



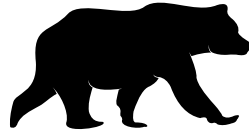
BEAR Facts

Algoma Central Corporation Newsletter
Summer 2020



Crew of the Algoma Hansa

Message From Our President & CEO



First off, I would like to thank each and every one of you for your hard work, dedication and teamwork over these past several months. It hasn't been easy navigating through this uncharted territory but we have remained resilient and I believe we are going to come out of this stronger than ever. I am unbelievably grateful to be a part of this team and it is because of your efforts that Algoma is weathering this storm and keeping supply chains moving. Let's keep it up and stay vigilant in our efforts to help everyone stay safe and healthy.

Since our operations update at the beginning of the navigation season we have had two vessels that did not sail and a third vessel that was fitted out but subsequently laid up due to lack of business. I am pleased to say, though, that the vessels that are in operation are fully utilized.

We announced in late March that Algoma had won the United Way Campaign of the Year Award! You raised \$62,509 and with the company match Algoma was able to donate a total of \$125,018! This was a 47% increase in dollars raised compared to 2018 and your participation also increased 41%! This was only made possible by the generosity of everyone who contributed. Way to go! To read the full press release, please [click here](#).

Some exciting progress was made in our NovaAlgoma Short Sea Carrier (NASC) new-build program in April; the first of six new-builds, the Sider Buffalo, was delivered and began service in May (I believe it was named for my hometown, but our partners think it was named for mozzarella cheese from their hometown). The Sider Buffalo is a 6,800 DWT mini-bulker that was built at the Ningbo Xinle Shipyard in China. The addition of the Sider Buffalo to the NASC fleet of owned and commercially managed vessels will further distinguish NASC as the carrier of choice in the mini-bulk segment. To read the full press release, please [click here](#).

We announced our first quarter operating results on May 6. Highlights for the quarter included:

- An 18% increase in consolidated revenue. This included a \$12,938 increase in the Ocean Self-Unloader segment resulting from an increase in the fleet size.
- Revenue was up slightly in the Domestic Dry-Bulk segment which was driven by a 5% increase in volumes. The extension of the 2019 navigation season into early January of 2020 resulted in a carry over of cargoes that were booked in late 2019.
- Excluding outside charters revenue of Algoma owned product tankers increased 7%.

Full first quarter financial results can be found in the investor relations section of our website. Our second quarter results will be released in August.

I know that this first half of the year has been challenging and the second half will also be tough, but we are in this together and we will get through this together. We are an essential service and our customers are relying on us now more than ever to move their cargo safely and efficiently. This company has been around for almost 121 years and our deep roots in this business and guidance from our core values will keep us moving forward as the marine carrier of choice.

Stay safe and be well,

Gregg Ruhl

COVID-19 Update

The beginning of 2020 brought with it the challenge and uncertainty of COVID-19. As we were declared an essential service during this global pandemic, our operations had to quickly adapt in order to keep our crew, customers, suppliers and contractors safe.

The Algoma COVID-19 Protocol was developed in early March. Algoma took measures to restrict access to our vessels and premises to essential service personnel only and to screen all Algoma shipboard personnel and necessary visitors for COVID-19 symptoms along with other relevant factors. Algoma set up an internal team with departmental representatives to collect relevant information in order to assess the current and potential impacts to our operations. This has become known as the Algoma COVID-19 Task Force.

In addition to closely monitoring the guidelines and direction from the Public Health Agency of Canada and other trusted sources, Algoma is utilizing the expertise of a third party medical assistance provider with specific experience in the shipping sector to ensure that we are taking reasonable precautions to mitigate the spread of COVID-19 and to advise on appropriate actions in the event any symptoms are presented or suspected among Algoma personnel.

A further challenge was that the onset of the COVID-19 pandemic coincided with the commencement of the domestic dry-bulk fit out period for the 2020 Great Lakes shipping season. Measures taken to prevent the potential introduction and spread of the COVID-19 virus included pre screening of crews and critical service providers prior to joining the vessel, restrictions on shore leave, supplying vessels with additional supplies of critical Personal Protection Equipment(PPE) such as N 95 masks, the requirement for additional cleaning and hygiene protocols for COVID-19, weekly onboard COVID-19 compliance inspections, and the continuous messaging to the Algoma fleet on COVID-19 through various mediums. Understanding that crew leave had to be restricted to prevent the introduction and spread of the COVID-19 onboard vessels, temporary initiatives have been put in place. These include a complimentary Toiletries and Sundries program, arrangement for online credit purchases through some of our chandlers, and the availability of preloaded/prepaid credits cards through payroll deduction.

Ongoing communication and training on COVID-19 is the key element of Algoma's COVID 19 response. As this pandemic progresses, we are learning new information

on recommended precautionary measures and this is communicated to vessel crews through various methods such as videos from our President and CEO Gregg Ruhl, Captains and Chief Engineer Conference calls and weekly briefing notes, special COVID resource document pages in Ship Net, the Port Information Guide and in Lawson, available FAQs, and an email Questions box.

The response to COVID-19 has presented some challenges to the COVID-19 Task Force. These range from the availability of certain types of PPE and carrying out crew changes with limited travel options through to weeding out the facts from the fiction in the daily onslaught of information being received on the COVID-19 virus. The challenges for crews do not stop when they proceed home on crew change as many provinces have requirements to self isolate for up to 14 days when they arrive at their place of residence. The successful response to date by Algoma and the overall marine sector in Canada to the COVID-19 pandemic is the result of the effective working partnership and commitment of vessel crews, shore management, our valued service providers and suppliers, our unions, and the various government agencies.

A sincere thank you to every member of our crew – your hard work and high spirits during these difficult times have not gone unnoticed. We greatly appreciate everything you do to keep our business thriving. This impressive effort has embraced Algoma's Core Values of Sustainability, Passion, Ownership, Teamwork, and Integrity.

Sincerely,
Tom Anderson, Director, Marine Operations on behalf of the Algoma COVID-19 Task Force.



O/S Calvin Chaulk on the G3 Marquis wearing his COVID "The Mask" mask.

Algoma Trivia Contest

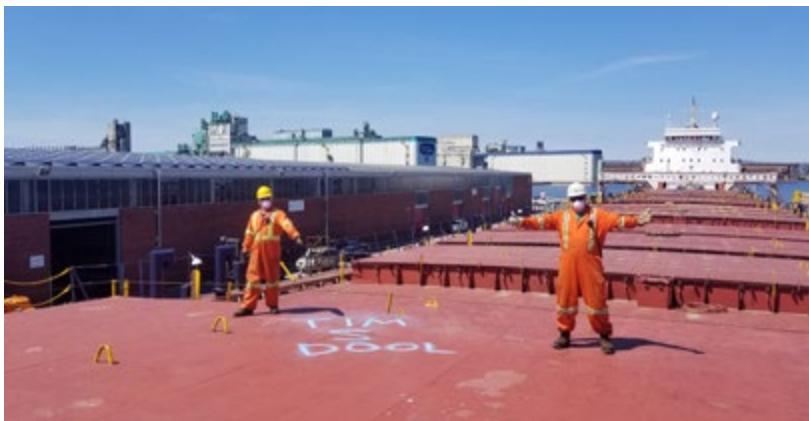
The spring of 2020 brought with it one of the most challenging fit-outs and operating conditions that most of us have ever seen before. The COVID-19 pandemic placed the entire planet into an environment that was unforeseen by everyone. The Government of Canada, along with other country's governments, deemed marine shipping to be an essential service. This allowed the majority of our vessels to operate, but required extra diligence and planning to mitigate risk. Although challenging, with everyone's cooperation, these risks are being managed.

With all the turmoil, tension, fears and concerns, shore management thought that a short timeout each day to distract everyone might be beneficial. Hence the Algoma Trivia Quiz was developed. The quiz was simple - the fleet was divided into two groups, dry-bulk and tankers/cement. Each day, for twenty days, one question was emailed to the fleet and the first to respond with a correct answer was awarded points.

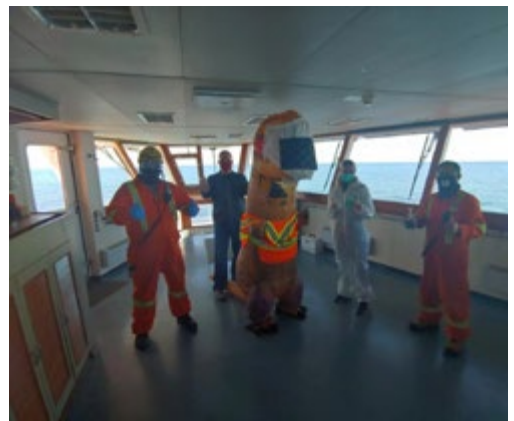
The winning vessel in each group would then be able to order a piece of exercise equipment for the ship's gym up to a value of \$2,500 dollars.

The contest was well received and there was lots of great feedback. The crew of the Tim S. Dool took first place for the dry-bulk group. The tanker/cement group came down to a tie between the Algosea and Algoterra. A bonus tie breaking question saw the Algoterra coming out victorious. The contest then took a twist that was not expected. Both the crews of the Tim S. Dool and the Algoterra generously requested that their winnings be donated to the Hayley Wickenheiser's Cause to supply PPE to frontline workers. These acts of kindness and thoughtfulness are just another indicator that Algoma seafarers are of the best in the world.

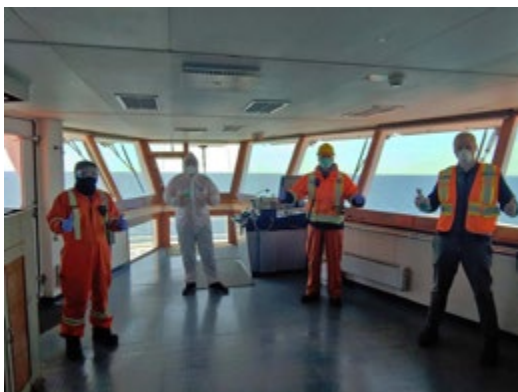
- Peter Hayward, Senior Superintendent - Operations



Crew of the Tim S. Dool



Crew of the Algoterra



Crew of the Algoterra



Crew of the Algoterra



Captain Denis Saucier,
Algoterra

Equinox Class Update

Since the beginning of the fleet renewal program we have taken delivery of a total of 4 gearless bulk carriers and 4 self-unloaders as variants on the original Equinox design.

The New M/V Captain Henry Jackman

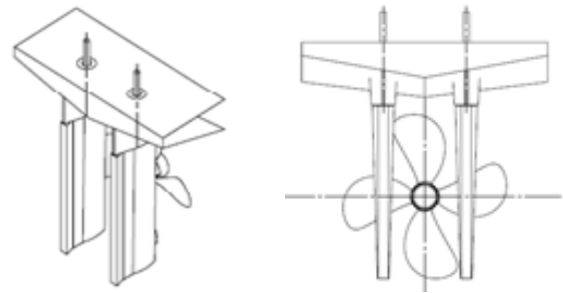
Immediately after the departure of the Algoma Conveyor in February of 2019 a major effort was launched for what has now been dubbed the Equinox 2.0 (self-unloader) and Equinox 3.0 (gearless bulk carrier) designs. The focus of the design is to improve the cargo deadweight over the original design by 1200 tonnes without giving up the performance efficiencies of the original design.

There was one significant change in hull form, instead of the very large single rudder, the new design is fitted with a twin rudder arrangement. Alone, this modification has resulted in additional mid body length which produced a 450 tonne increase in the displacement of the ship with no overall weight penalty in the aft area. We have also changed the material of the hatch covers to aluminum instead of steel; a weight savings of 50% compared to the traditional steel cover, and at the same time the number of hatches has been reduced to 16 from 17.

The updates didn't stop with just structural modifications; we also considered all of the various piping systems and equipment both inside and outside the machinery spaces. The ballast system has been completely revised to a manifold system in the engine room which in turn allowed the use of fully hydraulic actuated valves rather than the electro hydraulic style used previously.

Modeling of the cargo hold sections was completed in January and this allowed the steel order for this area to be placed; the official steel cutting took place on April 3. Steel cutting is now about 80% completed and work has now progressed to the sub-assembly stage where the small parts are assembled and prepared for assembly into blocks. The first block is expected to be set up on the jig around the middle of July and from there will proceed to minor outfitting and painting. Grand block assembly will commence in August with the first grand block being placed on the slipway in September marking the start of erection.

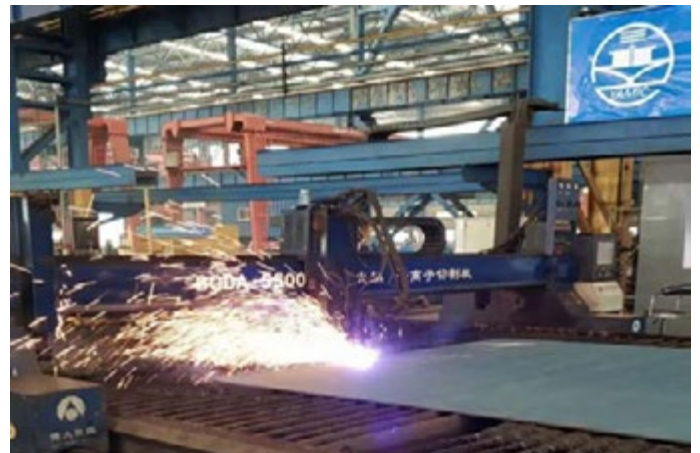
Launching at this facility is carried out by moving the vessel from the slipway onto a floating dry-dock with the use of hydraulic "bogeys." The dry-dock is then towed to deep water and flooded allowing the ship to be floated. For the Captain Henry Jackman this process is expected to take place in the early part of December and we expect the commissioning and final outfitting to be complete and the vessel ready for sea trials and delivery in Spring 2021.



Twin rudder arrangement



Aluminum hatch cover



Steel cutting

Equinox Class Update (Cont.)

The ship has progressed well at 3 Maj in Rijeka, Croatia and in June the equipment commissioning process began. All major equipment for the vessel has been installed.

Algoma Intrepid

The fuel oil treatment module was made operational and this meant that on June 19, all three generators were turned over to prove functionality. They will now undergo appropriate testing and checks. Upon completion, we will have independent power on the main switchboard for all equipment testing on the ship.

The accommodation block is a work in progress, with bulkhead installation ongoing. The deck covering underlayment is in progress, ceiling installation has just started in the cabins, cold and cool rooms are close to being completed and the main consoles are installed in the wheelhouse.

Engine room:

The majority of electrical cables have been pulled and termination of connections is also very well advanced, with the main and emergency switchboards complete. Piping is well advanced, but not complete. The shipyard is concentrating on the requirements to have the generators running, and then the focus will be on the main engine piping necessities.



Algoma Intrepid

Cargo area:

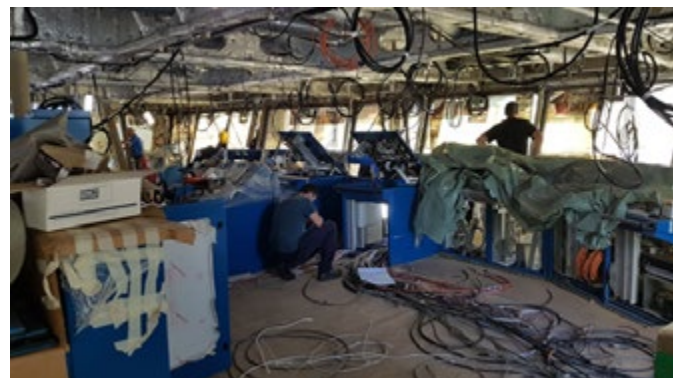
The cargo hold linings are more than 50% complete and coatings are completed in all cargo holds. Cargo hold washing machines are also installed, as are the gantry crane and mooring equipment.

Self-Unloading:

All of the mechanical and electrical components are installed, the last belt was pulled on June 19, and only this one belt is left to be spliced. EMS-Tech technicians will start the checking process and prepare for a functional test of each piece of equipment after all detail checks are complete. After equipment commissioning, the vessel will go to dry-dock (to complete the underwater work) and then begin sea trials shortly thereafter. Upon completion of sea trials the ship will return to the shipyard to complete the outstanding work. The vessel will then be made ready for delivery, and is expected to be in Canada late 2020.



Self-unloading gear



Wheelhouse



Algoma Sault taken by A/B Richard Mason



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2019 Year In Review



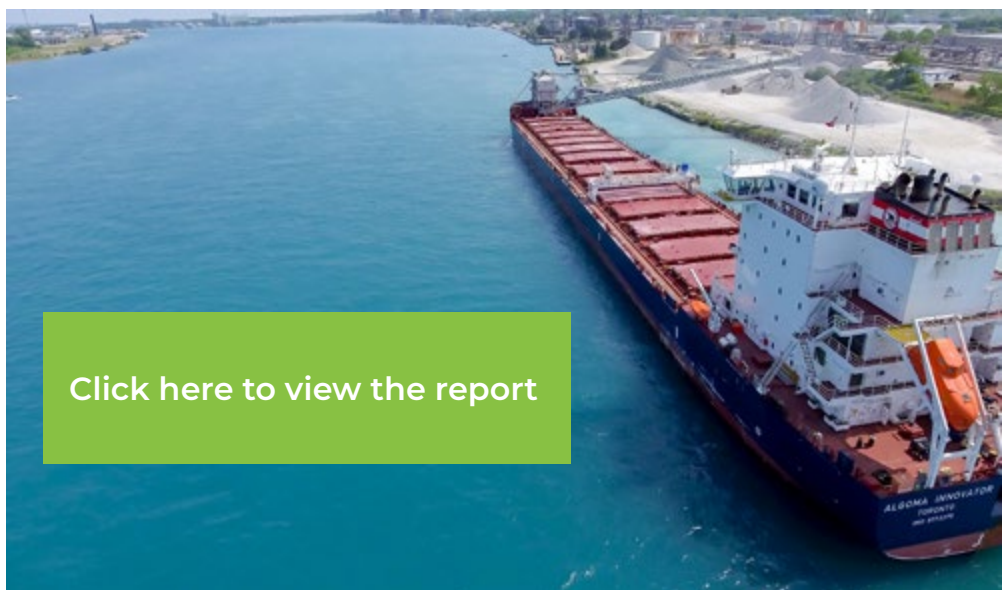
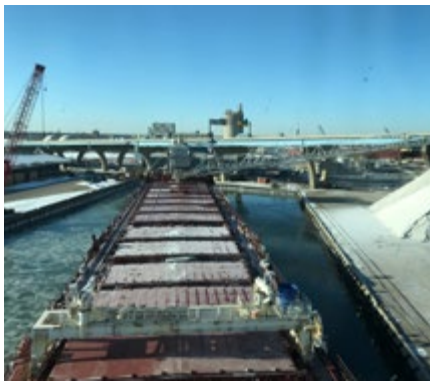
On April 27 our 2019 Year in Review was published! Check out our 2019 financial highlights, 120 years of history, our strategic focus and outlook for 2020.

[Click here to view the report](#)



2019 Sustainability Report

In addition to renewing our Vision and Values, we also implemented a formalized Sustainability Strategy, and released our 2019 Sustainability Report on June 29. Check out our economic, social and environmental updates and accomplishments as well as our commitments going forward to ensure Algoma continues to be a sustainable company.



[Click here to view the report](#)

NOVAALGOMA UPDATE



NASC took delivery of the Sider Buffalo, a 6,800 deadweight mini-bulker from the Ningbo Xinle Shipyard in China, in April. The Sider Buffalo is the first of six new-build mini-bulkers to be delivered by the Shipyard and she began service in May. The NASC new-build program will see three additional 6,800 dwt and two 8,800 dwt vessels added to the fleet with deliveries scheduled in 2020 and 2021. For further details [click here](#).



Check Us Out!

www.novaalgoma.com

You can find fleet information, press releases, career listings and contact information all in one place!

Don't forget NovaAlgoma is on social media!

@NOVAALGOMA

#NovaAlgoma

#brightfutureahead



Giovanni Romeo, Owner Nova Marine Carriers (L) & Gregg Ruhl, President & CEO of Algoma

Operations Excellence

Congratulations to the following vessels who either achieved or maintained their Operational Excellence!

- | | | |
|--------------------|------------------|----------------------------|
| » Algoscotia | » Algoma Buffalo | » Algosea |
| » Algonova | » Algoma Compass | » Honourable Henry Jackman |
| » Algoma Hansa | » NACC Quebec | |
| » Algoma Discovery | » NACC Argonaut | |
| » Algoma Guardian | » Algoma Vision | |



Crew of the Honourable Henry Jackman



GP Watchkeeper Darryl Keeping & GP Watchkeeper Martin Barriault representing the crew of the Algosea

Community Matters

2019 United Way Campaign Results

Algoma's employees have been contributing to United Way for over 25 years. In the past 10 years alone, over \$1 million has been donated to United Way including employee contributions and the Company match. For the 2019 United Way campaign, Algoma's employees donated a total of \$62,509 which was matched dollar for dollar by the Company bringing the total contribution to \$125,018. Employee donations also include funds raised from days of caring that are held throughout the year.



"I am incredibly proud of this Company and our employees for their efforts in contributing to the United Way Campaign and I want to thank everyone who participated. Giving back to our communities is something that is dear to my heart and being surrounded by colleagues who also give back and give their time is pretty great!"

- Gregg Ruhl, President & CEO



Photo: Frances Hallworth, Executive Director, United Way Nagara presenting Gregg Ruhl, President & CEO with Algoma's 2019 Campaign of the Year Award.

2020 Community Involvement Update

Algoma is committed to our continued support of United Way, however the ways in which employees have been able to be active members/volunteers in their local communities have been greatly impacted by COVID-19. There were a number of events that the Community Involvement Committee had planned to support in the first half of 2020. For example the Rankin Cancer Run and a Pitch-In Day Clean-Up. However in the interest of everyone's safety and compliance with social distancing regulations and due to event cancellations we were unfortunately unable to donate our time and efforts.

Despite these challenges some of our Algoma staff took it upon themselves to collect food donations for our local Community Care. Special thanks to Gabe Ross and Bruce Partridge for arranging porch pickups of groceries donated by other staff members. Thanks to everyone who donated! It is examples like these that make us proud of our Algoma family.



Photo (left to right): Betty Lou Souter, CEO Community Care St. Catharines, Gabrielle Ross, Manager - Disability & Risk Management, Bruce Partridge, VP, Commercial.

Remembering John (Jack) D. Leitch



Most of you have heard of Mr. Jack Leitch, some of you may have met him. Mr. Leitch passed away on May 12th of this year - he was 99. After serving in the Canadian Navy, Mr. Leitch joined his Father at what was then known as The Northland Shipping Company. He took over the Company in 1954 when his Father unexpectedly passed away. Northland Shipping ended up becoming Upper Lakes Shipping, then Upper Lakes Group (ULG). ULG included a large domestic fleet, an international fleet of self-unloaders, dry docks and ship repair companies, grain elevators and real estate developments. Mr. Leitch was a legend in the industry, and well known throughout Canada's business community. In addition to ULG, Mr. Leitch served on many boards and was well known as a generous philanthropist. In 2000, Mr. Leitch was invested as an Officer of the Order of Canada.

My ties to ULG and Mr. Leitch go back a long time. I started my career with ULG on the S.S. Cape Breton Miner as a 2nd year Cadet, and finished my sailing career on the M.V. Canadian Century (now the J.D. Leitch). During that time I clearly recall the respect all of us had for Mr. Leitch, and the loyalty we felt to the Company. As my career progressed, I had the privilege of meeting Mr. Leitch, then on occasion working more closely with him. During that time, it became even more obvious why he was so widely respected, not only by his employees, but also by other successful business owners. Mr. Leitch still had a passion for the business even into his seventies. This was evident during a tour of a shipyard in China where he could see nothing but opportunity, and even then had plans for the business. For me, that was one of the most memorable times of my career. I have many good memories of my time with ULG, and I am sure there are many of you in the fleet that feel the same. ULG was Mr. Leitch.

Mr. Leitch is survived by his wife, two daughters, four grandsons, four great-grandsons, and his sister.

-Steve Wright, Vice-President, Engineering



Photo (left to right): Ewa Taubenfligel former VP of HR Upper Lakes Group, Jack D. Leitch and Steve Wright

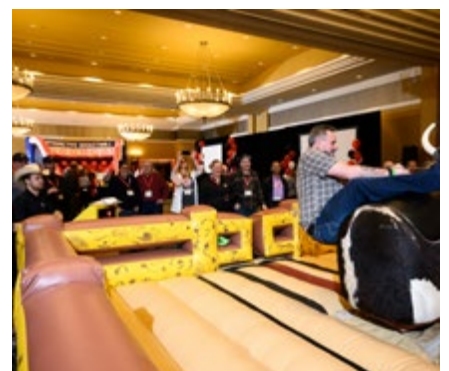


John D. Leitch



2020 Captains & Chiefs Meeting

This year's Captains & Chief's Conference was held in Niagara Falls at the Hilton Fallsview Hotel. We had some fantastic speakers from our shoreside staff who provided business updates and training, to our guest speakers who discussed how to work under pressure and also how to respond and help our colleagues who might be dealing with mental health issues. We had a carnival theme night this year including a mechanical bull, carnival games, a magician and even a stilt walker! A carnival night would not have been complete without cotton candy, corn dogs and pretzels just to name a few of the tasty items served. Thank you to all of our shoreside staff who helped to organize this event and to all of our Captains and Chiefs for attending, participating and for providing some great insight and feedback. It was great to see you all and looking forward to seeing you at the next conference.





Captains



Chief Engineers



Captains & Chief Engineers

Share Your Story



Manager, Human Resources Julie Nieuwesteeg's 4 year old nephew Axel (pictured peeking out of the sunroof) was very excited to watch the Algonorth transit through Port Colborne! He cannot wait until he is big enough to visit one of our ships – we may have a future Algoma employee on our hands!



To honour the crew of a Canadian Navy helicopter that crashed and killed 6 Canadians off the coast of Greece April 29 2020, the crew of the G3 Marquis flew their flag at half mast. We are proud of this crew for showing their support of their fellow seafarers.

The Algoma Family's New Bear Cubs

Dream **BIG** *Little Bears*



Engineering Officer, Rob Edwards is proud to announce the birth of his daughter, Olivia on January 2.



Senior Manager, Purchasing Doug Elliot is proud to announce the birth of his grandson, Charlie, brother to Lily on April 3.



Engineering Superintendent, Danny Dempsey and his wife Jami are proud to announce the birth of their second daughter, Lauren on March 3.



Corporate Accountant, Christina Mazzoccoli is proud to announce the birth of her son, Callum born June 30.

Final Sailings

It is with our deepest sympathy that we announce the passing of the following employees and retirees:

- Ordinary Seaman (Robert) Gary Sweetland, January 2, 2020.
- 2nd Mate David McGregor, January 4, 2020.
- Retired Wheelsman, Kevin Scott, January 26, 2020.
- Retired Chief Engineer Robert (Bob) Adams, June 10, 2020.
- 4th Engineer Paul Sawyer, July 2, 2020.



Our sincerest condolences go out to their family and friends.

Algoma Scholarship Program

Algoma continues to provide assistance to employees' children who plan on attending post secondary education. The program provides a monetary award to assist students in securing the first year of fulltime post secondary education.

Scholarships are offered to dependents (age 24 or under) of permanent full-time employees of Algoma. Scholarships are funded by Algoma and are offered for full-time study at an accredited institution.

For inquiries and information please contact scholarship@algonet.com

The application is open until July 15

Certificate Upgrades



Congratulations to the following employees for upgrading their certificates!

Zachary Bill
Erik Burke
Julie Corriveau
Frederic Cote
Jackson Dewar
Mehrshad Hezarpisheh
Ian Johnson
Oleg Mamonkin

Peter Mogl-MacLean
Austin Moore
Christopher Nixon
Morgan Pendergast
Devin Shkuratoff
Jeremie Tessier
Kaitlin Whittall
Pawel Zaslona

Algoma Conveyor - taken by 2nd Engineer Arnav Chatterjee



Training



Pilotage Training at Georgian College

From left to right: Vadim Khodos; Andrew Kendall; Rene Synyard; Dereck Tait; Benjamin Murray



Ship Handling at Georgian College

From left to right: Henry Albo; Austin Moore; Sergey Vinogradov; Frederick Randell; Alexandre Therrien; Simon Lanteigne; Tim Poste (Instructor)



Pilotage Training at Georgian College

From left to right: Erick Tedonzong Tadoh; Mike Rodaway (Instructor); Sergey Vinogradov; Jeremie Tessier; Alexandre Therrien; Harold Clay; Edward Kemp; Peter Carpenter (Instructor); Denna Trachsel



Piloting Mates course at Georgian College

From left to right: Tim Post (Instructor); Austin Moore; Peter Carpenter (Instructor); Peter Kosier; Oliver Bacolod; Gurpreet Dhaliwal; Karamjit Singh; David Hayes; Erik Burke; Theodore Roche



Global Maritime Distress & Safety System (GMDSS)

From left to right (back): Keith Filbby (Instructor); Pawel Zaslona; Manmeet Grewal; Andre Gushue; Brook Shipp; Murray Helwig (Instructor) From left to right (front): Oliver Bacolod; Margarita Davidson



Advanced Ship Handling

From left to right: Tom Anderson; Bradley Moore (Instructor); Vadim Khodos; Peter Carpenter (Instructor); Jamie White

New Hires

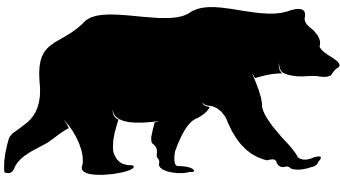


Welcome Aboard!

1. Chief Engineer Bradley Scarbro was hired full time January 24
2. Bradley Mumford was hired full time on January 27 as Deck Superintendent
3. Mark Dyck was hired full time February 10 as Director, Sales
4. Captain Philip Lind was hired full time February 24
5. Training Captain Joel Ouellon was hired full time March 1
6. Chief Engineer Kurhsid Alam was hired full time March 1
7. Keith Freeman was hired full time March 26 as Corporate Accountant, Senior
8. Captain Douglas Smith was hired full time April 15
9. Kelvin Retardo was hired full time April 20 as Buyer, AMS
10. Brenda Lowes was hired full time May 4 as Clerk, Accounts Payable
11. Jacob Wilson was hired full time June 1 as Management Trainee
12. Training Captain Arnesh Misra was hired full time June 1
13. Chief Engineer Shawn Hickey was hired full time June 14
14. Chief Engineer Michael Lee was hired full time June 18
15. Training Captain Orval Bouchard was hired full time June 20

*Photos are normally taken of all our new hires during orientation at Algoma's head office. Due to COVID-19 and social distancing requirements photos were not able to be taken.

Promotions



Congratulations!

1. On January 27 Gaurav Devgan was promoted to Junior Engineering Superintendent
 2. On March 1 Peter Mogl-MacLean was promoted to Captain
 3. On April 1 Jenny Beadle was promoted to Manager, Sales
 4. On April 1 Charlie Bungard was promoted to AVP, Technical Operations
 5. On April 1 Trevor Haslam was promoted to Administrator, Human Resources
 6. On April 1 Jo-Anne McCulligh was promoted to Senior Manager, Commercial
 7. On April 1 Avi Roy was promoted to Director, Tankers
 8. On May 5 Jackson Dewar was promoted to Training Captain
 9. On June 19 Dereck Tait was promoted to Captain
-

Retirements

Kevin Minkoff

Retired on January 1 after 37 years of service. Kevin worked at Algoma's head office most recently as Director, Fleet Reliability.

Captain Peter Carpenter

Retired on March 1 after 41 years of service. Captain Carpenter sailed throughout the domestic dry-bulk fleet but most recently on the Algoma Sault.

Cindy Miatello

Retired on March 1 after 42 years of service. Cindy worked as an Executive Assistant for five of Algoma's President & CEO's during her tenure.

Captain Paul Morrison

Retired on March 1 after 28 years of service. Captain Morrison sailed throughout the domestic dry-bulk fleet but most recently on the Tim S. Dool.

Captain Peter Schultz

Retired on March 1 after 26 years of service. Captain Schultz sailed throughout the domestic dry-bulk fleet but most recently on the Algoma Equinox.

Captain Edwin Seward

Retired on March 1 after 47 years of service. Captain Seward sailed throughout the domestic dry-bulk fleet but most recently on the John D. Leitch.

Andre-Marie Chantal

Retired on March 9 after 22 years of service. Andre-Marie sailed on the AlgoCanada as a GP Watchkeeper.

Norman Brochu

Retired on March 26 after 32 years of service. Norman sailed on the Algoma Marine as Head Cargo Maintenance.

Chief Engineer Trevor D'Souza

Retired on April 15 after 26 years of service. Trevor sailed throughout the domestic dry-bulk fleet but most recently on the Algoma Transport.

Donald Larkin

Retired on May 1 after 32 years of service. Donald worked at Algoma's head office as Principal Naval Architect primarily on the Equinox Class vessels.

Chief Engineer Peter Stanley

Retired on May 16 after 36 years of service. Peter sailed throughout the domestic dry-bulk fleet but most recently on the Tim S. Dool.

Alan Morin

Retired on July 1 after 33 years of service. Alan worked for most of his career at Algoma Ship Repair but most recently worked as Manager, Technical Services at Algoma's head office.

**Congratulations to all of our retirees! Thank you for your years of service and wishing you all the best in your next chapter.
Fair Winds & Following Seas**