



Message from Rod Jones



Bahama Spirit Crew  
Thinks Inside the Boxes



A Typical Day at Chengxi  
Shipyard



In Conversation with  
Gerry Carter

## FIRST TRILLIUM CLASS SHIPS LAUNCHED AT CHENGXI SHIPYARD

CSL's Trillium Class made quite a splash in December 2011 when the first Laker and Panamax vessels were launched into the Yangtze River at Chengxi Shipyard, China.

Floated off the dry dock on December 15, Canada Steamship Lines' Trillium Laker was the first of the newbuilds to enter the water. CSL International's Trillium Panamax followed on December 23 slipping stern first into the river in a dramatic launch.

As the ceremonial champagne bottle broke across her bow and fireworks filled the air, the 13,000-ton hull slowly slid down the slipway before it picked up momentum and entered the Yangtze at an impressive clip. Her forceful plunge propelled her several hundred metres out into the river before she came to a stop and was pulled back to the shipyard.

"The ceremony was an important milestone, particularly for the CSL Newbuilds team for whom the launch represented several years of hard work and dedication," remarked **Gerry Begley**, on-site CSL Project Manager. "We still have a lot of work ahead



*The midship hull section of the first Trillium Class Laker was floated off the floating drydock at Chengxi Shipyard. The bow and stern sections were then attached in separate procedures.*



*The Trillium Class Panamax was stern-launched into the Yangtze River.*

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## AUSTRALIAN GOVERNMENT RECOGNIZES ECONOMIC IMPORTANCE OF SHIPPING INDUSTRY



*The Australian-flagged CSL Thevenard steams into Sydney Harbour.*

'Stronger Shipping for a Stronger Economy' is the Australian Labor Government's catch phrase to promote a viable and competitive shipping industry in the country. A staunch supporter of Australian shipping since it began operations in 1999, CSL Australia (CSLA) operates 70 percent of its fleet under Australian licence and with Australian crews.

The Australian government's interest in shipping was heightened in 2010 when the Hon. Anthony Albanese delivered a series of speeches to key industry groups. The Minister had ambitious goals of overhauling all aspects of the industry, from productivity, safety, environmental protection and efficiency to international competitiveness and fleet growth.

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## MESSAGE FROM ROD JONES

I recently had the pleasure of visiting with many of CSL's teams around the world. Once a quick trip that took only a few days to complete, the journey to visit most of CSL's offices has expanded in territory and scope in recent years...

CSL's activities now span five continents and are based in 12 office locations (I only made it to nine). During my trip I managed to make it onboard four CSL vessels including the new Trillium Class ships under construction in China. Everywhere I went in the CSL world, I witnessed CSL's pride, innovative spirit and customer commitment. Despite our rapid growth over the past decade, we have managed to maintain our energy, our entrepreneurial culture and our values. Well done.

While I am extremely proud of our shore- and ship-based teams throughout the world, I do not underestimate the challenges we all face. The world economy is extremely fickle and money, global trade and confidence seem to ebb and flow much more quickly these days.

CSL is only as strong as the customers it serves and many of them are facing tough times. We need to redouble our efforts to help meet the changing needs of our customers during this volatile economic climate. A continuous improvement process to make all trade routes safer, cleaner, more efficient and with a lower overall delivered cost is the only way to ensure stability and growth in such a topsy-turvy world.

One of the highlights of my trip was my visit to the Chengxi Shipyard in China where I met with the 28 dedicated CSLers who are supervising the construction of seven new Trillium Class self-unloaders. As an old shipping junkie, the opportunity to tour these amazing



new vessels with the team represented my ideal mix of business and pleasure. It was exciting to see first-hand the innovative features that have been incorporated into these ships to make them the most efficient, safest and greenest self-unloaders in the world. The supervision team works tirelessly to ensure that the quality of these vessels meets our demanding specifications.

I hope all of CSL's seagoing staff in Canada and the Americas are as excited as I am about the opportunity to sail on these beautiful new ships in the very near future. ☺

**Rod Jones**  
President and CEO  
The CSL Group

Turn to pages 8 and 9 to get a big picture look at CSL's global operations and fleets.

Turn to page 10 to read about a typical CSL work day at the Chengxi Shipyard by Jonathan White of the Newbuilds supervision team.

## MESSAGE DE ROD JONES

J'ai récemment eu le plaisir de visiter plusieurs équipes de CSL un peu partout dans le monde. Alors qu'auparavant il fallait compter seulement quelques jours pour faire le tour des bureaux, ces dernières années, pour espérer couvrir la plupart d'entre eux, il faut parcourir une bien plus grande distance et y mettre plus de temps...

CSL exerce aujourd'hui ses activités sur cinq continents, à partir de douze bureaux (j'ai seulement pu en visiter neuf). Au cours de mon voyage, j'ai réussi à monter à bord de quatre navires de CSL, dont les nouveaux navires de classe Trillium en construction en Chine. Partout où mes déplacements dans l'univers de CSL m'ont mené, j'ai reconnu la fierté, l'esprit d'innovation et le souci de l'intérêt du client, qui sont les principaux attributs de CSL. Malgré l'expansion rapide que nous avons connue ces dix dernières années, nous avons réussi à préserver notre énergie, notre culture entrepreneuriale et nos valeurs. Chapeau!

Je suis extrêmement fier de nos équipages et des membres du personnel sédentaire de partout dans le monde, ce qui ne m'empêche pas d'être bien conscient des défis qui se posent à nous tous. L'économie mondiale évolue en dents de scie, et les mouvements de roulis et de tangage se font sentir avec beaucoup plus d'acuité par les temps qui courrent sur des aspects comme les capitaux, le commerce mondial et le sentiment de confiance.

CSL est tributaire de la situation de ses clients et, pour beaucoup d'entre eux, les temps sont durs. Nous devons redoubler d'efforts pour tenter de répondre aux besoins changeants de nos clients dans cet environnement économique instable. La seule

façon de maintenir la stabilité et la croissance dans ce monde chamboulé est de mettre en œuvre un processus d'amélioration continue pour que toutes les routes commerciales soient plus sécuritaires, plus propres et plus efficientes, et ce, moyennant un coût d'exploitation global moindre.

L'un des grands moments de mon voyage a été la visite du chantier Chengxi, en Chine, où j'ai rencontré les 28 employés de CSL affectés à la supervision de la construction des sept nouveaux autodéchargeurs de classe Trillium. Comme je suis un accro fini de navires, voir de près ces nouveaux bâtiments tout à fait impressionnantes en compagnie des membres de l'équipe me paraissait la meilleure occasion de joindre l'utile à l'agréable. Que c'est excitant de se trouver ainsi aux premières loges pour découvrir les dispositifs d'avant-garde qui ont été intégrés à ces navires pour les rendre les plus efficaces, les plus sécuritaires et les plus écologiques au monde. Le personnel de supervision travaille sans relâche pour s'assurer que nos spécifications techniques sont suivies à la lettre afin d'obtenir des constructions de qualité.

J'espère que tous les membres du personnel navigant de CSL au Canada et dans les Amériques sont aussi emballés que je le suis par la perspective de s'embarquer prochainement sur ces superbes nouveaux navires. ☺

**Rod Jones**  
Président et chef de la direction  
Groupe CSL

Voir les pages 8 et 9 pour avoir une vue générale des activités et des flottes de CSL partout dans le monde.

Voir la page 10, qui décrit la journée de travail type des employés de CSL au chantier Chengxi, sous la plume de **Jonathan White** de l'équipe de supervision.

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# СООБЩЕНИЕ ОТ РОДА ДЖОНСА



Недавно мне представилась приятная возможность посетить многие команды CSL по всему миру. Когда-то это была короткая поездка, которая занимала всего несколько дней, но за последние годы география наших офисов расширилась, и для того, чтобы посетить большинство офисов CSL, теперь нужно совершить целое путешествие...

Деятельность CSL сегодня охватывает пять континентов и ведется в 12 регионах, где есть наши представительства — я успел посетить только девять из них. Во время поездки мне удалось подняться на борт четырех судов CSL, в том числе и новых кораблей класса «Триллиум», которые строятся в Китае. Везде, где бы я ни побывал в мире CSL, я становился свидетелем духа новаторства, гордости за свою компанию и преданности высокому качеству обслуживания клиентов. Несмотря на стремительный рост в течение последнего десятилетия, нам удалось сохранить свою энергичность, наш предпринимательский дух и наши ценности. Это достойно похвалы.

Хотя я чрезвычайно горд нашими командами специалистов, работающими как на берегу, так и на кораблях по всему миру, я не преуменьшаю те трудности, с которыми мы все сталкиваемся. Мировая экономика чрезвычайно нестабильна, а деньги, мировая торговля и уверенность в завтрашнем дне сегодня подвержены резким колебаниям.

Сила компании CSL заключается в клиентах, которых мы обслуживаем, а многие из них переживают трудные времена. Нам необходимо удвоить усилия, чтобы помочь нашим клиентам удовлетворить их изменяющиеся в нестабильном экономическом климате потребности. Постоянный процесс совершенствования, направленный на повышение безопасности, чистоты и эффективности торговых путей, а также снижение общей стоимости с учетом доставки, является единственным способом обеспечения стабильности и роста в таком нестабильном мире.

Одним из ярких событий во время моей поездки стало посещение судостроительной верфи Ченгси в Китае, где я встретился с 28 специалистами CSL, осуществляющими надзор за строительством семи новых саморазгружающихся судов класса «Триллиум». Для меня — старого морского волка — возможность подняться на борт вместе с командой и осмотреть эти поразительные новые суда представляла собой идеальное сочетание бизнеса и удовольствия. Было чрезвычайно интересно собственными глазами увидеть все инновационные особенности этих кораблей, которые сделали их самыми эффективными, самыми безопасными и самыми экологически чистыми саморазгружающимися судами в мире. Команда технического контроля работает не покладая рук для обеспечения соответствия качества этих судов нашим высоким требованиям.

Я надеюсь, что весь мореходный персонал CSL в Канаде и в Америках континентах так же, как и я, с радостью и нетерпением ждет возможности выйти в море на этих прекрасных новых кораблях уже в ближайшем будущем. ●

## Род Джонс

Президент и Главный исполнительный директор  
The CSL Group

На страницах 8-9 представлен обзор глобальных операций и флотов CSL.

На странице 10 вы прочтете очерк о типичном рабочем дне CSL на верфи Ченгси, подготовленный Джонатаном Уайтом, представителем команды технического контроля.

## MENSAHE MULA KAY ROD JONES

Kamakailan lang, nagkaroon ako ng pagkakataon na madalaw ang kuponan ng CSL sa iba't iba panig ng mundo. Kung ang dating mabilis na paglalakbay na inaabot lamang ng ilang araw, ang pinakahuling paglalakbay na ito ay higit na lumawig dahil sa lumalawak na nasasakupan ng mga tanggapan ng CSL sa buong mundo nitong mga nakaraang taon.

Ang mga gawain ng CSL ay sumasakop na ngayon sa limang kontinente kung saan may nakabaseng 12 tanggapan (kung saan 9 pa lamang ang aking narating). Sa aking nabanggit na paglalakbay, nagawa kong sumampa sa 4 na barko ng CSL kasama na rito ang makabagong Trillium class na barko na kasalukuyang ginagawa sa bansang Tsina. Saan mang bahagi ng mundo ng CSL ako nagawi, nasaksihan ko ang dangan ng CSL at ang makabago nitong pananaw at pagpapahalaga sa lahat ng mga customer o tumatangkilik sa mga serbisyo nito. Sa kabilang mabilis na paglaki natin sa nakalipas na dekada, napanatili natin ang ating lakas at sigla, ang kultura ng wastong pakikipagnegosyo, at ang mabubuting kaugalian. Napakahuusay!

Bagama't lubos kong ipinagmamalaki ang mga kuponan natin na nakabase sa mga baybayin at sa mga barko, hindi ko ipinagwawalang bahala ang mga hamon na ating hinaharap. Ang labis na pabagu-bago ng ating ekonomiya at pananalapi, ang kalakalang pandaigdig at ang ating tiwala ay tila bumagsak at mas mabilis na gumalaw nitong mga panahong ito.

Ang CSL ay kasing-lakas lamang ng mga customer o pinaglilingkuran nito at karamihan sa kanila ay kasalukuyan ring humaharap sa mabigat na pagsubok ng panahon. Kinakailangan nating doblehin ang ating pagsisikap upang mapunuan natin ang mga pagbabago sa pangangailangan ng ating mga customer o tagapagtangkilik lalo na

ngayong pabagu-bagong takbo ng ekonomiya. Ang patuloy ng pagpapabuti ng mga proseso upang ang bawat paglalayag ay maging ligtas, malinis at higit na mahusay at may higit na mababang gastos sa pangkalahanan ay ang tanging paraan upang mapanatili natin ang ating katatagan at pag-unlad dito sa magulong daigdig.

Isa sa mga pinakamahalagang bahagi ng aking paglalakbay ay ang pagdalaw ko sa Chengxi Shipyard sa bansang Tsina kung saan ko nakilala ang 28 dedikadong taga-CSL na nangangasiwa sa paggawa ng pitong bagong barkong Trillium class self-unloaders. Bilang isa sa mga matagal ng nagkakahilig sa industriya ng maritim, ang pagkakataong makita at maikot ko ang kahanga-hangang mga bagong barkong ito kasama ng mga kuponan ng mga tagapangasiwa, para sa akin, ay ang pinakamagandang halimbawa ng magkahalang trabaho at kasiyahan. Kalugud-lugod na makita ko mismo ang mga tampok na makabagong katangian ng mga barkong self-unloaders na ito na gawing pinakamahusay, pinakaligtas at pinakamapagpahalaga sa kapaligran sa buong mundo. Ang kuponan ng mga tagapangasiwa ay walang pagod na kumikilos upang siguruhin na ang kalidad ng mga barko ay naaayon sa itinalaga nating mga mahihigpit na batayan.

Umaasa akong kayong lahat na mga maglalayag nating kawani sa Canada at mga bahagi ng America ay maging kasing-sabik ko na magkaroon ng pagkakataong makapaglayag sa hinaharap lulan ng napakagandang mga barkong ito. ●

## Rod Jones

Pangulo at CEO  
The CSL Group

Magpunta sa mga pahina 8-9 upang makita ang kabuuhan ng mga gawain at fleet ng CSL sa mundo.

Magpunta sa pahina 10 upang basahin ang isang karaniwang araw ng trabaho sa CSL sa Chengxi Shipyard, na isinulat ni Jonathan White ng Pangkat na Nagsusuperbisyo.



### Top photo:

Rod Jones visiting with members of the CSL Newbuilds team at Chengxi Shipyard, China.

### Left photo:

Visiting with crew members of the CSL Brisbane, along with CSL Australia Managing Director Chris Sorensen, far left.

# CSL ASIA ACHIEVEMENT REFLECTS GLOBAL SAFETY CULTURE

On January 17, Berau Coal awarded CSL Asia with a gold certificate recognizing the significant milestone of one year without suffering a loss time incident aboard the transhipment platforms in East Kalimantan, Indonesia. Remarkably, the last loss time incident experienced by CSL Asia was aboard the *FOTP Derawan* in May 2010. The *SST Berau* hadn't seen a loss time incident in over 1,760 days. The accomplishment is consistent with a growing focus on safety and environmental protection throughout the CSL Group.

The prestigious presentation was made at Berau Coal's annual safety conference. The certificate represents the diligence of the CSL leadership, V.Ships managers and, most importantly, the platform crews in making safety their priority.

Safety is the most important factor related to overall performance and is highly valued at CSL. Despite the challenges of operating in the very remote area of East Kalimantan, the platform crews are embracing the higher safety focus and the results are obvious.

Promoting safety in the isolated Indonesian environment can be challenging. For many crew members, CSL is the first company they are exposed to that employs international best practices as their standard for safety. As **Shahnawaz Adenwala**, Technical Manager of CSL Asia, explains, "Changing into a safety conscious culture onboard requires careful planning, significant management involvement and persistence."

Because transhipment platforms are not vessels, the ISM Code has not been previously adopted in its entirety, although an earlier partial implementation had been prototyped. In a bold and innovative initiative, Berau Coal, CSL Asia, and V. Ships collaborated to voluntarily employ a full ISM system, which was endorsed by the Indonesian authorities. The code provides a sustainable system to continuously improve safety.

Besides ISM, the International Ship and Port Facility Security Code (ISPS) was also implemented and training was delivered to platform staff. In today's age, safety and security often blend together and the crews have been quick to recognize the benefits of following the codes.

Shahnawaz added, "ISM / ISPS Code implementation is not the end-game – it's just the beginning. What the implementation has given us are the tools to audit current status against agreed standards and measure future compliance and progress."

The success experienced by the platforms in CSL Asia's Indonesian operations is an example of the surge in safety awareness and enhanced culture that is sweeping the entire CSL Group. In 2011, CSL International collectively saw decreases in loss time incidents across all of its divisions, which can only be attributed to the exceptional team focus on making our operations the safest, cleanest and most efficient in the industry. Congratulations to CSL Asia for achieving this significant safety milestone. ☺



The crew aggressively battles a simulated fire aboard SST Berau.



Improving emergency response through realistic and challenging drills adds to CSL Asia's safety culture.

## SAFETY MILESTONES



On January 18, 2012, at the Berau Coal Annual Safety Conference, CSL Asia's subsidiary company in Indonesia, PT. Lintas Wahana Indonesia, was presented with a gold certificate in recognition of zero loss time injuries for a full year.



On February 2, 2012 at Port Kembla in Wollongong, Australia, CSL Group President and CEO Rod Jones presented a plaque and \$1,000 cheque to the crew of the CSL Brisbane in honour of the crew achieving 500 loss-time-injury-free days.



CSL President Paul Cozza (center) and Director, Marine Safety and Environment, Brian Downey (second from right), visited the CSL Atlas at Portsmouth, NH, recently to congratulate the crew on its safety success.

# A SAFETY PARTNERSHIP

Open, honest and constructive discussions between Canada Steamship Lines crews and management took place this past winter with the objective to encourage a health and safety culture and program designed by and for seafarers. The initiative is part of a CSL Group-wide effort to improve health and safety, promote best practices in each divisional fleet, and reduce lost-time incidents.

The discussions took place in a series of 'SafePartners' town hall meetings held in January and February 2012, representing the biggest single consulting exercise CSL has ever embarked upon. Participants were asked not only to openly share the safety problems and issues they experience in their current work environment, but also to provide solutions on how to simplify, improve and make working on CSL ships healthier, safer and more efficient.

Led and owned by the crews, the 'SafePartners' process requires the active help and support of fleet Captains, Chief Engineers and Superintendents, and, in turn, the management teams ashore.

"It is safety for the crews by the crews," said John Wright, Managing Director of U.K.-based WrightWay, an external safety consultant hired to help facilitate the process. "There are no better people to recognize the importance of safe operations than the seafarers themselves. Experience has demonstrated that top-down imposed safety solutions do not work well when it comes to changing behaviour."

The meetings were organized by V.Ships Canada and held in a number of locations that are central to the CSL-V.Ships crew base, including St. Catharines, ON, Port aux Basques and St. John's, NL, and Montreal, QC.

"Not only do CSL and V.Ships recognize the importance of the input from the ships' crews, but also the support of all shore departments," Wright said. "The ships' superintendents, budgeting, marketing, crewing, and purchase and supply staff play a significant role in the operation of the fleet. Their input in the process is invaluable, and three workshops were attended by many from these departments so as to achieve a 'One Team, One Goal' approach."

"V.Ships did an amazing job of ensuring over 350 employees attended the town hall meetings, and the level of participation was excellent," continued Wright. "The attendees were very willing to offer their constructive ideas on how to improve safety performance at CSL, which tells me they feel passionate about their jobs, their employer and about their health and safety and that of their shipmates. We gathered an enormous amount of input and feedback we call 'gold dust,' because of its value to health and safety and the business. This 'gold dust' is being examined by a workforce-led SafePartners committee that will use it to develop a Workforce Safety Plan."

The final Workforce Safety Plan will be presented to the top four Canada Steamship Lines and V.Ships senior executives, who, along with six members of the SafePartners committee, will form the implementation team and guide the process over the next few

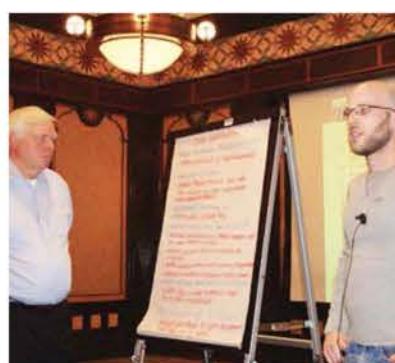
years. This team will meet regularly to offer assistance to ensure efforts to implement change are supported, the approved "passage plan" stays on track and the process is effectively communicated to all stakeholders.

"Once the Workforce Safety Plan is completed, first steps will be taken by vessel crews to implement the suggested changes, which will eventually lead to a new health and safety culture in the fleet," said Wright. "This will not be a five-minute job. Culture change is not quick, nor easy and there are no magic solutions! However, these workforce-owned changes will, over time, result in the creation of a health and safety culture that is appropriate for CSL and V.Ships."

WrightWay has been successful in implementing new or changed health and safety cultures for a number of international and marine clients, including BC Ferries, one of the largest ferry operators in the world with a workforce of more than 4,500. WrightWay will continue to offer support throughout the process. ☀



Montreal hosted two of the seven CSL-V.Ships safety Town Hall meetings.



The meetings included dynamic working sessions where crew members were invited to identify shipboard safety issues and suggest solutions.



A Steering Committee will use the findings from the Town Hall meetings to create safety action items for the fleet.

## NEW POSITIONS EMPHASIZE CSL'S COMMITMENT TO SAFETY AND ENVIRONMENT

As a recognized industry leader, CSL has broadened its approach to safety and environmental protection as the fleet and company continues to grow. Meeting the demands of a rapidly growing fleet size and the addition of new business regions, CSL created new positions to help manage the programs related to safeguarding our people, environment and assets. Safety and environmental stewardship are critical to our success; and we are making investments to assure achievement in those sectors.

In August of 2011, CSL International added **Brian Downey** to the team, filling the role of Director, Marine Safety and Environment. The new position coordinates the strategic safety and environmental goals of CSL International divisions. Brian came to CSL with over 21 years of service with the U.S. Coast Guard in the fields of maritime regulatory enforcement, casualty investigation and emergency response.

"I want to ensure that the fleet has the tools, training and procedures to get every mariner home to their families safely after each swing and to improve the sustainability of our ships," Brian

attests. Working with technical, safety and environmental staffs to develop harmonized long-term goals, Brian has also been focused on championing critical safety and environmental projects that impact CSL International's divisions. Brian adds, "My goals as a Director are to provide coordination, leadership and accessibility to improve harmonized safety and environmental systems throughout CSL."

Other safety and environmental team developments include the creation of a new Safety Manager position for CSL Canada, for which candidates are being vetted for permanent employment. Further, the Safety and Environmental Manager position in Australia, recently vacated by **K'trie Coster**, will be filled soon as CSL Australia is currently evaluating candidates after an aggressive solicitation.

Maintaining prominence in the maritime industry requires investment in resources and programs that protect our crews, ships and the marine habitat. CSL is proud to make those commitments by properly staffing and supporting safety and environment programs. ☀



Brian Downey, Director, Marine Safety and Environment, CSL International

## THINKING INSIDE THE BOXES

This past fall, CSL International Pool vessel **Bahama Spirit** made the first delivery of a self-unloader cargo to Antalya, Turkey, discharging at a facility that had never received such a specialized vessel.

"Bulk discharges directly to a dock aren't usually accepted in Antalya, but to accommodate the discharge, CSLI arranged to have a wall of containers set up to help contain the cargo," explained **Shaun Smith**, Director, Marketing, CSLI. "The crew of the **Spirit** did their part by positioning the cargo exactly where it needed to go."

The load of petcoke was discharged with no dust or spillage, with the containers providing the added safety buffer.

"A big part of our job is explaining to port and terminal operators the advantages of our self-unloaders, especially their environmental benefits," said Smith. "With successful discharges like Antalya, our job is made a little easier." ☎



*The containers helped contain the cargo and minimize dust.*



*Additional barriers were set up water-side to prevent cargo spillage.*

## THAT'S THE SPIRIT

The newest addition to the Canada Steamship Lines fleet, the **CSL Spirit**, is on station at Pointe Noire in the Bay of Sept-Îles, Quebec, transshipping iron ore.

The Panamax self-unloader, now the largest dry bulk self-unloading vessel under Canadian flag, facilitates the transhipping operation, requiring fewer loads to fill ocean-going Capesize vessels.

"The **CSL Spirit** brings the advantages of scale and a telescoping mid-ship boom, which will reduce cycle time and bring us to a new level of performance," said **Dan McCarthy**, Vice-President, Marketing and Customer Service. "The vessel and her crew are in great shape and will really ramp up the capacity of this operation."

The **Spirit** was brought over from the CSL International fleet at the end of the 2011 season and underwent fit-out at Halifax Shipyard before assuming her new role in late January. CSL's Handysize self-unloader **Atlantic Superior** had served the transhipment operation prior to the **Spirit**'s arrival. When no longer required in the transhipment trade, the **Superior** will join regular Great Lakes-Seaway trading for CSL in 2012.

"The **Atlantic Superior** and crew did yeoman's work on the contract," said McCarthy. "They deserve a lot of credit for pioneering this trade and making it a success." ☎



*The CSL Spirit with her new port of registry in the fall of 2011.*



*The Spirit tranships into a Capesize carrier.*

# CSL WORLDWIDE

## CANADA STEAMSHIP LINES

### 10 Handy Self-Unloaders (Lakers)

- Atlantic Erie
- Atlantic Huron
- Atlantic Superior
- CSL Assiniboine
- CSL Laurentien
- CSL Niagara
- CSL Tadoussac
- Frontenac
- Salarium
- Rt. Hon Paul J. Martin

### 8 Handy Standard Bulk Carriers (Lakers)

- Birchglen
- Cedarglen
- Mapleglen
- Oakglen
- Pineglen
- Richelieu
- Saguenay
- Spruceglen

### 1 Panamax Self-Unloaders

- CSL Spirit

### 4 Trillium Class Handy Self-Unloaders (*on order*)

## CSL INTERNATIONAL POOL

### 12 Panamax Self-Unloaders

- CSL Acadian
- CSL Argosy
- CSL Atlas
- CSL Metis
- Sheila Ann
- Bernhard Oldendorff
- Harmen Oldendorff
- Sophie Oldendorff
- Baldock
- Nelvana
- Caroline Oldendorff
- Hon. Henry Jackman

### 6 Handy Self-Unloaders

- CSL Cabo
- CSL Trailblazer
- Ambassador
- Pioneer
- Bahama Spirit
- Balder

### 2 Panamax Hybrid Self-Unloaders

- Johanna Oldendorff
- Eastern Power

### 2 Handy Hybrid Self-Unloaders

- Alice Oldendorff
- Barkald

### 5 Trillium Class Panamax Self-Unloaders (*on order*)

- 3 CSL
- 2 Klaveness



\* As of March 31, 2012

# OPERATIONS 2012\*



## CSL EUROPE

**8** Self-Unloaders

- CSL Bergen
- CSL Clyde
- CSL Elbe
- CSL Rhine
- CSL Shannon
- CSL Thames
- CSL Tiber
- CSL Trimmes

**3** Self-Unloaders

Equipped With Subsea Rock Installation Technology

- Nordnes
- Stornes
- Tertnes

## CSL ASIA

**2** Transhippers

- SST Berau
- FOTP Derawan

## CSL AUSTRALIA

**7** Self-Unloaders

- CSL Atlantic
- CSL Pacific
- CSL Thevenard
- Goliath
- Iron Chieftain
- Stadacona
- CSL Brisbane

**1** Bulker

- CSL Melbourne

**2** Transhippers

- Spencer Gulf
- CSL Sams
- Barngarla (transhipment barge)
- Middleback (transhipment barge)

## CSL OFFICES

Canada Steamship Lines

- Montreal, QC (Head Office)
- Dartmouth, NS
- Burlington, ON
- Winnipeg, MB

CSL International

- Beverly, MA
- Vancouver, BC
- Santiago, Chile

CSL Europe

- Windsor, UK
- Bergen, Norway

CSL Asia

- Singapore
- Jakarta

CSL Australia

- Sydney
- Brisbane

# A TYPICAL DAY AT CHENGXI SHIPYARD



There is no typical day at Chengxi Shipyard!

In fact, CSL expats working on the Trillium Class newbuilds at the yard share a sense of adventure and the ability to adapt to a wide variety of challenges that transform any workday into an exciting journey far from any hint of routine.

For most of us, the day begins with a bike ride through Jiangyin, a city of 1.2 million people in China's Jiangsu province. Situated along the Yangtze River, Jiangyin is considered one of the most important transport hubs on the river.

The commute to the shipyard is quite a bit different than driving down Route 128 to the Beverly office, or the Ville-Marie autoroute into downtown Montreal. Nearly all of the expats working at CSL headquarters at the yard do not drive in China. Most of us either ride our bicycles or take the shipyard shuttle bus. With the abundance of bicycles, mopeds, large trucks, cars and buses all sharing the road – and very little respect for the law it seems – the commute never fails to deliver an exciting start to the day.

Today, as the team arrived safely at CSL's shipyard office, the morning began with a review of messages sent overnight from the Beverly and Montreal offices. Next, we moved on to the meat and potatoes of the day – organizing scheduled ship inspections. Every day, CSL's 25-member team performs inspections on every square inch of paint, every bolt and piece of steel and all equipment onboard the vessels under construction. We receive more than 20 inspection applications daily ranging from hull structure to coating to outfitting examinations. With nine vessels scheduled for delivery over the next 18 months, the pace is rapid and intensifying.

The construction of each vessel begins with the cutting of steel plates followed by the assembly of the plates together to form a "block." About the size of a small home, each block, when joined to the next, forms the ship. There are 191 blocks for the Panamax, and 162 for the Laker. Our steel inspectors ensure each block is assembled correctly with no welding defects. Once all of the steel has been welded, outfitting of the block begins.

For the majority of the blocks in this early stage, equipment foundations are fixed, pipes and pipe supports added and electric supports are put in place. Grit blasting, needed to ensure an effective paint coat can be applied, occurs next. Paint inspectors ensure a quality job prior to authorizing painting to begin. The Laker blocks are then assembled into larger "mega blocks" as they slowly take the shape of the hull. The Panamax blocks sit patiently waiting their turn to be put on the slipway. It is during this period that major outfitting takes place. This ranges from cable laying, loading auxiliary engines and main switchboard onboard, and the installation of the self-unloading equipment.

In addition to all of the inspections that take place at the shipyard, six to eight additional inspections are required on a weekly basis for equipment located offsite. For instance, the self-unloading boom was recently accepted for delivery from a factory about an hour's drive away. On another occasion, one team member had to travel five hours by high-speed train to inspect the forgings that will be machined to form the intermediate shaft and rudder pintle (pin) for the third Panamax. In Shanghai recently, there was an inspection for the thermal oil heater to be used on the second Laker.



Jonathan White, author and Technical Coordinator, during one of his inspections at Chengxi Shipyard.

Although some inspections seem repetitive, the ship construction process guarantees something new to do, see and experience every day. Yesterday was a perfect example as the first new Panamax was dry-docked to remove the supports that stabilized the propeller during slipway launching. (*Please see the launch video at csl.ca/trillium.*) This was our first opportunity to walk beneath the vessel since the main engine and accommodations had been fitted.

Communication between the on-site team, the shipyard production and design teams and the representatives from Lloyd's Register (classification society) are essential daily occurrences. We have been able to make on-the-spot design changes to improve the usability and efficiency of the vessels for their future crews.

For most of my colleagues and me, the day typically ends at five o'clock with a commute back home through the same chaotic traffic that started the day. Dinner is often a community event at a local restaurant or a colleague's house. There is no doubt that for CSLers at Chengxi Shipyard, the sense of kinship among us is strong as we work together building these remarkable ships in a fascinating and challenging environment. ☺

**Jonathan White**  
CSL Technical Coordinator  
Chengxi Shipyard



A view of the shipyard from the CSL onsite office.



The CSL Newbuilds supervision team works and travels together.



When in Rome...The most efficient means of transportation at the shipyard is the bicycle.

# IN CONVERSATION WITH GERRY CARTER



Gerry Carter, Canada Steamship Lines' President since 2002, will retire in April 2012, leaving behind a lasting legacy that will continue to inspire new and old CSLers for years to come. A reflection of the man, Gerry's storied CSL career is unconventional, motivational, astonishing at times, and never, ever boring.

*CSL World* recently had the pleasure of sitting down with Gerry to talk about some of the remarkable people and moments that have shaped his CSL career.

## **CSL WORLD: How did you get your start at CSL?**

**Gerry Carter:** The first time I was hired at CSL was in 1979 as Business Systems Analyst. I was working at a headhunting firm at the time, after having worked extensively in the information technology world. Three months into my headhunting job I was assigned to find a candidate to fill the position of Systems Coordinator at CSL and decided that the ideal candidate was me. I met with Robert Desjardins at CSL and two hours later the job was mine. It turns out that the only placement I ever filled for the headhunting firm was my own – and sadly for them, they didn't get a commission.

## **CSL WORLD: What were those first years like for you at CSL?**

**GC:** In those days, CSL was a dinosaur in the area of IT. A plan was established to take the company from zero to full system integration in five years. Within three years and two months, the five-year plan was completed and there was nothing to do but maintenance. I thrive on challenges so I got quickly bored and decided to leave CSL in 1983 to open up the Montreal office for Highline Data Systems with whom I stayed until 1991. I have to point out that during my initial years with CSL from 1979 to 1983, I was an extremely shy introvert and was a stranger to most everyone in the office.

## **CSL WORLD: What did you gain or lose by leaving CSL in 1983?**

**GC:** I suppose you could say I gained a wealth of experience and I lost my shyness. By 1991 I was Vice-President of R&D at Highline, developing next-gen software and working closely with the strategic thinkers at top corporations in Canada and the U.S. The most valuable education for me has been what I have learned from others and by experience, and the opportunity to learn different business approaches and styles from leading executives eventually served me very well in my different roles at CSL. Of course when you're a consultant to the top brass in large companies, you have to be self-assured and bold – which I became – but I'm still an introvert at heart.

## **CSL WORLD: How did you make your way back to CSL?**

**GC:** I ran into Ray Johnston, who was then VP Finance at Canada Steamship Lines, at a shopping mall in Montreal. He offered me the position of Director IT, which I took on the condition that after one year, I would move on to a role with direct exposure to the shipping business. After 10 months, Ray transferred me into the position of Director of Labour Relations. The first day on the job, he told me, "All contracts expire this month. Good luck Gerry." I took courses and had people teach me labour law, but I came to the early conclusion that labour relations is about people. I learned every line of every collective agreement and spent a lot of time getting to know everyone on the ships by their first names. It was by taking the time to understand the day-to-day life of crews – their challenges and victories – that I really learned what this company is all about.

## **CSL WORLD: Not a single strike occurred during your tenure in labour relations at CSL. What was your secret?**

**GC:** John Evans, who had previously been CSL's VP, Labour Relations, taught me that the key to success was developing a strong and honest relationship with Roman Gralowicz, the President of the Seafarers International Union of Canada and the most imposing man I ever met. I managed to hold my own and we developed a relationship built on mutual respect and integrity, and a shared objective to do what was best for shipping. Over the years, we became great friends.

## **CSL WORLD: How did you transition from Director of Labour Relations to CFO, COO and then President of Canada Steamship Lines?**

**GC:** My Director of Labour Relations role expanded to include HR, after which I became VP Administration. A year later, in 1997, Sam Hayes, who was then CEO of The CSL Group, offered me the position of CFO. I was overwhelmed, admittedly scared to death by the offer and initially turned it down. Sam was a visionary and he felt that my broad knowledge of the business and people skills were key assets at a time when CSL was building

the business. He convinced me to take on the challenge by following one simple rule: "If there is something you don't understand, you can ask me once." Sophie Brûlotte soon became an integral part of my life – and saved it many times – with her remarkable knowledge, skills and grasp of the business. Within three years CSL had financed the CSLI newbuilds and domestic forebodies, bought CSL Australia and Marbulk, and began a transhipment project in Indonesia.

I became COO in 2000, after having served as interim VP Operations during which time I transitioned the company to third party ship management. It was a tough decision, but one of the best I ever made because it allowed CSL to concentrate on growth and become the global business it is today.

Sam made me President of Canada Steamship Lines in April 2002, giving me the 10 most fun-filled years of my life.

## **CSL WORLD: What was your education in the shipping business?**

**GC:** I knew absolutely nothing about shipping the first time I was hired by CSL in 1979. When I came back in 1991, I understood shipping, but I did not grasp the business. The expertise I eventually gained was learned through all of the brilliant people I have worked with over the years. I am the sum total of everyone I ever knew.

I was not formally educated for many of the positions I served at CSL, and this did not hinder my ability to progress in my career and as a human being. A piece of paper does not mean everything. Real education is about respecting others, absorbing what is going on around you, always being open to learn from people and never thinking for a moment that you have all the answers.

## **CSL WORLD: Did you have a mentor?**

**GC:** My father passed away when I was 19 and in many ways Sam Hayes became very much a father-figure to me – or a big-brother figure, as he prefers. Sam recognized something in me that I didn't see in myself and he inspired me to extend myself and get out of my comfort zone. I didn't want to disappoint him and that fear alone motivated me to reach beyond my perceived limits.

Gerry Buchanan, former CSL Director of Technical Operations, and John Pace, former CSL Director of Navigation, were also important figures in my career. They invested endless hours teaching me everything there is to know about ships, from the engine to the navigation deck. It is because of them that I can speak to ship captains and deckhands. This was the most important part of my education at CSL and no matter the many hours spent sitting around a boardroom table, I never forgot that CSL is a shipping company.

## **CSL WORLD: What has been the personal philosophy driving you forward?**

**GC:** I thrive on teamwork, focus, strategic vision and calculated risk. One of the leading factors in my ability to take risks over the years and stand up for my people is that I have never been motivated by the fear of losing my job. If I was able to take some radical positions over the years, it was precisely because I never considered them as career limiting. No matter what happened, I always felt confident I would manage.

## **CSL WORLD: What are your greatest sources of inspiration?**

**GC:** Fear of failure and pushing the limits of innovation.

## **CSL WORLD: What is the best piece of advice you received and who gave it to you?**

**GC:** There are two. The first is something a labour arbitrator once told me. He said that if you want to succeed in life, you need to look at things through the other person's glasses and understand his perspective. One-way conversations don't work. First find out what the other person is trying to accomplish, then give your own perspective. Only then can you find a middle ground.

The second is from Gordon Black, a former CFO of The CSL Group and President of the Pension Fund Society. He was the most intimidating person and I once responded to one of his questions with "I don't know." His response to me was "Well, shouldn't you know?" From then on, I was motivated to learn everything about CSL and vowed never to "not know" again.

## **CSL WORLD: What advice do you have for young and old CSLers?**

**GC:** Don't work because it's a job. You have to love it. Be dedicated, show and earn respect, and think outside the box. Success will only come if you are genuinely interested in knowing what makes this company tick. ☺



## CSL EUROPE ADDS FIVE SHIPS TO FLEET

The CSL Europe fleet has grown to 11 ships with the recent acquisition of the re-named **CSL Elbe**, the **CSL Rhine**, the **CSL Tiber**, the **CSL Shannon** and the **CSL Bergen** – formerly of Jebsens' T-Class fleet.

Management of the vessels was transferred in a staged approach from their current manager, Alfa Ship and Crew Management, to V.Ships. ☺



CSL Elbe



CSL Shannon

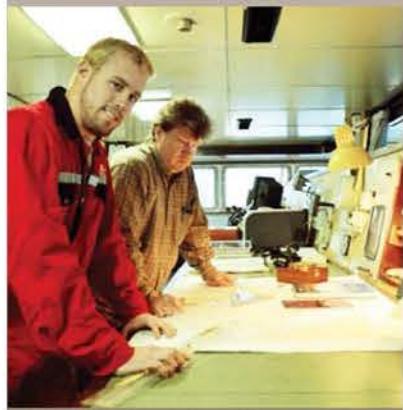
## MMA CADET PROGRAM

This winter CSL International worked with the Massachusetts Maritime Academy (MMA) to place four cadets onboard its fleet. The navigation and marine engineering cadets are required to sail at least one time on a commercial vessel before graduating. Not only does this experience give cadets the required sea time to graduate but it also provides them with invaluable knowledge of how a vessel operates in the commercial world.

In December 2011, Cadets **Jason Petkevich** (navigation) and **Aram Mulhern** (marine engineering) joined the **CSL Atlas** at Sydney, NS, and Cadets **Joseph Thompson** (navigation) and **Joseph Salas** (marine engineering) joined the **CSL Acadian** at Newport News, VA.

The Cadets sailed with the vessels for 60 days to meet their sea time requirements as part of their course curriculum. During that time, they worked alongside the crew to learn practical skills in navigation, watch standing, preventative maintenance and engineering operations. The Cadets kept track of their journey in a Sea Term Project that they presented to their peers when they returned to the MMA.

This is a new venture between CSL and MMA that will hopefully grow into a long-lasting relationship that benefits both Cadets and CSL. ☺



CSL Acadian Captain Denys Symonov and Cadet Joseph Thompson study manoeuvring.



From left to right: CSL Atlas Master Vadym Chykarenko, Cadet Jason Petkevich, Cadet Aram Mulhern and Chief Engineer Oleg Komosko.



Acadian Chief Engineer Oleksandr Yukhymentko and Cadet Joseph Salas overhaul service compressor.

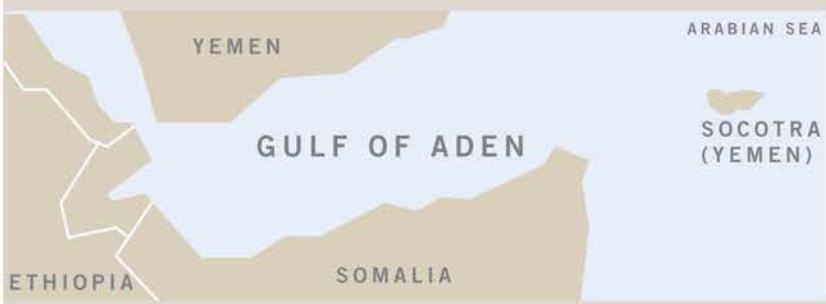
## EASTERN POWER FOLLOWS BMP 4 IN GULF OF ADEN

The modern era of shipping is not immune to the age-old scourge of piracy. In fact, it's not uncommon for ship owners these days to take fairly dramatic steps to protect their crews and vessels in at-risk waters. CSL is one of those owners.

When the CSL Pool vessel **Eastern Power** was sent to trade in the Persian Gulf this past October, it required a positioning transit via the Gulf of Aden, a body of water known for pirate attacks on commercial shipping. CSL, working with ship manager V.Ships and a special marine security consultant, outfitted the ship with razor wire, sandbags and high-pressure water hoses. More than simply supplying hardware, CSL also provided thorough training and a series of drills to ensure the crew was well prepared for any outcome. Armed security guards were brought on during the transit.

In their preparation, CSL and V.Ships followed guidelines set out under BMP 4, or Best Management Practices version 4, published jointly by the world shipping industry, the European Union Naval Force, the NATO Shipping Centre and the United Kingdom Maritime Trade Operations to "assist ships to avoid, deter or delay piracy attacks." It's generally agreed that the adoption of BMP guidelines remains the best preparation against piracy for vessels traversing at-risk waters.

With these security measures in place, the **Eastern Power** and its well-trained crew enjoyed safe passage through the Gulf of Aden. ☺



The Eastern Power is shown outfitted with security measures for her transit of the Gulf of Aden, including razor wire, sand bags and high-pressure water hoses at the ready.

## AN ICY STEER



The first reaction onboard to receiving the schedule for trips to Belledune, NB, and Port Cartier, QC, was, "What did we do wrong to deserve the Gulf of St. Lawrence in February?" The second was to get the vessel ready for some seriously cold temperatures.

To face the cold, it's important to prepare the deck machinery (anchor, rope winches, hatch covers, self-unloading system), engine equipment (sea chests for cooling the engine and motors), safety equipment (lifeboat engines, emergency generator) and, last but not least, the crew (winter work gear). Good communication between the office and the vessel is also essential, as the office can provide up-to-date information on ice conditions.

The *Bernhard Oldendorff* is not strengthened for ice and has to be manoeuvred carefully to avoid damage. After receiving an ice analysis chart from the Beverly office, it was decided to bring an ice advisor onboard off Sydney, NS, for the remainder of the voyage to Belledune.

An often underestimated problem is freezing spray caused by strong wind. This can lead to ice accumulation on the vessel, and it is sometimes necessary to alter course and reduce speed to avoid this situation. Vessel stability is not the prime issue, but the equipment on deck is. The machinery might become inoperable, and the vessel refused entry into port.

We met our first ice about 80 nautical miles from the entrance to Baie-des-Chaleurs. Luckily, there had been a steady westerly wind in the days prior to our arrival, and much of the ice had been pushed out of the bay. An easterly wind would have left a solid mass. The thickest ice we encountered was 15 to 30 centimetre grey-white ice.

From a normal full manoeuvre speed of 12 knots, we cut back to a mere eight knots and then waited at Belledune for high water. There was not much current, so we could "park" the vessel in the ice without dropping anchor. Going alongside can be a time-consuming task when there is ice between the vessel and the berth, and with a temperature of -18C, you want to get back inside the heated wheelhouse as soon as possible. The secret is to bring the bow close to the berth and slide ahead using the propeller to push the ice away.

Despite several pre-arrival test runs, it was good to see all conveyor belts, pulleys and rollers of the self-unloading equipment do what they are supposed to do. The discharge of the coal cargo went smoothly.

We left Belledune for Port Cartier with enough ballast to submerge the propeller and sea chests (openings in the hull for seawater intake) as much as possible. Full ballast wasn't an option because we couldn't risk structural damage to the ballast tanks due to ice expansion.

At Port Cartier, we were scheduled to load iron ore pellets. This meant that the cargo holds had to be washed down prior to arrival. Although I've seen the crew happier, they managed, in -15C temperature and strong wind, to make the holds ready for loading within 12 hours.

We said adieu to the ice advisor at Port Cartier, and thanked him for his great assistance. Far from being an ice expert, I was confident the vessel could successfully make the trip from Port Cartier toward the Cabot Strait (the next leg of our voyage) alone. Loading at Port Cartier was fast as usual.

For the trip toward the strait, we were hoping that sister vessel *Caroline Oldendorff*, would finish loading at nearby Sept-Îles at the same time. We could then follow in her nice open-water wake. Unfortunately, she finished later and we had to go through the ice ahead of her. We eventually cleared the ice in the Gulf of St. Lawrence and continued south toward sunny Point Lisas, Trinidad (a totally different story).

In conclusion, being well prepared onboard, and with support from the office, even a vessel not specifically designed for ice can operate fairly normally in ice conditions. ☺

**Louw Dobbyinga**

Master

*Bernhard Oldendorff*

## AUSTRALIAN SHIPPING

CONTINUED FROM PAGE 1

"Australia is the largest island nation in the world. The Gillard (Prime Minister, Julia) Government knows that not only does national shipping create jobs, it is also vital for our environment and security," said the Minister.

In early 2011, CSLA was invited to attend a series of government-led industry reference group forums with other key members of the shipping community. CSLA took advantage of this opportunity to contribute to the decision-making process and help develop a framework for new regulatory and taxation legislation.

"The forums provided CSL with a key opportunity to show Transport Department officials how we use the current licensing regime to grow our 'rump' of Australian flag vessels, whilst at the same time supplementing the fleet with foreign flag ships," said CSLA Vice-President and Managing Director, **Chris Sorensen**.

Six bills will be introduced into Parliament in 2012 as part of the reform package, with the legislation proposed to take effect July 1, 2012. The Coastal Trading Bill and the Shipping Reform (Tax Incentives) Bill will be closely scrutinized. A plan will be put in place by CSLA to act quickly and effectively to enable business to continue as usual under the new legislation.

CSLA has been and will continue to be a great supporter of Australian shipping. Our Australian crews are important to us, and we are proud to fly the Aussie flag on so many of our fleet. ☺



*The Australian maritime flag flies over 70 percent of the CSLA fleet.*

**Emily Gross**

Chartering and Programming  
CSL Australia

# TRILLIUM UPDATE

CONTINUED FROM PAGE 1

of us to complete the first vessels and to continue building the remaining hulls, but it was fun to take a moment to mark a key step in the project."

Construction remains on schedule for CSL's Trillium Class Newbuilds project. The Panamax and Laker hulls will be fitted with major components over the coming months in preparation for their delivery this summer.

A total of seven Trillium vessels are currently under construction for CSL at Chengxi Shipyard.

To view more images and videos of the Trillium Class launches, please visit [cslcan.ca/trillium](http://cslcan.ca/trillium) and [cslint.com/trillium](http://cslint.com/trillium). ☺



The stern of the first Trillium Class Laker is lowered into position.



The bow of the first Trillium Class Laker is carried into position by the heavy lift crane at Chengxi Shipyard.



The first Trillium Class Panamax is shown with her accommodation block in position.

## SURVEY SAYS...

Reader response to the *CSL World* survey has been overwhelming, with over 200 completed questionnaires received at time of print. Responses are still being processed, which means the winner of the CSL loot bag will be announced in our next issue to ensure all participants who entered the draw have an equal opportunity to win.

Thanks to everyone who took the time to fill out our survey. The feedback received to date has been very constructive. In fact, as a direct result of reader suggestions to reduce the environmental footprint of *CSL World*, we are now printing on a lighter paper stock.

Look to the next issue of *CSL World* for an article featuring some of your comments, suggestions and CSL stories. ☺

## INCOMING MAIL

January 10, 2012

Dear CSL Group:

A hearty shout out from Duluth, Minnesota.  
I want to thank you for beautifully decorating the CSL Laurentian. My family looks forward to seeing your ships come in the Duluth harbor, especially during the Christmas season.

We counted several colorful Christmas trees, and lights around the super structure. Well done! If you've got any pictures of her all dressed in her holiday garb, we'd love to see them.

We're excited to hear the shipping season has been extended by 3 days. We get a little blue when the traffic stops.

Here's to a blessed New Year!

Most sincerely,

Nancy L. Andrus

## KAMLOOPS MEMORIAL

CSL is proud to pay homage to the men and women who lost their lives in the line of duty during the tragic events surrounding the sinking of the Canada Steamship Lines vessel, the *SS Kamloops* in 1927. We hope that the memorial stone dedicated to four unidentified sailors will help bring some closure to a ship and crew whose memory will be forever honoured by CSL.

We will continue to remember and honour their memory as we push forward for the next 100 years of service. ☺



Ship's cook Alice Betteridge was lost in the wreck.



The SS Kamloops disappeared on December 7, 1927 on the north shore of Isle Royale on Lake Superior during a blizzard. She was en route to Thunder Bay, ON.



A service was held on December 8, 2011 to dedicate the memorial stone to four unidentified Kamloops sailors buried at Riverside Cemetery in Thunder Bay, ON. The Reverend Ed Swayze presided over the ceremony.

# CSLI CELEBRATES 20 YEARS OF SERVICE EXCELLENCE



Twenty years ago this April, CSL International (CSLI) first opened its doors in a small office in Burlington, Massachusetts, marking the beginning of a long-standing tradition of service excellence throughout the Americas.

One year later, CSLI re-located to Tozer Road in Beverly, Massachusetts, and, in January 1994, formed the CSL Pool with German ship-owner Egon Oldendorff (EO). As part of the arrangement, the Panamax self-unloader **CSL Innovator** was sold to EO, renamed **Christoffer Oldendorff** and joined the Pool.

In its early days, CSLI had only 10 employees — including original staff that transferred from CSL's Montreal office — comprising five nationalities. A photo of the group still hangs in the office.

In 1999-2000, three state-of-the-art S-Class Panamaxes joined the Pool, two owned by CSL and one by EO. In May 2000, CSL acquired 50 percent of Marbulk Shipping and five more Pool vessels were added, along with Marbulk commercial personnel joining the office staff. In July 2003, Norway-based Torvald Klaveness joined the Pool.

In 2005, CSLI moved its head office to its current Beverly location on Conant Street. CSLI's innovative forebody design came online in 2006-07, with four Panamaxes joining the fleet.

The company announced the building of three latest-generation Panamax vessels in 2011 that feature industry-leading technology designed to improve commercial efficiency and environmental performance. Branded the Trillium Class, these vessels are scheduled to begin delivery in 2012, giving CSLI more reason to celebrate in this 20<sup>th</sup> anniversary year. ☺

## CSLI Then and Now



CSLI Staff - The Early Years.

Front row: Rod Jones and Ann Lanigan. Back row from left to right: Kara Wheeler, Mimina Jain, David King, Dieter Gast, Betty Forster, Scott Jones, Ed DeRoche and John Sheather.



CSLI Staff - Today.

Front row from left to right: Linda Crist, Erika Avila, Carol Guy, Shaun Smith, Nathalie Sykora, Sean Heusser, John Sheather, Paul Cozza, Rajiv Sharma, Troy Ritchie, Brian Downey, Kevin Begley, Mubarak Hasan, Chris Williams, Arlene Bakis, Jennifer Holloran.

Back row from left to right: Andy Lennox, Gisele Girard, Tom Brainard, Drew Lanclos, Pat Lantych, Beth Quitadamo, Emma McLin, Tom Noble, Sheldon Wong, Matt O'Connor, Ryan MacLeod, Cindy Michael, Moira Quinlan.

## SHIP AND SHORE CONVENE IN ODESSA

Safety and new ships were at the top of the agenda at the Annual Crew Conference held in November 2011 in Odessa, Ukraine. For three days, 65 senior and junior officers from the CSL International fleet met with their shoreside counterparts and participated in workshops on such topics as upcoming regulations, upgraded onboard equipment and general fleet safety.

CSL Australia's Director, Fleet Management, **Nigel Smith**, presented best practices from the Australian fleet. **Brian Downey**, CSLI's Director of Safety and Environment, provided an overview of CSL's newest assets, the CSL Europe fleet, and a review of the specs for the Trillium Class vessels.

As is custom at the conference, V.Ships and CSLI officers and their spouses were invited to the annual dinner to celebrate another great year.

Thank you to all those who attended, and to the staff of V.Ships Odessa for hosting such a world-class event! ☺

Spasibo!

### Beth Quitadamo

Marine Safety & Environmental Manager  
CSL International



The Odessa meeting is a good occasion for sea (Vyacheslav Pyatkov, left, and Andrey Kanavin, right) and shore staff (Nathalie Sykora) to get together and exchange ideas.

## STEADY AS SHE GOES

Book Chronicles the Home Life of Filipino Seafarers' Wives

While sailors' stories have been told and well documented over the years, the lives of the women who keep the home fires burning while their husbands are at sea typically garner only a footnote. The recently published book, *Seamen's Wives*, changes that, taking a look at the impact the seafaring life has on Filipino wives and families.

Penned by Swedish journalist Lennart Johnsson, with photos by Leif Hansson, the book provides a woman's perspective on the predominantly male industry, describing a life filled with responsibility for managing family finances, running the home and raising children. It is also a life of loneliness, worry and longing for husbands far away.

The book features 20 interviews with wives and family members, in which they openly discuss the impact the absence has on their families and children, and also their hopes for the future. The author compares the Filipino wives with Swedish seamen's wives from 40-50 years ago, drawing parallels between their strength and independence.

It is estimated that sailors from the Philippines account for 25 percent of the world's maritime workforce.



*Seamen's Wives* is available in paperback through Breakwater Publishing. ☺

[www.breakwater.se](http://www.breakwater.se)