CSL played a pivotal role in the construction of Montreal’s new Champlain Bridge this summer, and kept at least 9,000 trucks off the city’s roads in the process.

On August 11, CSL’s Trillium Class self-unloader **Baie St. Paul** began discharging the first of 269,000 tonnes of rock to build a laydown area for equipment used in the bridge’s construction. The laydown will eventually serve as the base for the soaring twin pillars that are central to Danish architect Poul Ove Jensen’s sleek, cable-stayed design.

To complete the project, **Baie St. Paul** carried 10 loads of stone from two Montreal-area depots to the discharge site. It is estimated that performing the same work by truck would have required 9,000 truckloads or more.

“This operation was a great example of how short-sea shipping contributes to economic development to the benefit of our communities and the environment. One ship can carry the cargo of 900 trucks and is over 500% more energy efficient, which means safer and healthier communities, and lower infrastructure costs for taxpayers,” said Allister Paterson, President of Canada Steamship Lines.

The operation required **Baie St. Paul** to discharge her load of stone from a temporary dock in a restricted stretch of the St. Lawrence Seaway, leaving passing ships to navigate between her and the opposing dyke. The complex procedure called on the skill of **Baie St. Paul**’s crew and maximized the benefits of the bow and stern thrusters and cutting-edge, satellite-assisted dynamic positioning system to keep the vessel in place.

High maneuverability is a huge advantage, especially in restricted waters. The advanced position-keeping technology made **Baie St. Paul** the safest option for this kind of operation.

The vessel’s innovative, remote-controlled self-unloading system also had an important role in the operation. “The technology that’s built into Trillium Class ships to control the unloading rate – like the variable speed drive and the self-feeding gates – gives us incredible flexibility and the ability to meet any requirement,” noted Allister Paterson.

**Baie St. Paul**’s advanced environmental features like her enclosed, noise-reducing discharge boom and oil-free propulsion train also ensured that CSL’s contribution to the operation had minimal impact on the surrounding communities and marine ecosystem.

---

CSL RELEASES 2014 CORPORATE SUSTAINABILITY REPORT

CSL’s commitment to conducting its global operations in a responsible, ethical and environmentally and socially progressive manner is detailed in the newly released Corporate Sustainability Report 2014.

The Report looks at initiatives undertaken across the CSL Group to advance objectives in the areas of environmental sustainability, safety, corporate ethics, community and employee engagement, philanthropy and value for customers.

“By linking environmental leadership with economic performance, we are better positioned to mitigate risks, increase efficiency, identify opportunities and create value for customers – all with the advantage of benefitting the environment,” says David Martin, Chair of CSL’s Environmental Sustainability Committee.

The Corporate Sustainability Report 2014 is a voluntary publication that upholds CSL’s commitment to going beyond compliance in its sustainability efforts and asserting a leadership role in the establishment of greener, cleaner, safer and smarter shipping industry standards.
В то время как скорость изменения ситуации на рынке Великих Озер поймала нас несколько врасплох, то цикличность бизнеса не стала для нас неожиданностью. Компания CSL видела взлеты и падения большого количества железной руды и угля, которые экспортуются по реке Святого Лаврентия, и экспорт зерна, который был на подъеме, давали нам много работы.

Сегодня же мы видим, что обстоятельства совершенно поменялись. Низкие цены на сырьевые товары сократили экспорт угля и железной руды, и полноводный поток экспортируемого зерна канадских производителей сократился до слабенького ручейка. Компании CSL и ее партнерам (а также ее конкурентам) пришлось быстро адаптироваться к этим существенным изменениям рыночной ситуации - и некоторые из этих изменений несколько неприятные.

Ни одна судоходная компания не любит, что бы ее судна проставляли без работы. Компания CSL структурировала свой бизнес и свою рабочую силу таким образом, чтобы управлять флотом из 19 судов. Этим летом мы работали только 13 из 19 судов. В это время в прошлом году, каждое торговое судно в канадском флоте CSL было полностью загружено работой, и мы могли бы даже использовать несколько больших судов, если бы они у нас были. Больше количество железной руды и угля, которые экспортируются по реке Святого Лаврентия, и экспорт зерна, который был на подъеме, давали нам много работы.

В то время как скорость изменения ситуации на рынке Великих Озер поймала нас несколько врасплох, то цикличность бизнеса не стала для нас неожиданностью. Компания CSL видела взлеты и падения много раз за свою долгую историю и нынешнее положение не является чем-то новым. Можно так сказать, что в 2015 году мы возвращались к более типичной модели ведения бизнеса. Можно даже предположить, что экспортно-ориентированный торговый бум с 2010 по 2014 был аномальным явлением в торговых отношениях. В течение моей краткой 30-летней карьеры в компании CSL я, кажется, вспоминаю, что летние простой некоторых из наших балкеров случались чаще, чем их рабочий режим.

В Канаде, компания CSL так строит свой бизнес, чтобы быстро реагировать на прилив и отлив в закрытом рынке Великих Озёр по эксплуатации смешанного флота новых, средних и устаревающих балкеров и самовыгружающихся судов. Во время бума, мы задействуем все наши активы с целью удовлетворения возрастающих требований и достижения необходимого нашим клиентам потенциала. Во время снижения деловой активности, мы ставим на прикол наши наименее эффективные суда. Несмотря на то, что мы никогда не хотим, чтобы наши суда проставляли, в тоже время мы осознаем, что на ограниченном рынке, таком как Великие озера, со специализированными судами и быстро изменяющимся спросом, вариант с простом судна является единственным и самым подходящим краткосрочным решением, чтобы сбалансировать спрос и предложение. В таких случаях мы сосредотачиваемся на работе наших наиболее эффективных судов, включая два новых балкеров класса Trillium (Триллиум), четыре саморазгружающихся судна, а также наших четырех "форбоди" с недавно обновленными двигателями.

Поскольку в данный момент мы переживаем последствия спада деловой активности на рынке, то в этом году компания CSL в Канаде и по всему миру решала сосредоточиться на эффективности...
ANG KAKAIBANG NAGAGAWA NG ISANG TAON

Sa parehong panahon noon nakaraang taon, bawat barco sa loob ng CSL Canadian fleet ay tumatamago. Sa ato lahat, koronohanan ay maaari nang nagdagdag pa ito pa kain tuon. Ang malaking bilang ng mga batong bakal (iron ore) at karbon o uling (coal) ay niluwas mula sa St. Lawrence. Samantala, ang paglulubad naman ng mga barilo (grain exports) ay umusbond.


Pangulo at CEO, The CSL Group
Rod Jones
Pangulo at CEO, The CSL Group

Naman ng pagbaba ng negosyong Ito ay nasa kanang ay nagpapalit ng mga pangangailangan ng mga kliyente nito. Bagamit hindi namitong ipilipil ang ang pagbayan ng barilo, dapat dito rin nararatap lamang na bigyang patama lamang ang mga pangangailangan ng mga kliyente nito. Bagamit hindi namitong ipilipil ang ang pagbayan ng barilo, dapat dito rin nararatap lamang na bigyang patama lamang ang mga pangangailangan ng mga kliyente nito. Bagamit hindi namitong ipilipil ang ang pagbayan ng barilo, dapat dito rin nararatap lamang na bigyang patama lamang ang mga pangangailangan ng mga kliyente nito. Bagamit hindi namitong ipilipil ang ang pagbayan ng barilo, dapat dito rin nararatap lamang na bigyang patama lamang ang mga pangangailangan ng mga kliyente nito. Bagamit hindi namitong ipilipil ang ang pagbayan ng barilo, dapat dito rin nararatap lamang na bigyang patama lamang ang mga pangangailangan ng mga kliyente nito.
CSL among Top 2014 Green Marine Performers

CSL emerged as a leading participant in the rigorous Green Marine environmental certification program, which released the findings of its 2014 performance reviews earlier this year. Green Marine performance indicators are an integral component of the CSL Group Environmental Sustainability Strategy and serve as the basis for footprint reduction targets across its international divisions.

Canada Steamship Lines received a top Level 5 rating in four of the seven performance indicators that apply to its activities – Aquatic Invasive Species, Pollutant Air Emissions SO₂, and Particulate Matter, Greenhouse Gases, and Garbage Management. A Level 5 rating represents excellence and leadership in the given category. Overall, Canada Steamship Lines recorded an average Green Marine rating of 4.57 out of a possible 5.

The 2014 results also showed significant improvements at CSL Americas, which made progress on the results of its first Green Marine audit in 2013 with an average of 2.5. CSL Americas earned Level 3 rankings in the Pollutant Air Emissions SO₂, and Particulate Matter, Pollutant Air Emissions NOₓ, and Aquatic Invasive Species categories. A Level 3 performance rating requires significant effort on the part of a participant to measurably document environmental impacts and integrate appropriate best practices into its day-to-day operations.

CSL Australia, which joined Green Marine in 2014 as the program’s first member outside North America, obtained an overall rating of 2.16 in its first performance audit. New measures including energy performance plans, bio-fouling management plans and waste reduction initiatives will allow CSL Australia to improve its Green Marine performance next year.

CSL Europe became a Green Marine member in June 2015 and will conduct its first Green Marine audit in 2016.

“Those responsible for the implementation of the Green Marine program in each division are to be commended for their efforts and enthusiasm. These results underscore CSL’s proactive leadership in the maritime industry and our ongoing commitment to protect the environment. In an effort to improve continuously, we welcome Green Marine’s plans for adding and modifying key performance indicators in the years to come,” said Kirk Jones, Vice-President, Sustainability, Government and Industry Affairs.

Green Marine received a record 94 self-evaluations in 2014 from participating shipowners, ports, terminals, shipyards and seaways. The overall average performance rating rose to 3.2 in 2014, marking the seventh consecutive year that it has improved over the previous year. Self-evaluations submitted by Green Marine participants are made public and their findings are independently verified every two years to ensure the program’s integrity.

CSL Australia Moves Ship Management In-House

CSL Australia integrated all previously outsourced ship management functions into its corporate structure on April 1, 2015.

Consolidation under the CSL brand is bringing employees — both ship and shore — into tighter alignment with CSL’s values and business approach. It is also serving to streamline operations and customer service, enhance collaboration and communication, and strengthen CSL’s foundation for future growth.

The transition involved the transfer of both Inco and V.Ships Australia staff to CSL along with the transfer of V.Ships Australia-managed vessels. Operations were not be affected by the changeover — lines of command, systems, processes and the responsibilities and activities of crew members were unchanged.

“We are delighted to have all new employees on board and thank everyone involved who contributed to making the consolidation project a success,” said Bill Bisset, Vice-President and Managing Director of CSL Australia. “The changes we have implemented will allow the business to better focus on growth opportunities, to be more agile in responding to customer needs and to be more cost effective.”

Key developments resulting from the consolidation included the restructuring of CSL Australia’s Technical and Fleet Operations, the expansion of its Human Resources Department to include crewing and crew payroll, and an enhanced Commercial Department with improved capacity for customer service and business development.

CSL Tecumseh Delivers First Load to New Long Beach Aggregates Terminal

By Garth Mitcham, Director, West Coast, CSL Americas

After several years on the drawing board, Eagle Rock Aggregates’ Long Beach Terminal received its first marine-delivered load via CSL Tecumseh on Sunday, July 19, 2015.

The Long Beach Terminal was developed on a site known as berth 44 on Pier D at the Port of Long Beach, California. The new terminal takes full advantage of the eight-acre site and features a receiving hopper, conveyors and a radial stacker designed by Thor of Mississauga, Ontario, Canada.

The berth itself was established utilizing a “stiff leg” concept developed by Seabulk Inc. of Richmond, British Columbia. This concept provides for two triangular struts that extend out to deep water and connect to floats that support the pads against which the ship comes to rest. This style of berth design is considered environmentally friendly because it does not require any in-water disturbances to construct. The compression load received by the steel struts is transmitted directly to shore structures designed to withstand loads common to Panamax berthing activities.

Eagle Rock Aggregates is the U.S. distributor for Vancouver’s Polaris Materials, whose Orca Quarry on Vancouver Island commenced operations in March 2007 and has since loaded over 260 CSL Americas’ vessels as their exclusive self-unloader vessel transportation provider.

Together with Eagle Rock’s San Francisco Bay-area operations, Polaris Materials is permitted to ship more than 5 million tonnes annually into the California market. As Bill Terry, CEO, Eagle Rock Aggregates, explains, “the high-quality Vancouver Island-sourced Polaris Materials aggregates now being delivered into the Los Angeles/Long Beach markets are permitted to ramp up to 2.75 million tonnes per year under the California Environmental Quality Act (CEQA), or 35 deliveries per year.”

CSL Tecumseh discharging the first load at the Port of Long Beach.
CSL AND POLARIS MATERIALS MARK 250th ORCA QUARRY LOAD

CSL and Polaris Materials marked the 250th vessel loading from Vancouver Island’s Orca Sand and Gravel Quarry on March 25, 2015, with a celebration onboard CSL’s Panamax self-unloader Sheila Ann.

Acclaimed First Nations artist Trevor Hunt carved and painted an Orca-themed paddle to mark the occasion, which he presented to Captain Vasyliy Markin, Master of Sheila Ann, during a ceremony in the ship’s wheelhouse. Mr. Hunt is an employee at the Orca Quarry, which is partially owned by the ‘Namgis First Nations.

Garth Mitcham, West Coast Director for CSL Americas, also presented plaques marking the 250th load to representatives of both Polaris’s Vancouver office and the Orca Quarry. CSL Americas serves as the exclusive shipper of the quarry’s high-quality sand and gravel construction aggregate, which its fleet of self-unloaders transports to markets in California and Hawaii.

"CSL Acadia" was loaded here March 31, 2007, and now, nearly eight years to the day, 16 million metric tonnes of sand and gravel have been loaded off this dock onto 15 different CSL ships," said Ken Palko, Vice-President of Operations for Polaris Materials and President and CEO of Orca Sand & Gravel. "We are very pleased to receive Sheila Ann as the 250th vessel to be loaded and wish her and her crew many safe, happy and healthy returns."

CSL's two new Trillium Class bulk carriers, CSL St-Laurent and CSL Welland, kicked off their inaugural shipping season on the Great Lakes by setting back-to-back grain load records at the Port of Thunder Bay.

On her first-ever loading on April 15, CSL St-Laurent broke the Port of Thunder Bay’s long-standing grain load record of 30,400 MT with a load of wheat weighing 30,654 MT. Two weeks later, on May 1, CSL Welland surpassed her sister ship with a load of wheat weighing 31,019 MT. Like all Trillium Class ships, the sister bulkers feature a custom hull designed to provide maximum cargo lift.

CSL Assiniboine held the grain load record for nearly six years before losing it to the sister bulkers. On April 27, the self-unloader claimed a new place in Thunder Bay’s record books with the largest load of coal ever recorded at the port. The 32,366 MT load also marked the first time a ship loaded more than 32,000 MT of any type of cargo at the Port of Thunder Bay.

NEW CSL EUROPE OFFICE EMPLOYEES VISIT TERTNES

By Satnam Gill and Veena Shinde, CSL Europe

Once onboard, we were warmly greeted by Captain Zenas Rillos and the crew. A safety briefing was provided by Chief Officer Jessie Flores and we were signed in. Equipped in our safety gear, we toured the wheelhouse and learned about vessel operations, from navigation to discharging cargo. For all the technology onboard, we were impressed to see an old fashioned plumb-bob hanging from the deckhead by a string that was still used to monitor the ship’s trim while discharging cargo!

Chief Engineer Aguiñaldo Millama, 3rd Engineer Reman Palmo and MTR Marby Nunag gave us a tour of the engine room and Besum Antonio Omlang showed us around the deck and tunnel. We also witnessed 3rd Officer Filipe Pancho operate the self-unloading system as it discharged the cargo of aggregates from the Norwegian port of Jelsa.

Of special interest were the ship’s living quarters – we wanted to know how the crew lives. We visited their rooms, the kitchen and dining areas. The friendly Chief Cook, Jacob Arnold, served up a full English breakfast complete with bread rolls straight out of the oven. We felt like guests at his home, not his place of work.

We spent only three hours onboard, but the wonderful experience has stayed with us. The enthusiasm of the crew is something we now try to bring into our work as “office-based” CSLers.

CSL WORLD 2015
Yuni Herdiawan — Master

A native of Banjarmasin, Indonesia, Captain Herdiawan brings 14 years of seafaring experience to his position as Master of FOTP Derawan. He’s worked for CSL for the past three years and says he hopes to remain a CSLer for many more to come. The married father of three ranks safety and environmental protection as the two most important aspects of his job. During his downtime, he keeps in shape playing ping-pong and jogging, and enjoys the odd soccer match or MMA fight on TV.

Kartono — Deck GP

Central Java is home to this food and travel enthusiast and his young family. Kartono has been a seafarer for 20 years and a CSLer for the last five. In that time, he’s concluded that CSL “is better than other companies.” Operating safely and keeping the loading equipment well-maintained are what keep him focused while onboard FOTP Derawan.

Muhamad Agus — Oiler

Muhamad calls North Jakarta home and has served with CSL for five of his six years at sea. When he’s not maintaining and repairing FOTP Derawan’s loading equipment, he spends his free time playing games and watching TV.

Kasirun — Crane Operator

This five-year CSL veteran spends his working days high above FOTP Derawan operating the transhipper’s cranes. Kasirun hails from East Java, where the family man has a wife and two small children aged seven and two. Playing games and watching TV are his preferred pastimes.

Fajar Maulana — Crane Operator

When Fajar isn’t busy working the cranes on FOTP Derawan, he’s got his hands full back home in North Jakarta with four children ranging in age from five to 17. A CSLer for the past five years, he keeps in shape playing football.

Asmuni Naif — Crane Operator

Asmuni has spent his eight years at sea operating cranes, including four years with CSL. Safety is his top concern while he’s at the controls of his crane. Playing football keeps the married South Celebes resident active when he’s off duty.

Sarjono — Welder

Sarjono has a wife and two teenaged children back in Karanganyar City in Central Java. He’s in his fifth year with CSL as a welder, a position that keeps him busy on FOTP Derawan with maintenance, construction and repairs. His hobbies include swimming and football.

Herman Rusa — Chief Engineer

Herman comes from Jakarta and has spent the last four of his 20 years at sea with CSL onboard FOTP Derawan. The married father of a 13-year-old son keeps active playing a variety of sports including volleyball and badminton. On the job, he puts safety first “for my family,” he says.

Munizar Masir — Electrician

Married with a 10-year-old son and two-year-old daughter, Munizar has been with CSL for the last five years. The certified electrician and engine room watch from Central Java enjoys playing badminton and reading when he’s not on duty.

Opan Hapianto — Deck GP

Opan doesn’t just have a daughter, he has a “princess,” as he likes to call seven-year-old Putri. The native of West Java has been with CSL for more than six years and likes to jog when he can.

Iskander Abdullah — Deck GP

Iskander is a book and movie buff from West Borneo with 12 years experience at sea, half of them with CSL. Working on FOTP Derawan means staying put for three months. On ships, he says, “you can visit different places, ports and countries, but here we just stay!”

Asmuni — Welder

A certified electrician and engine room watchkeeper has been with CSL for five years and enjoys badminton, volleyball and reading when he’s off duty.

Wahyudiono — Welder

Wahyudiono hails from Sidoarjo City in East Java. He and his wife Imanunikma have two children—a 15-year-old son and six-year-old daughter. The welder has been with CSL for five years and enjoys badminton, volleyball and reading when he’s off duty.

Muhammad Agus — Oiler

Muhammad calls North Jakarta home and has served with CSL for five of his six years at sea. When he’s not maintaining and repairing FOTP Derawan’s loading equipment, he spends his free time playing games and watching TV.

Kasirun — Crane Operator

This five-year CSL veteran spends his working days high above FOTP Derawan operating the transhipper’s cranes. Kasirun hails from East Java, where the family man has a wife and two small children aged seven and two. Playing games and watching TV are his preferred pastimes.

Fajar Maulana — Crane Operator

When Fajar isn’t busy working the cranes on FOTP Derawan, he’s got his hands full back home in North Jakarta with four children ranging in age from five to 17. A CSLer for the past five years, he keeps in shape playing football.

Asmuni Naif — Crane Operator

Asmuni has spent his eight years at sea operating cranes, including four years with CSL. Safety is his top concern while he’s at the controls of his crane. Playing football keeps the married South Celebes resident active when he’s off duty.

Sarjono — Welder

Sarjono has a wife and two teenaged children back in Karanganyar City in Central Java. He’s in his fifth year with CSL as a welder, a position that keeps him busy on FOTP Derawan with maintenance, construction and repairs. His hobbies include swimming and football.
United States Coast Guard type approval tests are underway on the OceanSaver Ballast Water Treatment System installed on the CSL self-unloader Sheila Ann in early 2015. If approved, the system will put OceanSaver and CSL at the forefront of international efforts to eliminate the spread of aquatic invasive species through saltwater ballast.

The USCG conducted the first of six tests at the start of July 2015 and a second test was scheduled to take place in San Francisco in August. The final test results are expected in early 2016.

All eyes are now on the tests to see if the OceanSaver system meets the USCG’s and EPA’s rigorous new standards for saltwater ballast water treatment systems and gets the green light for installation on CSL’s saltwater fleets. Until then, CSL is working closely with the USCG and the EPA to provide both with open access to test and investigate the OceanSaver system.

“The point of the exercise is to be ready,” says Kirk Jones, Vice-President, Sustainability, Government and Industry Affairs. “We identified the systems and our options, and we’re working with the regulators. As a conscientious shipowner we are conducting our due diligence and showing leadership to prepare us for the future.”

The OceanSaver system employs a combination of filtration and disinfection processes. Seawater is pumped into the ship and passes through an automatic back-flushing filter equipped with a 40-micron screen. Organic matter above 40 microns is kept out and automatically back-flushed.

A small portion of the filtered salt water is then passed through a charged membrane in OceanSaver’s patented C2E unit. The resulting chemical reaction produces chlorine that is then re-injected into the main flow to eliminate any remaining organisms. OceanSaver is one of the few systems in existence that can manage and treat the 4,000 to 5,000 tonnes per hour flow of water that a self-unloader generates.

Sheila Ann was selected for the project to provide CSL’s engineers with a better understanding of what retrofitting a vessel with a BWTS involves and best practices for replicating the process on other vessels. The process of designing the complex retrofit was undertaken at the start of 2015 and installation of the 50-tonne system was completed in March while Sheila Ann was drydocked in China. “One of our chief goals was to understand how you take a big, complicated retrofit and make it ordinary, so that every time we go to drydock after 2016, we know how to install such a system,” says Kirk Jones.

With ratification of the International Maritime Organization’s Ballast Water Management Convention expected by 2016, this engineering know-how will be essential as treatment systems become mandatory under the new regulations.

When Canada Steamship Lines’ technical department retrofitted rounded bilge plates to CSL Assiniboine’s bow earlier this year, they were hoping for an improvement in her speed of .25 knots. They got 1.5 knots instead.

“We never expected that big an improvement,” says Marc Rivard, CSL’s Director of Naval Architecture and Steel Planning. “It’s a huge success.”

The rounded plates were designed to reduce resistance caused by the hard chines of CSL Assiniboine’s hull. Separation bubbles produced by the chines were identified by a CSL-commissioned analysis carried out by Concept Naval using CFD software. The tests suggested that rounding the bilge from the stem to just aft of the thruster would reduce resistance by smoothing the flow of water, leading to an increase in CSL Assiniboine’s speed.

The plates were fitted earlier this year while CSL Assiniboine was drydocked at the Bay Shipbuilding Company in Sturgeon Bay, Wisconsin. The short duration of the drydock meant the plates had to be designed and prefabricated prior to the ship’s arrival. They were then welded into place with little delay.

Sea trials carried out before and after the retrofit found a speed increase of 1.89 knots when loaded and 1.18 knots in ballast, for an average increase of 1.54 knots. This represents a 14 per cent increase based on CSL Assiniboine’s maximum speed of 10.5 knots prior to the retrofit. With the addition of a new engine during the same drydock period, CSL Assiniboine is now running at around the same speed as CSL’s other forebodies.

It is estimated that over a 120-day Great Lakes shipping season, the 14 per cent speed increase will translate to an additional 17 days of work for CSL Assiniboine.
The journey via the Great Lakes and St. Lawrence Seaway from Thunder Bay, Ontario, to Sept-Iles, Quebec, spans more than 2,600 kilometres and takes a modern vessel like Daie St. Paul an average of six-and-a-half days to complete. Highlights of this voyage are the focal point of ‘The Great Seaway Adventure,’ a stunning 37-foot mural by artist Peter Riecki of Show Communications featured at the Marine Museum of the Great Lakes in Kingston, Ontario. The mural is the centerpiece of a new exhibit at the museum dedicated to the Great Lakes-St. Lawrence Seaway “Maritime Superhighway” that makes possible the transportation of 160 million tonnes of cargo each year.

CSL is a proud sponsor of the exhibit and long-time supporter of the Museum.

For information about the mural contact info@showcommunications.com
LOOKING BACK AT ATLANTIC SUPERIOR

By Joseph Kennedy, Retired Commodore Chief Engineer, CSL

I was travelling down a back road in South Eastern China at the beginning of April 2015 when, over the horizon, a familiar looking funnel came into view. It was none other than Atlantic Superior in the breaker’s yard, looking a wee bit tattered but as much a lady as ever.

Nostalgia kicked in as I recalled our past together – standing by her as her aft end was built in the CSL shipyard at Port Arthur, and her forebody in Collingwood. I’ll never forget seeing her sections under tow, to be joined together in Thunder Bay under the watchful eye of Archie Williams and Chief Engineer (C/E) Reg Williams. C/E Reg retired a week after her delivery, sailing her as far as the Welland Canal. I replaced him briefly, followed by our wee infamous C/E, the mighty Scot Vic Miller, who took Atlantic Superior under his wing.

Atlantic Superior was our first and to this day is the only domestic ship to be built as a Canadian Registered Foreign Going Self-Unloader since the mid-1960s. Atlantic Superior undertook coastal trips under the Canadian Flag trading to New Orleans and Tampa, and across the ocean to the Fjords of Norway and the Gulf of St Lawrence. As times and trades changed, the opportunity came for her to compete permanently on foreign trades, making Atlantic Superior the first international trading ship in the CSL fleet since the 1960s.

The shipbuilder’s plaque from Atlantic Superior’s control room.

C/E John Wilson would eventually replace C/E Vic Miller. And her Captains, my goodness – Captain Reg Caldwell, Captain Derek Hatcher and Captain John Spencer stand out, unique in their own way. What characters.

Crewed by the likes of Robin Fernandes, Basil Murphy, Colin Kennedy, Al Smith, Paul Beaudet, Vincent Paradise, Derek Hatcher and many more who should be remembered, yet time has taken its toll on my memory. There were many superintendents over the years, though one who stands out is Jim Pyke, who on long trips was faithfully accompanied by his wife Dorothy, aka ‘The Chief.’

Bill Johnston also deserves special mention. As Executive Vice-President, the long-time, loyal and involved CSLer promoted innovation and progress and got us away from the intermediate speed engines to the slow speed Sulzer RLA that was installed into Hull 222.

A couple of major rebuilds in China and Europe kept her going for 31 years, most without annual refits – a track record for CSLers worldwide to acknowledge and remember.

The General Manager at the Chinese breaking yard let me board her one last time and accompanied me as I had a last look around. Later, over the inevitable green tea in his office, he handed me a small yet heavy bag. Inside was the paint-splattered stainless steel plaque from Atlantic Superior’s control room bearing her hull number and the year she was built at Collingwood.

It felt good to see her one last time. I was happy to have known her.

Atlantic Superior’s forebody and aft end were built separately and joined in the CSL shipyard in Port Arthur.

CSL PACIFIC: FAREWELL TO A TRUE WORKHORSE

By Richard Irvine, Safety Manager, CSL Australia

“A country girt by sea” is most apt to describe Australia, with 99% by weight of our international trade being carried by sea, and 74% by value. I dare say CSL Pacific contributed significantly to the quantity of tonnes shipped around our beautiful land over the last 40 years.

With her keel laid in the State Dock Yard in Newcastle on July 1, 1975, CSL Pacific, or Selwyn Range as she was then known, was an Australian-made ship, working Australian waters with an all-Australian crew. She was a state-of-the-art bulk carrier built to withstand anything Australia’s waters could throw at her. She became a place of work, a place to grow, a home and a part of every seafarer’s heart who stepped onto her.

Bought by CSL Australia in 2000, she was renamed CSL Pacific and earned a proud reputation over the next 15 years for reliability and versatility. In January 2015 it was decided that her work was done and she would be dismantled in the environmentally friendly recycling yards of Jiangmen Zhongxin Shipbreaking & Steel in China.

To CSL Pacific, River Tomons, Selwyn Range…. We salute you, old girl!
NEW PLAN FOCUSED ON WORLD-CLASS SAFETY

A three-year corporate safety plan is being put in place to help CSL attain a world-class workplace safety culture rooted in the principle of Zero Harm. Eliminating on-the-job injuries and elevating CSL to the ranks of the shipping industry’s acknowledged safety leaders are the central objectives of this initiative.

Key to achieving these goals are a new comprehensive safety management system (SMS) and corporate safety policy. Grounded in the same values as CSL’s SafePartners program, the SMS sets out operational policies, procedures and rules that emphasize leadership, accountability, training, risk management and communication.

The new CSL Safety Policy establishes the Company’s Safety Vision as well as key objectives in the areas of Leadership, Skills and Operational Effectiveness. Among other principles, the policy enforces compliance with internal rules and legal requirements, rigorous investigation of severe events to ensure zero repeats, and a standard of zero deviation for Lifesaving Rules in the following six high-risk activities:

- Machine Safety;
- Working at Heights;
- Energy Isolation;
- Lifting & Hoisting;
- Confined Space Entry;
- Mooring Operations.

Ensuring CSL employees have the training necessary to uphold these lifesaving rules is also central to the new SMS and safety policy.

CSL AUSTRALIA REDUCES FOOTPRINT WITH IMPROVED WASTE MANAGEMENT AND RECYCLING

By Rhiannah Carver, Environmental Programs Manager, CSL Australia

The consolidation of waste disposal services under a single contractor is helping CSL Australia reduce its ecological footprint through improved recycling and oversight.

Under the new system launched in early July, it is estimated that CSL will increase recycling by at least 15 to 20 per cent. Prior to the consolidation, waste disposal was organized through ship agents and under-taking by various portside contractors with little capacity for separating recycled materials from solid waste.

The switch will give CSL Australia greater oversight over the waste disposal process and allow for more detailed reporting on waste streams and disposal methods. It will also help CSL Australia reduce waste disposal costs by an average of 60 per cent at ports around Australia.

SHORE BROW IMPROVES DOCKSIDE SAFETY AT PORT WARATAH

A new brow and pivot platform designed by CSL Australia is helping bridge a safety gap at Port Waratah in New South Wales.

The brow, which ensures a more secure connection between Iron Chieftain’s accommodation ladder and the wharf, conforms to Australian Maritime Safety Authority requirements and was developed in consultation with the Port Waratah Coal Services Terminal. CSL Australia’s technical team designed and oversaw the fabrication of the lightweight, portable shore brow, which can be moved into position by one crew member once Iron Chieftain is docked at the terminal.

The brow was successfully commissioned on July 18, 2015, by Iron Chieftain’s crew.

NEW CSL-DESIGNED LANDING BOOM PUTS SAFETY FIRST

A new landing boom that brings modern safety measures to one of the riskiest operations performed by crews will soon be deployed across CSL’s Canadian fleet.

Developed in collaboration with CSL’s SafePartners program, the new system employs innovations including a bosun chair and a full body harness with MGO hook. Combined with a lowering system consisting of carabiners, anchors, descender and redirecting pulleys, the new landing boom provides an increased level of control and significantly improves the safety of crew members as they are lowered for mooring operations.

“Our landing boom innovations reflect CSL’s efforts to continuously improve the safety of our crew members and ensure they have the most up-to-date protection possible,” said Mark Harney, Fleet Technical Director for Canada Steamship Lines.

A first test of the new system was conducted in April on CSL St-Laurent while she was docked at the Port of Montreal. Feedback from participating crew members led to user-friendly adjustments to the system. A real-time trial took place as CSL St-Laurent made her way through the Welland Canal.

The system will be rolled out across the Canada Steamship Lines fleet once the approval process is complete.

SAFETY MILESTONES

CSL Rhine Earns Gold Safety Pennant

Members of CSL Rhine’s crew display the Gold Safety Excellence pennant presented to them by Björn Bijma, Senior Manager, Technical Operations with CSL Europe, for reaching 1,500 days without a lost-time injury.

Whitefish Bay Reaches Two-Year Safety Milestone

The crew of Whitefish Bay was presented with a Silver SafePartners pennant on August 28, 2015, for reaching two years without a lost-time injury.
CSLERS IN THE COMMUNITY

CSL GROUP BOARD AND EXECUTIVE VOLUNTEER AT OLD BREWERY MISSION

CSL’s Board of Directors and Executive Team took time out from the June Board of Directors meeting to serve meals at the Old Brewery Mission’s Galley. Renovated and named by CSL, the OBM’s Galley is one of the numerous ways CSL and its employees contribute to the Mission, located just minutes from CSL’s Montreal office. Over the years, CSLers have assisted the Mission’s work with Montreal’s homeless through financial support, fundraising, and countless volunteer hours.

CSL AMERICAS RECOGNIZED AS ‘WORKPLACE HERO’ BY RED CROSS

The American Red Cross recognized CSL Americas as a 2015 ‘Workplace Hero’ for ongoing efforts by its employees to help alleviate hunger and poverty in Beverly, Massachusetts. CSL Americas was nominated for the award by Beverly Bootstraps and The Open Door, two local organizations dedicated to providing critical services to community members in need of assistance.

The award was also acknowledged by Massachusetts Senator Joan B. Lovely, who issued an official Senate citation congratulating CSL Americas for its contributions to the North Shore community.

CSL AMERICAS HELPS LOCAL KIDS WITH BACK-TO-SCHOOL SUPPLIES

CSL Americas helped 85 local kids head back to school with all the right tools with a $2,500 donation to Beverly Bootstraps. The funds went toward the purchase of 85 backpacks and school supplies. CSLers spent the morning of August 13, 2015, organizing the backpacks for distribution to children of families in need. Beverly Bootstraps handed out 851 backpacks to children from kindergarten to high school last year and expects to distribute even more this year.

ACTIVE APRIL

CSLers in Montreal got in shape for a good cause in April, raising more than $8,500 for the World Wildlife Fund by climbing stairs and biking, running, swimming and walking. For the second year in a row, Accounting Manager Mario Dilembi finished on top, raising $2,066 by biking a total of 606 kilometres and climbing 248 flights of stairs. Senior IT Technician Todd Wirchnianskyi was the overall stair master, climbing a total of 440 flights and raising $720. CSL donated $3 for every kilometre staff walked, ran, or biked to and from work, $2 for every 50 metres staff members swam, and $1 for every flight of stairs climbed during work hours.

CSLers Kristine Prud’homme and Loïc Rochier with Canada Steamship Lines President Allister Paterson before ascending the stairs of Toronto’s CN Tower.

CSLERS WITNESS ECO-BENEFITS OF DONATION

CSL Americas employees participated in an environmental education tour organized by Salem Sound Coastwatch on July 28, 2015. The tour allowed CSLers to see for themselves how the local organization is using donations from CSL to further its work. CSLers collected trash on the shores of Misery Island off Beverly, Massachusetts. As part of the tour, CSLers collected trash on the shores of Misery Island off Beverly, Massachusetts.

CSL HELPS WITH GRADE SIX SCHOOL FAIR PROJECT

CSL and the St. Lawrence Seaway were the focus of a school fair project by grade six student Charley Baker at Vancouver’s General Brock Elementary School. Charley’s inspiration for the project came from holidays she and her family used to take on Stanley Island in the Seaway. “When you are sitting on the dock, these big ships go up the river carrying products from around the world. The big ships fascinated me because they are so huge and can steer between islands.” Featuring photos and information supplied by CSL, Charley’s project was selected one of the fair’s best.

2015 MANILA BAY CLEAN-UP RUN

A team representing CSL Europe took part in the 2015 Manila Bay Clean-Up Run on July 11 to raise funds and awareness for efforts to protect the marine environment around Manila and other major waterways across the Philippines. CSL Europe was represented by personnel from its Philippine crewing partner AboJeb, including: Captain Ronelo Garcia; Rosalie Garcia; Sharmaine Salomes; Jonalyn Palabrica; Mary Ann Abe Tira; Mary Grace Bartolata; Mona Eliza Villanueva; Dondon Luberio; Krizia Chloe Danoa; Captains Jason Rombawa and Joshua Ompad; and Captain Garcia’s son, Mark Francis Garcia. The annual run is organized by the Manila Broadcasting Company (MBC) and the City of Manila.
CSLERS PADDLE FOR A PURPOSE

Dragon boat racing is all about teamwork and synchronicity, and CSLers more than rose to the challenge at the Paddle For a Purpose dragon boat event, forming five teams of 18 paddlers and cheerleaders. As part of the challenge, employees also organized a series of fundraising activities to raise money for Cedars CanSupport, a non-profit organization that provides compassionate care and assistance to cancer patients and their families. With generous support from a number of suppliers, CSLers raised $10,000 that was matched by CSL’s Donations Committee, for a total contribution of $20,000 to Cedars CanSupport.

CSLERS CYCLE IN SUPPORT OF MS RESEARCH

CSL’s Keep on Steamin’ bike team spent a sunny August 30, 2015, cycling through the Lower-Laurentians region of Quebec to raise money for Multiple Sclerosis (MS). Team members raised more than $5,200 and CSL’s Donations Committee contributed another $3,830, for a total donation of just over $9,000 for MS research.

IN CONVERSATION WITH...

BILL BISSET, VICE-PRESIDENT AND MANAGING DIRECTOR, CSL AUSTRALIA AND CSL ASIA

Bill Bisset joined CSL Australia in September 2014 as Managing Director and Vice President. He came to CSL with wide-ranging experience in bulk commodity industries, including as Executive Chairman and Founder of Trans-Tasman Resources Limited, a New Zealand-based company focused on exploring and developing the North Island’s offshore iron sand deposits. Bill has also served as Executive General Manager of Global Operations at Iluka Resources Limited, and as Managing Director of the Pacific Group’s Construction Products Division. He has held senior executive positions with Hong Leong Asia Ltd and the Pioneer Group. Bill has extensive experience in Asia and speaks fluent Indonesian. He holds a Bachelor’s Degree in Chemical Engineering and a Graduate Management Qualification from the Australian Graduate School of Management.

Bill Bisset, you came to CSL from the exploration and development side of the bulk commodity industry. Why did you decide to pivot to the marine transportation and handling side of the business?

In my resource industry roles prior to joining CSL, I saw that much of the value of those resources was created by getting them to market. Whilst managing TTR, a New Zealand-based exploration company, I became aware of CSL’s capacity to add even more value by economically transshipping both land- and marine-based resources. I believe there is huge potential for this value creation globally, and so I was interested to join CSL.

You have a clear understanding and intimate knowledge of the needs of our mining customers and the challenges they face. How does this influence how you manage CSL’s operations in Australia and Asia?

Recognising that each customer has unique needs and very different commercial pressures is fundamental to understanding how CSL can add value to their operations. For some customers, the biggest issue they face are the market conditions in which they operate. Iron ore producers, for example, have seen their revenues evaporate over the past year. For others it is the proportion of their cost base that shipping represents that drives their thinking and needs. For gypsum customers for instance, shipping represents around 50% of their cost base whilst for mineral sand producers, it’s around 3%.

Understanding these drivers helps CSL develop optimal solutions tailored to customer needs. It is also apparent that customers appreciate this deeper understanding of their business, which strengthens relationships.

You have extensive international experience, having lived and worked in Australia, New Zealand, Singapore and Indonesia. What are the advantages and disadvantages of having moved around so much, and what lessons have you learned?

I consider it a privilege to have had the opportunity to move around and experience different cultures and geographies. It is also quite a different experience living in a different country than just visiting. I think those of us who have been lucky enough to receive education and gain experience that can be deployed in different places should take advantage of that. The only potential drawback I see is the dislocation of the extended family support network that is sometimes around at home.

The most obvious lesson I have learnt is that “normal” is not normal everywhere. Different cultures and people’s perspective vary from one place to another and can appear illogical until you see it from the other person’s point of view.

Having said that, I have also learnt that generally speaking, most people want the same things – a safe environment for them and their families, a chance to earn a living where they are valued and can make a difference and have some fun along the way.

You have been with CSL for one year now. What has struck you the most about the company and its people?

It has been a pretty quick year! My observations start with the people within CSL who strike me as humble, resourceful and dependable. These qualities come through in the business and are valued by the market.

I can also see that people within CSL have worked very hard to build a solid business that has the benefit of being private and nimble. It is also evident that CSLers are driven to perform well to support their colleagues rather than because of a sense of obligation.

What are your three main priorities this year at CSL Australia and CSL Asia?

My first priority is to consolidate the changes that have materialised this year. This includes a renewed focus on safety, fine-tuning our integrated ship management, and enhancing staff development.

The second is to consolidate the returns and profitability of the business by gaining a deeper understanding of our customers and ensuring our ships and services are “fit for purpose.”

And the third priority is to investigate growth opportunities in the region, recognising that the economic centre of the world economy is returning to the East after 2000 years in the West.

When you’re not working, what do you like to do?

I enjoy spending time with my wife Magdalen and our (quite large!) family is great fun. We both enjoy cycling and exploring, so cycling holidays are a treat for us. Otherwise just being up and about enjoying the sunrise everyday is the best part of life.
NEW HIRES

CSL GROUP

Krista Lawson was hired as Legal Counsel on February 2, 2015.

Fadi Khalil was hired as IT Technician on March 9, 2015.

Yajaira Collante was hired as Senior Manager, Treasury on March 30, 2015.

Irraj Anbu Jayaraj was hired as IT Business Intelligence Developer on April 27, 2015.

Emmanuel Viens was hired as Taxation Analyst on May 11, 2015.

Mireille Marcotte was hired as Director, Information Technology on September 21, 2015.

Emilie Constantineau was hired as HR Generalist on September 21, 2015.

CANADA STEAMSHIP LINES

Loic Rocher was hired as Senior Buyer on February 23, 2015.

Milan Kostadinov was hired as IT Technician, Fleet on March 17, 2015.

Francis Rodier was hired as IT Technician, Fleet on March 30, 2015.

Sebastien Trottier was hired as Marketing Analyst on June 22, 2015.

Nimroj Nizarali Makmojiya was hired as Technical Controller on July 1, 2015.

CSL AUSTRALIA

Neil Hall was hired as MS&Q Superintendent on February 16, 2015.

Amanda Kivivitch was hired as Senior Crewing Coordinator on March 16, 2015.

Alison Hey was hired as HR Coordinator on March 23, 2015.

Deborah Baker was hired as Payroll Supervisor on March 23, 2015.

Stanley Huang was hired as Technical Controller on April 1, 2015.

Cathy Racaza was hired as Crewing Coordinator on April 1, 2015.

Jessica Whalan was hired as Administrative Assistant on April 7, 2015.

Ashley Boynton was hired as Receptionist / Office Administrator on April 13, 2015.

Rolando Alejo was hired as Fleet Superintendent on May 1, 2015.

Barry Dine was hired as Cargo Supervisor on May 1, 2015.

Stephen Hill was hired as Senior Manager, Marine Safety & Quality on May 1, 2015.

Brian Moncrieff was hired as Fleet Superintendent on May 1, 2015.

Craig Smith was hired as Purchasing Manager on May 21, 2015.

Venny Ting was hired as Senior Accountant on May 1, 2015.

Wendy Armour was hired as Administrative Assistant on June 1, 2015.

Lily Belova was hired as a Quality Representative on June 22, 2015.

Alex Murday was hired as Charterer & Scheduler on June 22, 2015.

CSL AMERICAS

Francis Peloai was hired as Manager, Safety and Environment on March 12, 2015.

Kaitlyn Hamner was hired as Marketing and Office Coordinator (Vancouver) on March 23, 2015.

Shasha Lu was hired as Associate Accountant on March 23, 2015.

Brian Taylor was hired as Vessel Operator on May 1, 2015.

Ardit Risilia was hired as Senior Financial Analyst on August 17, 2015.

CSL EUROPE

Björn Bija was hired as Senior Manager, Technical Operations on July 6, 2015.

PROMOTIONS/TRANSFERS/CHANGES

CSL GROUP

Ryo Sugitani progressed to Senior Analyst, Corporate Finance on March 1, 2015.

Claudine Marineau was promoted to Director, Taxation and Treasury on June 29, 2015.

Jonathan White transferred to the CSL Group as Manager, Strategy and New Business Development, on September 8, 2015.

CANADA STEAMSHIP LINES

Lilia Khodjet El-Khil progressed to Manager, Sustainability and Government Relations on March 1, 2015.

Stephanie Legault progressed to Manager, Marketing on March 1, 2015.

Alexandre D’Astous was promoted to Project Engineer on April 1.

Marie-ève Tremblay was promoted to Senior Director, Sales and Business Development on May 5, 2015.

Vienne Carpentier transferred to Coordinator, Inventory and Logistics, on June 8, 2015.

Youssef El Bagoury was promoted to Fleet Superintendent on July 1, 2015.

Nathalie Sykora progressed to Vice-President, Technical Operations and Environments on September 17, 2015.

Rémy Boulianne transferred to the new position of Director, Continuous Improvement on September 17, 2015.

CSL AMERICAS

Rebecca Varnes was promoted to Senior Marketing Manager on March 1, 2015.

Richard Currie transferred to CSL Americas as Manager, Projects and Strategic Planning on March 16, 2015.

Gisèle Girard was promoted to Manager, General Accounting on July 1, 2015.

Jim Hardie transferred to CSL Americas as Director, Technical Operations on September 1, 2015.

CSL AUSTRALIA

Bill Bisset, Vice-President and Managing Director of CSL Australia, was also appointed Managing Director of CSL Asia on April 1, 2015.

Sasha Holdsworth was promoted to Director, Human Resources and Crewing on April 1, 2015.

Veronica Dick has transferred to the position of Crewing Coordinator effective April 13, 2015.

Craig Jackson was promoted to Manager, Chartering & Scheduling effective May 1, 2015.

Andy Lennox transferred from CSL Americas to take on the duties of Senior Manager, Fleet Technical on May 4, 2015.

Brad Newman transferred from Assistant Operations Manager, Whyalla, to Fleet Superintendent in Sydney effective June 1, 2015.

Neil Hall was promoted to Senior Manager, Marine Safety & Quality, on August 10, 2015.

CSL EUROPE

David Gajewicz was promoted to Director, Finance on March 1, 2015.

BIRTHS

Stephen Smith and Karina Marlis welcomed the birth of their daughter Elia Loretta Carmichael Smith on February 20, 2015.

Paul Martin and Alyssia welcomed the birth of their daughter Lara on March 20, 2015.

Normand Dubreuil and Genevieve Heppe are the proud parents of Théodore Dubreuil who was born on April 16, 2015.

Vienne Carpentier and Karina Del Angel welcomed the birth of their son Elian Carpentier Del Angel on June 17, 2015.

WEDDINGS


Chantal Picard, Assistant Corporate Controller, married Maxime Chevalier on August 29, 2015.

MILESTONES

CSL GROUP

Annie Choquette celebrated 10 years of service on June 20, 2015.
In Memoriam

Canadian Steamship Lines offers its sincere condolences to the families of the following former employees:

- Robert Tittley passed away on February 20, 2015.
- Carole Mastromonaco passed away on March 11, 2015.
- Olive Margaritis passed away on April 16, 2015.
- Jean-Jacques Gamelin passed away on May 6, 2015.
- Glen Doherty passed away on June 9, 2015.

Canada Steamship Lines celebrated 25 years of service on May 22, 2015.

Kathy Gulay celebrated 10 years of service on June 20, 2015.

CSL Americas celebrated 15 years of service on May 16, 2015.

Mary Schwartz celebrated 15 years of service on June 19, 2015.

Michel Lavoie retired after 14 years with Canada Steamship Lines on April 1, 2015.

Iqbal Nakhooda retired after 35 years with Canada Steamship Lines on April 1, 2015.

Robert Wilkie retired after 14.5 years with Canada Steamship Lines on April 1, 2015.

Captain Stephen Zawacki retired after 18 years with Canada Steamship Lines on April 1, 2015.

Captain Kent Powell retired after 14 years with Canada Steamship Lines on June 1, 2015.

Gary Hunter retired after 27 years with Canada Steamship Lines on April 1, 2015.

Timothy Poste retired after 14 years with Canadian Steamship Lines on April 1, 2015.

Nimroj Maknojiya, Technical Controller with Canada Steamship Lines, received the 2014 F.A. Gerard Prize as the most deserving graduate of the Master’s program in the Faculty of Engineering and Computer Science at Concordia University in Montreal.

Other Crew Service Awards

- Chief Engineer Dominic Tanguay received his 25-year service award on August 31, 2015.
- Head Tunnelman Raymond Eaton received his 25-year service award on August 20, 2015.
- 3rd Engineer Blair Rudderham received his 25-year service award on August 31, 2015.
- GP/MA Denise Perrier and GP/AB Kevin Ashley received their 25-year service awards onboard Whitefish Bay on August 28, 2015.

Awards for Achievement

- Nimroj Maknojiya received the 25-year service award on August 20, 2015, onboard CSL Niagara. Captain Ron Taylor and C/E Brian Pyke took part in the presentation.
- Head Tunnelman Raymond Eaton received his 25-year service award on August 20, 2015.
- Captain Jabez Keeping presented Christine Crossan with her 25-year service award onboard Atlantic Huron.
- MA Desmond Dear was presented with his 25-year service award on August 31, 2015.
- 3rd Engineer Blair Rudderham received his 25-year service award on August 31, 2015.
- GP/MA Denise Perrier and GP/AB Kevin Ashley received their 25-year service awards onboard Whitefish Bay on August 28, 2015.
- 3rd Engineer Blair Rudderham received his 25-year service award on August 31, 2015.
- MA Desmond Dear was presented with his 25-year service award onboard Atlantic Huron.
- 3rd Engineer Blair Rudderham received his 25-year service award on August 31, 2015.
- GP/MA Denise Perrier and GP/AB Kevin Ashley received their 25-year service awards onboard Whitefish Bay on August 28, 2015.

Robert Tittley passed away on February 20, 2015.
Carole Mastromonaco passed away on March 11, 2015.
Olive Margaritis passed away on April 16, 2015.
Jean-Jacques Gamelin passed away on May 6, 2015.
Glen Doherty passed away on June 9, 2015.
Harold Ross Krick passed away on June 11, 2015.

IN MEMORIAM

- Carole Mastromonaco passed away on March 11, 2015.
- Olive Margaritis passed away on April 16, 2015.
- Jean-Jacques Gamelin passed away on May 6, 2015.
- Glen Doherty passed away on June 9, 2015.

Matthew Bedwell will take command of CSL Whyalla after earning his Master's epaulettes.

Matthew Bedwell will take command of CSL Whyalla after earning his Master’s epaulettes.
FOCUS ON LEADERSHIP AT CANADA STEAMSHIP LINES CONFERENCE

Leadership and safety were the focus of Canada Steamship Lines’ annual Winter Conference this past February in Montreal, with noted guest speakers highlighting the three-day event.

A two-part leadership training session led by Dr. Amir Georges Sabongui, a noted psychologist and former Lieutenant-Commander with the Royal Canadian Navy, was well received. Dr. Sabongui was able to connect with the senior officers by comparing their experiences as leaders with situations he faced during his own sailing career.

This session complemented the keynote address by Danièle Sauvageau, coach of Canada’s women’s hockey team that won gold at the 2002 Winter Olympics, who discussed the challenges she overcame in achieving an Olympic dream for her and her team.

The conference concluded with the annual Awards Dinner where crews and individuals were recognized for achievements and milestones, including: C/E Ernest O’Fori (retirement), C/E Paul Beaudet (25 years of service), Captain Joey Ransom (10 years of service), Jason Church, Daniel Héroux and Mohan Menezes (Energy Efficiency Award), the crew of the Whitefish Bay (CSL Sustainability Award) and no fewer than 20 seafarers for their role in advancing safety across the fleet (SafePartners Leadership Safety Award).

CSL AMERICAS SIGNS MULTI-YEAR CONTRACT EXTENSION WITH MARTIN MARIETTA

A very long relationship got even longer earlier this year when Martin Marietta signed a multi-year extension of its freight contracts with CSL Americas.

Martin Marietta is a leading, United States-based supplier of aggregates and heavy building materials with operations spanning 36 states, Canada and the Caribbean. The company is a member of the S & P 500 Index.

CSL Americas carries aggregates from Martin Marietta’s quarries at Auld’s Cove, Nova Scotia, and Freeport, Bahamas. All cargoes are destined for ports of discharge in the United States, from New York City down the eastern seaboard to ports deep in the U.S. Gulf such as Lake Charles, Louisiana. The aggregates are used in construction as well as highway and infrastructure projects throughout the United States.

CSL has carried aggregates from these quarries since the 1980s and welcomed the extension of this valuable relationship at a signing ceremony attended by senior representatives of both companies. The event was followed by a dinner hosted by CSL Americas that featured renowned guests Howard Nye, Chairman of the Board, President, and Chief Executive Officer of Martin Marietta, and Anne Lloyd, Executive Vice President and Chief Financial Officer of Martin Marietta.

Shaun Smith, Director of Marketing for CSL Americas, paid special tribute to CSL’s primary contact at Martin Marietta, Alphonso D. Gentry Sr., Director of Marketing and Transportation at the company’s Southeast Division. “Al is the person responsible for finalizing the aggregate sales and then setting up the load schedules for all our vessels at both the ports of Auld’s Cove and Freeport. He coordinates the quantities and grades to be loaded together with the ports of discharge, discharge rotations etc. We have always worked well with Al whether through blinding snowstorms and freezing temperatures in Nova Scotia or through the remnants of a passing hurricane in The Bahamas.”

Left to right: Alphonso D. Gentry Sr., Director, Marketing and Transportation, Martin Marietta Southeast Division; Shaun Smith, CSL; Jeff Barnes, CSL; Captain Roy J. Sharme, CSL; Red Jones, CSL; Joe Reilly, President, Martin Marietta Southeast Division; Louis Marlet, CSL; and Henrik Friis, CSL.