



New Report Released
on Short Sea Shipping



Extreme Weather



Keep on Steamin
Wraps Up



Pint Size *CSL Whyalla*
Wins Big

CSL MAKES TRANSHIPMENT HISTORY IN NORTH AMERICA

Canada Steamship Lines successfully completed the first ever loading of a Chinamax class dry bulk vessel in North America in December 2013. During this historic maritime transshipment operation in the Bay of Sept-Îles, Québec, 302,264 metric tonnes of iron ore were loaded by the *CSL Spirit* onto the *CSB Years*, one of the largest vessels in the world.

"We are very proud of the key role CSL has played in this record-breaking achievement, and are grateful to the dedicated teams, both on the ground and on board the *CSL Spirit* and *CSB Years*, for carrying out this complex operation," stated **Louis Martel**, Executive Vice-President, CSL Group, and President of Canada Steamship Lines. "This massive undertaking highlights the flexibility, reliability and efficiency that can be expected from CSL's transshipment services, and marks a significant milestone for CSL and for shipping in Canada."

Equipped with a telescopic, center-mounted discharge boom, the Panamax-sized *CSL Spirit* is well suited for the large-scale iron ore transshipment operation, which was performed for Cliffs Natural Resources.

"In our many years of working with CSL, Cliffs recognizes the company's constant drive for innovation and solutions-based approaches to facing challenges head on," remarked William Miller, Vice-President, Transportation, Cliffs Natural Resources. "CSL's innovative spirit and technical competence gave us the confidence that the operation would be carried out efficiently, reliably, and most importantly, safely."



Once loaded, the *CSB Years*, owned by China Shipping Bulk Carrier Company, set sail for China where her iron ore cargo will be delivered to Wuhan Iron and Steel Company (WISCO). ⚓

TWIN TRILLIUM BULKERS LAUNCHED AT SHIPYARD



On January 25, 2014, at 09:00 local time, CSL's two newbuild Trillium Class bulk carriers were successfully launched at Yangfan shipyard in Zhoushan, China.

The 36,100-DWT, seaway size gearless bulkers are part of CSL's ambitious fleet renewal program which oversaw the delivery of four new Trillium Class self-unloading Lakers and three Panamax self-unloaders in 2012-2013.

The two new vessels are scheduled to enter the Canada Steamship Lines fleet later this year and will operate in the Great Lakes-St. Lawrence Seaway system.

Featuring IMO Tier II compliant main engines and the latest environmental and safety technologies, the state-of-the-art new bulkers will be consistent with the high standards set by the Trillium Class of operational efficiency, reliability and environmental sustainability. ⚓



OUR VALUES AT WORK

Though our geographies, cultures, ages, languages and roles at CSL make us different, we are united by shared values that bind us as a team. Each one of us, together, is CSL. Our core values are the fundamental principles and philosophy that drive the way we make decisions, do business and conduct ourselves. They reflect CSL and they reflect us.

WE CONDUCT OURSELVES WITH **INTEGRITY**

WE CARE

WE PUT **PEOPLE FIRST**

WE STRIVE FOR **EXCELLENCE**

WE ARE **INNOVATORS**

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

CSL GROUP OFFICES

CANADA STEAMSHIP LINES

E info@cslmtl.com

MONTREAL - HEAD OFFICE

759 Square Victoria, 6th floor
Montreal, Quebec
Canada H2Y 2K3
T 1-514-982-3800
F 1-514-982-3910

HAMILTON

1100 South Service Road, Suite 420
Stoney Creek, Ontario
Canada L8E 0C5
T 1-905-643-0090
F 1-905-643-2814

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 AMERICAS

E info@cslint.com

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 1-604-235-1390
F 1-604-235-1394

CSL AUSTRALIA PTY LTD.

E operations@cslaustralia.com.au

SYDNEY

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

SINGAPORE

112 Robinson Road
11-04 HB Robinson
Singapore 068902
T 65-6324-0311
F 65-6324-0322

CSL EUROPE

E info@cslleur.com

LONDON

1-2 High Street
Windsor, Berkshire, SL4 1LD
United Kingdom
T 44 (0)1753 251040

NORWAY

Sandviksbodene 68, 1st floor
5035 Bergen
Norway
T 47 55 33 03 80
F 47 55 33 03 81

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CSL'S WORLWIDE DIALOGUE

During the last week of January and the first of February 2014, I travelled the globe and met with CSLers in Beverly, US, Toronto and Montreal, Canada, Windsor, UK, Zhoushan, China, Sydney, Australia and Singapore. Unfortunately I didn't make it to Bergen, Monrovia, Jakarta, Sept Iles, Halifax, Winnipeg, Vancouver, Brisbane or Whyalla, though I was pleased to interact with CSLers from these locations at group meetings in the other offices. As is often the case during these CSL world trips, I was taken aback by the remarkable dedication, creativity and "can do" spirit of CSLers in all areas of the business.

These are tough times for the shipping industry, and indeed for some of CSL's operations. Many industrial customers are experiencing soft demand and businesses everywhere are under pressure to cut costs.

Faced with these challenges, CSLers are reacting as they have for most of our storied history – by seeking ways to reinvent the business and turn problems into opportunities. In every market region I visited, CSLers shared their innovative ideas to address market challenges. Out of these discussions, a consistent theme emerged: CSL's steady and ongoing strategy of focusing on long term, value-added solutions for its industrial customers, and continuously seeking ways to make our operations safer, cleaner, and more efficient are the keys to our continued success.



During my travels, it was a pleasure to engage with CSLers of three generations – Boomers, Gen X, and Gen Y. I particularly enjoyed gauging their reactions when I presented a graph showing the age group breakdown of CSL's office staff in all regions. While CSL is fortunate to still have a strong contingent of experienced shipping professionals, we are also hard at work building the CSL team for the future. It is exciting to see the energy and enthusiasm of the younger generation of CSLers, and hearing the fresh ideas and approaches they are bringing to the table.

As the year progresses and many exciting new projects get underway, I look forward to meeting again with CSLers worldwide, both ashore and afloat, and encouraging an open dialogue and collaborative working environment, to the benefit of all. ↕

Rod Jones
President and CEO, The CSL Group

Всемирный диалог CSL

Последнюю неделю января и первую неделю февраля 2014 года я провел, путешествуя по миру и встречаясь с работниками CSL в Беверли (США), Торонто и Монреале (Канада), Виндзоре (Великобритания), Чжоушане (Китай), Сиднее (Австралия) и в Сингапуре. К сожалению, я так и не попал в Берген, Монровию, Джакарту, Сет-Иль, Галифакс, Виннипег, Ванкувер, Брисбен или Уайаллу, хотя был рад возможности пообщаться с работниками CSL из этих городов на совещаниях, которые проводились в других офисах. Как обычно во время таких поездок CSL вокруг света меня не перестает поражать невероятная преданность своему делу, креативность и энтузиазм сотрудников CSL, работающих в самых разных подразделениях и отделах.

В данный момент морские перевозки в целом и некоторые предприятия CSL в частности переживают не лучшие времена. Многие промышленные предприятия, являющиеся нашими клиентами, испытывают слабый спрос на свою продукцию, а коммерческие структуры в целом вынуждены сокращать расходы.

Сталкиваясь с такими трудностями, работники CSL, как и всегда на протяжении нашей богатой событиями истории, ищут пути ведения бизнеса в изменившихся условиях и стремятся превратить проблемы в новые возможности. В каждом регионе, который я посетил, работники CSL делились своими новаторскими идеями решения сложных задач, которые перед ними ставит рынок. В разговорах с ними постоянно звучала одна и та же мысль: последовательная и настойчивая реализация стратегии CSL, которая заключается в разработке и реализации долгосрочных и повышающих ценность проектов решений для своих промышленных потребителей, а также в постоянном поиске способов сделать нашу деятельность еще более безопасной, экологически чистой и эффективной, является ключом к нашему неизменному успеху.

Во время поездок мне было очень приятно пообщаться с работниками CSL, которые представляли три поколения – Boomers, Gen X и Gen Y. Особенно меня порадовала их реакция, когда я представил их вниманию диаграмму персонала всех офисов CSL во всех регионах с разбивкой по возрасту. CSL повезло – у нас все еще есть контингент опытных и очень квалифицированных судоводителей, и мы серьезно работаем над созданием команды CSL, которая примет от них эстафету в будущем. Мне радостно видеть энергию и энтузиазм молодого поколения работников CSL и слышать предлагаемые ими свежие идеи и подходы.

В течение этого года будет реализовано много новых интересных проектов, и я с нетерпением буду ждать следующей встречи с работниками CSL по всему миру, как на суше, так и на море, поскольку я всегда приветствую открытый диалог и рабочую обстановку, основанную на сотрудничестве ради общей пользы. ↕

Род Джонс
Президент и Главный исполнительный директор, CSL Group

WORLWIDE DIALOGUE NG CSL

Noong huling linggo ng Enero at unang linggo ng Pebrero 2014, nagbiyahe ako patungo sa iba't-ibang lugar sa mundo at nakipagkita ako sa CSLers sa Beverly, US, Toronto at Montreal, Canada, Windsor, UK, Zhoushan, China, Sydney, Australia at Singapore. Sayang at hindi ako nakarating sa Bergen, Monrovia, Jakarta, Sept Iles, Halifax, Winnipeg, Vancouver, Brisbane o Whyalla, pero natuwa akong makausap ang CSLers mula sa mga lugar na ito sa mga group meeting sa ibang mga opisina. Tulad nang madalas na nangyayari sa mga biyaheng ito para sa CSL, nagulat ako sa pambihirang pagiging dedikado at malikhain, at sa attitude na "kaya natin ito" ng CSLers sa lahat ng bahagi ng kompanya.

Kasalukuyang mahirap ang panahon para sa shipping industry, at para sa ilan sa mga pamamalakad ng CSL. Maraming mga customer sa industriya ang dumaranas ng kahinaan sa negosyo, at ang mga negosyo kahit saan ay pinupuwersang magbawas ng gastos.

Hinaharap ng CSLers ang mga paghahamon na ito, at sila'y kumikilos tulad ng dati sa kanilang kasaysayan – naghahanap sila ng mga paraan upang imbentohin muli ang negosyo at gawing mga pagkakataon ang mga problema. Sa bawat market region na aking binisita, ipinamahagi ng CSLers ang kanilang mga bagong ideya upang tugunan ang mga paghahamon sa negosyo. At isang paksa ang paulit-ulit na lumabas sa mga pagtatalakay na ito: Ang mga tanging kinakailangang gawin para sa ating patuloy na tagumpay ay ang patuloy at walang pabago-bagong istrategya ng CSL sa pagtuon ng pansin sa mga pangmatagalang solusyon na nagdaragdag ng kahalagahan sa mga customer nito sa industriya, at ang patuloy na paghanap ng mga paraan upang gawing mas ligtas, mas malinis, at mas mahusay ang ating mga pamamalakad.

Sa aking mga biyahe, natuwa akong makipag-usap sa mga taga-CSL mula sa tatlong henerasyon – Boomers, Gen X, at Gen Y. Lubos akong nasiyahang makita ang kanilang mga reaksyon nang ipinakita ko ang graph ng mga edad ng mga tauhan sa opisina ng CSL sa lahat ng mga rehiyon. Sa katotohanan ay nalalaman ng CSL na sila'y mapalad dahil marami silang shipping professionals na may experience, pero nagsisikap pa rin silang magtayo ng CSL team para sa darating na panahon. Nakakatuwang makita ang enerhiya at sigla ng mga kabataan sa CSL, at na marinig ang mga bagong ideya at paraang dinadala nila sa kompanya.

Sa darating na panahon at habang isinasagawa ang maraming mga exciting na bagong proyekto, ikinalulugod kong makipagkita muli sa CSLers sa buong mundo, sa mga opisina at sa dagat, at hinihikayat ko ang open dialogue at pakikipagtulungan sa lugar ng trabaho, para sa kabutihan ng lahat. ↕

Rod Jones
Pangulo at CEO, CSL Group

DIVERSE GROUPS JOIN EFFORTS TO ADDRESS DECLINING WATER LEVELS



Although water levels on the Great Lakes have risen significantly this year, the long term trend indicates a downward shift. As this issue continues to cause concern on both sides of the border, CSL, in partnership with other industrial users and grassroots organizations, have been rallying support to promote a sound, bi-national solution to address this important issue.

The need to take action now is beyond dispute. As major users of this waterway, CSL and other stakeholders have a moral duty to protect this unique and precious natural resource. There is no doubt that declining water levels represent a genuine threat to ecosystems and the economy. Drying wetlands disrupt habitats and lower water levels have an adverse impact on marine transport, tourism and businesses that operate around the Great Lakes.

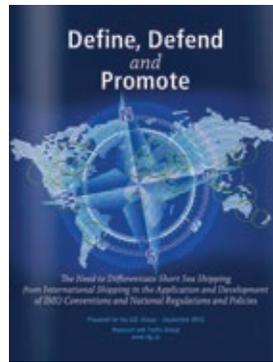
While it is incumbent upon the shipping industry to minimize its environmental footprint, this is a bi-national issue and a viable, long-term solution to address water levels can only be achieved with the participation and support of local, provincial/state and federal governments in both Canada and the U.S.

The shipping industry in collaboration with environmental groups and other stakeholders, need to work together to educate governments on the significant cost of continued inaction on water levels. While some of these costs are intuitive – reductions in the carrying capacity of cargo vessels, increased dredging by cottagers, marina dock expansions to access deeper water, reinforced shorelines, etc. – the scale and scope of potential impacts remains unclear.

To better assess the economic impact of declining water levels, Georgian Bay Forever, a non-profit organization dedicated to scientific research and public education, commissioned the University of Toronto's Mowat Centre and the Council of the Great Lakes Region to conduct an independent study of the issue. The bi-national study is expected to confirm the pressing need for governments in Canada and the U.S. to study and invest in long-term infrastructure solutions to address water levels.

CSL recognizes that a critical element in gaining traction on the water levels file is to engage and join forces with a diverse array of groups and interests who share the same overarching goal – the health and protection of the Great Lakes. Through concerted effort and joint initiatives such as the Mowat study, CSL aims to promote sound public policy and solutions that promote a safe, sustainable and competitive marine transport industry in the Great Lakes. ↕

NEW REPORT RELEASED ON SHORT SEA SHIPPING



According to a new report commissioned by CSL, the dynamics and challenges of Short Sea Shipping (SSS) industries around the world are fundamentally different from those faced by traditional trans-ocean shipping. The most important difference is that unlike a trans-ocean ship, a SSS vessel competes with other modes of transport, namely road and rail.

Recent regulations passed by the International Maritime Organization (IMO) and by its Member States that are insensitive to SSS's role as a safer, cleaner, and more fuel-efficient alternative to land-

based transport, have resulted in the unintended consequence of promoting a modal shift from marine to road and rail.

As indicated in the report presented to the IMO and the International Chamber of Shipping (ICS), the importance of SSS to global trade and to the efficient movement of a country's goods and services – whether it is within one's borders or as part of a regional import/export infrastructure – is not being fully utilized. Moreover, not only is SSS essential to a country's industrial strategy, it also plays a key role in reducing greenhouse gas emissions and congestion problems.

"Despite a global presence counting approximately 16,000 vessels with a combined deadweight tonnage of 77 million tons, SSS is often overlooked by the IMO and governments worldwide as a significant contributor to the social, economic, and environmental well-being of nations," said **David Martin**, Owner and Director of The CSL Group. "SSS is often overlooked because the interests of international shipping tend to drown out the SSS voices at the IMO and other significant international shipping bodies."

Produced by the Research Traffic Group, *Define, Defend and Promote* demonstrates the economic relevance of the SSS sector and recommends five immediate actions:

1. The IMO should establish a common definition of short sea shipping to better focus and consolidate the sector's interests globally.
2. IMO member administrations should establish a mechanism to evaluate and protect SSS prior to adopting international conventions that may include the sector. The SSS industry must be consulted by their national governments.
3. A mechanism must be developed within the International Chamber of Shipping (ICS) to ensure the interests of SSS at the IMO, exclusive of administration representation.
4. Short sea shipping nations should implement as policy a defense of domestic SSS interests when adopting international marine conventions and subsequent national regulations.
5. National Shipping Associations must do a better job of providing relevant socio-economic and environmental data to governments to ensure they are updated on the full value of promoting the SSS sector and can avoid the unintended negative consequences of applying trans-ocean rules to the sector without modification.

To foster environmentally-sustainable, socially-responsible and competitive cargo shipping, CSL is also calling on the SSS sector to unite and engage with international organizations and regulatory bodies to promote the industry. ↕



CSL THEVENARD FITTED WITH SAFETY AND CARGO HANDLING UPGRADES

The **CSL Thevenard** recently returned from her first dry-dock in Chengxi, China after some well deserved maintenance and upgrades. As a core part of the CSL Australia fleet, the **CSL Thevenard** has been a workhorse for the past five years – as her photo on arrival in Chengxi certainly shows.

Operating primarily on the south-eastern coast of Australia carrying cement, gypsum, clinker, fly ash and calcite, she occasionally ventures across to the West with a load of mineral sand.

During her dry-dock, the **CSL Thevenard** underwent cargo system upgrades, including the installation of Dyna-Flo polymer cargo hold linings for added durability and higher resistance to abrasion. The new linings also have a very low coefficient of friction, which facilitates the unloading of bulk cargo even when wet or sticky.

Safety upgrades included being fitted with an improved forecastle canopy to provide additional security for the crew in the heavy seas commonly found in Australia's southern waters.

As the first major dry-dock since the forebody conversion in 2008, our technical team worked hard to upgrade the self-unloading system to enhance discharging capability and handling of cargo, especially strategically important gypsum cargoes.

CSL Australia Fleet Manager **Sergiy Yatsenko**, who oversaw the project, said that "the docking was within expected time and budget and the shipyard coped well with a lot of unexpected challenges." ↕

Ben Richardson

Scheduling & Chartering, CSL Australia



The CSL Thevenard before being refitted and upgraded.



The CSL Thevenard looking brand new following her first dry-dock.

AGGREGATE SHIPMENTS ON THE RISE AS CONSTRUCTION INCREASES IN CALIFORNIA

Aggregates are an essential building material used in the construction of everything from roads and bridges to houses and high-rises. As marine delivered aggregates grow in popularity due to decreased environmental impact and proximity of port to market, so too is the demand for this highly valued commodity in new building projects by the US construction industry, particularly in California. This is due to the strength and high resistance of aggregates to seismic events, as well as their low absorption rate, which reduces costs in the production of cement. With aggregate shipments to the West Coast on the rise, CSL Americas continues to play an important role in the construction industry supply chain.

The increase in demand for aggregates has come in part from new building projects commissioned by the California Department of Transportation (CALTRANS). In the past two years alone, CALTRANS allocated more than \$3.8 billion in funding to infrastructure projects for the State, including such high visibility projects as the Caldecott Tunnel and the recently opened East Bay Bridge linking Oakland with downtown San Francisco.

San Francisco's prestigious One Rincon Hill high-rise complex is being built using materials delivered by CSL and will be the residential structure with the highest seismic resistance ever erected in California. Other private sector projects, including the Levi's Stadium at Santa Clara, future home of the San Francisco 49ers football team, and the new corporate campuses for Apple and Google, are also being constructed with materials delivered by CSL.

Delivery of CSL's state-of-the-art, Trillium Class vessels coincided well with the increase in aggregate demand in California. According to the Port of Redwood City, tonnage for all commodities in the first half of fiscal year 2013-14 increased by 24% over the same period last year. Much of that increase was due to shipments of sand and aggregates from British Columbia, which rose by nearly 45% from the same period the previous year, and which CSL helped deliver. The Port of Redwood City expects further increases in aggregate shipments as the construction boom in Silicon Valley continues.

To date, all five Trillium Panamax vessels have transported at least one load of aggregate cargo to the California market. ↕

Garth Mitcham

Director, Marketing, West Coast Operations, CSL Americas



The North Tower @ One Rincon Hill with sister 48-storey Millennium Tower (completed in 2008) in background.



The Rt. Hon. Paul E. Martin discharging aggregates at Pier 94, Port of San Francisco.



New East Bay Bridge connecting Oakland with San Francisco.

CSL ARGOSY TAKES ON NEW ROLE IN AFRICA

The **CSL Argosy** has been operating in Sierra Leone transshipping iron ore since late November. She is among the first of CSL's vessels to operate in Africa. ↴



CSL PARTICIPATES IN "GREAT LAKES STORM OF 1913" COMMEMORATION EVENT AND JOB FAIR

Last November marked the 100-year anniversary of the "Great Storm of 1913" that raged across the Upper Great Lakes for three straight days and took the lives of three hundred mariners. At least a dozen ships were completely lost, including CSL's own, the **Regina**.

As part of the events organized in Goderich, Ontario on November 8-9, 2013 to commemorate the centenary of the storm, CSL hosted a booth at the "Careers on the Water and Beyond" Marine Job Fair and Trade Show. The event was well attended and the CSL booth attracted students interested in a maritime career as well as ship enthusiasts and marine history buffs.

Chief Engineer **Brian Pyke**, along with **Ernest Beaupertuis** and **Daryl Faleiro** of V.Ships, did an amazing job of interacting with the hundreds of people who visited the CSL booth and counselling young people on future careers with the company.



Daryl Faleiro, Ernest Beaupertuis and Brian Pyke.



A popular feature of the CSL booth was our contest to win an iPad. Participants were asked to answer a simple skill-testing question, the answer to which was 100, in honour of CSL's centennial anniversary. Over 200 people entered the draw, and the lucky winner picked by **Kirk Jones**, Vice-President, Sustainability, Government and Industry Affairs, was high school student, **Becky Adams** from Goderich, Ontario. ↴

EXTREME WEATHER HITS AUSTRALIA AND NORTH AMERICA

The maritime shipping industry on both sides of the Equator is feeling the effects of this season's extreme weather.

In Australia, the country is experiencing a major summer heat wave that has seen temperatures soar as high as 48.7 degrees. The extreme heat began in late December and has set new records in many parts of the country. In a special climate statement released on January 6, the Australian Bureau of Meteorology calls the unusually hot weather "a highly significant event."

With temperatures expected to remain above the 45-degree mark for much of the Australian summer, the health and safety of seafarers is CSL's top priority, ensuring crew members stay hydrated and avoid overexertion. Moreover, onboard equipment such as cranes must also be closely monitored during extreme heat, and in some cases, temporarily halted every thirty minutes or so as a precautionary measure.

In contrast, North America's Great Lakes region has been gripped in a prolonged deep winter freeze. An early start to the season caused the lakes to freeze over in late November, the earliest in recent history.

According to Glen Nekvasil, Vice-President of the Lake Carriers' Association, the Great Lakes shipping industry has not grappled with such inhospitable conditions since 2004. The extreme cold has forced many ships to navigate the ice-clogged waters at reduced speeds en route to their last delivery of the season.

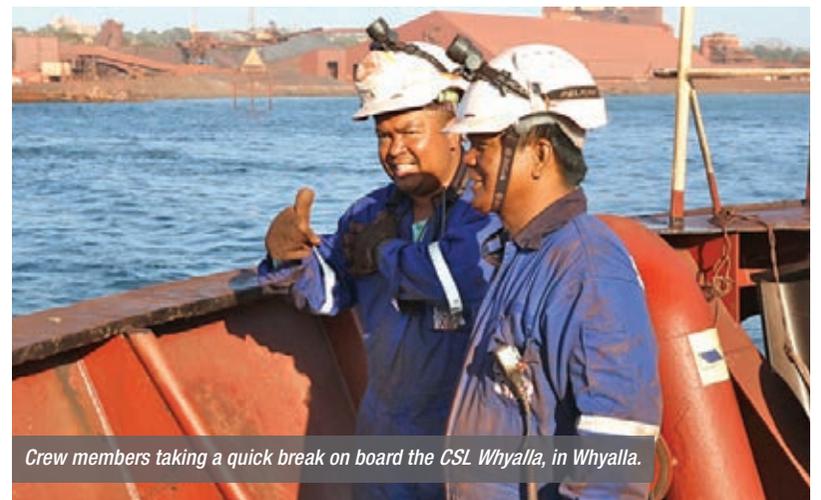
Data released by the Canadian Ice Service showed January's ice coverage at the highest level in twenty years, with the Great Lakes Environmental Research Laboratory (GLERL) forecasting maximum ice coverage to reach 57% to 62%, a significant increase from the 38.8% recorded last year.

While this winter's extreme ice and cold have been a challenge for the industry, it may come with a silver lining. According to researchers at GLERL, the increased ice coverage will reduce water evaporation and lead to higher water levels in the Great Lakes. ↴



The Baie Comeau arriving at Duluth.

PHOTO: GLENN BLASZKIEWICZ



Crew members taking a quick break on board the CSL Whyalla, in Whyalla.

WHO'S ONBOARD

CSL RHINE



Vessel: **CSL RHINE**

Division: CSL Europe



Zenas Chuck R. Rallos ⚓ Captain
Mansilingan, Bacolod City, Philippines

Captain Zenas Chuck R. Rallos graduated from the Visayan Maritime Academy in 1994 as Class Valedictorian and is now a Master Mariner with CSL Europe. He was a Finalist for "The Most Outstanding Seafarer of the Philippines 2010." His career with CSL began in March 1995, and he has since had the pleasure of working with "two beautiful, old ladies," the **CSL Elbe** and **CSL Rhine**. Though he sailed on a logbulk vessel during his cadetship, he has worked 13 of his 18-year career on board self-unloaders. Captain Zenas is a proud CSLer who looks forward to sailing with CSL for the next 20 years. When home with his wife, Annalissa, and three children, he enjoys watching boxing, basketball and tennis.



Rodolfo R. Ragasa ⚓ Chief Engineer
Pinili Ilocos Norte, Philippines

Chief Engineer Rodolfo R. Ragasa came to CSL with over thirty years of sailing experience under his belt. During his long career, he has worked on everything from bulkers and container vessels to car ships and self-unloaders. In fact, there aren't many types of vessels Rodolfo hasn't worked on! A strong advocate for sustainable shipping practices, Rodolfo believes that the company's policies on these issues, as well as the focus on safety and teamwork, make CSL Europe an ideal place to work. "I have been sailing and working under the CSL flag for two years now...and I can honestly say, I'm proud to be a CSLer." He has a wife and three children.



Sherwin Concon ⚓ Ordinary Seaman
La Carlota City, Negros Occidental, Philippines

A sailor for the past 11 years, Sherwin Concon certainly knows his way around a ship, especially self-unloaders. That said, he would be the first to say that they are more challenging to work on than other types of vessels due to the many moving parts and sophisticated machinery that make up the belt unloading system. Since joining the company three years ago, he has come to appreciate the strict guidelines on safety that CSL demands of all its employees, and takes the push to be safe straight to heart. As he looks towards the future, Sherwin aims at improving his skills, working hard and continuing to work with CSL for many years to come. He has a wife and six-year-old son at home.



Giovanni T. Perucho ⚓ Chief Officer
Kalibo, Aklan, Philippines

Chief Officer Giovanni T. Perucho has spent the majority of his 18-year sailing career aboard self-unloaders, with the exception of a short stint on a conventional bulker when he was still just a cadet. In his role of Chief Officer, he is committed to sharing his knowledge and experience with crew members, especially in the area of safety. Married with three young children, Giovanni is an avid sports fan and enjoys watching boxing, football, soccer, and mixed martial arts. He hopes to be Master one day and continue working for CSL for the next 20 years.



Joselito Incoy ⚓ Able Seaman
Bucana Malaki Naic, Philippines

As an Able Seaman for the past 17 years, Joselito Incoy has worked on a variety of vessels, including bulkers and container ships, as well as offshore rigs. He started working on self-unloaders in 1999, and considers them a "special ship" due to the nature of the work that must be done to operate them. During his time with CSL, Joselito has grown to appreciate the focus the company places on safety, and aims to continue on with us for many years to come. When he's not on board, you might find Joselito on the nearest basketball court practicing his free throws, with his wife Jecylyn and two children cheering him on.



Muriel H. Biscocho ⚓ Bosun
Taal, Batangas, Philippines

Bosun Muriel H. Biscocho has been with CSL for three of the 29 years he's been sailing, and has already been on board the **CSL Elbe**, the **CSL Shannon**, the **CSL Trimnes**, and now, the **CSL Rhine**. It's his job to ensure that all safety procedures are being adhered to, and it's a task he takes great pride in performing. During his time off, Muriel likes to relax and unwind by watching television and playing video games. He has a wife and three children.



Raymundo H. Tagud ⚓ Electrician Officer
Agusan Canyon, M. Fortich, Bukidnon, Philippines

Electrical Engineer Raymundo H. Tagud began his career working aboard Capesize and Panamax vessels, before moving on to self-unloaders in 2000. He notes that while each class of ship has its own unique set of conditions, self-unloaders are the most challenging – and rewarding – of all. He finds CSL's genuine "One Team, One Goal" safety philosophy is stronger than in his previous on board experiences. A devoted father of five, Raymundo is also an avid sports fan, and enjoys playing basketball and watching boxing and track and field.



Salvador P. Edano ⚓ Engine Fitter
Leyte, Philippines

Salvador P. Edano cut his teeth working on self-unloaders in Canada in 1991 and hasn't looked back since. A thirty-year sailing veteran, he has now been with CSL Europe for the past three years, having previously sailed on the **CSL Thames** and the **CSL Trimnes**. As the ship's Engine Fitter and DNV-certified welder, no one knows the need to keep safety top of mind better than Salvador, a job that he takes very seriously, day in and day out. When he's not working hard on the ship's machinery, Salvador has been known to enjoy a good game of chess or two in the company of his wife and two children.



Rocky A. Toletino ⚓ Motorman
Angeles City, Pampanga, Philippines

Motorman on the **CSL Rhine**, Rocky A. Toletino isn't afraid to get his hands dirty – which is a good thing, considering he likes to spend his time off drag-racing in friendly competitions. During his 11-year sailing career, Rocky has sailed on several self-unloading vessels, a class of ship he regards as being quite "unique." A Mechanical Engineering graduate, he is responsible for the engine watch, keeping the engine room tidy and assisting the Engineers. Rocky has sailed the **CSL Shannon** twice and is now on his second contract with the **CSL Rhine**.



Hernando P. Cruz ⚓ Chief Cook
Malolos City, Bulacan, Philippines

When Chief Cook Hernando P. Cruz isn't busy preparing hearty meals for the crew of the **CSL Rhine**, he enjoys his time off playing drums and guitar. Married with two children, Hernando began his sailing career in 1987 and has been working with CSL for two years. He notes that being a cook can be challenging when operating in extreme weather, but safety always comes first.



Felipe G. Pancho ⚓ Third Officer
Palapag, Northern Samar, Philippines

Felipe began his career as a sailor in 1986 after graduating with a B.S. in Marine Transportation and has been sailing with CSL Europe since 2011. Having worked on self-unloaders for Jebbens, Felipe knows his way around these types of vessels, and has already sailed several other ships in the European fleet including the **CSL Bergen**, the **CSL Elbe** and the **CSL Shannon**. As much as he loves life as a sailor, Felipe admits that being away from his wife, Alma, and daughter, Alfeliera, can be hard at times. "It's the same as with other seafarers. Feelings of homesickness cannot be avoided."

CSLERS JOIN EFFORTS TO MAKE A DIFFERENCE IN THE LIVES OF YOUNG PEOPLE



The **Keep on Steamin** Campaign kicked off in 2013 to commemorate CSL's 100th anniversary by giving back to the people and communities in which we operate.

Over the course of the year, CSLers participated in a variety of philanthropic activities to raise funds for causes that promote the advancement, education and welfare of young people. For every dollar raised, CSL would match the amount three to one, for a total of \$100,000 – hence \$1,000 for every year in operation.

We are pleased to announce that CSLers worldwide stepped up to the challenge by bowling in alleys and on lawns, packing and delivering meals, baking holiday cookies, holding quizzes and poker tournaments and selling holiday ornaments to raise over \$20,000. Together with CSL's matching funds, the total raised for youth-related causes worldwide was \$60,000. The remaining \$40,000 will be donated to charities that support young people in Africa, Canada, the United States, Australia, and Europe.

"As the **Keep on Steamin** campaign draws to a close, we salute the engaged and dedicated ship and shore employees who donated their time and effort to help make a positive difference in the lives of young people," said **Rod Jones**, President and CEO. "I urge all CSLers to carry on the **Keep on Steamin** spirit and to actively contribute to the welfare and enrichment of our communities." ↕

BEVERLY

The Beverly office organized a food drive for the **Beverly Bootstraps Food Pantry** in November to help prepare holiday food bags for families in need of a Thanksgiving meal. Employees also volunteered their time to prepare the bags, packing each one with a full holiday meal including a turkey, a bag of stuffing, a box of mashed potatoes and cranberry sauce.

The **Beverly Bootstraps Food Pantry** provides food to local families in need, while educating them about the benefits of healthy eating. The organisation also offers free cooking and shopping classes on how to shop and prepare nutritious meals for their families on a budget.



MONTREAL

The Montreal office's Administrative Assistant Team held a three-day ornament sale in the hall of the World Trade Center in support of the **Fondation Jasmin Roy**, a local anti-bullying organisation whose mission is to fight against violence, intimidation and discrimination in schools. The popular CSL-themed snowflake-shaped ornaments were designed specifically for the fundraiser by the team.

Montreal employees also lent their support to a local youth wing of the **Royal Canadian Air Cadets**. The Canadian Cadet Program plays an important role in helping young Canadians to become engaged members of their communities by providing free programs that emphasize leadership, physical fitness and citizenship.

On shore employees were not the only ones to take part in the campaign. The crew of the **Atlantic Huron** took up the cause and organised a charity poker tournament in support of the **Undercurrent Youth Centre** at the Lighthouse Community Church in Glace Bay, Nova Scotia. A popular gathering place for local youth, the centre offers a diverse range of services including music programs, organised sports, drama classes, addiction programs and various other special events.





MANILA

Crew members from CSL Europe held a bowling event in Manila in December in support of the **GMA Foundation**. Regarded as the most accomplished non-governmental organisation in the Philippines, the **GMA Foundation** assists underprivileged Kapusong-Filipino throughout the country with developmental programs designed to foster education and learning, as well as implementing medical and nutrition projects to promote greater equity in health.

In the aftermath of Typhoon Haiyan, CSL made a significant donation to the **Filipino Red Cross** to assist in ongoing relief and recovery efforts. Our thoughts and prayers continue to go out to all those affected by the disaster, particularly our Filipino crew members and their families.



ODESSA

A holiday-themed bake sale was organized in Odessa in December, with proceeds going to the **DUSSH "Spartak" Wrestling School for Boys**. The athletic school helps to give students a sense of belonging and discipline. Initially planned as a one-day event, the sale was extended an extra day due to popular demand.



SYDNEY

The Australian office organised an afternoon of outdoor bowling in October, followed by lunch. Funds raised at the event were donated to two local charities, **The Shack Youth Services** and the **Ardoch Youth Foundation**. **The Shack Youth Services** is a community organisation that supports the well-being of young people and their families in Sydney's Eastern Suburbs, particularly those who have experienced issues relating to poverty, isolation and social exclusion. The **Ardoch Youth Foundation** is a children's charity providing support for disadvantaged youth with customized education and wellbeing programs that address barriers to learning, help develop skills and broaden horizons. A portion of the money raised has also been donated to a local youth football club in Whyalla.



WINDSOR

CSL Europe hosted a "Get to know your neighbour" Quiz Night in Windsor with the participation of local businesses with whom the company regularly works. A fun evening was had by all, with funds going to the group's chosen charity, **The Fairbridge Programme**. The programme helps marginalised and disengaged young people re-engage with society by empowering them through positive opportunities and experiences.



HOW HEALTHY ARE CANADA'S FRESHWATER SOURCES?

CSL SUPPORTS WWF'S FRESHWATER HEALTH ASSESSMENT



Researchers estimate that freshwater species populations worldwide have fallen by at least 35% over the past 40 years, signifying a major decline in the health of the planet's freshwater systems. According to this vital sign, Canada's waterways are also facing increasing pressure.

It is a worrisome trend, and with 20% of the world's fresh water, the health of Canada's waterways is an issue that concerns us all no matter where we live. Unfortunately, in most instances, we simply do not know how healthy or unhealthy our freshwater resources really are. In fact, there is a critical knowledge gap between the actual state of our rivers and the hard data experts need to assess and determine future policies. To boost research in this important area, Canada Steamship Lines is providing financial assistance over two years to support WWF-Canada's Freshwater Health Assessment, a national initiative that aims to develop and apply a science-based framework to assess the health of Canada's freshwater resources.

Based on four key metrics – water quantity and flow, water quality, fish and invertebrates – the pioneering program will pool together existing data about the health of our rivers from coast to coast. Building knowledge for evidence-based water policy, the study will provide the insight needed to assess the impact of current national projects, policies and management activities on our water systems. Moreover, while the initial campaign focuses specifically on Canada's vast river systems, CSL will extend its support to WWF to adapt the Freshwater Health Assessment to study the country's lake ecosystems, including the Great Lakes and St. Lawrence River.

Educating the general public on the results of the Freshwater Health Assessment is an important component of the initiative. To support this effort, WWF will be launching an interactive, online tool that will score each river system from "Very Good" to "Poor". The program's innovative website will present the project's findings in a map-based format to engage citizens and raise awareness of the need to protect the health of Canada's freshwater sources at the local grassroots level.

Led by **Kirk Jones**, Vice-President, Sustainability, Government and Industry Affairs, CSL has also committed to work with WWF-Canada to promote environmentally-forward programs at CSL, including ongoing efforts to reduce carbon emissions, and the implementation of a customized employee engagement plan to increase understanding and involvement in green campaigns. ↴



REDUCING HUMAN ERROR RISKS WITH HELM TRAINING

Initiated by CSL's Canadian fleet in 2013, the Human Element and Leadership Management (HELM) training program educates crews about the limitations of human performance. Trainees learn to understand the root cause of human error and how stressors such as fatigue, emergencies and work overload can contribute to mistakes. The course typically requires participants to assess both personal and peer behavior through case studies and experience. Emphasis is placed on integrating the HELM concepts into daily work routines with the objective to minimize the influence of human factors in the cause of an accident.

The HELM course is a joint effort between the Marine Institute of Memorial University, Canada Steamship Lines, V.Ships Canada and WrightWay Training. The multi-activity course takes place over five days, and consists of 18 hours of classroom-based instruction, 14 hours of simulator-based practical activity and three hours of individual case study analysis. While aimed primarily at senior officers and those seeking management level certification, HELM training also provides invaluable training for shore-based staff and non-deck or engineering personnel.

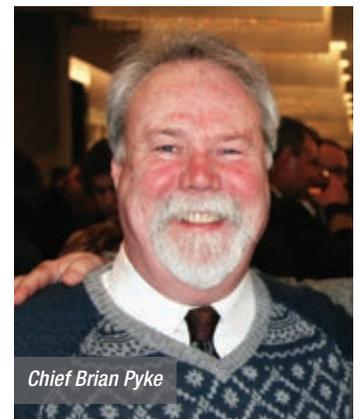
Seafarers and superintendents attend the HELM course together, which is an important success factor in this type of training. The emphasis is on developing an understanding of how human factors and managerial actions influence performance. This knowledge, when properly applied, enhances the safe operation of the ship and the care of all persons on board.

"I would recommend this course to all junior and senior officers, including office personnel," said Captain **Wilson Walters**, one of the first to undergo the training. "This was the first course I have attended with deck, engine room and office staff, all working together to help solve safety and management issues. The session opened my mind on how I perform my job and how I can improve my decision-making."

Canada Steamship Lines aims to have all officers and frontline managers trained in HELM. Captain **Andrew Ferris** and Chief **Brian Pyke**, both of whom have received advanced HELM training, are providing support as mentors for the fleet. ↴



Captain Andrew Ferris



Chief Brian Pyke

MV THUNDER BAY AND BAIE COMEAU CELEBRATED IN NAMESAKE CITIES

Celebrations were held in Thunder Bay, Ontario and Baie Comeau, Quebec to salute the maiden voyages of CSL's new Trillium Class Lakers, the **MV Thunder Bay** and the **Baie Comeau**, to their namesake cities.

In Thunder Bay, **Louis Martel**, Executive Vice-President, CSL Group, and President of Canada Steamship Lines, joined Thunder Bay Mayor Keith Hobbs, and Greg Arason, Board Chair of the Thunder Bay Port Authority, in welcoming the state-of-the-art vessel to the city on September 27, 2013. During his address, Martel paid tribute to the importance of the Port to the Great Lakes' shipping industry.

"The Port of Thunder Bay is the gateway for Prairie farmers to export their grain via the Great Lakes-Seaway system to overseas markets in Europe, North Africa and the Middle East."

To mark the occasion, Martel presented Mayor Hobbs with a 2.4-meter-long replica of the **Thunder Bay** as a gift to the community. "The Port of Thunder Bay and the marine shipping industry have long been an essential part of our local economy, creating jobs and helping to attract investment to our region," said Mayor Hobbs. "Fleet renewal by Canada Steamship Lines and other Canadian shipowners will help

ensure that our port remains competitive and sustainable. We are honoured to have this beautiful ship named after our city."

Sister ship, the **MV Baie Comeau**, was also welcomed to her namesake city on October 7, 2013 at a special ceremony attended by **Claude Dumais**, Vice-President, Technical Operations and Environment, CSL Group, Baie Comeau Mayor Christine Brisson and Cargill Elevator Plant Superintendent Jean Boily.

"The **Baie Comeau** and her sister ships represent a new era not only for CSL but also for shipping in the Great Lakes-St. Lawrence Seaway system," said Mr. Dumais. "The outstanding environmental and operational performance of these vessels is testimony to CSL's ongoing commitment to our customers, and to the communities and ecosystems in which we operate."

During the ceremony, Mr. Dumais announced the gift of a 2.4-meter-long model of the **Baie Comeau** to the city. "It is an honour to associate the name of our city to such a magnificent ship," stated Mayor Brisson. "The ship model that we have received from CSL will be proudly exposed in one of our municipal offices." ↴



The Trillium Class Self-Unloader, the **Baie Comeau**, in Baie Comeau, Quebec.



Captain Murray Latham receives gifts from City of Thunder Bay Mayor, Keith Hobbs, commemorating the **MV Thunder Bay's** maiden voyage to her namesake city.

PINT SIZE CSL WHYALLA WINS BIG

On a balmy Saturday evening late in November, the CSL transshipping team cemented their position in the local community. Tasked with the ominous job of entering a float into the fiercely competitive Whyalla Christmas Pageant, CSL Australia's **Lee Winterborn**, himself a local, and **Brad Newman**, an honorary, looked to the hazy horizons of the **Spencer Gulf** for inspiration. There lay the **CSL Whyalla** cast in sunshine cutting a clean line across the still blue water, a now familiar shadow always engaged in brisk passage to and from Whyalla.

Lee and Brad quickly set about recreating the newest member of the Australian fleet in pint size form, small enough to traverse the windy streets of Whyalla but big enough to carry her load of plastic balls, ecstatic children and swashbuckling crew.

With modest expectations they gathered nuts and bolts, wheels and props and began to weld and grind, but try as they might they fell behind. At the eleventh hour, they finally completed their masterpiece. She was tight, staunch, strong and ready to roll down the hill to Whyalla town hall. They took off beset with a gaggle of children, armed with lollies and sweets, and soon charmed all and sundry along the streets.

The evening ended on a triumphant high. The **CSL Whyalla** was awarded first prize by the mayor himself. A magnificent vessel fit for purpose, congratulations to the team in Whyalla for bringing a little holiday joy CSL style. ↴

Eoin Bosley

Scheduling Assistant, CSL Australia



Lee Winterborn and Brad Newman putting the finishing touches on the **CSL Whyalla**.



The **CSL Whyalla** float ready to join the parade.

RCMP CONDUCTS HIGH SPEED TRAINING EXERCISES ON THE *FRONTENAC* AND *BIRCHGLEN*

Two vessels from CSL's Canadian fleet, the *Frontenac* and the *Birchglen*, were the platform for special marine ship-boarding intervention exercises conducted by the Ontario branch of the Royal Canadian Mounted Police (RCMP) Emergency Response Team (ERT) this past October.

The objective of the high-speed exercise was to test multiple vessel boardings from the RCMP's rigid-hulled inflatable boats (RHIBs), or Zodiac-style boats, while travelling at speeds of up to 50+ knots.

Led by RCMP Constable Jason Avery, approximately 40 ERT officers took part in the special training session outside the Port Weller Piers. Captains **Joe Pero** of the *Frontenac* and **Pierre Raymond** of the *Birchglen*, along with their crews, cooperated with the RCMP to ensure the boarding exercises were carried out safely while the vessels were in transit. ↴



CSL MATE, FRANK SKINNER, RECEIVES MEDAL OF BRAVERY FOR DARING RESCUE AT SEA

It's been nine years in the making, but Canada Steamship Lines *Atlantic Erie* Mate **Frank Skinner** is finally getting the recognition he deserves for a daring rescue at sea that saved the lives of five people, including a 10-month-old baby, on September 21, 2004. The group – en route from Germany to the Caribbean via Greenland aboard the 45-foot sailing yacht, the *D'Accord* – was unexpectedly caught up in the tail-end of Hurricane Ivan and drifting, rudderless, in the Strait of Belle Isle.

Battling ocean swells nearly 12 metres high and wind gusts of up to 96 kilometres, the *D'Accord's* skipper contacted the Canadian Coast Guard for immediate assistance. With no available vessels in the area, the Coast Guard turned to the Port Harmon-based crew of the tugboat *Point Viking* to inquire if they would be willing to lend a much needed hand.

Without a moment's hesitation, *Point Viking* Captain Frank Skinner, along with engineer Ben Savory, deckhand Thomas Upwards and volunteer second deckhand Ed Strickland, all selflessly agreed to the task and headed out to sea in the midst of the violent storm. The perilous rescue took over twelve hours to complete, but when all was said and done, everyone returned safely to shore thanks to the incredible bravery of Frank and the crew. ↴



Vaughn Granter, MHA for Humber West, presenting Frank with his Medal of Bravery at a special ceremony at the Hotel Stephenville, Newfoundland, on October 22, 2013.

ODE TO *CSL ATLANTIC* BY EOIN BOSLEY

The *CSL Atlantic* this week made fast for the last time in the sleepy hollow of Jiangmen, graveyard of the steely and home of the ruined. Alas, before she is reborn as tin cans and razor blades, a brief history is deserved of a dear old girl...

Delivered in 1981 by Imabari Japan as a model handysize bulker, tight, staunch and strong, she has held many an alias throughout her history. En route to being emblazoned in red maple she bore the names **Timpe**, **Great Tempo**, **Cynthia No. 4**, **World Tempo** and **Capo Noli**. It was under this moniker that Coeclerici undertook to convert her into a self-discharger in 1996, fitting a web of belts, hoppers and steelwork with a tantalising prospect of two thousand tonne per hour discharges. From here she gallantly served a purpose more demanding and specialised than others of her kin, plying the trades that would eventually bring her onto the radar of an enterprising CSL Australia.

Under the guise of Beck, Coster and Sorenson, contractual expansion had required further self-unloading capacity. Enter the **Capo Noli**. In March of 2007, a time charter for a period in excess of two years was undertaken, a stretch of time that was to deliver vastly different fortunes for those observant of the contract. Bleeding the vessel into the CSL playbook was not without obstacle, at times hampered by apparent lack of bunker capacity and of course never far from the affray of an industrial challenge. However, for all her incidents and apparent contractual abrasiveness, she brought to the fleet dexterity and a competitive edge. It was this unhappy marriage of necessity and grievance that brought about the attractiveness of ownership.

In 2007, the vessel was sold to Britannia Bulkers of London and drama ensued along with a new name: **Enforcer II**. CSL sensed its moment to capitalise and exercised a purchase option within the charter party in June of 2008. The sale was not completed, ultimately to Britannia's detriment as they, like so many in the turbulent downfall of 2008, succumbed to the perils of shipping and its fickle markets. The purchase was ultimately completed at a significantly discounted price but not without difficulty, as the vessel lay idle of Sydney laden with gypsum and also off Thevenard

as complications were ironed out. Eventually the funnel bore the red, black and white, and she was christened the **CSL Atlantic**.

She helped pioneer Barry Dines' band of merry men, a skilful team travelling the expanse of Australia's exotic ports to operate her discharge gear. From this point four years passed her quickly, the frequency and intensity of her voyages on mineral sands, gypsum, fertiliser, and on the odd occasion coal and sugar, expedited the demise of an old battler. With the Australian coastal market suffering a late contraction due to the global shipping slumber, cargo for the **CSL Atlantic** slowly disappeared as 2013 dwindled. The crew endured many a passage across the Great Australian Bight and gallantly repaired any problems that arose with ingenuity and hard work.

So as Christmas beckoned late last year she sailed for Bunbury to load her last cargo, iron concentrates for Nantong, China. A farewell voyage befitting of her decorated life; a long and winding passage, cargo coarse and heavy, and port calls riddled with incidents. Of course, she grinned and beared, her crew resilient and professional in arriving at her last laycan with ample time to spare. A vessel steeped in history and versed in change, emblematic of an industry defined by never-ending turns, we bid farewell to thee, **CSL Atlantic**. ↴



THE *WHITEFISH BAY* FEATURED ON THE RICK MERCER REPORT

Canadian television personality and comedian Rick Mercer boarded the *Whitefish Bay* in late November 2013 to tape a segment of his comedy program, the Rick Mercer Report. The segment, which aired on December 3, featured the St. Lawrence Seaway navigation system and showcased the new, state-of-the-art Trillium Class vessel as it transited through the Welland Canal.

While Captain **Kent Powell** focused on operating the vessel, off-duty Captain **Wilson Walters** took on the role of side-kick to Rick Mercer, explaining the many features of Trillium Class ships and the intricate operation of entering an 80-foot-wide lock with a 78-foot-wide vessel. Captain Powell also granted Rick an interview on the Bridge while the ship was non-operational – and Tunnelman **Archie White** answered Rick's questions in the tunnel.

Captain **John Gruszewski**, Marine Safety and Quality Manager at V.Ships, was also on hand to ensure that safety was maintained throughout the taping. According to John, handling the Rick Mercer crew often felt like “herding cats,” but they nonetheless respected all safety guidelines.

For those unfamiliar with Rick Mercer, his television show, the Rick Mercer Report, is a popular CBC program famous for putting a satiric twist on all things Canadiana.

The segment entitled RMR: Rick and the Welland Canal can be viewed on the Rick Mercer Report website at www.rickmercer.com. ↴



Comedian Rick Mercer and crew of the Rick Mercer Report.

BOSTON MAKES HISTORY WITH WORLD SERIES WIN

As a season ticket holder, CSL Americas had the good fortune of holding precious tickets to Game Six of the 2013 World Series Finals, pitting the Boston Red Sox against the St. Louis Cardinals. Boston was in position to clinch the World Series on home turf for the first time since 1918, and so the stage was set for a night to remember. It was truly an honour to share history in the making with our partners at Coal Marketing Company (CMC) Colin Blyth, Fabian Pelaez, and Francisco Garcia. This was the first time at Fenway Park for our Atlanta-based guests.

True to form, the Red Sox crushed the visiting Cardinals 6-1 to win the best-of-seven series four games to two, bringing joy to Bean Town, as hordes of fans took to the streets in celebration. In the aftermath of the Boston Marathon bombing, it had been a very emotional season, and the Red Sox' drive to the finals and ultimate World Series triumph did much to rally the city and lift the spirits of Bostonians.

Season tickets holders also have the added perk of sending a representative to take batting practice and tour Fenway Park. My six-year old son, Liam, was chosen as the winner by a highly anticipated office lottery. He was overjoyed to be selected and dreamed of being signed on-the-spot by the Red Sox. After 10 grueling pitches from the pitching machine, he quickly realized that the ball comes a lot faster than expected. ↴

Henrik Friis

Senior Director, Marketing and Pool Management, CSL Americas



Left to right – Rajiv Sharma, CSL; Fabian Pelaez, CMC; and Francisco Garcia, CMC



Liam Friis, going to bat at Fenway Park.

YESTERDAY'S FLEET: *DONNACONA* BY SKIP GILHAM

It was one hundred years ago that Canada Steamship Lines took delivery of the *W. Grant Morden*, the largest Canadian bulk carrier on the Great Lakes at the time, later to be renamed the *Donnacona*. The ship was built by the Western Drydock and Shipbuilding Co. as their Hull 12 and it was launched at Port Arthur, Ontario, on April 4, 1914.

Progress on building the ship was well underway when the “Great Storm” of 1913 swept the Great Lakes, during which at least a dozen ships were lost. In an effort to avoid another loss, the architects made safety modifications to the vessel. These included thicker hatch covers, hatches on 24-foot centres, plus stronger doors and windows.

The *W. Grant Morden*, a bulk carrier measuring 190.5 metres long by 18 metres wide, entered service on June 15, 1914. In the years that followed, it carried considerable ore, coal and grain for company customers, setting a new standard for hauling iron ore by a Canadian laker at 14,955 tons in 1928.

The *W. Grant Morden* set numerous cargo records over the years. These included a record 760,066 bushels of oats in 1915, 504,908 bushels of wheat in 1916 and, on April 30, 1947, a world record of 587,844 bushels of barley.

Canada Steamship Lines renamed many of their ships in 1926-1927 and this one became the *Donnacona*. An earlier ship of this name had been lost on the Atlantic due to heavy weather while providing deep sea service during World War One.

Until 1932, ships like the *Donnacona* were confined to the upper four Great Lakes due to the small size offered by the locks of the Third Welland Canal. The *Donnacona* came down the new waterway for the first time on August 27, 1932.

The *Donnacona* now became a frequent trader on Lake Ontario taking iron ore or coal to Hamilton and grain to Kingston or, occasionally, Toronto. Larger vessels soon

surpassed her carrying capacity but she remained a valuable member of the CSL fleet for many years.

A fire in Lake Huron on December 16, 1964, quickly disabled the grain-laden *Donnacona* and caused extensive damage to the forward cabin. Aid arrived on the scene and the *Donnacona* was towed to Windsor for repairs before resuming trading in 1965.

The *Donnacona* tied up at Midland at the end of the 1968 season. Following a sale for scrap, she departed the Great Lakes under her own power, passing down the Welland Canal on June 14, 1969. The the deep-sea tug Mississippi took it in tow at Quebec City on June 21 and the veteran laker was pulled across the Atlantic and into the port of Bilbao, Spain, on July 12, 1969. There, her hull was dismantled after 56 years spent in company colours. ↴



PHOTO: PETER VAN DER LINDEN. COURTESY OF BOB CAMPBELL.

PEOPLE UPDATE



NEW HIRES

CSL GROUP

Laurence Hora was permanently hired on September 16, 2013 as Treasury Analyst.

Christopher Haber was hired on October 22, 2013 as Communications Coordinator.

Brian Laing was hired on November 1, 2013 as Director, Safety for Global Technical Services.

Johanne Branchaud was hired on November 4, 2013 as Director, Organisational Development.

Ryo Sugitani was hired on November 6, 2013 as Analyst, Corporate Finance.

Aldina Da Silva was hired on December 6, 2013 as Administrative Assistant, Legal.

Karine Dumais was hired on December 16, 2013 as Senior Taxation Advisor.

Mathieu Lupien was hired on January 13, 2014 as Chief Financial Officer.

Daniel Cantin was hired on January 13, 2014 as Director, Global Compensation.

Yousef El Bagoury was hired on January 15, 2014 as Marine Systems Designer.

CSL AMERICAS

Vanessa DiDomenico rejoined CSL on October 21, 2013 as Coordinator, Technical Operations.

Tom Bittrich was hired on December 11, 2013 as Safety Manager.

CSL ASIA

Jan Gramm was hired on October 14, 2013 as Manager for Indonesian Operations.

CSL AUSTRALIA

Daniel Wilson was hired on November 18, 2013 as Finance Manager based in Sydney.

CSL EUROPE

Veena Shinde was hired December 9, 2013 as Accounts Assistant based in Windsor.

PROMOTIONS/TRANSFERS/CHANGES

CSL GROUP



Anne Roberge began her new position on December 2, 2013 as Risk Management Coordinator.



Elisabeth Laforest was promoted to Director and Business Partner, Human Resources as of January 1, 2014.

Louis Martel was promoted to Executive Vice-President, CSL Group, and President, Canada Steamship Lines, as of January 1, 2014.

Claude Dumais was promoted to Vice-President, Technical Operations and Environment as of January 1, 2014.



Kirk Jones will now in addition to his responsibilities with CSL Canada, lead sustainability activities worldwide as Vice-President, Sustainability, Government and Industry Affairs.

Nathalie Sykora was promoted to Vice-President, Global Technical Services as of January 13, 2014.

CANADA STEAMSHIP LINES

Stephane Legault was promoted to Marketing and Customer Relations Representative as of January 1, 2014.

CSL AMERICAS

Sauna Callinan began her new position on October 21, 2013 as Commercial Operations Coordinator.

CSL EUROPE



Jonathan White began his new position on November 4, 2013 as Technical Operations Coordinator for CSL Europe based in the Windsor, UK office.

BIRTHS



Louise Johnson, HR Specialist, CSL Group, is proud to announce the arrival of her grandson Samy. Samy was born September 10, 2013 at 2:24 am weighing 8 lbs 5 oz.



Gina Susi, Senior Financial Analyst for CSL Americas (Beverly), and her husband Giancarlo, are proud to announce the arrival of their son, Dario. He was born September 13, 2013 at 4:03 am, weighing 7lbs 9 oz and measuring 20 inches.

Paul Martin and Alysia welcomed their beautiful baby girl, Sienna Anne Martin, on October 2, 2013, weighing 8 lbs 4 oz, and measuring 19.5 inches.

Lilia Khodjet El Khil, Manager, Sustainability at Canada Steamship Lines, and Stephane Grenon, welcomed their precious baby boy, Jalil, on October 7, 2013 at 12:15 pm.

Pramit Patel, Systems Technician for CSL Group, and his wife Nadisha, are proud to announce the arrival of their daughter, Danika. She was born October 15th, 2013, weighing 8 lbs 1 oz.



Jean David Côté, Naval Architect, Design and Technical Office, and **Maria Danilenko**, On-Site Support Manager, both for CSL Group, welcomed their beautiful baby girl, Katia Alice, on November 22, 2013.



Chris Williams, Environmental Coordinator for CSL Americas, and his wife, Meghan, are proud to announce the birth of their 2nd son, Ryan Gallagher Williams, born on Sunday, Feb 9, 2014.

MILESTONES

Nancy Kilgallen, HR & Pension Coordinator, 40 years in December.

IN MEMORIAM

CSL offers sincere condolences to the families of these individuals.

Wilma Trudell, a pensioner with Canada Steamship Lines, passed away on June 11, 2013.

Walter Bennett, a pensioner with Kingsway Transport Ltd., passed away on September 28, 2013.

Berthe Lesage, a pensioner with Canada Steamship Lines, passed away on November 10, 2013.

AWARDS



CSL Rhine and CSL Shannon (not pictured) were presented with a Silver Pennant for 1000 days without a Lost Time Injury (LTI).



CSL Clyde was presented with a Bronze Pennant for 500 days without an LTI.



Clyde Bateman, OS on the Atlantic Huron, receiving award with Captain Mark Dillon (left) and Louis Martel (right).



Charles Thibeault receives 25-year-service award from Claude Dumais on the Mapleglen.



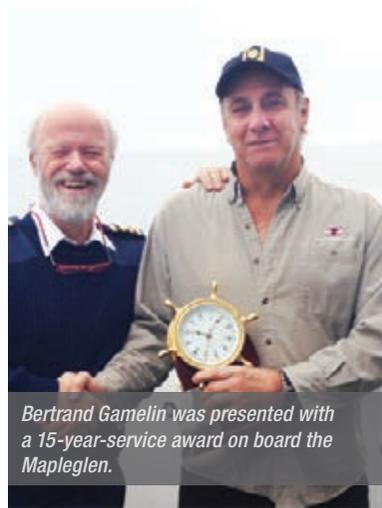
Louis Martel (right) presenting a 25-year-service award to Kevin Marsh, on board the Spirit in Sept Iles.



Gary Harvey (middle) received a 25-year-service award (presented on the MV Baie Comeau) with Chief Engineer Collin Kennedy (left) and Captain Jason Furlong (right).



Claude Dumais (left) presented Chief Cook Anne Courtney with her 25-year-service award watch on board the Baie St Paul with Chief Engineer Jean-Louis Girard (second from left) and Captain Michael Despotovich (right).



Bertrand Gamelin was presented with a 15-year-service award on board the Mapleglen.



Louis Martel Presented Beverly Muzzel with a 25-year-service award in Quebec City on board the CSL Clyde.

SAFEPARTNERS CALENDAR CONTEST WINNERS



A big "Thank You" to all the children who sent in drawings for the first annual SafePartners calendar. All the drawings were used in the calendar and each participant, as well as all CSL and V.Ships employees, have been sent a copy. ⚓

WINNERS:

5 & Under Age Group

Julien Tremblay, son of **Carl Tremblay**, AB on the **Birchglen**

6 to 9 Age Group

Serge Mkrtychan, son of **Sergey Mkrtychan**, Chief Engineer on the **Atlantic Huron** (shown above)

10 to 12 Age Group

Krystel Vlaev, daughter of **Mariya Vlaeva**, Crewing Department, V.Ships Canada

**CSLERS AROUND THE WORLD
CELEBRATE 100-YEAR ANNIVERSARY**



Inspired by CSL's centenary celebrations held in Montreal in June 2013, CSLers throughout the world followed suit with special events commemorating the company's milestone anniversary.

CSL Australia marked the occasion in August, hosting a dinner cruise on Sydney Harbour with the city's spectacular skyline as backdrop. A memorable moment of the evening was the surprise operatic performance of three professional singers posing as waiters. Fittingly known as *The Three Waiters*, their unexpected show caught everyone by surprise.

In early September, CSL Europe hosted a festive cocktail reception at London's prestigious Canada House. Distinguished guests including Canada's High Commissioner to the United Kingdom Gordon Campbell, and Senior Trade Commissioner Brian Parrott, enjoyed an evening of fine food and great company in one of the city's loveliest settings.

In November, CSL Asia's Singapore and Jakarta employees teamed up to enjoy a five-hour cruise to the Southern Islands in Singapore. After dinner, guests enjoyed a laser show at Sentosa Island called "Songs of the Sea".

In December, CSL Americas held a combined holiday and centennial party at the historic 'The Commons 1854' in Topsfield, Massachusetts. Organized by **Carol Guy** and **Pat Lantych**, the evening paid homage to CSL's storied past. The vintage theme was played up with period cocktails, boarding passes, a souvenir booklet and an air photo booth. ↴

