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CSL Whyalla



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FOTP Derawan



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Sept-Iles Restoration



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"I am CSL"

RECORD DELIVERY OF NEW TONNAGE FOR CSL

When the Trillium Class self-unloader **Baie St. Paul** left the builder's yard in October 2012, it marked the beginning of the biggest delivery of new tonnage to CSL in the company's history. Over the next 11 months, no fewer than six other vessels would join her, totalling more than 351,000 tonnes deadweight, as part of the largest fleet-renewal project the company has ever undertaken.

Not since its earliest years has CSL received more vessels at one time — six canallers were delivered to the company in 1926 — and not since the wide-scale application of self-unloading technology in the 1950s and '60s has a class of ship helped usher in a new era for the company as much as the Trillium Class. These ships were designed to take CSL's self-unloading expertise to a new level, particularly in the areas of efficiency, fuel economy and environmental performance, and by all accounts they already have.

"They're performing exactly as they were designed to perform," said **Claude Dumais**, Vice-President, Technical Operations for Canada Steamship Lines. "The **Thunder Bay**, for example, came from the shipyard, crossed the Pacific, transited the Panama Canal and docked at the Port of Montreal. She used power from her generators only once, and that was just as a safety precaution in Panama," said Dumais. "That adds up to significant savings in fuel, maintenance and manpower, and reduces air emissions."

Similar sentiment is offered on the CSL Americas side concerning the Trillium Panamax vessels.

"I was part of the Newbuild Team during the construction of the **Rt. Hon. Paul E. Martin**, checking the electrical and unloading systems against the drawings," said



PHOTO: BRUNO BOISSONNEAULT

Electrical Engineer **Yuriy Parasovchenko**. "The self-unloading system on these ships is exactly what we wanted. I don't know what we can do to make it better."

Four Trillium Class Lakers currently ply the Great Lakes St. Lawrence Seaway for Canada Steamship Lines customers, with the **Baie Comeau** the most recent addition arriving in August. Three Trillium Panamaxes are operating for CSL Americas, with the newest, the **CSL Tacoma**, to be delivered in October 2013.

For individual profiles of the Trillium Class vessels, please see page 8. ↴

CSL'S 2012 ENVIRONMENTAL REPORT HIGHLIGHTS NEED FOR CONTINUED PROGRESS ON SUSTAINABILITY



The CSL Group's recently released 2012 Environmental Report underscores the importance of leading meaningful change — through innovation, collaboration and calculated risk-taking — to significantly reduce the shipping industry's environmental footprint.

"In 2012, we pushed our company to invest in new ideas, explore new partnerships and experiment in new technologies," states **David Martin**, Chair of the CSL's Sustainability Committee. "For progressive companies like CSL, environmental challenges present opportunities to improve our operations, contribute to a cleaner, greener world, and invest in the future. While we are encouraged by steady improvements in our environmental performance, we remain mindful that in our quest to safeguard our water, air and shoreline, our work is never finished. We must work in collaboration with industry partners, governments and NGOs to develop sound policy and solutions to reduce our environmental impact and curtail emissions."

In addition to reporting on key performance indicators, measures and goals, CSL's 2012 Environmental 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. These include:

- The delivery of CSL's Trillium Class vessels, which feature the most advanced environmentally-sustainable technology available today.
- The implementation of a series of operational measures to improve the energy efficiency of CSL's global fleet using trim optimization, variable frequency drives and shaft generators.
- Shipboard trials of advanced filtration systems that have resulted in encouraging results in mitigating the risks to biodiversity of invasive species.
- Testimony before the U.S. Congressional House Subcommittee on Coast Guard and Maritime Transportation in which CSL recommends sound alternatives to the proposed Emission Control Area (ECA) legislation.

CSL's 2012 Environmental Report can be viewed or downloaded on CSL's website at www.cslships.com. Printed copies of the report are available upon request. ↴

CSL CELEBRATES 100 YEARS BY GIVING BACK

As we celebrate CSL's 100th anniversary, CSLers recognize that the company's growth and success over the years would not have been possible without the hard work, dedication and creative thinking of the generations that preceded us. We are all benefitting from the rich legacy we've inherited from our forebears, and now it's our turn to pay it forward.

In honour of CSL's 100 years of operation, CSL has launched the worldwide **Keep on Steamin** Challenge, a fundraising campaign aimed at enriching the lives of young people in the communities in which we live and operate, and with whom we engage.

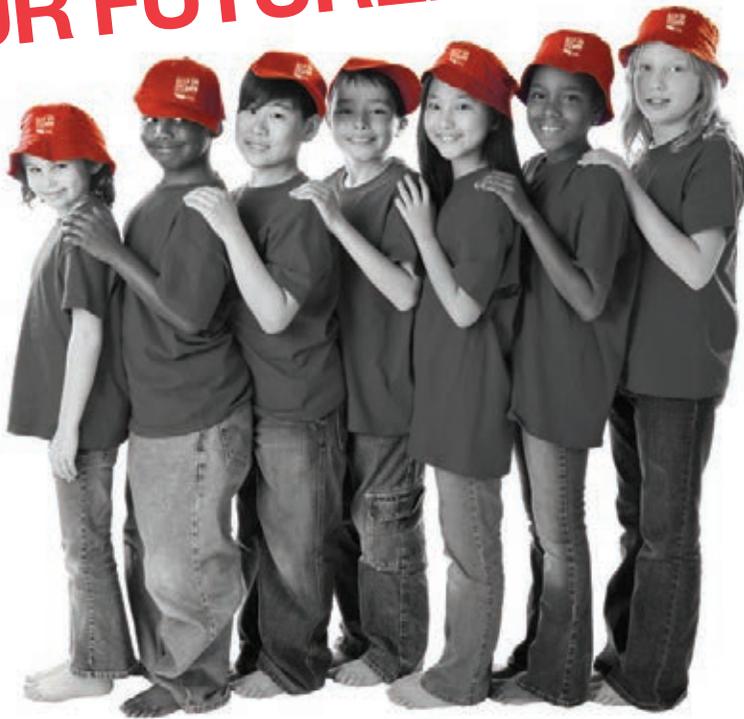
Over the course of 2013, CSL will contribute \$100,000 – \$1,000 for every year of its existence – in matching funds for every dollar raised by employees and crews for organizations,

causes and initiatives that contribute to the advancement, education, and welfare of young people.

"CSL's milestone anniversary is an exceptional opportunity to engage our ship and shore employees in giving back to our communities," said **Rod Jones**, CSL Group President and CEO. "I encourage all CSLers to participate in the **Keep on Steamin** challenge and to join efforts to make a positive difference in the lives of our next generation."

To participate in the **Keep on Steamin** challenge, contact your Donations Committee or Ship Captain today. ↕

**CELEBRATE
OUR PAST.
SUPPORT
OUR FUTURE.**



Contact your Donations Committee or Ship Master/Captain today and share your ideas, get involved and make a difference!

CÉLÉBRONS NOTRE PASSÉ. ENRICHISSEONS NOTRE AVENIR.

Communiquez avec votre Comité des dons ou avec votre capitaine aujourd'hui pour partager vos idées, faire votre part et changer le monde!

MENINGAT SEJARAH – MELIHAT MASA DEPAN !

Silahkan untuk menghubungi komite program donasi atau Master / Captain kapal anda hari ini juga dan segera berikan pemikiran dan ide anda, melibatkan diri dengan segera dan buatlah perubahan !

IPAGDIWANG ANG NAKARAAN. KALINGAIN ANG ATING KINABUKASAN.

Makipag-ugnayan lamang sa inyong mga Donations Committee o Ship Master / Kapitan at ibahagi ang inyong kaalaman tungo sa magandang pagbabago.

ОТПРАЗДНУЕМ ПРОШЛОЕ – ПОДДЕРЖИМ БУДУЩЕЕ

Поделитесь идеями с вашим Комитетом по сбору или Капитаном, участвуйте и делайте доброе дело!

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

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Printed in Canada

INSIGHTS FROM OUR PAST

As all readers of *CSL World* know by now, this year marks CSL's 100th anniversary. In any business, this is a remarkable achievement; in the boom and bust world of shipping, it is extremely rare.

CSL did not reach this important milestone by following a straight and clearly laid out path. On the contrary, the company's story has many chapters, many of which are defined by tenacity and reinvention. Those beautiful old passenger ships of the Great White Fleet were the success story of the first half of the 20th century but they were gone by 1960. The package freight business boomed for a while but succumbed to the container vessel in the 1970s. Luckily, our predecessors at CSL were always able to anticipate the big changes and set a new course to keep the company moving forward. In today's world of constant change and dramatic global market swings, we have much to learn from the pages of our own history.

As I scan this issue of *CSL World* and read about the capabilities of the new **CSL Whyalla**, the arrival of our new Trillium Class ships and the clever and inventive repair of the **FOTP Derawan**, I am heartened to see that our pioneering and creative spirits are as energetic as ever. Building on our long-established expertise in belt conveyor self-unloader technology, CSLers are continually finding new and creative ways to serve the evolving requirements of our customers.

Экскурс в наше прошлое

Как уже известно всем читателям *CSL World*, в этом году CSL отмечает свой 100-летний юбилей. Это выдающееся достижение в любом бизнесе, а в мире морских перевозок, для которого характерны то бум, то спад, такое бывает крайне редко.

Путь компании CSL к этой важной вехе не был прямым и безоблачным. Напротив, в истории компании есть немало глав, многие из которых определяются ее жизнестойкостью и находчивыми решениями. Прекрасные пассажирские суда Великого белого флота были историей успеха первой половины XX века, но к 1960 году они канули в лету. Бизнес по перевозке сборных грузов какое-то время процветал, но в семидесятых уступил место контейнеровозам. К счастью, наши предшественники в CSL всегда умели предугадать серьезные перемены и проложить новый курс движения компании вперед. В современном мире постоянных перемен и кардинальных изменений глобального рынка мы можем многое почерпнуть из нашей истории.

Когда я просматриваю этот выпуск *CSL World* и читаю о возможностях нового судна **CSL Whyalla**, о наших новых кораблях класса Триллиум и о талантливом и изобретательном ремонте **FOTP Derawan**, я с радостью вижу, что наш дух первопроходцев и творческий подъем по-прежнему на высоте. Используя наш богатый опыт в области технологии саморазгружающихся судов с ленточными конвейерами, работники CSL постоянно находят новые нестандартные способы удовлетворения развивающихся потребностей наших клиентов.

Именно такой творческий подход я называю «подходом CSL» – он заключается в постоянном поиске новых и инновационных путей повышения безопасности, эффективности и экономичности в деятельности CSL. Это стремление лежит в основе нашей корпоративной культуры и является значительной частью наших ценностей.

Сейчас наступили действительно непростые времена для судоходных компаний во всем мире. Все работники CSL, находящиеся как на берегу, так и в море, используют присущее им мастерство для управления бизнесом в эти сложные времена, и при этом не упускают из виду долгосрочные тенденции и возможности. Многие статьи, представленные в этом выпуске *CSL World*, демонстрируют то, насколько хорошо это получается у работников CSL во всем мире. Благодаря неизменной поддержке наших работников, клиентов, поставщиков, партнеров и друзей началась новая глава в истории этой почтенной, но все еще молодой компании. ↕

Род Джонс

Президент и Главный исполнительный директор The CSL Group



This type of creativity is what I like to call CSLism – the constant search for new and innovative ways to make CSL's operations safer, more efficient and more cost-effective. This drive is embedded in our corporate culture and is a prominent feature of our values.

These are indeed challenging times for shipping companies throughout the world. CSLers, both afloat and ashore, are tapping into their inherent ingenuity to manage the business in this difficult period, while keeping a firm eye on long-term trends and opportunities. Many of the articles in this issue of *CSL World* demonstrate just how CSLers the world over are doing just that.

Thanks to the unwavering support of our employees, customers, suppliers, partners and friends, the new chapter in the story of this venerable but still young company has begun. ↕

Rod Jones

President and CEO, The CSL Group

MGA PANANAW MULA SA ATING NAKARAAN

Gaya ng alam na ng lahat ng mambabasa ng *CSL World*, sa taong ito ipagdiriwang ang ika-100 anibersaryo ng CSL. Sa anumang negosyo, isa itong kapuna-punang tagumpay; sa mundo ng shipping na may panahunang paglakas at paghina ito ay lubos na hindi pangkaraniwan.

Hindi narating ng CSL ang mahalagang yugtong ito sa pagtahak ng isang direktso at malinaw na nakalatag na daraan. Bagkus, ang kuwento ng kumpanya ay may maraming kabanata, ang karamihan sa mga ito ay hinubog ng pagiging determinado at patuloy na pagbabago. Ang mga magagara na pampasaherong barko ng Great White Fleet ang kuwento ng tagumpay ng unang kalahati ng ika-20 siglo ngunit naglaho na ang mga ito pagdating ng 1960. Pansamantalang umunlad ang negosyo ng package freight ngunit natabunan ito ng container vessel noong 1970. Sa kabutihang palad, ang mga nauna sa amin sa CSL ay palaging nagagawang asahan ang mga malaking pagbabago at nakakapagtakda ng bagong kurso upang panatilihin umaabante ang kumpanya. Sa mundo ngayon na patuloy na nagbabago at may mga biglaang malaking pagpihit sa pandaigdigang merkado, marami tayong kailangang matutunan mula sa mga pahina ng sarili naming kasaysayan.

Habang tinitingnan ko ang isyu na ito ng *CSL World* at binabasa ang tungkol sa mga kakayahan ng bagong **CSL Whyalla**, ang pagdating ng ating mga bagong barko na Trillium Class at ang mahusay at makabagong pagkumpuni sa **FOTP Derawan**, ikinagagalak kong makita na ang ating mga pagsisikap na magtaguyod at maging malikhain ay puno ng sigla ngayon kaysa noon. Sa pagpapa-unlad sa ating matagal nang naitaguyod na pagkadalubhasa sa teknolohiya ng belt conveyor self-unloader, patuloy na humahanap ang mga taga-CSL ng mga bago at malikhain paraan upang matustusan ang mga nagbabagong pangangailangan ng ating mga customer.

Ang ganitong uri ng pagiging malikhain ay gusto kong tawagin na pagiging CSL – ang patuloy na paghahanap ng mga bago at makabagong paraan upang gawing mas ligtas, mas mahusay at mas sulit sa gastos ang mga pagpapakabo ng CSL. Nananalayat ang pagnanais na ito sa kultura ng ating korporasyon at isa itong prominenteng bahagi ng ating mga pinapahalagahang katangian.

Tunay na mapanghamon ang panahon ngayon para sa mga kumpanya ng shipping sa buong mundo. Ang mga taga-CSL, parehas ang mga nasa laot at nasa lupain, ay tumatalima sa kanilang natural na pagiging matalino upang pamahalaan ang negosyo sa mga mapanghamon na panahon na ito, habang patuloy na minamatyagan ang mga pangmatagalang trend at oportunidad. Ipinapamalas ng marami sa mga artikulo sa isyung ito ng *CSL World* kung paano iyon nagagawa mismo ng mga taga-CSL sa buong mundo. Salamat sa walang-sawang suporta ng ating mga empleyado, customer, supplier, kasosyo at mga kaibigan, ang bagong kabanata sa kuwento ng kumpanya na ito na kapita-pitagan ngunit maituturing pa rin na bago ay nagsimula na. ↕

Rod Jones

Pangulo at CEO, The CSL Group

FIRST CONFERENCE OF AUSTRALIAN SEAFARERS FOCUSES ON SAFETY

In early June 2013, CSL Australia held its inaugural Seafarers Conference in Sydney, bringing together 115 officers, crew members, union officials and office personnel. Themed 'Our Way Forward,' the conference provided the foundation for building a world class safety culture that aligns with the regional safety strategy. For CSL Australia, this was the first step on the 'SafePartners' journey.

The conference was highly interactive and focussed on seafarer engagement, effective communication and safety leadership. Guest speakers provided participants with effective communication tools and risk-perception knowledge. Stories shared were often times emotional accounts of personal experiences about workplace safety incidents and how profoundly they affect lives.

Greg Metcalfe, CSL Australia's Managing Director, affirmed his commitment to create a culture at CSL in which safety is *never* compromised. Further engagement sessions will be held for seafarers that were unable to attend the conference. A working group will also be formed to lead the 'SafePartners' way. ↴



SHIPPING INDUSTRY PROPOSES SOUND ALTERNATIVE TO THE NORTH AMERICAN EMISSIONS CONTROL AREA

There is no debate that per tonne of cargo, short sea shipping uses less fuel and emits fewer CO₂ emissions than rail and truck. A tonne of cargo transported by truck travels 32 km (20 miles) per gallon of fuel and 700 km (435 miles) per gallon by rail. In contrast, the same tonne will travel over 1,610 km (1,000 miles) on a single gallon of fuel when transported by ship.

In the U.S., while the Department of Transportation seeks to promote short sea shipping because of its inherent environmental and economic value, the EPA's proposed North American Emission Control Area (NA-ECA) – a well-intentioned coastal shipping regulation meant to reduce sulfur dioxide emissions – will in fact increase fossil fuel emissions.

Currently, the EPA requires all shipping vessels travelling in waterways within 200 nautical miles off the East and West coasts of North America to use diesel fuel containing no more than one percent sulfur. However, on January 1, 2015, the NA-ECA will tighten that requirement to 0.1 percent – putting short sea shipping vessels at an economic disadvantage to trans-oceanic ships, which compete with neither trains nor trucks.

Once outside the NA-ECA, trans-oceanic vessels can switch to more economical 3.5 percent sulfur fuel, while short sea shipping vessels, which move almost entirely within the designated control areas, are required to burn more expensive, low-sulfur fuel for the duration of their trips.

As presently stated, the NA-ECA will discourage companies from choosing short sea shipping to move cargo by making it prohibitively expensive. As transporting by ship becomes less competitive, cargo that would have customarily been moved by vessel will likely be transported by less efficient but cheaper modes of transport with higher fuel usage and emissions, more congestion, and increased safety hazards.

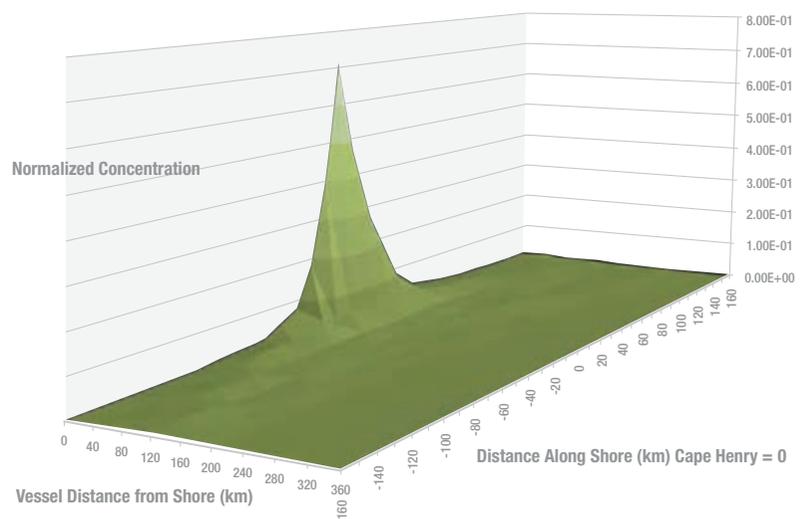
To address concerns about sulfur dioxide emitted from coastal cargo ships, CSL along with its partners in the short sea shipping industry conducted a study using EPA-approved models. The study demonstrated that the onshore air quality impact of vessels with lower horsepower, such as those operating in short sea shipping trades, diminished as they sailed further from shore, becoming insignificant at 50 nautical miles offshore.

As a result of the study findings, the short sea shipping industry is requesting that ships with 20,000 horsepower or lower be exempt from the EPA's 0.1 percent sulfur fuel requirement within 50 miles of shore. As will be presented by CSL in its testimony before the U.S. Congressional House Subcommittee on Coast Guard and Maritime Transportation on October 10, 2013, this sound alternative to the NA-ECA would achieve the EPA's goal of preventing ship sulfur dioxide emissions from reaching land communities without penalizing short sea shipping.

To avoid undue barriers to the competitiveness of short sea shipping and to foster environmentally sustainable cargo shipping, CSL and the short sea shipping industry seek to engage with the EPA to revise the NA-ECA legislation with the proposed amendment. If it is not revised, this sweeping standard is likely to have the opposite effect intended – increasing rather than reducing air emissions – by displacing marine shipping to less efficient land modes. ↴

Shore Concentration Profile Example — Cape Henry

Graph shows rapid decline of emissions concentration on shore with distance



NEXT GENERATION TRANSHIPPING WITH THE *CSL WHYALLA*

Converted from a self-unloader into a highly specialised gravity self-unloading transshipment shuttle vessel (TSV), the ***CSL Whyalla*** represents CSL's new generation of high-capacity transhippers. Featuring superior productivity, increased capacity and reliability, simple shore infrastructure requirements and limited environmental impact, this new breed of transhipper offers high-value/low-cost transshipment solutions.

Operating in the South Australian Port of Whyalla within the Upper Spencer Gulf Marine Park, the ***CSL Whyalla*** is highly manoeuvrable and loads directly into an ocean-going vessel via a system of inclined belts and conveyors, all of which are covered to eliminate dust. With a deadweight of 12,500 tonnes, the ***CSL Whyalla*** is capable of loading on a shallow draft of five metres and transshipping iron ore into a capesize ocean-going vessel at a rate of 4,200 tph. It is also able to operate in swells of up to three metres.

Equipped with the latest-generation self-unloading equipment, the ***CSL Whyalla*** features variable frequency drives (VFD) for better cargo rate control. Also designed with safety and environmental protection in mind, the ***CSL Whyalla*** is equipped with stainless steel top covers and bottom spill trays, an enclosed boom hood and spray system to suppress dust, reduce noise and protect against cargo spillage.

The wheelhouse was designed for maximum navigational visibility featuring completely enclosed bridge wings. The bridge control centre allows the remote operation of thrusters, self-unloading equipment, ballast system and ranging mooring winches, along with closed-circuit television for mooring and cargo hold flow monitoring. This ergonomic arrangement provides total operational control with no requirement for

crew for'd and aft during discharge mode alongside the OGV or loading mode alongside the shore loading facility.

For hull protection during transshipment, a fendering system was permanently installed on the ***CSL Whyalla***'s starboard side. ⚓

Ian Ives

Director, Transshipping and New Business Development, CSL Australia



The *CSL Whyalla* transships into capesize vessel.

THE RESPONSIBLE RECYCLING OF THE *CSL TIBER* AND *CSL BERGEN*

The decision to retire a ship is never an easy one and typically requires months of analysis and thoughtful consideration, as was the case with CSL Europe's ***CSL Tiber*** and ***CSL Bergen***.

"Scrapping" a ship after a phone call or two may have been the standard years ago, but responsibly recycling retired tonnage is the new norm – and one that CSL embraces fully. In fact, CSL's ship recycling policy outlines a strict set of guidelines to ensure ships that have reached the end of their useful lives are recycled in a safe and environmentally-friendly manner. CSL Europe also complied with the international rules and regulations on ship recycling, including the EU's Basel Convention on the movement and disposal of hazardous waste, and the unratified IMO *Hong Kong Convention for the Safe and Environmentally Sound Recycling of Ships*.

For the decommissioning of the ***CSL Tiber*** and the ***CSL Bergen***, CSL researched and assessed recycling facilities in Europe and Turkey that were fully compliant with CSL policy and the Hong Kong and Basel Conventions. Turkish companies based in Aliaga met all the criteria and Izmir Gemi was selected to carry out the work.

Prior to the delivery of the vessels for recycling, Inventory of Hazardous Materials (IHM) surveys were carried out and approved by the vessels classification society. The results were then presented to the recycling facility for consideration in their recycling plan, which was then submitted to CSL and the Turkish authorities for review and approval.

The ***CSL Tiber*** and ***CSL Bergen*** were then delivered to Aliaga, after which a minimal crew of five seafarers and a V.Ships superintendent were retained onboard to assist with the movement of the vessels from anchorage to the slip way. Once at the slip, a chain was passed through the bow thruster tube and attached to hydraulic pulling winches to secure each vessel.

To eliminate the potential for contamination, hull sections were not cut in or over water where tanks are located. When the tanks were cut, an anti-pollution boom was placed around the stern of each vessel to pull them up the slip. Large hull sections were then removed and taken into the recycling area where they were cut into manageable sections before onward transportation.

Tanks that previously contained oil as well as double bottom ballast tanks were first fully cleaned, inspected by Turkish government environmental agency officials, and issued a permit before they were cut. Under the supervision of the Turkish environmental authorities, hazardous waste was transported to onsite government-controlled storage areas, and later moved to recycling areas or approved landfill.

The recycling of the ***CSL Tiber*** and ***CSL Bergen*** was completed within six weeks of delivery to the Aliaga facility. At regular intervals throughout the recycling process, onsite supervision was carried out by V.Ships Istanbul to ensure facility operators were carrying out the recycling as stated in the approved plan. ⚓

Jim Hardie

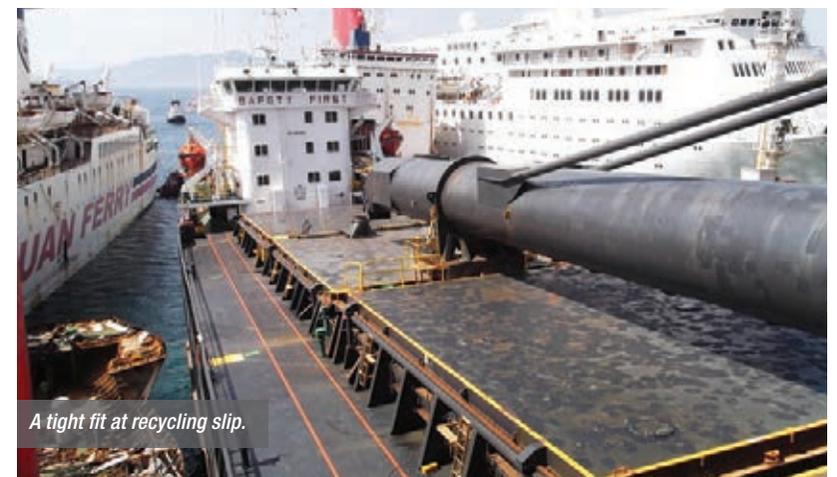
Director, Fleet Management, CSL Europe



3 weeks into recycling process.



1 week to go, waiting for cleaning and approval for cutting double bottom ballast tanks.



A tight fit at recycling slip.

INGENUITY AND TEAM WORK IN ACTION ON THE *FOTP DERAWAN*

They said it couldn't be done...

Innovation, creativity and persistence – and a steadfast focus on safety – are characteristics that have helped CSL devise solutions to overcome difficult challenges, sometimes even when conventional wisdom suggests otherwise. A recent incident involving the *FOTP Derawan*, CSL's crane-based transhipper operating in Indonesia, demonstrates our distinctive ingenuity and resolve.

In early May 2013, during regular maintenance of the *FOTP Derawan* by a service contract engineer, a combination of factors caused the crane jib brakes to partly release while the jib was out of its cradle. The crane jib made a slow but uncontrolled descent to the deck of the vessel, causing severe damage to the head and both arms of the jib, the operator cabin and a walking platform.

CSL Asia's Technical Manager, **Shahnawaz Adenwala** and a representative from the crane manufacturer IKNOW travelled to the site and met with the maintenance company and local workshop, Nusantara Teknik.

Due to the nature of the job and location of the repairs, the conclusion was that the crane could not be repaired in situ. This would mean that the *FOTP Derawan* would have to be towed to a repair facility about 400 nautical miles away, entailing towage and repair costs, and lost productivity.

Instead the team devised a plan to complete the repairs in situ, which would allow the *FOTP Derawan* to continue its transshipment operations with one crane during repair.

First to be repaired was the forward end of the jib (nose), which was done by cutting the damaged plates, fabricating new ones in a workshop, and later welding them back in place.

Due to its awkward position on the deck, the jib could not be lifted by its own wires, so arrangements were made to lift it to its parking position with the help of a mooring winch. Spare luffing wire was used and passed through the highest point on a bucket elevator using various pulley blocks and shackle.

Once the jib was in parking position and the nose was repaired, work began on both arms of the jib. A working platform was designed and fabricated at 30 metres from deck level and was hung on the arm of the jib. One by one both arms were repaired by cutting the damaged sections and inserting new plates. The on-site crane manufacturer representative provided all necessary specifications, drawings and welding methods for the fabrication of the new plates.

Workshop staff and ship crew were distributed into two teams to carry out the job 24 hours a day. The work took 25 days to complete.

During the course of repairs, the platform operated with one crane. Loading operations continued with the utmost attention to safety. ↕



The working platform hung on the arm of the jib.



Crews at work repairing the FOTP Derawan.



L to R : Ch. Eng. Herman, Mr. Jafar, Nusantara Teknik, Mr. Hirai, IKNOW, Mr. Shahnawaz, CSL, Captain Yuni, Chief officer Aris, Mr. Bambang, V.Ships Jakarta.

SSRI/SELF-UNLOADER COLLABORATION CREATES OPERATIONAL EFFICIENCIES

Self-unloaders equipped with sub-sea rock installation (SSRI) technology, flexible fall pipes (FFP) and an onboard remotely-operated vehicle (ROV) are highly specialised vessels typically associated with the accurate installation of rock in water depths of up to 2,200 metres.

Not as well-known is their excellent performance working in tandem with self-unloaders in a broad range of other operations. These include cable installation for offshore wind farms, berm construction for the erection of offshore platforms, seabed levelling, and the installation of ballast and scour protection for pipelines. SSRI vessels can also be redeployed into bulk self-unloader trades.

Using our hybrid or gravity-fed self-unloading vessels, CSL is able to deliver or tranship on location to an SSRI ship. This in turn increases the productivity and overall output of the SSRI vessel by eliminating the need for expensive and time-consuming return voyages to port to load cargo.

CSL Europe owns one SSRI vessel, the *Tertnes*, which it charters to Van Oord, who operates a fleet of SSRI vessels including the *Nordnes* and the *Stornes*. Working in close partnership with Van Oord, CSL seeks to optimize the worldwide use of SSRI ships and to position cargo with transshipment for optimum efficiency. ↕



The Stornes

WHO'S ONBOARD

RT. HON. PAUL E. MARTIN



Vessel: **Rt. Hon. Paul E. Martin**

Location: Port of Baltimore, Maryland

Company: Consol Energy Inc.



Oleksandr Bashkov ⚓ Master
Illichevsk, Ukraine

Oleksandr has been a Captain since 1995 and with CSL since 2000. His first impression of self-unloaders left him intrigued after having served on container and general-purpose cargo ships. "There was so much equipment, and so much speed of operation. It matched the style of my life. I can't just sit and wait, which is probably why I'm here." The Captain said he's very pleased with the **Rt. Hon. Paul E. Martin**, and the message it sends to the fleet. "The crews like to see the new ships. It's time to replace the older vessels." Oleksandr is looking forward to another new arrival in the fall. "One of my daughters is expecting her second child and we're very excited." The Captain's other grandchild, Alexandra, is named in his honour.



Oleg Komosko ⚓ Chief Engineer
Odessa, Ukraine

Oleg has been with CSL since 2002, and has advanced from 4th Engineer to Chief in the past six years. He was part of the Newbuilds Team that oversaw the building of the Trillium Class vessels, including his own ship, **Rt. Hon. Paul E. Martin**. "Our main objective was to build the best vessel possible," said the Chief. It features a state-of-the-art electronic engine, a first for the CSL fleet. "We were well trained for the new engine, and each engineer from second up has had to have certification." Oleg's son, Dmytriy, is a navigation cadet at the Maritime Academy in Odessa.



Vitaliy Gryb ⚓ Second Engineer
Odessa, Ukraine

Vitaliy was promoted to Second Engineer during his current contract. He started with CSL eight and a half years ago as a Cadet. He also worked at Chengxi Shipyard during the building and delivery of the **Rt. Hon. Paul E. Martin**. "It was a very important experience for my job," said Vitaliy. "As part of the Newbuilds Team, I checked the systems and equipment and evaluated the ship during sea trials." Vitaliy said he was excited to work with the new B&W Electronic Engine and with the possibilities it offers. "The engine room is new and everything is very good. The engine burns less fuel, gives off less emissions and there's an economy on lube oils, which makes it friendlier for the environment. I love the job."



Rostyslav Rostetsky ⚓ Chief Officer
Odessa, Ukraine

Rostyslav has been with CSL for eight years, during which time he has risen from Cadet to Chief Officer. He too was involved in shipyard work during the **Rt. Hon. Paul E. Martin**'s construction. "It was a very good experience to see how the ship was built," said Rostyslav. "We underwent training at Shanghai for the new electronic (navigation) charts (ECDIS) system, which is completely paperless and makes our job easier. I will be getting married in a month's time." (His fiancée's name is Bogdana). "I'm excited and a little bit nervous," he said with a smile.



Pavlo Gusyev ⚓ Second Officer
Odessa, Ukraine

Pavlo was five minutes from vacation when *CSL World* caught up with him. He said he was looking forward to seeing his wife and two daughters, Alexandra, five and a half, and Maria, one and a half. "I'm anxious to see them, yes." Pavlo has been with CSL for more than eight years, and says he wants to become Captain one day. "If a person is not setting targets for himself, it's not worth doing the job." Pavlo said he enjoys working with the deck department. "I call my guys on the deck my 'Dream Team' because you don't even have to tell them what to do and things get done."



Oleksandr Soloviov ⚓ Training Navigation Officer
Odessa, Ukraine

Oleksandr is in his final year at the Maritime Academy in Odessa. This is his third contract (sea time) with CSL. "I've gained a lot of experience, the Second Mate is very good, helping me with my work on deck, navigation and paperwork." Oleksandr is following in his family's footsteps. His grandfather was a long-time seaman, and his mother served on passenger vessels for 25 years. "When I was 16, I told her I wanted to enter the Academy. It's an interesting job, and I get to see the world."



Vasyl Storchemko ⚓ Ordinary Seaman
Kherson, Ukraine

Vasyl had just returned to the **Rt. Hon. Paul E. Martin** from vacation after spending time with his wife and family and doing a bit of fishing. A veteran of a decade of sailing, he has been with CSL for seven years. "I like this ship," he said. "It's a good vessel, a new vessel." Vasyl has undergone seaman's (ratings) training at a college in his hometown of Kherson, which he applies to his job. "The priority on board is safety, and my job requires a lot of cleaning, painting and maintenance of equipment."



Kostyantyn Vydryk ⚓ Bosun
Odessa, Ukraine

True to his position, Kostyantyn has little time for talk, but plenty of time for work. He's a veteran of 27 years of sailing, and has been with CSL for 13 of them. This is his first contact with the **Rt. Hon. Paul E. Martin**, but so far he likes what he sees. "It's a good ship. The deck department is young, but I think I have the experience to help them. It's a good team." Kostyantyn was honoured with the CSL Award in 2012 for his overall work performance, and when asked why he felt he deserved it, he smiled slightly, looked away and said, "I don't know. I just do my job." He is married and has a daughter, Alina, 22.



Yuriy Parasovchenko ⚓ Electrical Engineer
Odessa, Ukraine

Yuriy has been sailing since 1975. When asked when he joined CSL, he didn't hesitate: "It was about March 13 in 1998; a Friday, a happy Friday. I was one of the first eight Ukrainians to join CSL. I joined the **M.H. Baker III (Atlantic Superior)**, and after two weeks I transferred to the **CSL Atlas**, and was the first Ukrainian Electrical Engineer in the fleet. Self-unloaders were new for me, but interesting." Yuriy's son, Oleg, serves as a Fourth Mate on board the **CSL Acadian**. "One time I was on the **Eastern Power** and he was on the **Baldock** and our vessels were berthed near each other in port. It was the closest we've come to sailing together."



Andriy Motronyuk ⚓ Cook
Odessa, Ukraine

Andriy has been with CSL for 10 years having recently been presented with his 10-year milestone award. He has served on company vessels in Australia, the Persian Gulf and in North America. "CSL is a big company, a good company." He says he loves the galley aboard the **Rt. Hon. Paul E. Martin**. "It's an all-new galley with equipment and systems. Everything works fine." When asked what type of food the crew prefers, he said they have a variety of tastes, but they like traditional Ukrainian cooking like the feature dish on the dinner menu, golubtsi, cabbage rolls with meat, rice, tomatoes and sour cream. Andriy has a wife at home, Angelica, and a daughter, Angelina, 14.



SNAPSHOTS OF THE TRILLIUM CLASS

In the shipping industry, it's no small accomplishment to take delivery of a single new vessel in a company fleet. Imagine seven — and they also just happen to be the most advanced vessels in their class. CSL's Trillium Class self-unloaders, four Lakers and

three Panamaxs, are in operation for Canada Steamship Lines and CSL Americas respectively, ushering in a new era — in terms of efficiency and environmental performance — for CSL, its customers and the communities they serve.

TRILLIUM PANAMAXES



Panamax
Rt. Hon. Paul E. Martin



The **Rt. Hon. Paul E. Martin**, the first of three new Trillium Class self-unloading Panamax vessels set sail on her maiden voyage on October 5, 2012, from Chengxi Shipyard in Jiangyin, China. She was commanded by Captain **Vladyslav Tarasov** and Chief Engineer **Volodymyr Romanchenko**. After her 16-day trans-Pacific voyage, she arrived in Sechart, British Columbia on October 21, 2012 at 02:00 PDT and was immediately deployed for service, loading stone for discharge in the San Francisco area.

In commemoration of her maiden voyage, the vessel was honoured with a plaque from the Port of Vancouver. Receptions celebrating the **Rt. Hon. Paul E. Martin's** took place in San Francisco and Redwood City, California. On the occasion of her first loading at Orca Sand and Gravel in Port McNeill, British Columbia, the **MV Rt. Hon. Paul E. Martin** was blessed by the Kwakiutl and Namgis First Nations in a traditional ceremony that took place on the foredeck of the vessel.

The **Rt. Hon. Paul E. Martin** was named in honour Canada's twenty-first Prime Minister and former owner of The CSL Group. It was Mr. **Martin's** vision to expand CSL from the Great Lakes and establish Canadian companies as industry leaders on a global scale.



Panamax
CSL Tecumseh



The **CSL Tecumseh's** maiden voyage began on May 7, 2013 when she set sail from Chengxi Shipyard. Commanded by Captain **Sergiy Luchakov** and Chief Engineer **Igor Pleshko**, she arrived on May 23, 2013 at 15:25 local time in Port McNeill, British Columbia where she loaded her first cargo, stone, which was discharged in the San Francisco Bay area. The vessel was honoured with commemorative plaques from Port McNeill and the Port of San Francisco.

The **CSL Tecumseh** is named after the iconic Shawnee leader who is celebrated as a heroic military commander in Canadian and Native American history. CSL chose the name in honour of Tecumseh's exceptional strength of character, perseverance, ingenuity and resourcefulness.



Panamax
CSL Tacoma



The last of CSL's three Trillium Panamax ships, the **CSL Tacoma**, is scheduled for delivery in October 2013. On her first voyage, the **CSL Tacoma** will be commanded by Captain **Denys Symonov** and Chief Engineer **Orlov Sergiy**.

The **CSL Tacoma** is named after the Native American word for Mt. Rainier, a massive volcanic mountain located 54 miles (87 km) southeast of Seattle, Washington.

Panamax Specifications



Main engine	IMO Tier II Engine - Man B&W 5S65ME-C
Type of engine	Electronically-controlled slow-speed diesel engine
Propulsion	Single propeller, right-handed
Total power	10,430 KW x 81.0 RPM
Gross tonnage	43,691 tonnes
Net Tonnage	17,087 tonnes
Deadweight	71,400 metric tonnes
Length Overall	228.6 metres
Length Between Perps	225.2 metres
Depth Moulded	20.2 metres
Breadth Moulded	32.3 metres
Draught Summer	13.5 metres
Length of Boom	80 metres

CSL Newbuild Team



TRILLIUM LAKERS

Laker *Baie St. Paul*



On October 3, 2012, the **Baie St. Paul**, the first of the Trillium Class Lakers, set sail on her trans-Pacific voyage from Chengxi shipyard in Jiangyin, China. She arrived in the Port of Montreal at 20:30 EDT on December 1, 2012. The vessel was commanded by Captain **Mike Despotovich** and Chief Engineer **Dominique Tanguay**.

The **Baie St. Paul** received the *International Bulk Journal's* 2012 Bulk Ship of the Year Award and was selected by the Royal Institution of Naval Architects as a Significant Ship of 2012. Moreover, in 2012, Canada Steamship Lines and the Trillium Class were honoured by the St. Lawrence Economic Development Council with the prestigious St. Lawrence Award.

The **Baie St. Paul** was celebrated in the Port of Montreal on March 21, 2013 and kicked off the St. Lawrence Seaway's 55th navigation season as the first vessel to transit through the St. Lambert Lock on March 22, 2013. On her first trade, she loaded uncalcined coke in Chicago, Illinois which she discharged in Belledune, New Brunswick.

Canada Steamship Line's Trillium Class Lakers mark the return of the trusty Bay series in the St. Lawrence and Great Lakes fleet. CSL's first **Baie St. Paul** was a bulk carrier built in 1963 that sailed until she was recycled in 1994.

Laker *Thunder Bay*



Commanded by Captain **Michael Despotovich** and Chief Engineer **Jerry Stemmler**, the **Thunder Bay**, CSL's third Trillium Laker, departed Chengxi shipyard at noon local time on May 29, 2013 and arrived in Montreal on July 21, 2013. The vessel was officially unveiled at a celebration held at Snider Docks in Port Colborne, Ontario. On her first trade, she loaded iron ore pellets in Escanaba, Michigan and discharged her cargo in Québec City on August 7 2013.

The first **Thunder Bay** was a barge bought by CSL in 1917 and converted into a steamer. The second **Thunder Bay** began as a bulk carrier when she was built in 1952, and was later converted into a self-unloader in 1969 and renamed the **Stadacona**.

Laker *Whitefish Bay*



The **Whitefish Bay** was delivered on May 9, 2013 and set sail on her trans-oceanic voyage on May 16, 2013. Commanded by Captain **Kevin Crouse** and Chief Engineer **Dave Cooke**, she arrived in the Port of Montreal on July 9, 2013. On her maiden trip, she sailed to Superior, Wisconsin to load coal for discharge in Québec City. A welcoming celebration was held for the vessel at the Midwest Energy Resources Company Terminal in Superior, Wisconsin.

The original **Whitefish Bay** was a bulk carrier built in 1961 that was later converted into a self-unloader.

Laker *Baie Comeau*



The last of the four newbuild Trillium Class self-unloading Lakers, the **Baie Comeau**, was delivered on June 20, 2013 and set sail on her maiden voyage ten days later. With Captain **Andriy Bondarenko** and Chief Engineer **Francis Cotton** at the helm, she departed at 11:48 local time from Jiangyin, China and docked in Montreal at 21:00 on August 24, 2013. Her first cargo consisted of iron ore, which she loaded in Superior, Wisconsin and discharged in Québec City. A celebration to officially welcome the vessel is scheduled in her namesake city, Baie-Comeau in October 2013.

The **Baie Comeau** is an original, the first ever such named CSL ship.

Laker *Specifications*



Main engine	IMO Tier II Engine - Man B&W 6S50ME-B9
Type of engine	Electronically-controlled slow-speed diesel engine
Propulsion	Single propeller, right-handed
Total power	8,750 KW x 81.0 RPM
Gross tonnage	24,430 tonnes
Net Tonnage	8,101 tonnes
Deadweight (in metric tonnes)	34,500 at scantling draft 30,034 at maximum Seaway draught
Length Overall	225.5 metres
Length Between Perps	222.6 metres
Depth Moulded	14.7 metres
Breadth Moulded	23.8 metres
Draught – Summer	9 metres
Draught – Seaway	8.1 metres
Length of Boom	80 metres



CSL PARTNERS WITH STUDENTS IN COASTAL RESTORATION PROJECT

During a severe winter storm in December 2010, a CSL barge ran aground on the western shore of the Bay of Sept-Iles when the rope used to secure it to an ocean-going vessel was stressed and broke. While CSL made every effort to reduce the environmental impact of refloating the barge, the nature of the operation would inevitably cause some damage to the local natural habitat.

In compliance with CSL's environmental policy and the requirements of the Department of Fisheries and Oceans (DFO) Canada, CSL sought the assistance and expertise of a local educational institution to repair environmental damage caused by the operation. The partnership with the Cégep de Baie-Comeau, a local college, would result in an extraordinary success story for the participating students, for CSL, and most importantly, for the ecosystems of the Bay of Sept-Iles.

Led by Professor Serge Bisailon in collaboration with CSL's **Anne Roberge** and **Mike Bedford**, a team of students prepared and executed a restoration plan that was launched in early 2012. Work was completed on three main coastal sites identified by the DFO.

Along with the objective to restore the coastal habitat as close to its original state as possible, the Cegep aimed to use the project to explore advanced methods in plant engineering and provide practical experience for its students in the Fisheries and Hunting Department. A progress report and recommendations for further restoration was submitted to CSL in July 2013.

The photos below demonstrate some of the astonishing results of the restoration work. ↴



“I AM CSL” — CORE VALUES DEFINE WHO WE ARE



Earlier this year, CSLers throughout the world engaged in a company-wide dialogue on the existential questions that define us as a company. What drives us? What do we stand for? What do we care about? And how does this translate into core values that inspire and motivate?

Though our geographies, cultures, languages and positions within the company may vary, the dialogue sessions revealed that regardless of our many differences, CSLers are guided by common values.

- We care about people and their safety. We care about the environment and the communities in which we operate. And we care about doing the right thing.
- We thrive on exceeding expectations for our customers and partners. We take pride in cultivating teamwork and building long-term relationships.
- We see challenges as opportunities and we are driven by a continual quest to improve our service to customers. We are imaginative and innovative, and we seek new ideas to deliver sound, value-added solutions.

- We strive for excellence and reflect quality in everything we do. We hold each other accountable to the highest ethical and professional standards.
- We conduct ourselves with integrity and honesty. Our word is our bond.

Articulated by CSLers around the world, these core values represent the fundamental principles and philosophy that drive the way we make decisions, do business and conduct ourselves. They reflect CSL and they reflect how CSLers define themselves.

In the coming months, we will be launching the “I am CSL” campaign to showcase and promote how our core values are reflected in the concrete actions of CSLers, both shipboard and ashore. There are many examples of employees who “walk the talk” and who can provide inspiration to us all.

If you would like to share a story about a CSLer who espouses one or more CSL values, please send it to **Brigitte Hébert** at bhebert@cslmtl.com. ↴

CSL'S REGINA LOST 100 YEARS AGO IN GREAT STORM OF 1913 BY SKIP GILHAM

It was a century ago, in November 1913, that the most devastating storm in Great Lakes history swept out of the west and sent 11 ships to the bottom, claiming an estimated 251 lives and leaving other ships aground and in peril.

Canada Steamship Lines, only months old, did not escape this devastating hammer from nature. The company's package freighter **Regina** was caught in the howling winds, blinding snow and mountainous waves on Lake Huron and, after a valiant struggle, succumbed to the elements.

Built in Scotland in 1907, the **Regina** had come to the Great Lakes for the Canadian Transportation Company late in the year. The small ship was ideal for service in the grain and package freight trades between Montreal to the East, and the Canadian lakehead communities of Fort William and Port Arthur in the West. The ship became part of the Canadian Interlake Line in 1911 and CSL on its formation.

On the fateful voyage, the 78.02-metre long vessel departed Sarnia with her holds filled with canned and manufactured goods, gas and sewer pipes, plus 140 tons of hay on deck. The ship disappeared in the Great Storm on November 9-10, 1913, and took 20 sailors to their death.

The final resting place for **Regina** remained a mystery until it was discovered by wreck-hunters on July 1, 1986. The vessel is in approximately 24 metres of water off Port Sanilac, Michigan. The hull rests partly on its starboard side and mainly upside down on the bottom. The telegraph reads “stop” and an anchor cable is played out, leading to the belief that the “abandon ship” order had been given knowing the vessel was doomed. No one survived.

The **Kenora**, a sister ship, was operating elsewhere for the company that fateful day. It remained with CSL until the opening of the Seaway in 1959 and was then scrapped at Hamilton.

It was a difficult loss for the new company, but CSL has continued to build on its foundation and this has lasted for 100 years.

As part of the **Remembrance of the Storm of 1913**, an event is being held in Goderich, Ontario on November 8-9 to celebrate the past, showcase the present and look to the future. For more information, go to www.1913storm.ca. ↴



CSL package freighter Regina was one of 11 ships lost in the Great Storm of 1913.

CSL AMERICAS RECOGNIZED FOR SUPPORTING MARITIME EDUCATION



**Massachusetts
Maritime
Academy**

In mid-May 2013, CSL Americas was awarded a Silver Leadership Medal by the Massachusetts Maritime Academy. The prestigious medal recognizes CSL's exceptional commitment to maritime education, citing several meaningful cadet scholarships that CSL has donated on an annual basis for the past decade.

Outside of the monetary support provided through the scholarship programs, CSL Americas also hosts several interns each year and offered shipboard experience opportunities for the first time in 2012 to MMA cadets to contribute to their sea-going time requirement. The CSL/MMA partnership was initiated by **John Sheather** in 2003. Since then, the relationship has flourished with CSL representation on the Academy's Careers Advisory Board, of which John was one of the original members when it was established in 2009.

Through the internships and scholarship support, the Academy has learned more about the self-unloading niche. Three cadets have initiated an internal academy project to study transshipment (with CSL operational assistance) in an effort to promote its commercial and logistical value. The students have been invited to share their findings at the International Association of Maritime Universities' Conference to be held in Romania in October 2013. CSL also sponsored three other cadets to study energy efficiency options for CSL vessels in 2012-13. The value to CSL is in the ability to identify talented marine professionals through interactions such as these. Since beginning our relationship with Massachusetts Maritime Academy, CSL has hired four graduates. ↕

CSL CYCLING TEAM RIDES FOR MS

CSL's **Keep on Steamin** cycling team rode more than 175 km over two days in mid-August to raise funds for the Multiple Sclerosis Society of Canada as part of the organization's annual Bike Tour. Cyclists were motivated, the weather was perfect and everyone had fun, notwithstanding the challenging hilly course in the Victoriaville region.

I am very proud to announce that the team raised \$11,280 thanks to the generous donations of CSL and V. Ships employees, key business partners, anonymous donors, friends and family members. CSL participants also each received a \$250 donation from the company as part of CSL's Donations Policy that encourages employee participation in fundraising activities.

The Bike Tour has been a critical part of the MS Society's fundraising efforts for over 20 years. Proceeds from this event and others like it provide support and services to help those living with this disease, their families and caregivers. They also fund research with three primary goals: to find a cause and cure for MS, repair nervous system damage caused by MS, and stop MS attacks. ↕

Johanne Gauthier, Cycling Team Leader
Director, Treasury and Corporate Finance, The CSL Group



Top: Left to right: Luc Bernier, Mark Collins, Louis Martel, Réal Bellemare. Bottom: Left to right: Nicole St-Pierre, K'trie Coster, Johanne Gauthier, John Sypnowich, Julie Goulet.

CSL HELPS FEED KIDS IN NEED



While many children in the Boston area receive subsidized lunches during the school year, access to these lunches is often limited over the summer. To address this problem, Beverly Bootstraps, a social services agency located near the CSL Americas Beverly office, created a Summer Park Program that provides underprivileged children with supervised playtime and nutritious lunches. According to Heather Johnston, Director of Donor Relations at Beverly

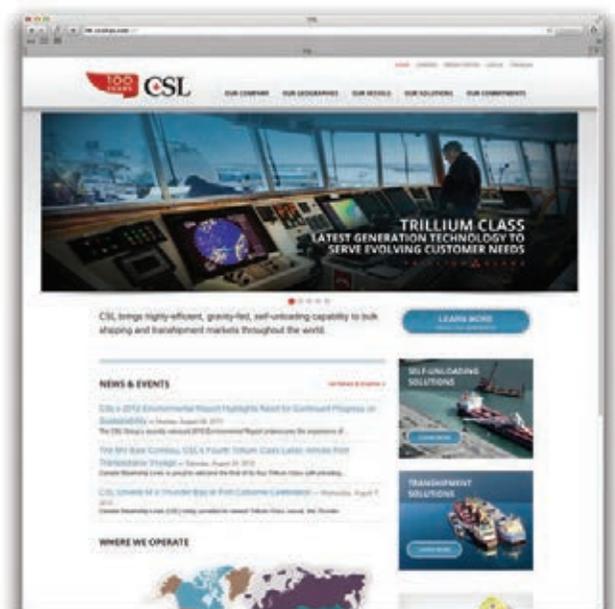
Bootstraps, for many of the participating kids, these lunches may be the only meal they receive that day.

To ensure all children in the program receive a lunch prepared at the Beverly High School cafeteria, an enthusiastic team of CSL Americas volunteers led by **Mubarak Hasan** and **Gisèle Girard** delivered the meals to the park locations. The experience has been enriching for CSLers, and helped build understanding and stronger ties with the community.

As part of CSL's **Keep on Steamin** campaign, CSL Americas, Marbulk and V. Ships employees have also launched a food drive to collect "most-needed" pantry items for Beverly Bootstraps Food Pantry. These include canned fish and meat, healthy cereal, peanut butter, whole grain pasta and rice, etc. A large number of items have already been collected and CSL Americas hopes to continue the campaign in the coming months. Donations are being dropped off at the Pantry on a bi-weekly basis. ↕



VISIT CSL'S NEW WEBSITE AT **CSLSHIPS.COM**



WORKPLACE HEALTH AND SAFETY FOCUS OF WORKSHOP



As part of CSL's ongoing commitment to a safe and healthy working environment, in late August 2013, Canada

Steamship Lines held a two-day Maritime Occupational Health and Safety (MOHS) training on Workplace Health and Safety at its Hamilton offices. The course was based on the Canada Labour Code for shipboard MOHS representatives. The purpose of Part II of the Code is to prevent accidents and injury to health arising out of, linked with, or occurring in the course of employment. The legislation ensures that workers and employers cooperate to prevent accidents and resolve health and safety problems.

The course was delivered by Bob Black, a federal instructor from the Workers Health and Safety Centre, Ontario and facilitated by V.Ships Canada Inc. training facilitator **Daryl Faleiro**. The workshop was well received and crew participated with great enthusiasm. The second phase of MOHS rep training will take place this fall. ↕



From left to right: Allwyn Phillips (MS&Q), Siobhan McDowall (Ch. Cook), Donna Leddy (Ch. Cook), Bob Black (Instructor), Peter Leonard (AB), Samuel Potter (AB), Hendriekus Vrugteveen (Hd. Tunnelman).

SHOW US YOUR SAFETY COLOURS! SAFEPARTNERS DRAWING CONTEST

SafePartners encourages employees and their families to think about the importance of safety on board CSL ships and in everything we do. We know that safety begins at home and that our kids and grand-children have a lot to learn from us.

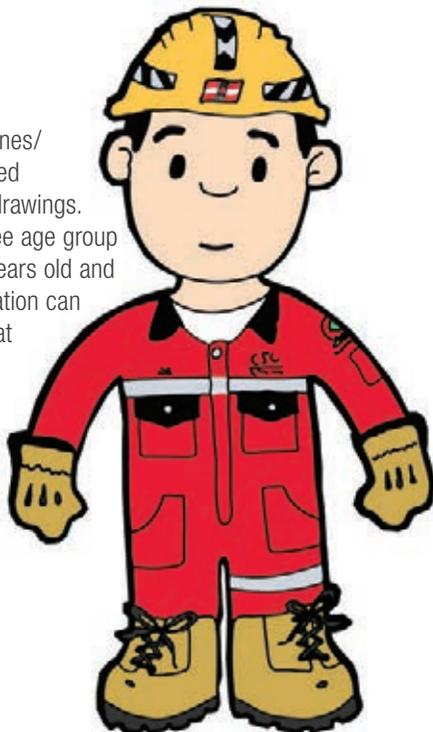
The SafePartners Drawing Contest being held at Canada Steamship Lines is about putting some of that safety know-how into pictures. All drawings will be featured in the 2014 SafePartners Calendar. ↕

Contest Details

Kids 12 and under whose parents and grandparents are Canada Steamship Lines/ V.Ships permanent ship and shore-based employees are invited to send in their drawings. One grand prize will be awarded in three age group categories: 1) 5 and under, 2) 6 to 9 years old and 3) 10 to 12 years old. Ideas and inspiration can be found on the SafePartners website at www.safepartners.ca.

Drawings must be submitted before October 31, 2013 to the attention of:

SafePartners Drawing Contest
759 Square Victoria, 6th floor
Montreal, QC, H2Y 2K3



CSL AMERICAS EARNS SIX SHIP SAFETY AWARDS

Six vessels in the CSL Americas fleet were recognized for their superior safety performance at the Chamber of Shipping of America's Annual Safety Awards Luncheon held in New Orleans on May 23, 2013. Through hard work and unwavering commitment to shipboard safety, the following vessels earned the coveted Jones F. Devlin Award:

<i>CSL Atlas</i>	<i>CSL Argosy</i>	<i>CSL Trailblazer</i>
<i>CSL Cabo</i>	<i>Sheila Ann</i>	<i>Pioneer</i>

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 honored vessels! ↕



Andrew Lennox, Manager Technical Operations, CSL Americas, accepting the Devlin Award from Bruce Fearnie Chairman, Chamber of Shipping of America.

CSL HOSTS NCAGS-NEW YORK

In late July, CSL Americas hosted the U.S. Fleet Forces Command Naval Cooperation and Guidance for Shipping - New York (NCAGS-New York) during its maritime industry training weekend in the Boston Area. NCAGS-New York is a Navy Reserve unit that supports shipping cooperation and provides guidance to commercial vessels transiting in crisis areas or in areas where deconfliction with allied naval operations might be required. NCAGS is a NATO mission consisting of Allied members from the U.S., Canada, the U.K., Denmark, Norway, Sweden, Germany and Italy, among others.

The NCAGS-New York unit visited various marine organizations in the Boston area to give its personnel exposure to the commercial shipping and global marine industry. At CSL, **John Sheather** and **Nick Kozma** gave an overview of CSL's history and operations. Coincidentally, Nick Kozma is a senior member of the unit and was proud to have CSL participate.

The visit was of particular relevance to CSL Americas, who's **CSL Argosy** interfaced earlier this year with United Kingdom Marine Trade Operations (UKMTO) based in the United Arab Emirates. UKMTO are Navy Reservists from the UK carrying out the same NCAGS mission in the Arabian Sea and Persian Gulf. During her passage through the Gulf of Aden on her way to Mina Saqr, **CSL Argosy** reported daily to UKMTO. ↕



John Sheather MD CSL Americas poses with Cmdr Jim Polickoski and Lt. Cmdr Nick Kozma (CSL ops).

PEOPLE UPDATE

NEW HIRES

CSL Group

May Jensen was hired on April 1, 2013 as Director, Insurance and Risk Management

Natalie Heyeur was hired on April 8, 2013 as Administrative Assistant - Global Technical Services

Claudine Marineau was hired on May 13, 2013 as Director of Taxation

Rissalath Adebo was hired on May 27, 2013 as Analyst, Business Process and Accounting Analyst

Émilie Boileau was hired on July 22, 2013 as Human Resources Generalist

Marouane Naqos was hired on October 1, 2013 as Project Accountant for Global Technical Services

Canada Steamship Lines

Carole Derome was hired on June 3, 2013 as Administrative Assistant

CSL Australia

Sasha Holdsworth was hired on March 18, 2013 as Manager Human Resources

David Fethers was hired on June 24, 2013 as Director, Technical and Fleet Operations

James Keegan was hired on August 12, 2013 as Naval Architect

Brad Newman was hired on September 23, 2013 as Assistant Manager, Transhipment Operations

CSL Europe

Beatrice Chisumo was hired on August 1, 2013 as Accounts Assistant

PROMOTIONS/TRANSFERS/CHANGES

CSL Group

Lina Li Lim Fong was appointed Senior Paralegal on April 1, 2013

Jean David Côté was appointed Naval architect in the global technical services department on September 24, 2013.

Canada Steamship Lines



Kelly Russell was appointed Dispatcher on April 1, 2013

CSL Americas

Nathalie Sykora was promoted to Senior Director, Technical Operations on April 1, 2013

Henrik Friis was promoted to Senior Director, Marketing and Pool Management on April 1, 2013

Sergey Osminkin was promoted to Senior Manager, Port Operations on April 1, 2013

CSL Australia



Michael Beck was promoted to Senior Director, Commercial on April 1, 2013

BIRTHS



Captain **Murray Latham** (Canada Steamship Lines) and his wife Amy are happy to announce the birth of their fourth daughter, Olivia, on March 20, 2013 weighing 9 lbs, 4 ozs, 55 cm long.



Ryan MacLeod, Staff Accountant (CSL Americas) and his wife Stephanie welcomed a daughter, Taylin Ryan MacLeod, born on March 21, 2013 weighing 7 lbs, 11 ozs, 20 inches long.

John Sheather, interim MD (Beverly) is proud to announce the birth of his grandson, Liam John Sheather. Liam was born on June 19, 2013 weighing 6 lbs, 8 ozs, 19.5 inches long.

Linda Crist, AP Specialist (Beverly) is proud to announce the birth of her grandson, Syrus Jalali, on July 13, 2013 weighing 8 lbs, 4 ozs, 21 inches long.



Jamie Coates, Project Engineer (Beverly) and his wife Maria welcomed a son, Noah Hugo Coates, born on August 1, 2013 weighing 8 lbs, 5 ozs.

Emma Roberts, Senior Accountant, CSL Americas, and her husband Abe welcomed a son, Malcolm Sylvester Roberts, on August 8, 2013 weighing 7 lbs, 12 ozs.

MARRIAGES/RETIREMENT



Geneviève Levasseur, Marketing Assistant married Eric Bourret on May 4, 2013.

Captain **Daniel McCormick** joined CSL April 1977, retired January 1, 2013

Jim Phillips, Director, Projects and Engineering joined CSL April 1990, retired September 1, 2013

MILESTONES

Canada Steamship Lines



Jim Swetland, superviseur, traffic, 10 years in October

Claude Dumais, Vice-President, Technical Operations, 15 years in September

CSL Group

Michel Tardif, Corporate Controller, 15 years in August

Henry Foo, Manager, IT Operations, 15 years in January

Diane Sauvé, Receptionist, 25 years

Todd Wirchnianskyi, Senior Technician, 25 years

Maryse Lefebvre, Analyst/Programmer, 25 years in December

CSL Americas



Jennifer Holloran, Manager Treasury, 15 years in August

Sergiy Osminkin, Senior Manager, 15 years in August

Garth Mitcham, Director Marketing, West Coast Operations, 15 years in December

David Tarr, member of CSL Board of Directors, 25 years



In MEMORIAM

CSL extends sincere condolences to the families of these individuals.

Anthony Jackson a Pensioner with Canada Steamship Lines, passed away on December 3, 2012.

Helen Hietanen a Pensioner with Port Arthur Shipbuilding, passed away on March 12, 2013.

James Reed a Pensioner with Canada Steamship Lines, passed away on March 14, 2013.

Robert Gooder a Pensioner with Port Arthur Shipbuilding, passed away on March 22, 2013.

Laurent Lavoie a Pensioner with Canada Steamship Lines, passed away in April 2013.

Jacques Tremblay a Pensioner with Canada Steamship Lines, passed away on May 4, 2013.

Richard Harvey McQuillin a Pensioner with Canada Steamship Lines, passed away on June 13, 2013.

Donald Long a Pensioner with Kingsway Transports Ltd., passed away on June 27, 2013.

Claude Gagnon a Deferred pensioner with Canada Steamship Lines, passed away on January 29, 2013.

Alain Larocque a Deferred pensioner with Canada Steamship Lines, passed away on July 18, 2013.

2012 SERVICE RECOGNITION AWARDS CANADA STEAMSHIP LINES VESSEL PERSONNEL

SHIP	NAME	POSITION	YEARS OF SERVICE
<i>Hon. Paul Martin</i>	Ewart Allamby	Mechanical Assistant	25
	William Parks	Head Tunnelman	25
<i>Atlantic Huron</i>	Clyde Bateman	Ordinary Seaman	25
<i>CSL Laurentien</i>	Garland Hardy	Ordinary Seaman	25
	Beverly Muzzell	Mechanical Assistant	25
	James Houghton	Second Cook	10
<i>Baie St. Paul</i>	Anne Courtney	Chief Cook	25
<i>Atlantic Superior</i>	Kevin Marsh	Head Tunnelman	25
<i>Atlantic Erie</i>	Richard Pelley	Mechanical Assistant	25
	Steven Crawford	Second Mate	15
	Florence Pardy	Second Cook	10
<i>Salarium</i>	Wayne Poirier	Ordinary Seaman	25
<i>Spruceglen</i>	Fabien Rousseau	First Mate	25
	Noel Lagamo	Mechanical Assistant	10
<i>CSL Niagara</i>	Walwyn Gill	Chief Cook	15
	William Tibbo	Able-Bodied	25
<i>Cedarglen</i>	Michael Banks	Mechanical Assistant	10
	Steven Whitting	Mechanical Assistant	10
	Lorenzo Macdonald	Third Engineer	10
<i>Whitefish Bay</i>	Chris Paquette	Chief Cook	25
	Warias Zbigniew	Chief Engineer	10
<i>Thunder Bay</i>	Randy Meade	Mechanical Assistant	10
<i>Pineglen</i>	Ernest O'fori	Chief Engineer	10
<i>Baie Comeau</i>	Gary Harvey	Ordinary Seaman	25

LETTERS FROM CSL WORLD READERS



Leafs Score on *Thunder Bay*

Captain **Murray Latham** had a little fun with a Habs-loving Second Mate on the *Thunder Bay*. As the vessel passed the house of retired Maple Leafs President, Richard Peddie on Boblo Island in the Detroit River, Captain Latham asked the unknowing Second Mate to give a salute on the ship's whistle.

Only after the salute did the Second Mate become aware of the big Maple Leafs flag flying above and Mr. Peddie and his family waving on the lawn. In the words of Captain Latham, "the disgust and disappointment on his face made my day."

The photo of the *Thunder Bay* flying her Maple Leafs flag was taken by Mrs. Peddie and sent to the Captain. ↴

Chief Engineer Valeri Davlekamov (left) and newly-appointed Captain Silvio Coutinho (right), presenting 10 service awards to:



Michael Banks



Steven Whitting



and Lorenzo MacDonald.



Randy Meade receiving a 10-year service award from Captain Murray Latham.



Chief Cook Walwyn Gill receiving his 15-year award from Captain Kenny Thorne.



William Parks receiving his 25-year award from Claude Dumais.



William Tibbo receives his 25-year watch onboard the CSL Niagara. Left to right: Daniel Cesari, William Tibbo, Captain Kenneth Thorne.

CELEBRATING THE FUTURE WITH A NOD TO THE PAST



On June 17, 1913, eleven shipping companies merged to create Canada Steamship Lines. One hundred years later, CSL divisions worldwide began celebrating the company's landmark anniversary. Launching the party season was a gala evening at the historic Marché Bonsecours in Old Montreal. CSLers from Canada and around the world were treated to a celebration of the company's past, present and future in an elegant setting recreating CSL's passenger boat era. Anniversary events are also taking place in Sydney, Australia, London, England, Boston, Massachusetts and Singapore. ↕

