lawrence Seaway Development Corporation to mark the 60th anniversary of the St. Lawrence Seaway during a historic ceremony at the Eisenhower Lock in Massena, NY.

Secretary Chao was joined by Transport Canada Director General of Marine Policy Marc-Yves Bertin, U.S. Representative Elise Stefanik, R-NY, SLSDC Deputy Administrator Craig Middlebrook, The St. Lawrence Seaway Management Corporation President and CEO Terence Bowles, Chairman of the Board of the American Association of Port Authorities and President and CEO of the Cleveland-Cuyahoga County Port Authority William Friedman, General Organizer International Longshoremen's Association, AFL-CIO John D. Baker, Chairman of the Chamber of Marine Commerce and Chief Commercial Officer of Canada Steamship Lines Group Allister Paterson, and Mohawk Council of Akwesasne Chief Edward Roundpoint.

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### DEPUTY ADMINISTRATOR'S COLUMN

#### 2019: The Year of High Water



Craig Middlebrook  
Deputy Administrator

This year's navigation season began on March 26 at St. Lambert Lock in Montreal with a festive bina-tional ceremony led by Canadian Transport Minister Marc Garneau commemorating

the 60th anniversary of the St. Lawrence Seaway. In September, we celebrated the

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### GUEST COLUMNIST

#### Thomas J. Winston President and CEO, Toledo- Lucas County Port Authority



to facilitate Toledo's industrial growth in preparation for the opening of the St. Lawrence Seaway. Since its establish-ment, site development has been a core

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GUEST COLUMNIST THOMAS J. WINSTON  
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competency of our organization. The Port Authority has the expertise and resources to engage in all phases of a project, from site identification to its completion, and then leasing such project sites to private firms for operation.

Since joining the Port Authority in 2010 as the Chief Financial Officer, I have had the opportunity to participate in several transformative site development projects that have had a tremendous positive economic impact on the Toledo Region. During my first year on the job, during the financial crisis, the Port Authority acquired the 110-acre historic Jeep manufacturing site, which was one of the largest brownfield sites in the State of Ohio. With a location right off I-75 near the Michigan state line and just south of the new Jeep North Toledo Assembly Complex, the Port understood that the site had great potential to be redeveloped and to create jobs for the residents of surrounding neighborhoods, some of the most impoverished in Toledo.

The Port Authority leveraged the assistance of multiple partners in the private and public sectors to clean up the site and construct a 100,000 s.f. speculative warehouse building on the site in 2015. The Toledo market lacked modern warehouse facilities and developers were not eager at that time to construct such facilities on their own. The Port's risk paid off and the speculative 100,000 s.f. warehouse was leased and expanded to 300,000 s.f. by Toledo's own Dana Corporation. The Dana warehouse became the catalyst for additional

developments and Overland Industrial Park is now home to All Phase Electric, Detroit Manufacturing Systems and Faurecia who have collectively created over 1,200 jobs at the site. In addition, as part of this development, a partnership exists between the Port Authority and the Toledo Community Foundation to construct a 3-Megawatt solar field that will help power the industrial park and generate funds to address blight in the surrounding area.

In addition to the success at Overland Industrial Park, I am fortunate to be the leader of our organization at this point in history as we help facilitate one of the largest development projects in the Great Lakes Region, the construction and launch of the Cleveland Cliffs Hot Briquetted Iron Plant at our Ironville Terminal. The \$850 million investment is like the Overland Industrial Park development in many ways. Both were brownfield sites that sat idle for years, were acquired by the Port during the financial crisis, and offered considerable acreage to support major development projects. These former industrial sites had the infrastructure, utilities, and transportation access points necessary for project success. Construction on the Hot Briquetted Iron Plant is well underway, and the first vessel loads of iron ore from Minnesota have arrived. The Plant will be operational in 2020 and will bring over 100 vessel loads of iron ore to Toledo (over 2 million tons!) each year in addition to the 9-12 million tons already handled at our diverse seaport. The Plant will create over 130 high paying jobs and the economic impact of the Cleveland Cliffs investment in our community has been unparalleled.



It is my vision and intention that the Toledo-Lucas County Port Authority will continue the positive momentum we have experienced over the last decade into the next decade. While we know there may be rough seas ahead, we are well positioned to hold our own by taking calculated risks, by forming the necessary partnerships and by being persistent and proactive. This has been the proven formula for success since the founding of our organization as a site development agency. We are dedicated to working with the St. Lawrence Seaway Development Corporation and our many partners in the maritime industry to collectively overcome our challenges and continue to develop new business opportunities moving forward. ■ ■ ■



**THE ST. LAWRENCE SEAWAY CELEBRATES  
ITS 60TH ANNIVERSARY**  
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At the event, Secretary Chao and Congresswoman Stefanik announced \$6 million in funding for the SLSDC to construct a new Visitors' Center at the Eisenhower Lock. This new center will welcome the tens of thousands of people from around the world who come to watch ships transit the lock each year and serve as a cornerstone for tourism in the North Country region of New York. Watch the entire 60th Anniversary celebration here: [bit.ly/2YUvaNf](https://bit.ly/2YUvaNf).



Following the 60th Anniversary celebration, Deputy Administrator Craig Middlebrook moderated a panel to discuss the present, past, and future of the Seaway with former SLSDC Administrators. Watch the complete conversation here: [bit.ly/2YTxFDl](https://bit.ly/2YTxFDl). ■ ■ ■



Program speakers stand as the Massena High School band, chorus, and orchestra play the "Star-Spangled Banner" and "O Canada", and the United States Customs and Border Patrol Swanton Sector Honor Guard perform the Presentation of Colors.



SLSDC Deputy Administrator Craig Middlebrook moderated a videotaped panel to discuss the present, past, and future of the Seaway with former SLSDC Administrators Betty Sutton, James L. Emery, and Gail McDonald; former SLSMC Director Guy Veronneau, former SLSDC Administrator Terry Johnson, and current SLSMC President & CEO Terence Bowles.

## Duluth Cargo Connect Earns International Acclaim



(L-R): Kevin Beardsley, Chief Financial Officer of the Duluth Seaway Port Authority, Rick Revoir, President of the Duluth Seaway Port Authority Board of Commissioners, Deb DeLuca, Executive Director of the Duluth Seaway Port Authority, Jonathan Lamb, President of Duluth Cargo Connect/Lake Superior Warehousing, Pete Kramer, General Manager, Duluth Cargo Connect/Lake Superior Warehousing. (Photo courtesy of Duluth Seaway Port Authority)

On October 15, Duluth Cargo Connect was recognized as the '2019 Worldwide Port/Terminal Operator of the Year' in Antwerp, Belgium by the publication "Heavy Lift and Project Forwarding International." Jonathan Lamb, President of Duluth Cargo Connect/Lake Superior Warehousing and Duluth Seaway Port Authority Executive Director Deb DeLuca accepted this major international award after their selection by an international panel of industry experts.

The awards recognize excellence in complex logistics, transport, and engineering projects around the world. Specifically, Duluth Cargo Connect was selected based on the following criteria: demonstrated safe and efficient handling of oversize cargo; investment in new equipment and facilities for the storing and handling of oversize cargoes; maintenance of existing facilities; and minimized wait time for customers. Duluth Cargo Connect implements a global marketing campaign offering the combined services of the

port and the warehousing facilities to customers. For a U.S. Great Lakes port to receive this prestigious award is truly a high honor. ■■■





60th anniversary at Eisenhower Lock in Massena with a distinguished binational delegation led by DOT Secretary Elaine L. Chao. While the year had been dedicated to celebrating the Seaway and acknowledging its historic and ongoing importance, 2019 will likely be remembered for the unprecedented precipitation in the Lake Ontario-St. Lawrence River basin and the resulting historic flooding.

Any use of the term “celebration” during this 60th anniversary year has to be tempered by the extreme damage to shoreline property and displacement of shoreline landowners caused by this year’s unprecedented flooding. Often, however, it is only through adversity and how we respond that we can accurately assess how well we are managing our responsibilities, as individuals and as institutions. With that as our measuring stick (yard, meter, you pick), the Seaway and its commercial navigation stakeholders should be proud of the swift and significant contributions they made to reducing water levels and helping to mitigate flooding.

The U.S. and Canadian Seaway Corporations were proactive and aggressive in responding to the high-water situation. Lake Ontario water levels peaked on June 15 of this year. Yet, well before the peak was reached, the Seaway Corporations had already taken steps to maintain the safety of navigation at higher outflows from Lake Ontario.

Speed restrictions were imposed on commercial vessels as early as April, with subsequent speed restrictions imposed in May. Additionally, “no meet zones,” as well as other transit restrictions were instituted at the beginning of June. On June 13, the International Lake Ontario St. Lawrence River Board increased outflows to the maximum amount still permitting safe navigation. After those outflows were implemented, the Canadian Seaway Corporation stationed two tugs, one at Iroquois Lock in June and the other at Beauharnois Lock in July, to help vessels navigate the swifter currents created by the higher outflows. The Seaway Corporations also imposed a draft restriction on upbound vessels in August, limiting the amount of cargo these vessels could carry. Because of these proactive measures, the Seaway Corporations and commercial navigation stakeholders ensured that the maximum outflows safe for commercial navigation could remain in place through the end of the navigation season — an unprecedented situation in the 60-year history of the St. Lawrence Seaway.

That the 2019 navigation season will go down as one of the safest on record despite these unparalleled challenges is an achievement worth remembering. But one of this year’s most important achievements — and a sign of how successful this ongoing experiment in binational governance of an international waterway has been over the past 60 years — was the close strategic and operational coordination between the Canadian and U.S. Seaway Corporations despite the myriad

pressures and demands imposed by high water levels and flows. It is a testament to the decades of hard work and relationship building between the leaders and staffs of the Seaway Corporations that in the face of this year’s many high-water challenges, the “Seaway” could speak with one voice and act quickly in a unified and effective way. The old adage is true — you never really know how strong your boat is until you have to use it in a storm. Over the course of the 2019 navigation season, the Seaway’s “boat” was put to the test, and despite being 60 years old, it held up just fine. That’s a realization worth celebrating! ■■■



## New International Trade Specialist: A Focus on Ports

**Upon my arrival** at the U.S. Saint Lawrence Seaway Development Corporation (SLSDC) in September, I brought along with me two distinct views of the Great Lakes maritime capability. The first one is historical and is centered on how the Lakes at one time were the lone highway west for not only cargo but for people either immigrating to this country or taking part in westward expansion. Combined with that understanding of history is a more current perspective from my time in trade development at Port Milwaukee as to how the Great Lakes support both domestic and international maritime commerce today.

A goal of mine in the position of International Trade Specialist & Great Lakes Representative at the SLSDC is to build upon those two vantage points of the Lakes and, moving forward, use them to assist stakeholders through the system in growing the utilization of Hwy H<sub>2</sub>O beyond its current bounds.

The first step I am undertaking to achieve this is to prioritize a better understanding of how all the ports of the Great Lakes Saint Lawrence Seaway system (GLSLS) function by seeing them up close. Having marketed the system for the past several years under the Hwy H<sub>2</sub>O umbrella, I can already tell you that my travels so far have validated to me that the strength of the system is the diversity of capacity, capability, and potential that the ports offer throughout it (and I am not even halfway through my visits). I submit the following to be true: that the strength of the Great Lakes St. Lawrence as a system really is greater than the sum of its ports individually. Our network of ports is strong and diverse and it is the value add of our system.

It is also vital to work in tandem with the Canadian St. Lawrence Seaway Management Corporation (SLSMC) to promote growth of the system. Our joint efforts not only exemplify an exceptional model of bi-national teamwork but highlight the strong trading relationship both countries share with each other. Just as vessels cross the border between these two countries over two dozen times on a full Lakes transit, be assured that myself and Ken Carey of the SLSMC continually do the same each year in an effort to make the system better and stronger tomorrow than it is today.

My arrival at the SLSDC is opportune in terms of the potential for growth. The system today is safer and more accessible than ever before thanks to award winning innovation of Hands Free Mooring (HFM) being completely installed on all the locks of the Seaway since June of this year. Gone now is the line handling between ship and shore and special vessels fittings that had been the norm since 1959. By itself, the increased safety HFM provides stands out as a winning proposition. Add to it, however, *both* improved efficiency moving vessels through the locks *and* the increase of vessel access (almost tenfold in terms of the world's vessel fleet by elimination of the costly Seaway fitting requirement), and it is a transformational accomplishment. And one in need of being touted far and wide.

It is an honor to be able to market the system internationally at this point in time when it can be utilized by more suitably sized vessels than ever when a new cargo opportunity in and/or out of the Lakes becomes available. The potential to see vessels "explore" the Great Lakes

from carriers and countries that have not previously come in directly is not just an exciting possibility but already a reality in only the first few months.

There are other challenges to address; developing new services for GLSLS system stakeholders to offer along with new trade lanes for shippers to utilize are goals to be pursued vigorously. And education of those unfamiliar with the system is an ongoing challenge. At the recent Hwy H<sub>2</sub>O Conference in Toronto, it was not lost on me how many times the word education was emphasized by those speaking and in attendance. The system has endured reliably and productively for 60 years, but there is still work to be done... and I am excited to be on the clock. See you soon at a port near you. ■ ■ ■



SLSDC International Trade Specialist Peter Hirthe

## Seaway Stakeholders Capital Day in Minnesota

**The Great Lakes Seaway Partnership** hosted 'Capital Day' in St. Paul, Minnesota on October 23rd. The Partnership, created in June 2015, brings together leading U.S. and Canadian maritime organizations, including the SLSDC, working to enhance public understanding of the benefits of commercial shipping in the Great Lakes Seaway region of North America. The Partnership's Capital Day events are intended to educate state officials about the Great Lakes St. Lawrence Seaway System and to inform state policymakers on the importance of the binational waterway to the state economy. The group met with Governor Tim Walz and other key state legislators to share insights on the critical role of the Great Lakes Seaway System in maintaining a vibrant regional, national and global economy. Throughout the day, key Seaway stakeholders engaged in conversations covering topics including fleet and port investments, the future of Great Lakes cruising, iron ore production, and workforce development. They highlighted how commercial navigation is an economic driver in Minnesota, noting that more cargo moves in and



The Great Lakes Seaway Partnership members on steps of the Minnesota State Capitol. (L-R): SLSDC Deputy Administrator Craig Middlebrook, Interlake Steamship Company President Mark Barker, Molly Sigel representing Cleveland-Cliffs, American Great Lakes Ports Association Executive Director Steven Fisher, Great Lakes St. Lawrence Governors & Premiers Executive Director David Naftzger, Duluth Seaway Port Authority Executive Director Deb DeLuca, Lake Carriers' Association Director of Environmental and Regulatory Affairs Thomas Rayburn, Fednav International Ltd. Executive Vice President Paul Gourdeau, and SLSDC Advisory Board Chairman David McMillan.

out of Minnesota ports than any other Great Lakes state and supports over 6,000 jobs in Minnesota. The Minnesota event was the sixth state Capital Day sponsored by the Partnership. Previous

events were held in Indianapolis, Ind. (2015 and 2018), Madison, Wis. (2016), Columbus, Ohio (2017), and Lansing, Mich. (2017). ■ ■ ■





## Binational Great Lakes Participation at Breakbulk Americas Continues



Great Lakes Delegation at the 2019 Breakbulk Americas Exhibition and Conference in Houston, Texas.

**The Saint Lawrence Seaway Development Corporation** and The St. Lawrence Seaway Management Corporation co-led a binational delegation of Great Lakes Seaway System stakeholders to the 30th annual Breakbulk Americas Transportation Conference & Exhibition in Houston, Texas, from October 8–10, 2019. Conference organizers announced that 5,000 attendees and 350 exhibitors from around the world gathered in Houston for the three-day event and were represented by terminal operators, logistics providers, carriers and representatives involved in the movement of general and breakbulk cargoes including steel, machinery and project cargo, lumber, and paper.

Stakeholders representing Hwy H<sub>2</sub>O are all in agreement that participation in Breakbulk Americas continues to offer an

exceptional opportunity to raise awareness of their specific Great Lakes St. Lawrence maritime trade endeavors. The ultimate goal is to increase cargo tonnage activity and those opportunities are available at Breakbulk. This is our bread and butter — it is where we have the chance to meet with many of the industry leaders most relevant to our business, those looking to move breakbulk and heavy lift project cargo via maritime conveyances to North America's heartland.

The Hwy H<sub>2</sub>O booth was represented by the largest delegation from the Great Lakes and the St. Lawrence Seaway System. The following stakeholders attended: Joe Cappel, Toledo-Lucas County Port Authority; Adam Schlicht and Jazmine Jurkiewicz, Port Milwaukee; Jeremy Dunn and Gina Delle Rose-Ash, Hamilton-Oshawa Port Authority. Brian

Halaschak, Lakes & Rivers Logistics, Inc.; Christopher Blessing, Midwest Terminals of Toledo International Inc.; Paulo Pessoa and Matthew Kendrick, McKeil Marine Limited. Jean-Philippe Pacquin and Isabelle Viau, Port of Valleyfield; Serge Theoret, Norbert De Melo, Account Manager, and Laurent Tourigny, Trac-World Freight Services; Bruce Hodgson, Captain Peter Burgess, Ken Carey, and Julie Van Ruyven, The St. Lawrence Seaway Management Corporation; Rebecca Yackley and Peter Hirthe, Saint Lawrence Seaway Development Corporation. ■ ■ ■





## 15th Annual Hwy H<sub>2</sub>O Conference

The U.S. Saint Lawrence Seaway Development Corporation (SLSDC) and Canadian St. Lawrence Seaway Management Corporation (SLSMC) hosted the 15th Annual Conference from November 12–14, 2019 in Toronto. This year's event focused on expanding and maximizing infrastructure and the view of the system from a shipper's perspective.

Highlights are available online at <http://hwyh2o-conferences.com/>.

The conference included presentations from SLSDC Deputy Administrator Craig Middlebrook, and the CEO of The St. Lawrence Seaway Management Corporation, Terence Bowles. The conference remains an important event for Great Lakes St. Lawrence Seaway (GLSLS) stakeholders that utilize Hwy H<sub>2</sub>O for international trade development. Attendees provided positive feedback that the conference remains an excellent opportunity for networking and for understanding current trade dynamics across the GLSLS.

The 16th Annual Hwy H<sub>2</sub>O Conference will be held November 17–19, 2020 in Toronto. Individuals interested in joining the 2020 Conference Planning Committee are welcome to email [hwyh2o@seaway.ca](mailto:hwyh2o@seaway.ca) for more information. ■ ■ ■



Terence F. Bowles, CEO, SLSMC

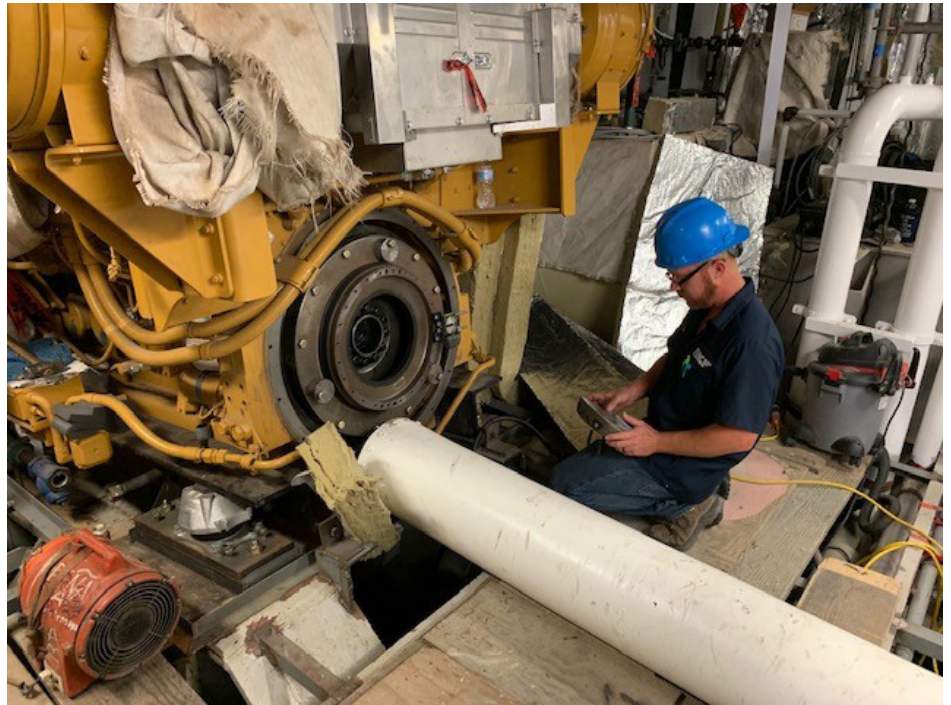


Craig H. Middlebrook, Deputy Administrator, SLSDC

## New Tug Construction Update

**Construction** on the *Seaway Guardian* continues to progress and is currently 96 percent complete. The vessel has been launched, and now sits at the shipyard dock where construction and outfitting continue. Due to the delay in receiving the crane, the tug is expected to arrive in Massena in early spring. All interior wall panels have been installed, giving shape to all the interior spaces. Electrical cables have been pulled throughout the vessel, and those cables are now being terminated to the various equipment. With the arrival and installation of the crane, the light ship study was conducted in late October, providing us with the actual light ship and full load drafts.

The tug is now being prepared for her next major test, which is the incline experiment. The incline experiment will determine the metacentric height of the tug. This metacentric height is the distance between the center of gravity and the height of the vessel and is used to help calculate the stability of the tug. Work in the engine room continues to progress well. All the scaffolding has been removed, and the shafts connecting the main engines with the Z-drives have been installed. Final hydro testing of tanks and lines will continue as the shipyard draws closer to owner dock trials, which are expected for mid-December. Sea trials are currently scheduled for mid-January.



Installation of shafts



*Seaway Guardian* at the dock with crane installed



## U.S. Secretary of Transportation Elaine L. Chao Honors Employees

**U.S. Secretary of Transportation** Elaine L. Chao honored employees from the Saint Lawrence Seaway Development Corporation (SLSDC) at the 52nd Annual Department of Transportation (DOT) Secretary's Awards Ceremony. At the event, held in Washington, DC, the Secretary recognized individuals and teams across DOT who performed their duties in an exemplary manner to meet the Department's strategic goals and accomplish its mission.

The SLSDC was privileged to have two teams of employees receiving a Transportation Safety Award. The Water Rescue Team, comprised of Jeremy Buffham, Keith Benham, Matthew Cole, Nicholas Hallada, and Kevin Smith, received a Transportation Safety Award for retrieving a vessel crew member who had fallen into the water from a ship entering the Eisenhower Lock. In addition, the Secretary of Transportation presented the team with the Department's highest award, the Gold Medal. This award is granted by the Secretary in recognition of exceptionally outstanding leadership or service that is distinguished by achievements of marked national or international significance that reflect great credit on the Department of Transportation and the federal government.

The Hands Free Mooring Team was recognized for their work in designing, constructing, and commissioning the hands-free mooring system at the U.S. Seaway locks, which will enhance both workplace and vessel safety. The team members were Matthew Beamer, Keith Benham, Ryan Chatland, Anthony Curley, Keith Ellis, Jon-Paul Faucher, Lee Fregoe, Christopher Guimond, Kyle Hanley, Stephen McCargar, Thomas Owney,



SLSDC employees in attendance at the USDOT 52nd Secretary's Annual Awards Ceremony (Back Row L-R): Associate Administrator Thomas Lavigne, Jeremy Buffham, Matthew Cole, Kevin Smith, and Keith Benham. (Front Row L-R): Thomas Owney, Carrie Rogers, Kyle Savage, and Deputy Administrator Craig H. Middlebrook.

Christopher Phillips, David Sanford, Jeffrey Scharf, Gregory Torrey, and Brian Tulip. Thomas Owney received the award on behalf of the team.

Secretary Chao awarded a Meritorious Achievement Award to Carrie Rogers, for her significant contributions to the SLSDC in her role as Accounting Officer in the Massena, NY office. This is the third highest award bestowed by the Secretary in recognition of exceptionally meritorious service to the Department or Federal government. With Carrie's involvement, the SLSDC obtained its 55th consecutive clean audit in 2018.

Kyle Savage, Management Specialist in the SLSDC's Washington, DC office, was presented the Secretary's Excellence

Award, which is granted to employees who have achieved outstanding performance in all aspects of their work and deserve special commendation. Kyle is receiving this award for consistent and prolonged excellence in his support of the SLSDC Office of the Administrator.

SLSDC Deputy Administrator Craig H. Middlebrook said, "I am proud of the accomplishments of these SLSDC employees and pleased that the Department of Transportation is recognizing their superior performance. The SLSDC's workforce is comprised of professional and dedicated civil servants and these Secretarial awards recognizing their exceptional achievements, in both routine and emergency situations, are well-deserved." ■■■



## Personnel News



In May 2019, the Toledo-Lucas County Port Authority Board of Directors approved the appointment of **Thomas J. Winston** as the new President

and CEO of the Port Authority effective September 1, 2019.

Thomas served as the organization's Vice President, Administration and Chief Financial Officer before succeeding Paul L. Toth, Jr., as the Port Authority's President and CEO. Paul was with the Port Authority for 32 years, serving as the President and CEO since 2009.

Thomas was hired by the Port Authority on June 28, 2010, as Director of Finance and Administration, where he served in that capacity until being promoted to Vice President, Administration and Chief Financial Officer on June 22, 2011. As Vice President, Administration and Chief Financial Officer, Thomas was responsible for leading the Port Authority's accounting, finance, legal, IT and human resources departments, its financial and strategic planning practices, as well as its relationship with lending institutions, corporations and the business development community to establish long-range goals, strategies, plans and policies. Thomas also worked directly with then President and CEO Paul Toth, Jr. on strategic initiatives and business development endeavors to spur economic growth within the region and across the state.



**Marc Gagnon** joined Fednav in August 2008 as Director, Government Affairs and Regulatory Compliance. In February 2017, his role evolved to Director,

Government Affairs and Sustainable Development. Over the years, Marc has been involved in many issues that affected not only Fednav, but also the maritime community in Quebec and Canada. He has contributed to several forums, committees, associations, and advisory groups. His leadership and mentoring of Fednav's internship program have had a strategic impact on the creation of a quality talent pipeline for the company.



**Michel Tosini** will be retiring in February 2020. Michel joined Fednav in October 2006 as Executive Vice-President of Federal Marine

Terminals, Inc. and Vice-President and General Manager of Fednav Direct. He is a board member of several industry associations, including the Maritime Employers Association, and the Laurentian Pilotage Authority, and was Chairman of the St. Lawrence Economic Development Council (SODES) from 2015 to 2019 and has been co-Chair of the Quebec Marine Transport Forum since 2015. ■ ■ ■

## Save the Date

### January

January 17

#### **81st Annual Dinner of The Marine Club**

Toronto, ON

<https://themarineclub.org/>



### February

February 11-12

#### **Great Lakes Waterways Conference**

Cleveland, OH

<http://www.maritimemeetings.com/great-lakes-waterways-conference.php>

