



Message from Paul Cozza



Trillium Crew



Focus on Safety



Giving Back

CSL'S FIRST NEW TRILLIUM LAKER PREPARES TO SET SAIL ACROSS PACIFIC

After a series of successful sea trials, the **Baie St. Paul**, CSL's first new Trillium Class self-unloading Laker, is preparing to set sail on her maiden voyage from Chengxi Shipyard in Jiangyin, China to Montreal, Quebec.

Commanded by Captain **Michael Despotovich** and Chief Engineer **Dominic Tanguay**, the **Baie St. Paul** will use a weather technology service to plan her route across the Pacific Ocean. She is expected to take 50 to 60 days to complete her voyage.

To make possible her ocean passage, the gravity-fed self-unloading Laker will be fitted with temporary reinforcing structures that will be removed upon arrival in the Port of Montreal.

The **Baie St. Paul** will set the course for three additional new Trillium Class self-unloading vessels and two new bulk carriers to be introduced into the company's Great Lakes fleet in 2012-13.

A real-time map tracking the **Baie St. Paul's** voyage from China to Canada will be posted on CSL's Web site at www.csl.ca. ↴



TRILLIUM CLASS

CSL COMMITTED TO SUPPORTING WWF RIGHT WHALE CONSERVATION INITIATIVES



Six years ago, one of the most endangered large whales in the world, the North Atlantic right whale, was in serious jeopardy. The species had dwindled to only 400 individuals and continued to face serious manmade threats.

With the support of CSL, WWF-Canada took the lead in addressing entanglement, the second-leading cause of death for right whales. More than 70% of all known right whales show scars on their bodies caused by encounters with the ropes of fishing equipment. The fatalities resulting from entanglement — often from drowning or infection — took a serious toll on an already vulnerable population.

CSL's financial support helped WWF develop new conservation tools, transform fish industry practices, and inform the federal Action Plan that will rewrite the future for right whales. As a result of the WWF action, over 58 right whale calves were born in 2010 and 2011. While the work to ensure the full recovery of right whales is far from over, these young whales will now swim in safer waters.

The CSL Group has invested significantly in reducing threats to at-risk Atlantic species, committing \$150,000 over three years to WWF's right whale recovery project. Building on this past investment, CSL pledged an additional

\$100,000 in 2009, which will expand the impact of WWF right whale learning to species such as sharks and turtles.

More importantly, CSL's engagement has helped WWF leverage additional funds. In 2010, in partnership with Dalhousie University, the Fundy North Fishing Association, the Canadian Wildlife Federation and the Canadian Sea Turtle Network, WWF launched a new three-year marine species at-risk initiative that will apply the successful right whale recovery model to leatherback sea turtles and sharks in Atlantic waters.

"That huge vote of confidence is a direct result of CSL's continued commitment to this work, said Tonya Wimmer, WWF's Atlantic Manager of Species Conservation." CSL has helped build the foundation of our past success, which we have now leveraged — along with the company's new investment — to gain unprecedented support from the Habitat Stewardship."

In 2011, building on the success of the CSL-supported WWF-Bay of Fundy project, which resulted in a 80% reduction in the risk of ship strikes with whales, a new \$100,000 commitment was made by CSL to a new WWF project aimed at identifying the major threats to whales in the Grands Banks of Newfoundland. ↴

MESSAGE FROM PAUL COZZA

Greetings to the CSL team all over the world. In the northern hemisphere we are in the middle of summer and enjoying outside activities and the great weather. Our friends on the other side of the world are anxiously awaiting the return of more sunshine and warmer climate. As we officially pass the summer solstice, the daylight hours will start shifting to the other direction.

This mid-year mark is an appropriate time to reflect on the many CSL activities taking place around the world. Highlighted in this issue of *CSL World* are a remarkable number of projects, programs and initiatives we have in play. Ships under construction, vessel conversions and seafarer conferences are only a few items on the long list of ongoing CSL initiatives. To say that things are busy at CSL right now is an understatement!

Also featured in this issue are some of CSL's corporate social responsibility ("CSR") initiatives. CSR is a self-regulating process whereby a company embraces its societal responsibilities and promotes actions that positively impact the environment, employees and communities. At CSL, we take our social responsibility seriously and are very active in this regard. While we may not promote our actions under the "CSR" banner, I think it is fair to say that we place a huge importance on being a good corporate citizen around the world.

The CSL environmental program continues to develop and mature with the recent release of the 2011 CSL Group Environmental Report – which encapsulates our corporate commitment to a sustainable future. Through a series of targets and measures, we are able to understand and calculate our environmental footprint and, more importantly, actively manage programs to continually improve our environmental performance. I encourage everyone to review the report and share big and small ideas with management that can further our environmental objectives and reduce our overall footprint.

Over the years, CSL has also developed a strategic partnership with the World Wildlife Fund, supporting projects that contribute to conservation efforts aimed at preserving ecosystems and species at risk. On page 1, you can read about the most recent project – a CSL-WWF-Memorial University modeling study on right whale habitats in the Grand Banks of Newfoundland.

Also featured in this issue is an article on CSL's vibrant philanthropy program that provides funding worldwide to support the communities in which we live and operate. Each year, dedicated funds are directed towards marine-oriented projects to support mariners, their families and educational programs.

MENSAHE MULA KAY PAUL COZZA

Maligayang bati sa CSL team sa buong mundo. Sa northern hemisphere, kami'y nasa kalagitnaan ng summer at tinatamasa namin ang mga aktibidad na magagawa sa labas ng tahanan at ang napakagandang panahon. Ang aming mga kaibigan sa ibang bahagi ng mundo ay naghihintay sa pagbalik ng karagdagan liwanag ng araw at mas mainit na panahon. Habang dinaraan namin ang summer solstice, ang mga oras ng liwanag ay nag-sisimula nang umikli.

Ang kalagitnaan ng taon ay angkop na panahon upang pag-isipan ang maraming mga aktibidad ng CSL na nangyayari sa buong mundo. Naka-highlight sa isyu ng *CSL World* na ito ang maraming mga proyekto, programa at mga inisyatibong nangyayari. Ang mga ginagawang barko, mga vessel na binabago, at ang mga seafarer conference ay ilan lamang sa mahabang listahan ng mga inisyatibo ng CSL na isinasagawa ngayon. Hindi mo masasabing walang nangyayari sa CSL ngayon mismo!

May isinulat din sa isyu na ito tungkol sa ilang mga inisyatibo ng CSL ukol sa corporate social responsibility ("CSR") Ang CSR ay isang proseso na namamahala sa sarili, kung saan sinusupportahan



We strongly encourage all employees to participate in philanthropic activities and, as a show of our support, CSL will donate to charitable work. CSL also sponsors scholarships for young college-bound students in their pursuit of a maritime career.

With regard to the safety of our employees, CSL continues to strive forward with the recent creation of the CSL Group Safety Council described on page 10. As many of you know, I have a keen personal interest in advancing this initiative. Established by CSL CEO **Rod Jones** and endorsed by the Board of Directors, the CSL Group Safety Council led by **Brian Downey** will enhance our safety program around the globe, standardize some of our procedures, and provide a central point to collect and share best practices across divisions. Safety truly is "job one" at CSL!

Lastly, I would like to highlight the **CSL Rhine** Rescue Operation featured on page 11 as a great example of corporate social responsibility in action. Our CSL Europe ship was off the coast of Spain in May and helped rescue five people in a small rubber boat in distress. Well done crew of the **CSL Rhine**.

In closing, I strongly encourage everyone to incorporate a smart safe culture in their day-to-day activities. Taking action on safety saves lives, prevents injuries to people and to equipment. It also prevents environmental incidents and improves the company's overall operations. ⚓

Paul Cozza
President, CSL International

CSL World is a CSL Group newsletter. Please direct all enquiries, suggestions or requests to the Editor at Head Office in Montreal.

CSL OFFICES

CANADA STEAMSHIP LINES

a division of The CSL Group Inc.

E info@cslmtl.com

W cslcan.ca

HEAD OFFICE

MONTREAL

759 Square Victoria, 6th floor

Montreal, Quebec

Canada H2Y 2K3

T 1-514-982-3800

F 1-514-982-3910

BURLINGTON

1455 Lakeshore Road

Suite 204N - North Office Block

Burlington, Ontario

Canada L7S 2J1

T 1-905-631-2885

F 1-905-631-6633

HALIFAX

45 Alderney Drive #801

Dartmouth, Nova Scotia

Canada B2Y 2N6

T 1-902-835-4088

F 1-902-835-1198

WINNIPEG

878-167 Lombard Avenue

Winnipeg, Manitoba

Canada R3B 0V3

T 1-204-942-5528

F 1-204-947-5160

CSL INTERNATIONAL INC.

E info@cslint.com

W cslint.com

HEAD OFFICE

BOSTON

152 Conant Street

Beverly, MA

U.S.A. 01915

T 1-978-922-1300

F 1-978-922-1772

VANCOUVER

1130 West Pender St, Suite 1433

Vancouver, B.C.

Canada V6E 4A4

T 1-604-940-8020

F 1-604-940-8049

CSL AUSTRALIA PTY LTD.

E operations@cslaustralia.com.au

W cslaustralia.com.au

SYDNEY, AUSTRALIA

Suite 402, 486-494 Pacific Highway

St Leonards, NSW 2065

Australia

T 61-2-9432-7500

F 61-2-9439-8589

CSL ASIA PTE LTD.

E info@cslasia.com

W cslasiashipping.com

SINGAPORE

112 Robinson Road

11-04 HB Robinson

Singapore 068902

T 65-6324-0311

F 65-6324-0322

CSL EUROPE

E info@cslleur.com

W cslleur.com

LONDON

1-2 High Street

Windsor, Berkshire, SL4 1LD

United Kingdom

T 44 (0)1753 251040

F 44 (0)1753 621914

NORWAY

Sandviksbodene 68, 1st floor

5035 Bergen

Norway

T 47 55 33 03 80

F 47 55 33 03 81

Printed in Canada



Sa mga nakaraang taon, nagdibelop rin ng isang strategic partnership ang CSL sa World Wildlife Fund, at sinusuportahan nito ang mga proyekto na nagtataguyod sa mga pagsisikap sa konserbasyon upang mapanatili ang mga ecosystem at mga species na nasa panganib. Sa pahina 1, mababasa mo ang pinakabagong proyekto – isang CSL-WWF-Memorial University modeling study sa tamang whale habitats sa Grand Banks ng Newfoundland.

May isinulat din sa isyu na ito tungkol sa ating programa ng philanthropy ng CSL na nagbibigay ng pondo sa buong mundo upang suportahan ang mga komunidad kung saan tayo naninirahan at nagtrabaho. Bawat taon, may dedikadong pondo na ibinibigay sa mga proyekto para sa marine, upang suportahan ang mga seaman, ang kanilang mga pamilya, at ang mga programa sa edukasyon.

Malakas naming hinihikayat ang lahat ng mga empleyado na lumahok sa mga aktibidad sa philanthropy at bilang pagpapakita ng aming suporta, ang CSL ay magdo-donate sa isang charity. Ang CSL ay nag-iisponsor din ng mga scholarship para sa mga kabataang estudyante na papasok sa kolehiyo upang maging seaman.

Hinggil sa kaligtasan ng aming mga empleyado, patuloy na nagsisikap ang CSL at kamakailan lamang ay isinagawa nito ang CSL Group Safety Council na nakalarawan a pahina 10. Tulad ng nalalaman ng marami sa inyo, lubos kong nais makitang umunlad ang inisyatibong ito. Ang CSL Group Safety Council na pinamumunuan ni **Brian Downey**

Обращение Пола Коцца

Приветствую сотрудников CSL во всем мире. В северном полушарии разгар лета, стоит отличная погода, и мы с удовольствием проводим время на свежем воздухе. А наши друзья по другую сторону экватора с нетерпением ждут, когда же вернутся солнечные дни и теплая погода. Поскольку официальное летнее солнцестояние уже состоялось, светлое время суток начнет уменьшаться.

Середина года – самое подходящее время для того, чтобы поразмыслить над множеством событий, которые происходят в жизни CSL по всему миру, и над тем, чем мы занимаемся. Этот выпуск CSL World мы посвятили выдающемуся количеству реализуемых нами проектов, программ и инициатив. Строительство и модернизация судов, и проведение конференций моряков – это всего лишь несколько примеров из длинного списка инициатив, реализуемых CSL. Сказать, что сейчас в CSL работа кипит – это практически ничего не сказать!

В этом выпуске также представлены некоторые инициативы CSL в сфере корпоративной социальной ответственности («КСО»). КСО – это саморегулируемый процесс, посредством которого компания обеспечивает выполнение своих обязанностей перед обществом и способствует деятельности, оказывающей положительное воздействие на окружающую среду, работников и местные сообщества. В компании CSL, мы очень серьезно относимся к социальной ответственности и активно работаем в этом направлении. Хотя мы не можем рекламировать свою деятельность под маркой «КСО», я думаю, будет справедливо сказать, что мы придаем огромное значение необходимости быть организацией с высокой гражданской ответственностью в любой точке мира.

Реализуемая CSL природоохранная программа продолжает развиваться и становится более зрелой; недавно был опубликован Отчет CSL Group о природоохранной деятельности за 2011 год, в котором отражено неизменное стремление нашей корпорации к обеспечению устойчивого будущего. Посредством ряда целей и мер мы способны понять и рассчитать наше влияние на окружающую среду и, что более важно, активно управлять программами, направленными на постоянное совершенствование наших экологических показателей. Я призываю всех ознакомиться с этим отчетом и поделиться с руководством любыми идеями – от крупномасштабных до самых малых, - реализация которых может способствовать достижению наших целей в сфере охраны окружающей среды и снижению нашего влияния на окружающую среду в целом.

На протяжении многих лет CSL также развивала стратегическое партнерство с фондом защиты животных World Wildlife Fund, поддерживая проекты, способствующие охране и сохранению экосистем и видов, которым грозит исчезновение. На стр. 1 Вы найдете информацию о самом недавнем проекте по моделированию зон обитания гренландских китов в Grand Banks, Ньюфаундленд, проведенном CSL в сотрудничестве с фондом WWF и университетом Memorial University.

В этом выпуске также представлена статья об активной благотворительной программе CSL, в рамках которой по всему миру выделяется финансирование на поддержку местных сообществ, в которых мы живем и работаем. Каждый год средства из специального целевого фонда используются для реализации морских проектов, направленных на поддержку моряков, их семей и проведение образовательных программ.

ay itinatag ng CSL CEO na si **Rod Jones** at inindorsohan ng Lupon ng mga Direktor. Pahuhusayin nito ang ating programa ng kaligtasan sa buong mundo, gagawin nitong pare-pareho sa buong mundo ang ilan sa ating mga pamamaraan, at magbibigay ito ng isang lugar na mangongolekta at mamamahagi ng mga pinakamahusay na praktis sa iba't-ibang mga dibisyon. Ang kaligtasan ay tunay na “numero unong trabaho” sa CSL!

At sa kahulihan, nais kong bigyang-diin ang **CSL Rhine** Rescue Operation na nasa pahina 11, bilang mahusay na halimbawa ng isinagawang panlipunang responsibilidad ng kompanya. Ang ating CSL Europe na barko ay nasa tabing-dagat ng Espanya noong Mayo at tumulong ito sa pagsagip ng limang taong nasa maliit na rubber boat. Congrats sa crew ng **CSL Rhine**.

Sa aking pagtatapos, nais kong lubos na hikayatin ang lahat na ipraktis ang mahusay na kultura ng kaligtasan sa kanilang pang-araw-araw na gawain. Ang kumilos para sa kaligtasan ay nagsasagip ng mga buhay, at nakakahadlang sa mga pinsala sa mga tao at equipment. Hinahadlangan din nito ang mga insidente sa kapaligiran at pinahuhusay nito ang pangkalahatang pamamalakad ng kompanya. ↴

Paul Cozza

Pangulo, CSL International



Мы настоятельно рекомендуем всем работникам принимать участие в благотворительной деятельности, и в качестве демонстрации нашей поддержки CSL будет осуществлять пожертвования на благотворительную деятельность. CSL также выступает спонсором стипендий, которые выдаются студентам колледжей, стремящимся к карьере моряка.

Что касается безопасности наших работников, то CSL продолжает идти вперед в этой сфере – недавно был создан Совет по вопросам техники безопасности CSL Group, описание которого представлено на стр. 10. Как многие из Вас знают, я лично остро заинтересован в развитии и реализации этой инициативы. Созданный Главным исполнительным директором CSL **Родом Джоунсом** и одобренный Советом директоров, Совет по вопросам техники безопасности CSL Group во главе с **Брайаном Дауни** будет способствовать усилению нашей программы обеспечения безопасности труда во всем мире, проведет стандартизацию некоторых наших процедур и станет центральным пунктом сбора и распространения информации о лучшей практике и передовом опыте во всех наших подразделениях. Безопасность труда – это действительно задача номер один для CSL!

И, наконец, я хотел бы обратить Ваше внимание на спасательную операцию, проведенную экипажем корабля **CSL Rhine** (CSL Райн), информация о которой представлена на стр. 11, поскольку эта операция являет собой отличный пример корпоративной социальной ответственности в действии. В мае наш корабль CSL Europe (CSL Европа) находился у берегов Испании и помог спасти пять человек, потерпевших бедствие в маленькой резиновой лодке. Молодцы, команда **CSL Rhine!**

В завершение я настоятельно рекомендую каждому осуществлять свою ежедневную деятельность разумно и безопасно – в соответствии с нашей культурой. Соблюдение техники безопасности спасает жизни, предотвращает травмы персонала и повреждение оборудования. Оно также позволяет предотвратить аварии, имеющие экологические последствия, и способствует повышению общей производительности компании. ↴

Пол Коцца

Президент, CSL International

CSL EUROPE CELEBRATES YEAR ONE

Within its first year, CSL Europe has established itself as a new division with offices in Windsor, UK, and Bergen, Norway, and laid a solid foundation for the development of CSL's operations in the region. Thanks to the hard work, commitment and creativity of the small but formidable team, CSL Europe is making significant inroads in this new market.

The technical and crewing management transition from Alfa Ship and Crew Management to V.Ships, Glasgow and Aboitiz Jebsen, Manila, has been completed. Two very successful Filipino Seafarers conferences in fact took place in Manila in December 2011 and June 2012 where safety and performance were the focus.

The challenging economic climate in Europe has not dampened CSL Europe's growth as it continues to develop strong relationships with key customers, explore potential future acquisitions, and build traction on vessel and crew management initiatives.

Over the next year CSL Europe hopes to put more emphasis on new market analysis including a clear and focused Southern Europe and Mediterranean strategy. ⚓



CSL SAMS CONVERSION

CSL Australia is converting the self-unloader **CSL Whyalla** (formerly the **CSL Sams**) into a transhipper to meet the increased cargo demand and operational needs of customer Arrium Mining.

The **Whyalla** will join CSLA's transshipment fleet, which includes the transshipment barge **Spencer Gulf** and self-unloading barges **Barngarla** and **Middleback**, at Arrium's Whyalla location. Together they will handle up to 12.7 million tonnes of export iron ore per year, up from the current 6.6 million tonnes.

The conversion will see the **CSL Whyalla** fitted with a transshipment boom for direct loading into Capesize vessels, dust suppression equipment and decant tanks to comply with Environmental Protection Agency requirements and self-warping, automated winches for more efficient mooring during loading operations. Upgrades to the **CSL Whyalla's** unloading system, including mass flow cargo gates, will allow her to handle a range of iron ore grades and achieve transshipment rates of up to 3,000 tonnes per hour.

The vessel also offers the customer key operational security by being able to load at either of the customer's inner or outer harbour berths at Whyalla Port. In addition, the **CSL Whyalla** will be able to support the **Spencer Gulf** in time of emergency, or team up with her to meet urgent loading requirements; together, they will be able to load two Capes simultaneously.

The conversion work is scheduled to be completed this fall, with the **CSL Whyalla** expected on station soon after.

CSLA has been transshipping iron ore for Arrium at Whyalla, South Australia, since 2007. Formerly OneSteel, Arrium is a major mining and materials company and a leading producer and exporter of iron ore. ⚓

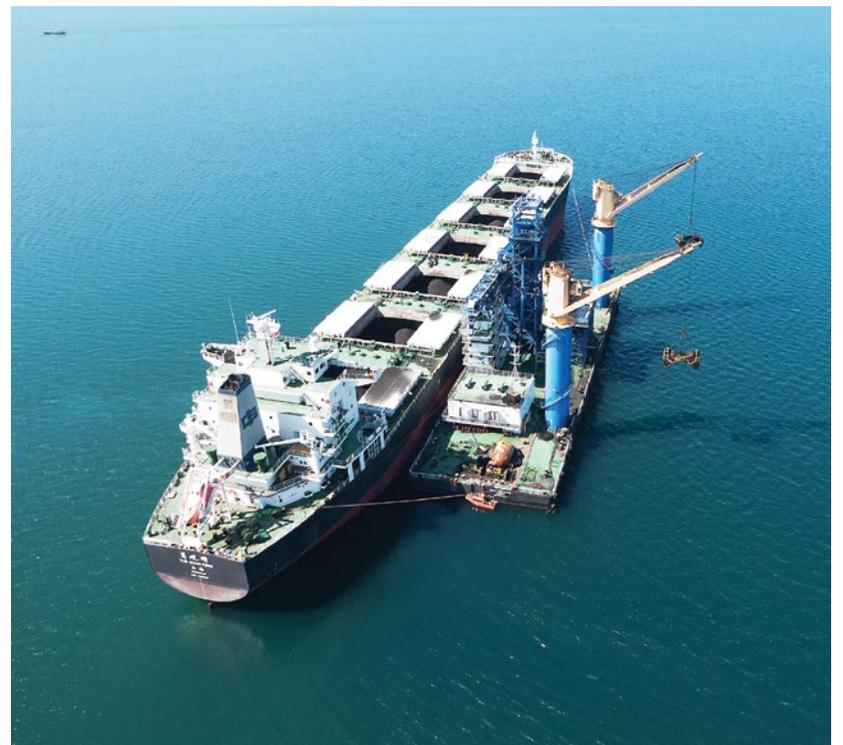


CSL TRANSHIPMENT SOLUTIONS PRESENTED AT AFRICA IRON ORE CONFERENCE

The outlook for iron ore remains strong as demand increases for the bulk commodity in fast-growing economies. As new deposits are discovered in Africa, the continent is rapidly emerging as a strong player in the global iron ore industry – though not without challenges.

Last June, mining and metals executive from around the world gathered in Cape Town, South Africa, to attend the second annual Africa Iron Conference and learn about the challenges and opportunities of operating in the region. Tackling infrastructure and shipping obstacles through transshipment solutions was the topic addressed by CSL Asia Vice-President **Jakob Hansen**, during a presentation to over 300 attendees.

Transshipment is particularly well-suited for operations along the West African coastline where – with some exceptions – water depth is less than 12 meters. Well-designed transshipment can offer loading rates that are comparable to those of traditional ports, with shorter lead times and less upfront capital requirements. ⚓



TRAINING THE TRILLIUM TEAM

In May, engine room crews of CSL's first Trillium Class Laker and Panamax vessels underwent specialized training in Shanghai prior to joining their brand new ships. Key equipment suppliers conducted the sessions at their training facilities.

Main engine supplier MAN B&W hosted one of the sessions at its MAN PrimeServ Academy, providing crew an overview of Electronic Engine concept, control systems, performance and practical training in troubleshooting of electronic engine components. Meanwhile, at the SAMS Electronics factory, technicians introduced the Trillium crews to the Power Management System (PMS) and Integrated Monitoring, Alarm and Control System (IMACS), computerized technology that lies at the heart of the automated ships.

Attending Panamax crew included Chief Engineers **Volodymyr Romanchenko** and **Oleg Komosko**, Electrical Engineers **Yuriy Parasovchenko** and **Anatoliy Marynych**, Second Engineers **Oleksiy Zhedenov** and **Sergiy Kolodzey** and Electrical Cadet **Andriy Fedin**.

All of the officers are CSL veterans of 10 to 14 years. Electrical Cadet Fedin is a fourth-year student at the Odessa Marine Academy who also graduated from the Odessa Academy of Communications, making him an ideal candidate for the modern systems onboard the new vessel.

Attending Laker crew included veteran Chief Engineer **Paul Beudet** and Electrician **Harrison Pyke**, a fourth-generation CSLer whose great-grandfather and grandfather served the company as Chief Engineers, and whose father, **Brian**, is Chief aboard the English River. ⚓



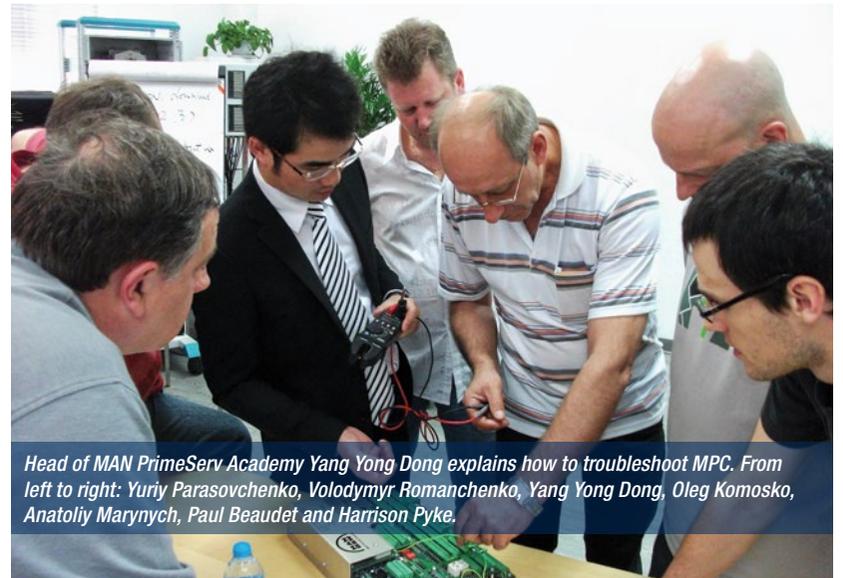
Trillium crews at the MAN PrimeServAcademy, from left to right: Oleg Komosko, Anatoliy Marynych, Yuriy Parasovchenko, Oleksiy Zhedenov, Volodymyr Romanchenko, Superintendent Sergiy Krygin, Sergiy Kolodzey, Harrison Pyke, Paul Beudet (Lakers) and Yang Yong Dong, Head of MAN PrimeServ Academy.



Chief Engineer Volodymyr Romanchenko starts main engine from Engine Control Room.



Paul Beudet and Harrison Pyke train on PMS and IMACS at the SAM Electronics factory.



Head of MAN PrimeServ Academy Yang Yong Dong explains how to troubleshoot MPC. From left to right: Yuriy Parasovchenko, Volodymyr Romanchenko, Yang Yong Dong, Oleg Komosko, Anatoliy Marynych, Paul Beudet and Harrison Pyke.

CANADA STEAMSHIP LINES ORDERS TWO NEW BULKERS

Canada Steamship Lines has announced a firm order for two new gearless bulk vessels, bringing to six the number of new ships to be built as part of its major fleet expansion program for the Great Lakes market.

The two new vessels will be built at the Yangfan Shipyard in Zhejiang Province, China, and will enter service in the spring of 2014. CSL also has options for the construction of two additional gearless bulk vessels for delivery during the 2014 shipping season.

"These new gearless bulkers continue the momentum created by the construction of the Trillium Class self-unloading vessels and further position CSL among the most efficient, reliable and environmentally sustainable fleets in marine transportation," said **Dan McCarthy**, CSL Vice-President, Marketing and Customer Service.

The 36,100-DWT bulkers will be Seaway max size and feature IMO Tier II compliant main engines with the latest environmental and safety systems.

"Investing in sustainable technologies makes good business sense. It creates a competitive edge with state of the art operational and energy efficiencies. This investment in our fleet will help meet the growing needs of our customers and will ensure superior service for years to come." ⚓



CSL EUROPE SEAFARERS CONFERENCE

CSL Europe (in cooperation with AboJeb and V.Ships UK) held their second successful Filipino Seafarers conference in Manila from June 6 to 8 2012. The “Safety, Performance and Excellence” slogan introduced at the inaugural fleet conference in December 2011 was retained. Attendance was increased in this second conference, being attended by 20 Officers and 31 ratings (41 SUL and 10 SRI personnel) who were on vacation at the time, plus 2 engineer cadets.

The conference was again very interactive with good participation from the attendees. This interaction and increased participation carried over into a number of productive open forum discussions amongst CSL, V.Ships, Abojeb and the Seafarers. Further positive indication that this group continues to develop into a cohesive team!

There were a large number of presentations and topics discussed, with a number of workshops to ensure that the attendees were fully engaged and providing their points of view. Once again we focused on safety and performance. However, one word from a presentation at the previous conference was used as a direct focal point – “Complacency”, which plays a large part in many accidents and incidents. The attendees quickly related to this focus, as again it was highlighted in every presentation.

Two evenings of entertainment were arranged – on the first night it was 10-pin bowling (team building exercise), with everyone meeting, talking and carrying out teamwork in a non-work related environment. Prizes were presented for the highest scoring bowler and the highest scoring team (once again a V.Ships led team although

the winning total was only 2 points higher than the second place team). On the second evening there was a Videoke evening for all attendees held at the Hyatt Hotel: the Seafarers and V.Ships personnel delivered strong performances, the CSL team were marked as “improvement required”.

On completion of the conference all of the Seafarers attending were presented with a certificate by **Jeff Barnes**, MD CSL Europe and Ole Stene, MD Aboitiz Jebesen.

The three-day session was completed with a half-day modified Bridge Resource Management refresher course and engine room simulator session, held in the new Aboitiz crew training facility. The new training package includes five bridge simulators (one full mission), as well as GMDSS and engine room simulators. The new facility gives Aboitiz Jebesens the capacity to internally train crews to higher standards.

While Aboitiz has already gained approval for some of its new course offerings, course development continues to earn a full catalogue of valuable STCW-approved training. The course emphasis helps to ensure that the CSL Europe fleet crews are armed with the latest training. ↴

Jim Hardie

Director, Technical Operations, CSL Europe



A group shot of attendees at the CSLE Filipino Seafarers Conference.



CSLE Officers take part in simulator training.

CSLE's First Fleet Conference

Continuing the long-standing CSL tradition of meetings between ship and shore staff, CSL Europe, in cooperation with crew and technical managers of Aboitiz Jebesen and V.Ships UK, held its inaugural Filipino Seafarers conference in December 2011 in Manila.

The conference focused heavily on safety (which is paramount in operations ashore and onboard), performance (but not at the detriment to safety), communication and teamwork (therefore a slogan “Safety, Performance and Excellence” was adopted to emphasize what we want to achieve within the fleet). The conference was attended by 40 seafarers (21 officers, 19 ratings and 1 deck cadet) who took time to adjust to the new style of conference with participation encouraged from all attendees. However, with the large number of presentations and workshops the attendees began to fully participate and provide their points of view.

Evening entertainment consisted of a 10-pin bowling night (more team building in a non-work related environment) with one of the V.Ships and AboJeb Crew welfare inspired teams picking up the winners trophies. On the second evening a dinner was held for all attendees.

On the final day **John Brechin**, Managing Director of V.Ships UK, gave a presentation on the subject of complacency, discussing how it plays a large part in accidents and incidents onboard ship. This was followed by the presentation of attendance certificates to each seafarer. ↴



CSLE Managing Director Jeff Barnes, Armand Aguazon Senior Crewing Manager AboJeb and Brian Downey Regional Director Marine Safety and Environment CSL International.



Winning bowling team.

WHO'S ONBOARD

SALARIUM



Vessel: **Salarium**

Location: Port of Montreal

Cargo: 23,652 tonnes of salt

Customer: Canadian Salt Company



Sam Nadeau ⚓ Second Engineer
Rimouski, Quebec

Sam is a graduate of the Class of 2006 at *Institut maritime du Québec* at Rimouski where he studied for four years to become an engineer. After graduating he spent time with other carriers, including sailing deep-sea, before joining CSL. Busy overseeing the **Salarium's** fueling and taking on replacement parts, Sam says he enjoys the ship, particularly his Engine Room crew. "It's one of the best team I've seen." He also likes the **Salarium's** trade on the St. Lawrence and East Coast. "My family is in Montreal and Quebec City and I get to see them when I have a chance to go ashore."



Desmond Dear ⚓ Mechanical Assistant
Dollard-des-Ormeaux, Quebec

When the **CSL World** caught up with **Desmond** he was busy sounding the tanks as the ship took on 250 tonnes of fuel. He is one of the **Salarium's** senior men having served onboard for 22 years, including when the ship was named the **Nanticoke** and led by Chief Engineer **Joseph Kennedy**. "One of my best memories onboard was working for JK. He was the best Chief I had." Desmond estimates he has five more years of sailing left in him, after which "the only sailing I'll be doing is in a sailboat."



Roger Grover ⚓ Able-Bodied Seaman
Samia, Ontario

As of the end of July, **Roger** will have been sailing for 39 years. A former tankers man, he started his career on the East Coast. He has been aboard the **Salarium** for seven seasons. "It's the crew that makes the boat, and this crew keeps me here," he said. "They're very professional." Roger comes from a sailing family – his father sailed before him, and his son, Matthew, might be shipping out soon. "I'm helping him get into the industry by signing him up for his Marine Emergency Duty (MED) course. Sailing is all I've ever done, and I think it will be a good career for him, too."



Leslie Durnford ⚓ Ordinary Seaman
Rose Blanche, Newfoundland

Leslie has 24 years notched in his discharge book, including having served the past six aboard the **Salarium**. Like so many others onboard, he says he likes the East Coast trade most because it's not as hot and humid during the summer months compared to trading on the Great Lakes. Leslie also appreciates the ship's deck department. "There's a lot of experience on the deck and everyone knows his job. **Nick** (Poirier) is a great Mate, and we have good skippers – Captains **Joey Ransom** and **Kip Hacquoil**, Relief."



Bernard Grandy ⚓ Ordinary Seaman
Gamish, Newfoundland

Bernard, or Bernie to friends, has been with CSL for 39 years. He has been onboard the **Salarium** for 12 years, and served 15 seasons on the retired **Manitoulin**. Bernie is a big advocate of safety, having been part of the Save Our Sailors program years ago, and now looking forward to the new CSL-V.Ships SafePartners initiative. "I think CSL and V.Ships are putting a lot of effort into it, and it's going to work," he said. "If they do their part, we'll do our part. We all want to go home the same way we came onboard."



Derrick Hatcher ⚓ Head Tunnelman
Burnt Islands, Newfoundland

Derrick is a 26-year marine veteran, and has been with the **Salarium** for four seasons. He and his tunnel crew have discharging onboard down to a science. "We can usually get 23,000-plus tonnes off in as fast as four and a half hours. From the time we tie up it's five to five and a half hours and then we're gone. That's what we're capable of." Derrick says he attributes the tunnel's efficiency to crew know-how and to having the right equipment, including plastic rollers that better withstand the corrosiveness of the salt. "There's more than 70 years of experience in the tunnel between us," he said, pointing to shipmates **Mark** and **Joe**.



Mark Anthony ⚓ Tunnelman
Sydney Mines, Nova Scotia

Mark is the veteran of the **Salarium's** tunnel department, having served years at the gates. "We're fortunate because **Derrick**, **Joe** and I get along very well. We know how to work as a team, always knowing how to anticipate what the other guy is doing. We had just four hours of downtime in the tunnel all of last year." Mark says even though the **Salarium's** principal cargo is salt, the tunnel crew is equally adept at discharging other commodities. "Even when we switch to coal or gypsum we usually have the same success."



Joe Carey ⚓ Tunnelman
Bras d'Or, Nova Scotia

Joe has been sailing since 1984, and has been onboard since 1998. A cousin of Captain **Joe Pero** of the **Frontenac**, he says he's happy to be part of the tunnel department and working alongside **Derrick** and **Mark**. "We have a good team down there." Joe is married and has three daughters and one new granddaughter, Ainsley. "I always miss my family when I'm away."



Nick Poirier ⚓ Second Mate (Relieving First Mate)
Rimouski, Quebec

Nick graduated from the *Institut maritime du Québec* in 2008 after completing his four-year course in navigation. He sailed on two CSL ships during his practical sea time training while in school, and has sailed on four since. "Last year, I relieved as First Mate, and I went from ship to ship." He says he enjoys his current trade, delivering salt out of the Magdalen Islands to St. Lawrence River and East Coast ports, especially because the experience counts towards his deep-sea experience. "I have just five months left to do for my sea time to qualify for my Master Mariner's ticket." Nick joked that his mother always wanted him to be a Captain with a cruise line. "I'll just send her a picture of the **Salarium** and tell her it's a cruise ship."



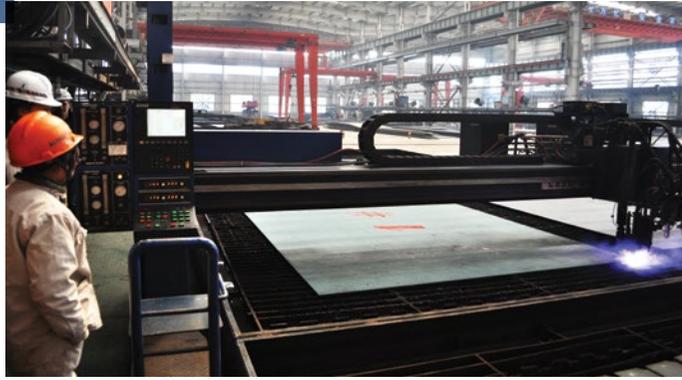
BUILDING THE FIRST TRILLIUM SELF-UNLOADING GREAT LAKES BULK CARRIER

Building a ship requires tens of thousands of hours of planning and production, with each step carefully synchronized to ensure efficiency. Key construction phases of CSL's first Trillium Class Laker *Baie St. Paul* were captured on film by **Jean David Côté** and **Jonathan White** of CSL's Onsite Team at Chengxi Shipyard. A few of their photos are featured here, dramatically capturing 12 months of the shipbuilding process, from first steel cutting to final delivery. The *Baie St. Paul's* naming ceremony is featured on page 16. ↴

For more on the Trillium Class project, please visit our Website cslcan.ca/trillium

1

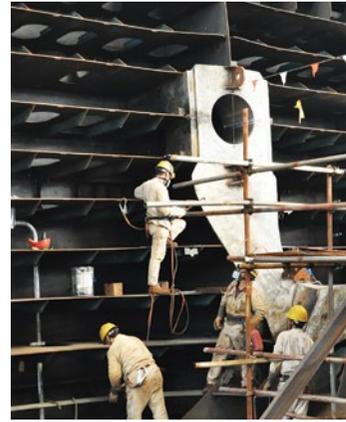
STEEL CUTTING



T R I L L I U M

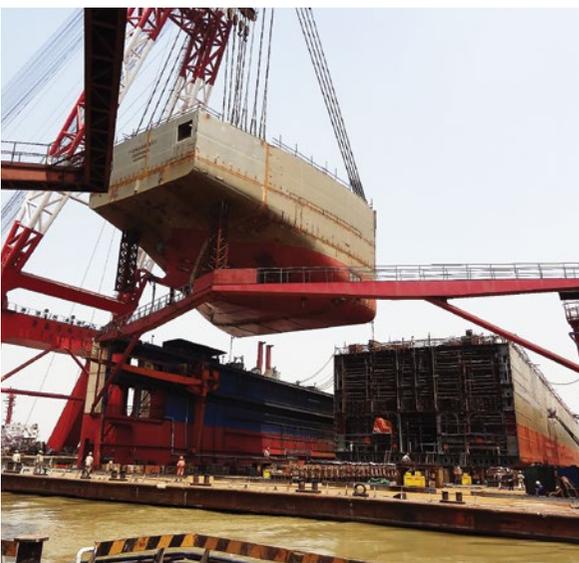
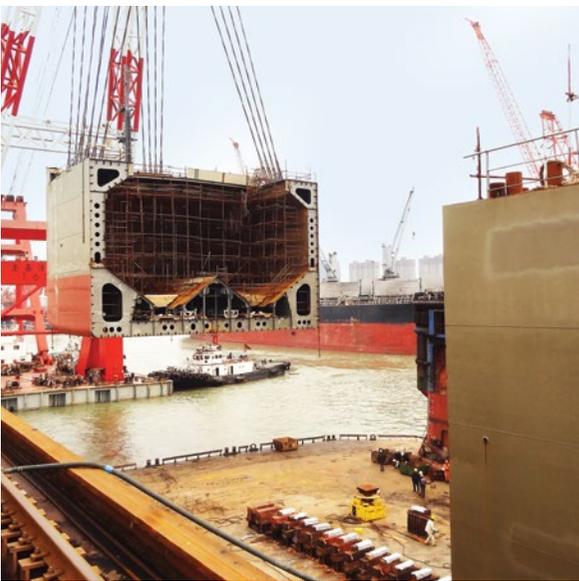
2

CONSTRUCTION OF



4

CONNECTING THE MEGA BLOCKS



5

LAUNCHING



6

OUTFITTING AND CO



L I U M C L A S S

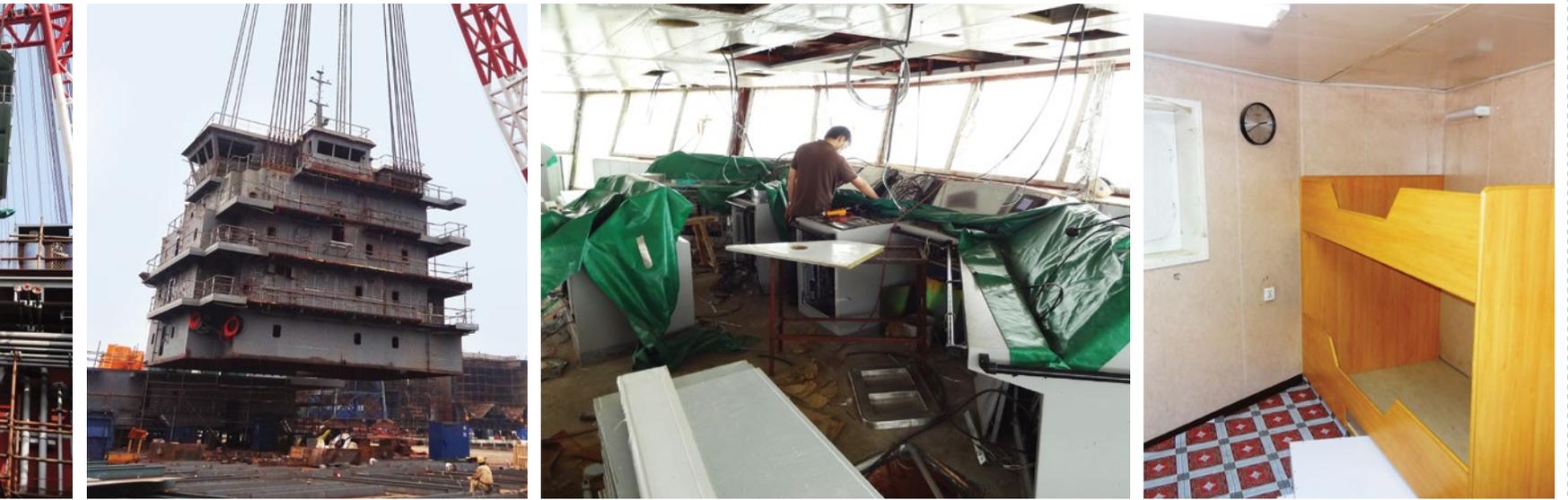
3 KEEL LAYING



BLOCKS AND MEGA-BLOCKS



COMMISSIONING



7 VESSEL DELIVERY



SAFEPARTNERS PROGRAM TAKES ACTION ON SAFETY

The SafePartners Program implemented earlier this year by Canada Steamship Lines and V.Ships Canada is a new approach to attaining a world-class standard of safety based on "safety for the crews by the crews."

The initiative, which has the support of both crews and management, aims to improve health and safety onboard CSL vessels, promote best practices and reduce lost-time incidents. Supported by **Kevin King**, SafePartners Project Manager and **Katryne Parenteau**, MS&Q and SafePartners Coordinator at V.Ships Canada, the SafePartners team is working diligently to resolve the issues raised by crew members in early 2012 at a series of Town Hall meetings.

Among the issues currently being addressed is the standardization of onboard fire-fighting and personal protective equipment (PPE). A complete fleet renewal of all self-contained breathing apparatus, fireman's suits and PPE will be delivered to the entire Canada Steamship Lines fleet in 2012.

Other initiatives include upgrading Internet access on the fleet, segregating garbage, exploring new styles of hard hats, safety goggles and lightweight coveralls, and developing communications tools including SafePartners News and a website.

The SafePartners Team is committed to maintaining an open and ongoing dialogue with crews through ship visits and Town Hall meetings. Canada Steamship Lines crews are encouraged to contact the SafePartners team anytime to convey their concerns, suggestions or solutions at safepartners@vships.com.

It takes everyone's effort, respect, and cooperation to maintain a healthy and safe workplace. ↴



Kevin King, SafePartners Project Manager.



Katryne Parenteau, MS&Q and SafePartners Coordinator, V.Ships.



Crew members from the *Altantic Superior* testing new lightweight coveralls: Archibald White, AB, Mustapha El-Sayed Hefny, OS, Carl Deschamplain, OS.

NEW SAFETY COUNCIL ADVANCES CSL COMMITMENT TO PROTECTING SEAFARERS

As the CSL "Safety Excellence" campaign continues to take shape, we are adding a major component to the company's safety direction. On June 20, CSL held its inaugural Safety Council meeting by channeling each CSL division via telephone and video links. The Safety Council is a Group-wide body comprised of executive-level leadership from each business division and is focused on raising the CSL safety culture under a single corporate vision and philosophy. Specifically, the Council will seek to advance consistent CSL safety strategies, which will better organize long-term goals.

The Council will be chaired by CSL President, **Paul Cozza**, and **Brian Downey**, Director, Marine Safety and Environment, will act as Coordinator. The chairperson role will likely rotate between CSL executives while the coordinator position will remain with Brian to promote continuity. The Council is governed by a formal Charter which defines the council's role and functions to ensure safety.

The Council will develop the broad strategic company goals from which divisions will build their annual targets and projects. Further, the Council will promote Group-wide standardization, where practical, in safety policy/philosophy and statistical tracking. Along with structured meeting themes, it will also allow divisions to discuss accidents, near-misses, and other safety issues. On an ad-hoc basis, the Council may direct specific casualty or trend analysis and act as a recognition and accountability panel for mariners.

Officers and crew who wish to raise issues or suggestions to the Council are urged to deliver their input via the appropriate Management MS&Q or CSL Technical Department. ↴

NEW LOGO ADDS EMPHASIS TO CSL'S SAFETY EXCELLENCE

As the Safety Excellence campaign takes shape and matures, so does the need for its branding. CSL is proud to unveil its new Safety Excellence logo. The design was selected for its clarity and strong focus on safety, which is emphasized by the internationally recognized green "safety cross."

The logo update is one of many improvements underway to better promote Safety Excellence across CSL. "Companies that place safety as a core value tend to perform more efficiently and productively in all business components," offered CSL International President **Paul Cozza**. **Brian Downey**, Regional Director of Marine Safety and Environment, added: "Safety Excellence equates to operational excellence. The logo helps to promote that concept in an appealing and effective way."

The Safety Excellence campaign is a philosophical way of working, managing, and operating. Various initiatives supporting the Safety Excellence concept include CSL safety recognition programs, the new Group Safety Council, and CSL Canada's SafePartners Program. ↴



CSL EARNS NINE SHIP SAFETY AWARDS

Nine CSL International ships were recognized for their superior safety performance at the Chamber of Shipping of America's Annual Safety Awards Luncheon held in New Orleans on June 12. Through hard work and unwavering commitment to shipboard safety, the following vessels earned the coveted Jones F. Devlin Award:

CSL Sams	CSL Trailblazer	Sheila Ann
CSL Atlas	CSL Metis	Ambassador
CSL Argosy	CSL Cabo	Pioneer

Devlin Award Certificates are awarded to self-propelled merchant vessels that have operated for two full years or more without a crew member missing a watch because of an occupational injury. Congratulations to the officers and crews of the honoured vessels! ↴

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

CSLI SCHOLARSHIPS HELP OPENS DOORS FOR STUDENTS

The CSL International Donations Committee has established a scholarship program to assist disadvantaged students who wish to pursue a career in a maritime-related field. The program consists of several scholarships awarded to qualified students at the Maine Maritime Academy and the Massachusetts Maritime Academy, including the CSLI In-State Scholarship, the CSLI Sea-Term Scholarship, and the CSLI Seabag Scholarship. The CSLI Emery Rice Scholarship offered at the Massachusetts Maritime Academy (MMA) is a multi-recipient award that covers in-state tuition, room and board. The award is renewable provided students maintain a cumulative grade point average of at least 3.3.

Scholarships are awarded to applicants who would most benefit from the assistance as determined by the MMA on behalf of CSLI. Letters of appreciation by recipients such as Gage Debonise are a clear indication that the CSLI Scholarship Program can make a life-changing difference in the lives of beneficiaries. ↴

May 22, 2012

Mr. Paul J. Cozza, President
CSL International, Inc.
152 Conant Street
Beverly, MA 01915

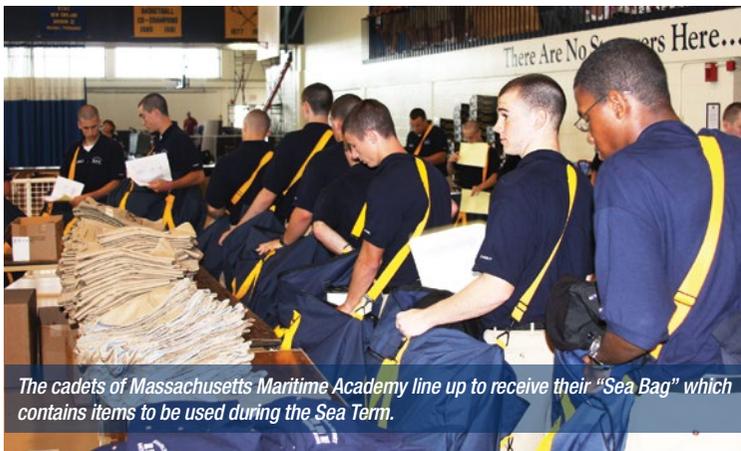
Dear Mr. Cozza,

I have dreamed of attending Massachusetts Maritime Academy ever since I was a freshman in high school and now that I have been named as one of the recipients in the CSL Seabag Scholarship, my dream is becoming a reality. Without scholarship patrons like you, there would be many students such as myself unable to afford the academic career they have dreamed of. Thank you for your generous scholarship.

Sincerely,



Gage DeBonise



The cadets of Massachusetts Maritime Academy line up to receive their "Sea Bag" which contains items to be used during the Sea Term.

CSL RHINE ASSISTS IN SPANISH RESCUE OPERATION

On May 19, 2012, the **CSL Rhine** was involved in a rescue operation off the southern coast of Spain.

Watch keepers onboard the **CSL Rhine** spotted a small rubber boat in distress with five persons onboard. They immediately contacted the Rescue Coordination Centre at Tarifa Point, near Cadiz, to alert officials and request that a rescue vessel be deployed.

Meanwhile, the Master coordinated efforts to keep the **CSL Rhine** close by on station, protecting the small boat and the individuals onboard from the North Atlantic swell until the Spanish Coastguard arrived.

While all five persons onboard the rubber boat were safely rescued by the Coastguard, rescue arrangements had been made by the Master to bring them onboard the **CSL Rhine** if required. However, as there was no immediate danger to life, the decision was made to monitor the situation closely and await arrival of the rescue boat.

The Sociedad de Salvamento y Seguridad Maritima, Spain's maritime security and rescue agency, expressed its sincere gratitude to the Captain and crew of the **CSL Rhine** in an official message sent the same day. ↴



The small rubber boat in distress with passengers as spotted by the CSL Rhine watch keepers.

2011 CSL ENVIRONMENTAL REPORT UNDERLINES CONTINUED COMMITMENT TO REDUCE FOOTPRINT

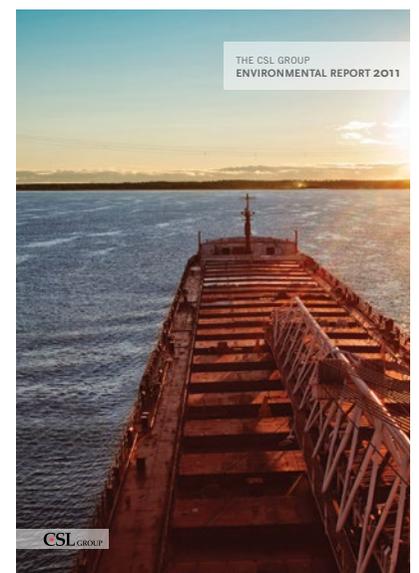
The recently released 2011 CSL Group Environmental Report chronicles the significant strides made by the company in the past year to improve its overall environmental performance.

In addition to reporting on key performance indicators, measures and goals, the report highlights a number of initiatives undertaken by CSL to curb its greenhouse gas emissions, reduce its impact on biodiversity, improve fleet efficiency, and invest in green technologies.

Outlined in the report are large-scale projects such as the Trillium Class newbuild initiative and the cutting-edge Ecospec exhaust scrubber system, as well as fleet improvement strategies such as managing fuel use, maximizing heat recovery, and addressing ballast water challenges.

"Communities around the world expect marine transportation companies, whether local or global, to conduct their operations in a manner that is respectful of the environment," writes **David Martin**, Owner and Chair of the CSL Sustainability Committee. "At CSL, we share this expectation and have made it a corporate goal to seek practices and technologies that will enhance our environmental performance. Moreover, we have become a world leader in promoting short sea shipping as a key contributor to economic growth and the reduction of greenhouse gas (GHG) emissions.

The 2011 Report, which has reduced its own environmental footprint with a new design and format, is available on CSL's Website or in hard copy by request. ↴



GIVING BACK – CSL'S PHILANTHROPY PROGRAM

At CSL, giving back to the diverse communities in which we operate is a corporate philosophy that is deeply embedded in the company culture. CSL and its employees are dedicated to enriching people, improving our natural environment, and contributing to causes that make a difference.

CSL's approach to good citizenship reflects the diverse interests of the company and focuses on three distinct pillars: education, the environment, and social affairs – which includes arts and culture, community outreach, and health and human services. Every year, CSL donates approximately one percent (1%) of its net profit to charitable organizations before extraordinary items.

In the area of education, CSL supports scholarship programs at a number of academic institutions including the Massachusetts Maritime Academy, the Maine Maritime Academy, the *Institut Maritime du Québec*, the BC Institute of Technology, Georgian College, and the Marine Institute of Memorial University. Candidates are evaluated and selected based on criteria established by CSL in collaboration with each institution.

The environment represents a key component of CSL's philanthropic efforts with such initiatives as the annual employee-led coastal cleanup drive in support of the Ocean Conservancy's global campaign. CSL also contributes significantly to WWF research programs to promote biodiversity and protect species at risk, habitats, and natural ecosystems.

In addition, CSL is a strong supporter of community outreach programs such as the Mission to Seafarers, the Red Cross, the Old Brewery Mission and Junior Achievement, and contributes to a multitude of other social causes worldwide including emergency relief.

CSL's philanthropic efforts are led by a Donations Committee that sets the annual donations budget and evaluates requests based on specific criteria. A portion of CSL's donations budget is set aside each year to support a "Matching Gift and Employee Sponsorship Program." Through this program, the company encourages the charitable activities of employees by matching donations to educational institutions up to \$1,000 CAD and other fundraising efforts up to \$250 CAD.

Together with its employees, CSL is working to make a positive long-term difference in our communities and in the world. ↕



Kirk Jones (left) CSL Vice-President, Sustainability, Government and Industry Affairs presents a donation to Robert Rangeley (right), Vice-President, Atlantic Region, WWF Canada for the research study on the major threats to right whales in the Grand banks of Newfoundland.

CSL PARTNERS WITH HOMELESS SHELTER TO LAUNCH NEW "GALLEY"

This past April, the Old Brewery Mission (OBM), a Montreal-based non-profit organization helping the city's homeless men and women, celebrated the opening of the CSL-sponsored "*Galley de la Mission*," its newly re-designed dining hall. For CSL, this symbolic new "galley" represents the company's long-standing commitment to support the work of the OBM in its efforts to provide basic needs and assistance to the homeless in a welcoming environment.

"It's not only the name of our dining hall that has changed, we've also upgraded the cafeteria in ways that have not been done since its original opening," explains Matthew Pearce, OBM's Director General. "What remains the same though, is our commitment to make sure we continue to provide this important service in a manner that respects our clients. It is thanks to companies like CSL that we can continue to assist people in need in our community."

Renaming the OBM's dining hall the "*Galley de la Mission*" is the inspiration of an imaginative OBM-CSL group led by **Kevin Johnston**, CSL's Director of IT. Struck by the similarities between the dining environments on CSL's vessels and the OBM's soup kitchen, the group agreed that an OBM "galley" was a fitting tribute to the growing partnership between the two organizations. CSL's sponsorship will help the OBM with the annual operating costs for the Galley.

CSL first became a proud supporter of the OBM in 2010 when proceeds of a holiday party fundraiser were donated to the mission. In early 2011, the company sponsored a dinner at which fifteen enthusiastic CSLers put on an apron and served hundreds of meals to the homeless.

"Supporting the *Galley de la Mission* and the work of OBM as a safe haven for so many in our community is a source of pride for CSL and its employees," said Johnston. "We believe that communities are stronger when neighbours help each other, and when organizations such as the OBM receive the support needed to offer effective programs that make a difference."

Along with its financial assistance, CSL supports OBM through volunteerism, including 15 employees who served dinner the night of the *Galley de la Mission* opening, and the ongoing work of an internal CSL-OBM committee. ↕

For more information on the Old Brewery Mission, visit: www.oldbrewerymission.ca



CSL employees help serve a hot meal to members of Montreal's homeless community at the Old Brewery Mission's Galley de la Mission.



CSL Group President Rod Jones, OBM Director General Matthew Pearce and CSL Director of IT Kevin Johnston cut the ribbon at the opening of Galley de la Mission.



New signage, inside and out, helps identify OBM's "flagship" location in downtown Montreal.

CSL WORLD SURVEY RESULTS

Thanks to everyone who participated in the *CSL World* reader survey. We received 238 responses from CSL crews, office employees, customers and retirees who, as it turns out, are avid readers of *CSL World*.

The overwhelming majority of readers who responded expressed an overall appreciation of *CSL World* as an informative, interesting and easy-to-read company newsletter.

Among the publication's most valued qualities were the diversity of its content showcasing the full scope of CSL's operations, the focus on people, and the photographs.

The most popular content sections were fleet renewal and new build news, CSL history, employee profiles, news from across the company, and technology and innovation. Suggested new content categories included articles on the locations where CSL operates, profiles of customers, suppliers and ports, recipes from vessel cooks and a "where are they now?" section featuring CSL retirees.

When asked how we could improve *CSL World*, respondents made a number of creative suggestions, many of which were focused on reducing our environmental footprint. We have taken your recommendations under advisement and have made some changes. We are now printing separate English and French versions of *CSL World* on a lighter paper stock, thus reducing our overall paper consumption significantly.

Beginning with this issue, we are gradually introducing more dynamic features to the electronic version of the publication. To view our most recent changes, check out the online version of *CSL World* in the news section of the CSL Website at www.csl.ca.

Readers also now have the choice to receive *CSL World* electronically or by mail, in English or in French, by contacting the *CSL World* editor at bhebert@cslmtl.com. ↕

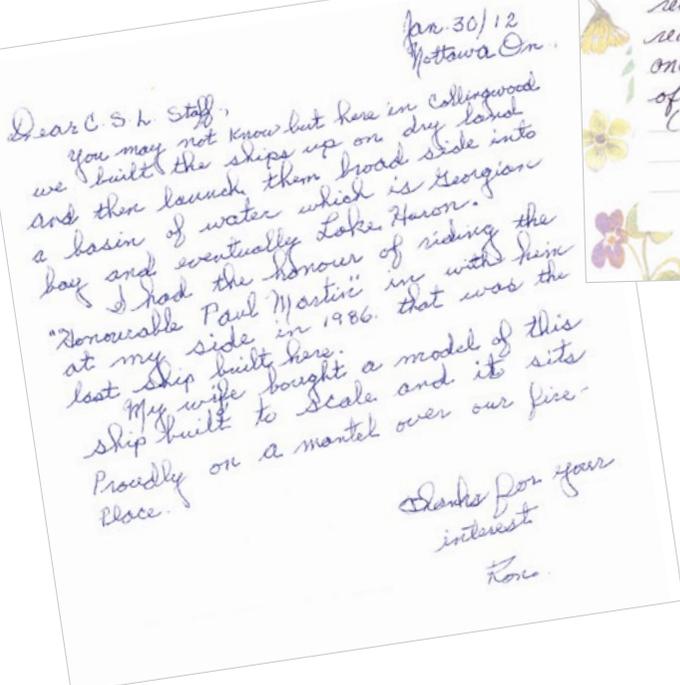
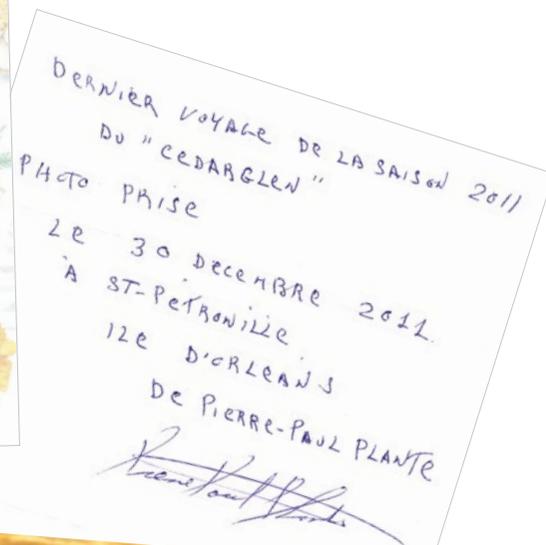
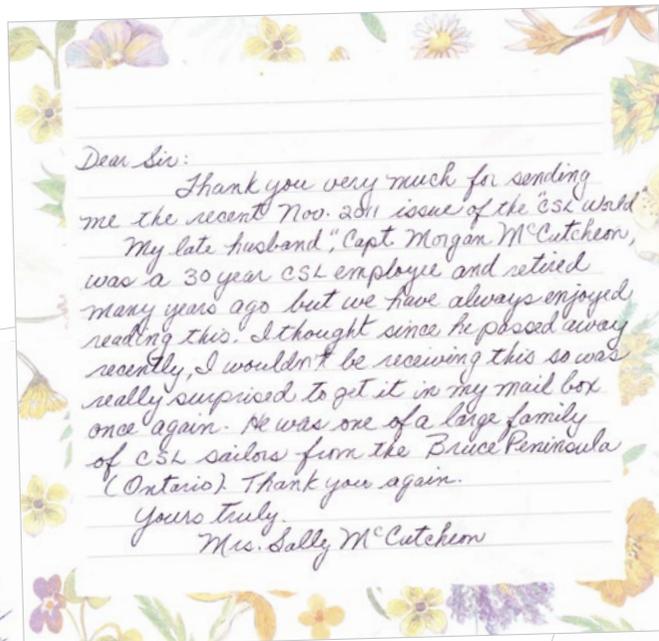
And the winner is...

Pieter De Groot, a CSL retiree from Collingwood, Ontario, is the lucky winner of the CSL loot bag, which has been loaded with promotional items from CSL offices around the world. Peter's name was picked at random by Canada Steamship Lines President **Louis Martel**. Congratulations Peter! Your prize is in the mail.



READERS' FEEDBACK

CSL was very touched by many of the heartfelt comments and letters that accompanied completed *CSL World* surveys. We are grateful to all of those – particularly retirees – who took the time to share their CSL stories and fond memories with us. ↕



Thanks for your interest
Kore.

TRILLIUM NAMING CEREMONY

Dragons, fireworks and sunshine marked the occasion of the double-naming of CSL's first two Trillium Class vessels this past April in China. The names **Baie St. Paul** (Laker) and **Rt. Hon. Paul E. Martin** (Panamax) were unveiled in a spectacular ceremony. The **Baie St. Paul's** sponsor was **Judy Hayes**, wife of former Group CEO **Sam Hayes**, while **Sheila Martin** had the honour of sponsoring the vessel named for her husband. ↕



Judy Hayes



Sheila Martin



TRILLIUM CLASS

YESTERDAY'S FLEET: THE STORIED PAST OF THE WINNIPEG BY SKIP GILLHAM

The first **Winnipeg** was a wooden barge taken into CSL service around 1918 after having worked for the Montreal Transportation Company. She had been built in Kingston, Ontario in 1893 and carried grain and coal through the existing Welland and St. Lawrence Canal system. She was sold to the Atlas Transportation Co. in 1919 and later renamed **Woodlands**. Her disposition is not known.

The second **Winnipeg** served CSL as a package freight carrier from the completion of her construction in Lauzon, Quebec in 1926 to the end of the 1963 season. She was dismantled in Hamilton in 1964.

The most recent **Winnipeg** had an interesting history beginning as the deep-sea ore carrier **Ruhr Ore**. She was built in Hamburg, Germany, in 1959 and worked under Liberian registry until coming to Canada for reconstruction in Lauzon in 1977. The old forebody was cut off and scrapped, the pilothouse moved from midships to aft and a new cargo section was built. This made the vessel a full-sized Seaway Laker of 222.50 metres (730 feet). It joined the Hall Corporation of Canada as **Cartiercliffe Hall** in December 1977 and sailed only as far as Prescott, Ontario for winter work.

On June 5, 1979, fire erupted in the accommodation area off Copper Harbor, Lake Superior, and the structure was destroyed. Seven sailors were lost in the blaze. A completely new pilothouse and living quarters were built in Collingwood, Ontario and the ship resumed service in May 1980.

With the end of the Halco fleet, the ship joined CSL as the **Winnipeg** in 1988, passing up-bound through the Welland Canal for the first time on April 3. She operated in the Seaway ore and grain trades, although her service was interrupted by a grounding in the Detroit River on December 14, 1992. The **Winnipeg** was the last down-bound traveler through the Seaway that year, reaching Montreal on December 22.

The vessel was laid up in Hamilton when sold to Algoma Central in 1994 and renamed **Algontario**. Following a refit at Port Weller Dry Docks, she entered Algoma service and operated for that company until a grounding at Johnson Point in the St. Mary's



The Winnipeg is shown below Lock-2 on the Welland Canal, April 26, 1989.

PHOTO: SKIP GILLHAM

River on April 5, 1999. She was up-bound with a cargo of cement at the time and, after being released and unloaded, was tied up at Thunder Bay until undergoing repairs in 2004.

She resumed trading on October 10, 2004 and provided seasonal service until laying up in Toronto on July 4, 2009. Following a sale to Turkish ship breakers, the **Algontario** departed under tow for the St. Lawrence on May 25, 2011, and left Montreal on June 27 behind the deep-sea tug **Herakles**. She reached Aliaga, Turkey, on August 5 for scrapping and recycling, 17 years after last trading in company colours. A former sister ship, the **Cedarglen**, still sails for CSL. ↕