CSL's self-unloading bulk carrier Donnacona is undergoing a series of modifications to be converted into a highly specialised transhipment shuttle vessel (TSV) to service a new magnetite iron ore customer in Western Australia. Once the conversion is complete, the vessel is expected to handle up to nine million tonnes of iron ore per annum and reach a peak unloading rate of 4,200 tonnes per hour.

Like CSL Whyalla, which was the first of CSL's TSV conversions in 2013, Donnacona represents a new generation of high-performance, low-cost transhipment solutions. Engineered and designed by CSL's Global Technical Services team, the highly manoeuvrable TSV will load directly into an oceangoing vessel (OGV) via a system of loop belts and conveyors, all of which are covered to eliminate dust. Among its many advantages, the converted Donnacona will operate without tugs and feature superior productivity, increased capacity and reliability, minimal shore side infrastructure, and limited environmental impact.

Donnacona’s conversion is being tailored to meet the customer’s specific requirements and improve current transhipping operations at the Western Australia mine. Because of its unique design, the TSV will carry between 20,000 to 26,000 tonnes per voyage, a significant improvement over current operations.

The increased cargo capacity will require fewer shuttles, less mooring and unmooring time, and less time sailing to and from the transhipment anchorage. The TSV’s unique design will also add value to the customer’s operations by requiring less manning and no tugs, and by improving operability in local weather conditions where excessive wind and waves are common.

The conversion of Donnacona is scheduled to be completed in late March 2017.
A LITTLE ABOUT ROD JONES…

Following in the footsteps of his father, Rod Jones has devoted his entire professional career to the shipping world. Born in Cleveland, Ohio, and raised in the Bahamas, Rod spent his summers on the Great Lakes as a deck hand and acquired a passion for shipping as an officer in the U.S. Navy. He then went on to study business at Dartmouth University where he earned the distinction of Edward Tuck Scholar.

Rod’s early shore-side shipping career took him through various roles at Navios Corporation and Dutch shipping conglomerate Van Ommeren Shipping. In 1985, he joined Canada Steamship Lines as Marketing Director and, subsequently became President of CSL International in the early 1990’s and President and CEO of The CSL Group in 2008.

During his tenure at CSL, Rod transformed the Great Lakes-focused business into the largest owner and operator of self-unloading ships in the world. Under his leadership, CSL has expanded far beyond Canada and the Americas to Australia, Asia and Europe. Rod’s passion for the shipping industry extends to The Standard Club, where he was appointed to the Board in 2000. In 2011, he was elected Chair of the Audit Committee where he was instrumental in improving the Club’s governance structure following the financial crisis. In 2014, Rod was elected Chair of The Standard Club.

Well-known and respected throughout the industry, Rod stands out as an inclusive, accessible and modern leader with solid ethics and values around diversity, safety and the environment. His open-mindedness, strong belief in people and drive to ‘do the right thing’ will continue to inspire people at every level of the industry, both onboard and at shore, regardless of age, gender, nationality and role.

MESSAGE FROM ROD JONES

This is my last CSL World editorial as CEO of The CSL Group. While I am seldom at a loss for words, I had trouble finding the right ones this time, perhaps because this exercise forced me to deal with the reality of leaving CSL.

I started at CSL almost 32 years ago and it has been an amazing journey. I have loved every minute of it. Of course I love our ships and the fact that they move a lot of the cargoes that fuel industries around the world, but for me it has always been about the people. Over the years I have met, worked and done business with so many wonderful people, and it is those relationships that I treasure now and will look back on with such fond memories when I retire.

Let me start with our esteemed customers who have inspired CSL to be a different kind of shipping company. Our ships don’t tramp all over the world. We are an industrial shipping company and we tend to carry cargoes for the same customers, over the same trade routes, year in and year out. We get to know each other very well and many of us become friends. This is true for the deckhand on the ship taking to the line handler on the pier, right up to the respective presidents. Though negotiations can get tough at times, they are always grounded in mutual respect, which is one of the reasons CSL’s customer relationships last so long. I have a fond memory of walking through an abandoned port facility with a potential new customer trying to find a suitable site for a self-unloader discharge. That was almost 30 years ago and we are still carrying into that port!

CSL could not have achieved its current stature and capabilities without the support of a long list of key suppliers that have become integral to our operations. The list is too long to name and hopefully you know who you are. While my sincere gratitude goes out to all our suppliers, I would like to single out a few that have contributed notably to CSL’s success during my tenure.

CSL’s long and successful relationship with V.Ships began about twenty years ago when CSL tendered the management of its international flag ships. Acomarit won that tender much to the disappointment of V.Ships, which reacted boldly by buying Acamarti. CSL and V.Ships have since enjoyed a strong synergy and long history that has taken us through many twists and turns along the way.

Over the past 12 years, CSL has built or converted more than 15 self-unloading ships at Chengxi shipyard in China. What we have accomplished together is remarkable and it is in large part thanks to the strong working relationship we have developed. I am very pleased to see CSL’s partnership with Chengxi is continuing with the conversions of Donnacona and CSL Reliance.

Finally, I would like to acknowledge our close collaboration with EMS-Teich, the premier self-unloading system manufacturer in the world that has been instrumental in transforming CSL into the premier self-unloader company in the world.

CSL also has a complex network of key service providers with whom I have had the pleasure of working directly and indirectly. These include ship brokers, industry associations, bankers, classification societies, flag states, lawyers, accountants, regulators, ship agents, insurance brokers and underwriters and our two P & I clubs – Britannia and Standard. Over the years, I have had great relationships with many people in these organizations and I recall some fun acquisition due diligence sessions, road shows, brainstorming sessions and deal negotiations. I consider my time as a Board member and now Chairman of the Standard Club one of the highlights of my career, and value the relationships I have formed with other Board members and the managers at Charles Taylor.

The shipping world is a big and complicated place and when expanding in global markets you can short circuit some of the pitfalls by working with local partners with regional knowledge. Over the years, CSL has had local partners in many regions. Of course our strongest partnership is the CSL International pool, which has been operational now for almost a quarter of a century. This pool was designed and created over one day of exciting brainstorming discussions between CSL and Henning Oldendorff back in 1993 (it seems like yesterday).
INTRODUCING LOUIS MARTEL, THE CSL GROUP’S INCOMING PRESIDENT AND CEO

“Over the course of his 20-year career at CSL, Louis Martel has demonstrated a strong commitment to our customers and employees, and the aptitude and drive to successfully advance CSL’s strategic vision. The Board is confident in Louis’ ability to successfully lead CSL into the future.”

Paul Martin,
Chair of the Board, The CSL Group

Louis Martel was first introduced to CSL’s vessels and people when he worked as a Ship Surveyor for Lloyd’s Register in the Great Lakes region. His expertise and professionalism were quickly noticed by Canada Steamship Lines executives who hired Louis in 1997 as a Naval Architect to lead, among many projects, CSL’s innovative Laker foerbody program whereby three new foerbodies were constructed and joined to existing Laker aft-ends.

In 2003, Louis transferred to CSL Americas and eventually became Vice-President, Technical Operations. In this position, Louis was responsible for all technical aspects of the fleet, including new vessel construction. With his foerbody expertise developed in Canada, Louis was assigned the role of Project Manager on the CSL Americas foerbody program, which saw three oceangoing foerbodies joined to the aft-ends of tanker vessels.

During his time at CSL Americas, Louis also led the design phase of CSL’s Trillium Class newbuild program, a major capital investment initiative that produced 11 latest-generation vessels – four self-unloading Lakers, five Panamax self-unloaders and two bulkers – delivered between 2012 and 2015.

Louis holds a Diploma in Naval Architecture from the Institut Maritime du Québec & Rimouski and a Bachelors of Engineering in Naval Architecture from the University of Newcastle upon Tyne in England. He also earned an Executive Management Certificate from the Tuck School of Business at Dartmouth College, New Hampshire and is a graduate of the Advanced Management program (AMP) of the Harvard Business School.

A family man at heart, Louis and his wife Julie have two children, Philippe, 19, and Rebecca, 21. His passion for ships is only matched by his passion for hockey, which he played as a boy in Québec City and continues to play faithfully every week. According to his teammates on the CSL hockey team, Louis is a dependable player who anticipates plays and always works to set up his teammates to score.

As I sign off on my last CSL World editorial, I would just like to say that CSL has been in operation for over 100 years and I have witnessed the last third. Even in my time the company has had to evolve and change drastically to stay relevant and successful. The pace of change is constantly accelerating and CSL will have to be even more nimble to make it through its second century. I am sure that if modern day CSLers take the best values and traditions of our past but are willing to proactively embrace the technologies and continuous improvement cultures of the future, there is no reason why CSL won’t celebrate its bicentennial in 2131! I am rooting for it!
**MV THUNDER BAY SETS HANDS-FREE MOORING MILESTONE IN WELLAND CANAL**

On August 15 this year, CSL’s MV Thunder Bay received the honourable distinction of being the first vessel to complete a down bound transit in the Welland Canal without the use of lines. From Lock 7 all the way to Lock 1, Thunder Bay was able to use hands-free mooring thanks to new equipment installed by the St. Lawrence Seaway Management Corporation (SLSMC) that uses vacuum suction to keep vessels secure when they are raised and lowered.

The SLSMC is the first entity worldwide to use hands-free mooring to secure a ship during its passage through a lock. The system decreases the risk of injury by eliminating the need for crew and Seaway personnel to manually attach and remove mooring lines. At the same time, hands-free mooring reduces the time it takes a ship to pass through the locks, which contributes to saving fuel and releasing fewer air emissions.

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**ATLANTIC ERIE’S FINAL JOURNEY**

The self-unloading bulk carrier Spirit of Shpongie, formerly known as Atlantic Erie, left the Port of Montreal for the last time on November 4, destined for an eco-friendly recycling yard in Turkey, where she arrived on December 11, 2016.

The dismantling of the 31-year-old vessel is part of CSL’s fleet optimization and capacity management programs that introduced six new state-of-the-art Trillium Class vessels to the Canadian fleet and retired five older, less efficient ships, including MV Atlantic Erie.

“Our ships are like family, so the decision to retire one is never easy,” said Allister Paterson, President of Canada Steamship Lines. “But in a mature market like the Great Lakes, it’s the responsible thing to do. As technologically superior ships enter the market, we need to recycle the older ships that market demand will no longer support.”

Atlantic Erie was sold “as-is where-is” to a vessel broker who towed the renamed vessel to a ship recycling yard in Turkey, in full compliance with international rules and regulations and according to CSL’s own rigorous vessel recycling policy.

Originally named MV Hon. Paul Martin, the Great Lakes and ocean-class vessel was built for Canada Steamship Lines in 1984 at the Collingwood shipyard in Ontario, Canada. The ship was renamed Atlantic Erie in 1988 to reflect the dual ocean and Great Lakes services she would perform throughout her active life.

**CSL LAURENTIEN MAKES HISTORY AND PUSHES BOUNDARIES ON THE GREAT LAKES**

By Scott Porter, Manager, Transportation Services

CSL and Canadian history was made this year, when CSL Laurentien completed the largest and deepest transit for a Canada Steamships Line Laker, and by default, the largest cargo lift and safe transit a Canadian Laker has ever made from Lake Superior to Lake Erie.

On August 13, 2016 CSL Laurentien loaded a staggering 34,337.31 metric tonnes of Hibbing iron ore pellets at the Port of Superior, Wisconsin, transited safely through St. Mary’s River at water levels logged as +32 inches and then through the St. Clair and Detroit rivers at water levels of +45 inches. The vessel arrived safely at USSC’s Lake Erie works plant in Nanticoke on August 17, and safely discharged her cargo.

To complete the record-breaking transit safely and successfully, CSL Laurentien’s voyage was meticulously planned by Captain Joe Pero and Chief Officer Brian Wolstenholme who carefully monitored water level trends weeks in advance. They also monitored marine weather forecasts while the ship was loading in Superior so they could apply the probable conditions on the day of their transit, as wind, sea state/direction, and even barometric pressure can affect water levels. This information, along with a fuel consumption calculation, were used by Captain Pero to instruct Chief Officer Wolstenholme to load and trim the vessel in Superior to the precise drafts of 28’10.5 inches forward and 29’02 inches aft.

During the transit, and especially prior to entering the rivers, risk assessments, procedural checklists, squat calculations and safety verifications were carried out by the officers onboard to ensure a safe transit in full compliance with CSL’s Under Keel Clearance Policy. Meanwhile, back in Montreal, the Transportation Services Team monitored the various stages of the transit, ready to assist with real-time critical water level data.

Thanks to CSL’s professional ship and shore experts and the most technologically advanced equipment at their disposal, CSL was able to push the bar higher with short sea shipping in the Great Lakes.

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**CSL TEAM HOSTS K+S WINDSOR SALT/MORTON SALT TEAM ONBOARD SALARIUM**

Earlier this year, David Martin, Louis Martel, Allister Paterson and members of CSL’s Commercial and Operations teams were delighted to host valued customer K+S Windsor Salt/Morton Salt onboard Salarium for a visit of the vessel and dinner in the Galley.

In Montreal for a quarterly meeting, the K+S Windsor/Morton team including Betsey Nohe, Vice President, Supply Chain, Morton Salt, and Francois Allard, Director, Marine Distribution, took advantage of their time in the city to visit the vessel dedicated to their salt trades.

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*Atlantic Erie discharging in Deception Bay, northern Quebec, in 2007.*
ENHANCING VESSEL PERFORMANCE AND OPERATIONAL EFFICIENCY WITH CSL’S O² TECHNOLOGY

In shipping like in most industries today, technology is transforming the way we work, communicate and do business, including on our vessels. In today’s high-tech, wired world, we need to be open to new solutions and leverage modern technologies to give CSL Captains, Chiefs and crews the responsive tools they need to make better decisions, be more productive, agile and efficient.

Over the past year, CSL’s Technical Operations Team has explored a variety of smart technologies that can maximize vessel performance and provide crews with the kind of real-time data they need to make on-the-spot decisions and take swift action. After months of research, development and fine-tuning, we are pleased to announce the launch of the CSL-made Operational Optimizer or “O²” pilot program. O² was tested on CSL Niagara this past spring and summer, and will be implemented in the Canadian fleet over 2017 and in CSL’s worldwide fleet thereafter.

CSL’s O² technology is a real-time vessel monitoring system that continuously checks the status of vessel systems and identifies trends for analysis onboard. Featuring technologies such as geo-localisation, real-time monitoring and alarms, O² provides crews with the key data and reports necessary to ensure environmental, operational and energy efficiency systems are working correctly and at the height of performance. Not only does this improve the overall operational efficiency of every vessel, it also simplifies reporting, helps to manage vessel and voyage costs, and enhances communication.

ROD JONES NAMED WISTA PERSONALITY OF THE YEAR

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ROD JONES NAMED WISTA PERSONALITY OF THE YEAR

CSL President and CEO, Rod Jones was selected as co-Personality of the Year by the Women’s International Shipping and Trading Association (WISTA) during the organization’s annual conference last November.

“Rod Jones is a role model for everyone working in our industry,” said Karin Orsel, President of WISTA International. “He has led CSL with success over the past nine years and has been a great mentor for both men and women. He has also paved the way for equal opportunity in shipping – beginning with CSL, which employs a growing number of female directors, managers and seafarers. This is highly exceptional in the shipping world and we can only hope many other maritime companies will follow his lead.”

CSL’S 2015 CORPORATE SUSTAINABILITY REPORT DEMONSTRATES COMMITMENT TO CONTINUOUS IMPROVEMENT

In August this year, CSL released its third annual Corporate Sustainability Report featuring highlights of the company’s progress in achieving its short- and long-term sustainability goals and commitments.

Notable accomplishments include:

- Reducing the lost-time injury rate by 53% and the total recordable frequency rate by 54% thanks to the combined efforts of the SafePartners program, a new safety strategy, and the introduction of Lifesaving Rules.
- Reducing 25,903 tonnes of CO₂ emissions since 2012 and 6,250 tonnes in 2015 as a result of operational improvements and right sizing the fleet.
- Achieving a top 4.57 Green Marine score in Canada and demonstrating marked improvements in all other divisions.
- Completing the final step in the Trillium Class newbuild program with the arrival of CSL St-Laurent and the acquisition of CSL Tarantula, previously named Batho.
- Consolidating ship and shore operations in Australia.
- Receiving the Lloyd’s List award for 2015 Inland/Coastal Operator of the Year.

In the face of a global economic downturn that is hitting the shipping sector hard, CSL maintains a steady focus on advancing a performance-based sustainability culture and going beyond regulation to operate according to the highest standards of corporate social responsibility.

“CSL has the capacity to integrate and continuously improve sustainability in all aspects of the business, no matter the length and depth of the market crisis,” says Rod Jones, President and CEO of CSL Group. “In fact, we believe that our unwavering commitment to safety, to reducing our environmental footprint, to investing in the development of our employees and to contributing to our communities in a meaningful way is not only right thing to do, it’s good for business.”

The 2015 report was prepared using the Global Reporting Initiative’s (“GRI”) G4 Sustainability Guidelines as a reference, and provides information on CSL’s performance in the areas of governance, safety, environmental responsibility, ethics, the workplace, employee and community engagement, and value for customers.

Download the Report on CSL’s website or order a printed copy at cslinfo@cslships.com.

What is WISTA?

Created in 1974, WISTA is a worldwide networking organization for women in the maritime industry counting almost 3,000 members from 40 countries. WISTA promotes and facilitates education and exchange opportunities among its membership and liaises with related organizations worldwide. For more information on WISTA, go to wista.net.
WHO’S ONBOARD?

CSL SPIRIT

Anatoliy Kiriev ➸ Marine Engineer (Trainee)

This is Anatoliy’s first year with CSL, but second vessel; he was previously onboard CSL Argosy. As a trainee, he says it’s important that he learn from the vessel’s experienced crew. “The officers onboard are always sharing their knowledge and experience,” said Anatoliy. “I’m learning to complete the tasks the correct way.” He also feels that teamwork is essential to the vessel: “It is directly connected with all goals we need to achieve.”

Andrey Fedin ➸ Electrical Engineer

Andrey is a Specialist who graduated from the Odessa National Academy of Telecommunications (National Marine Academy). He’s been with CSL for five years and has also sailed on Pioneer, Rt. Hon. Paul E. Martin and Sheila Ann. He says safety is a priority onboard as is environmental awareness. “We need to ensure clean water for our children.” He likes working for CSL where he enjoys a sense of stability. His hobby is electronics.

Anton Plotnikov ➸ Ordinary Seaman

Anton has spent nine of his 11 years of sailing with CSL. The Odessa resident has also had contracts aboard Sheila Ann, CSL Trailblazer, CSL Frontier and Eastern Power. His goal is to achieve the rank of officer one day, something he is studying for. Anton says one of the biggest priorities onboard is environmental awareness. “It is very important. We have one planet and there are a lot of us.” He says he enjoys cooking in his spare time.

Dmytro Kostin ➸ 4th Engineer

Dmytro has been sailing with CSL for five years, and has served onboard CSL Metis, CSL Acadian and Pioneer. He says one of the main points of his job is to work as a team onboard where each member is responsible for certain part and all together provide coherent functioning of the ship’s systems. He feels that CSL is a place where further improvement, obtaining the experience, skills and knowledge is available and very welcome.

Igor Pleshko ➸ Chief Engineer

Igor is a 13-year CSL veteran and has enjoyed a 29-year sailing career overall. He’s served on numerous vessels in the fleet and has also worked on three ship conversion projects. He enjoys working with CSL and has come to know almost all of the company’s seafarers and office staff. Igor lives in Odessa where he also graduated from the National Marine Academy as a Specialist. He is married (Svetlana) and has a 25-year old son (Mark).

Oleg Berestov ➸ Deck Cadet

Oleg is studying at the Odessa Maritime Academy. This is his first year with CSL and CSL Spirit is his first vessel, although he had previously worked on a tugboat. “The ship is much bigger and more interesting.” He says the most important part of his job is learning and gaining experience. “I enjoy working for CSL because I’m learning from professionals,” said Oleg. He lives in Odessa and his mother is named Elena.

Oleg Bovchar ➸ Messman

Oleg has been sailing for 23 years, the past nine with CSL. During his time with the company, he has had contracts aboard Nelvana, CSL Cabo and CSL Argosy. He says one of the keys for him on CSL Spirit is to do his job to the best of his ability and always in a safe manner. Oleg’s wife’s name is Natalia and he has two daughters, Maria, 17 years, and Anna, 3 years. He enjoys soccer and ping-pong.

Oleksandr Spuskanyuk ➸ Cook

Oleksandr is married (Ksenia) and has a 22-year old daughter named Anna. He’s enjoyed an extensive sailing career, but has been with CSL for just four months; CSL Spirit is his first contract with the company. He says he brings the same priorities to his position as he has to other postings he’s had: safety, professionalism and environmental awareness are the most important considerations onboard, according to Oleksandr.

Oleksandr Yarovy ➸ Motorman

Oleksandr has been sailing for 36 years, including 10 with CSL. He says safety is priority one onboard. “Before work commences we conduct tool-box talks, and discuss work permits and precautions to be taken. The success of each job is teamwork, professionalism and respect for each other.” Oleksandr is married to Larisa and has two children, Oleksiy and Daria, and two grandchildren, Maksym and Aysa. The entire family is fans of the “Chernomorets” soccer team.

Sergey Kobarzhenkov ➸ Chief Officer

In his nine years of sailing for CSL (19 years sailing in total), Sergey has served onboard CSL Atlas, Stadacona and now CSL Spirit. A Specialist in Navigation, Sergey says his goal is to become a Master in the CSL fleet one day. To that end, he says he is constantly training while onboard — including benefiting from the valuable knowledge and experience of senior officers — and at the Odessa training centre while ashore.

Sergey Merva ➸ 2nd Engineer

Sergey has been sailing for eight years, seven with CSL. He’s also served aboard company vessels Nelvana, Trailblazer and CSL Atlas. A specialist in engineering, his ultimate goal is to become a Chief Engineer one day. Sergey says the most important aspect of working onboard is to make sure the job gets done safely. Sergey is married to Tatiana, and his main pastimes are fishing and ping-pong.

Sergii Shyltsyn ➸ 3rd Mate

Sergii lives in Odessa with his wife, Daria, and “a rather significant cat, Charlotte.” His family also includes his mother and two younger brothers who are dreaming of becoming seafarers. Sergii is relatively new to CSL (2015) and says that in comparison to the cruise industry, self-unloaders offer a much calmer arranged working process, closer relationships between crewmembers and a higher level of teamwork. Sergii has a variety of sports and cultural pursuits, including historical re-enactment.

Viktor Snytkin ➸ Bosun

Viktor is a 34-year veteran seaman and, as Bosun, is the lead hand on deck of CSL Spirit. When asked to name the other CSL ships he’s sailed on in his 13 years with CSL, his simple answer was “all.” A maritime school graduate, Viktor is not only responsible for running the deck but for running it without incident. Safety and the environment are very important to the ship’s operation, he says.

Volodymyr Sukhanov ➸ 2nd Electrical Engineer

Volodymyr hails from Odessa where he lives with his wife, Irina, and their four-month old son, Maksym. When not onboard, he says he enjoys racing and soccer. He also continues to study at the Marine Academy when at home with the goal of advancing his career. This is Volodymyr’s fourth year sailing and his third with CSL. He’s also served onboard Sheila Ann and CSL Argosy.

Yevgeniy Chapchay ➸ Master

Yevgeniy has a Master degree in Navigation and a PhD in Technical Science, both from National Maritime Academy in Odessa. A 16-year CSL veteran, he keeps an open mind to all suggestions, not just those from senior officers. “Everybody onboard has some experience and knowledge.” Yevgeniy says he shares as much as possible with others, including while working at (Maritime) Academy during his vacation. He is married to Elena and has a daughter, Ekaterina (nine years) and son, Konstantin (eight years).

Yevgeniy Kretsy ➸ Able-Bodied Seaman

Yevgeniy lives in Akkerman, Ukraine, and is a father of two young children, a six-year old son, Daniel, and a six-month old daughter, Bajana. He is a veteran sailor of nine years, the past four with CSL. He says a priority onboard is to safely complete all tasks so he can arrive back home healthy. Yevgeniy has also served onboard CSL Argosy, Pioneer, CSL Tacoma and CSL Acadia. In his spare time he enjoys music and boxing.
**CSL SAFETY MILESTONES**

**CSL Australia Crane Crew Celebrates Nine Years LTI-Free**

November 7 marked a significant milestone for the CSL crane crew, notching up nine years loss time injury free. The crane crew, led by Cargo Supervisor Barry Dine, services the CSL hybrid self-unloader, *Adelie*, and other chartered gear-and-grab vessels moving well over 1.2 million tonnes per year. Consisting of over 20 employees with experience in a wide range of machinery and civil backgrounds, the crane crew travels along the Australian coast, meeting up with vessels to provide a safe and efficient discharge. With total control of the maintenance and operation of two sets of cargo grabs in Sydney and Melbourne, the crane crew provides a full suite of services across a wide variety of cargos and vessels.

**Two Trillium Self-Unloaders Awarded Gold Safety Pennants in Canada**

*Whitefish Bay* and *Thunder Bay* both received gold SafePartners pennants earlier this fall for achieving three consecutive years without a lost-time injury.

**Silver Safety Pennants Awarded to *CSL Elbe* in Europe and *CSL Assiniboine* and Rt. Hon. Paul J. Martin in Canada**

Mr. Craig Cameron of K+S Windsor Salt presented the silver safety pennant to *CSL Assiniboine* crew for achieving 730 days without a lost time injury on September 23, 2016.

A silver safety pennant was presented to the crew of *CSL Elbe* by a SeaTec inspector for achieving 1000 days without an LTI on October 17, 2016.

The SafePartners Silver Pennant presentation on *Rt. Hon. Paul J. Martin* took place at US Steel Nanticoke on October 4, 2016. Joining the presentation from US Steel Nanticoke were Scott Dedrick and Sandra Wilson who commended the crew for their accomplishment of two years of LTI-free operations. The ship reached the milestone on September 10, 2016.

**Tertnes Receives a Bronze Safety Pennant**

The crew of *Tertnes* operating in the CSL Europe fleet was awarded a bronze safety pennant for achieving 500 days without an LTI on October 16, 2016.

**CSL Group CEO Rod Jones onboard Thunder Bay on November 14, 2016, to congratulate the crew on its impressive safety record worthy of a gold pennant.**

**CSL World 2016**
CSL has come a long way since Rod Jones joined the company back in 1985. Thirty-one years ago, Canada Steamship Lines was a division of a diversified company that included a trucking business, an inter-city bus line, and shipyard and real estate interests—all of which were sold between 1986 and 1990.

Paul Martin and Laurence Pathy jointly owned CSL, which they had partnered to buy from Power Corporation in 1981. Paul Martin would become the sole owner in 1988, but already he had a vision of expanding CSL beyond the Great Lakes into ocean shipping. CSL’s current owners, Paul, James and David Martin, were students in elementary and high school.

In 1985, Paul Martin was the President of the central entity. The CSL Group, and Raymond Lemay was Rod’s boss and President of Canada Steamship Lines, which was also known internally as “Water Transportation.”

**Difficult Market Conditions**

The recession hit in the early 1980s, which soured market conditions for the Great Lakes shipping industry, including CSL. Interests rates climbed as high as 18%, shaking the foundations of the U.S. and Canadian steel industries.

Adding to the angst was the reduction in size of the lakes’ fleets. In 1980, twelve Canadian companies operated 125 vessels in dry bulk trades. At the end of 1989, the Canadian dry bulk fleet had dropped to six major companies operating 81 Canadian flag ships, and the U.S. fleet was down to 62 vessels operated by 11 companies. Tonnage through the Welland Canal, which had peaked in 1979 at 66.2 million tonnes, dropped to 30.4 million tonnes in 1989.

Despite being highly leveraged and in debt, CSL saw the depressed shipping markets as an opportunity to extend the reach of its operations and strengthen the company’s earnings potential by expanding into ocean shipping. The expansion gained momentum in 1989 with the purchase of CSL Innovator, CSL’s first converted self-unloading Panamax, and within less than 30 years CSL would grow to become the global owner operator it is today.

**Technology was very different back then…**

In 1985, computers were not widely available at CSL and a specialized word processing team would type hand written notes into formatted documents. The volume was so large that it would take a few days before a document was delivered.

Marketing staff like Rod would have to schedule time on the one computer dedicated to running freight rates, which made doing calculations a difficult and slow process. It would not be until the early 1990s that CSL employees would all be equipped with personal computers. In 1991, H.M. Griffith became the first CSL vessel with a computer.

Though a few staff members had large and clunky mobile phones, communication took place using land lines, which means working off-hours was not as common as it is today. Ship-to-office communication occurred over telex, and a dedicated Radio Operator position existed on all vessels. Emergency calls would go through the Coast Guard radio and crew members would only be able to communicate privately with family and friends from a pay phone at shore or through letters, which were sent and delivered from post offices at port, most notably at Lock 3 in the Welland Canal.

Because of the scarce communication with people at shore and the absence of modern technology, crew members would spend their down time playing cards, darts and checkers, and watching movies from a VHS or Beta on board video library.

Computers, internet access and mobile phones have today transformed ship-to-shore communication and life onboard. While crew members now benefit from regular communication with their loved ones and with the outside world, the strong sense of camaraderie that once characterized life at sea is evolving as new technologies are adopted on board. CSL and the shipping industry have certainly changed dramatically since Rod joined the company 31 years ago, but some things have stayed the same—like the ebb and flow of shipping markets and the innovative and can-do spirit of CSLers.

In today’s world of relentless and often disruptive change, CSLers can be inspired by the company’s long history. For more than 100 years now, CSL has always tackled challenges head on and carved its own path forward to grow.

**CSL’s FLEET CIRCA 1985**

In 1985, all of CSL’s vessels were operating in the Great Lakes and St. Lawrence River, and had been constructed in CSL-owned shipyard in Canada.
MILESTONE MOMENTS OF ROD JONE’S CSL CAREER

1985
Rod joins CSL
Rod joins CSL as Director of Marketing to help lead the expansion of the Great Lakes-focused business into new international markets and deep sea trades.

1992-1993
International Expansion and Pool
As CSL America’s first President, Rod and a diverse team including Ed Deroche and John Sheather, set up CSL’s non-Canadian flag business near Boston. With only four vessels in its initial asset portfolio -- Atlantic Superior, Atlantic Erie, CSL Innovator and CSL Atlas -- the fleet soon grows to seven ships with the creation of the CSL International Pool in 1993 with German operator Egon Oldendorff.

1994
CSL Asia Opens for Business
Rod oversees the launch of CSL Asia in Singapore to promote self-unloader and transhipment trades in Southeast Asia.

1996
First Chinese-Built Panamax Ships
CSL and Oldendorff order three new “S” Class Panamax vessels from Jiangnan shipyard in China to solidify the CSL International Pool.

1997
Joint venture in Indonesia
Under Rod’s leadership, CSL forms a joint venture with Paiton Shipping of Indonesia to service a coal-fired power station in Indonesia. Three geared bulk ships are built in Japan to serve this operation.

1999
Expansion to Australia
CSL expands its operations Down Under with the purchase of CSL Pacific and Stadacona from Australia National Lines. The same year, CSL Asia begins transhipping operations with its first purpose-built transhipper, SST Berau.

1999
Growing the Pool
CSL purchases 50 percent of Marbulk Shipping, which further grows the CSL International Pool.

2004
Ocean-Going Forebodies
Inspired by the successful Laker forebody program in Canada, Rod and the CSL Americas team build three new ocean-going forebodies in China and join them to aft-ends of tanker vessels. CSL Acadian is the first Panamax forebody of the CSL Americas fleet.

2011
CSL Europe is Launched
CSL expands its operations to Europe with the acquisition of Norwegian operator Jebsens’ fleet of belted self-unloaders. CSL Europe offices are opened in Norway and the UK.

2012–2015
State-of-the-art Newbuild Program
The stars align in 2010 and Rod and the CSL team embark on a major fleet renewal investment. Eleven new state-of-the-art ships are ordered – nine for CSL and two for Klaneness Selfunloaders AS. Between 2012 and 2014, six Trillium Class Lakers and three Trillium Panamax self-unloaders join the CSL fleet. In 2016, CSL acquires the CSL-built Trillium Class Panamax Balto from Klaveness, bringing the total number of CSL-owned Trillium Class ships to ten.

2015–2016
Ship and Shore Consolidation
Ship and shore operations are consolidated in Canada and Australia to create a more robust alignment between employees, corporate values and business approach.

2017
Rod Retires
On March 31, 2017, Rod Jones retires from CSL with the distinction of having successfully brought CSL’s belted self-unloaders to the world. He leaves behind a solid legacy built on innovation, sound decision-making and strong corporate values, all of which are hallmarks of the CSL brand. Louis Martel becomes The CSL Group’s new President and CEO.

NEW BRACKET MAKES CLEANING CARGO HOLDS SAFER

Crew members on Iron Chieftain have once again lived up to their reputation as creative innovators when it comes to solving safety challenges onboard the vessel. Led by Captain Matthew Bedwell and Captain Imran Ali, the crew developed a pragmatic approach to reducing risks associated with manual handling when working at height.

When a vessel changes from one cargo to the next, the team onboard is required to wash the holds. Traditionally accomplished by positioning a high volume hose over the edge of the cargo hold, this approach poses a significant manual handling risk. To eliminate this risk and provide a safer option for crew members, the Iron Chieftain team came up with the idea to add a bracket holder on the tommy gun pump, thus eliminating the need for the crew to stand on top of the hatch to reach all areas of the hold.

Kudos to the Iron Chieftain crew for doing good on its commitment to creating a safe working environment, and a special shout out to chief mate Mykola Yatsenko, 1st Troy Shepherd, 2nd Morgan Marra and Deck Mechanic Maksym Chebotnikov, who fabricated the bracket from the design developed by the team.

This resourceful and pragmatic solution to washing cargo holds safely can be adapted to other vessels in the fleet.
PORT OF BRISBANE WINS CSL AUSTRALIA ENVIRONMENTAL TRANSPORT AWARD

At the 21st Australian Shipping and Maritime Industry Awards dinner this past November, Rhiannah Carver, CSL’s Environmental Programs Coordinator, had the honour of presenting the CSL Australia Environmental Transport Award to the Port of Brisbane.

Selected by a panel of distinguished judges, the annual award recognizes outstanding contributions to environmental protection and enhancement in the marine sector.

“The Port of Brisbane received the award most notably for its innovative Stormwater Treatment Pilot Project,” explained Rhiannah Carver. “The impressive project looks at upstream mitigation measures to prevent stormwater runoff and associated sediment, nutrient and contaminants discharges into the surrounding environment.”

During the awards ceremony Rhiannah was also recognized and highly commended as a young professional who has contributed significantly to the Australian maritime or transport industry.

REMEMBERING SKIP GILLHAM

Some years ago, author and marine historian Skip Gillham was writing a book about the post-war ships of Canada Steamship Lines. The CSL president at the time agreed to lend some resources to the effort, including offering to order a couple of hundred advance copies. In return, the president asked to review the final manuscript. Skip’s response? “No.”

“Please tell the president I’m grateful for the support, especially the book order,” he told a CSL representative, “but the content of the book is not subject to approval.”

Upon hearing the news, the president paused, frowned a little and then broke into laughter, saying, “I like his spirit!”

There wasn’t much not to like about Edwin Barry “Skip” Gillham. A prolific writer, marine historian and friend of the shipping industry, the retired school teacher was every bit the keeper of the flame that is the Great Lakes’ marine history — especially the Canadian side — penning almost 60 books and thousands of articles that span the early days of shipping through present day. If a ship sailed anywhere between Anticosti Island and Duluth, MN, Skip knew about it. More importantly, he could tell its story, recounting the milestones and even the tragedies that lend the Lakes much of their lore.

“Everybody from the U.S. to Canada to overseas knew Skip Gillham and really admired him,” noted American marine editor and publisher Roger Lelievre told the St. Catharines Standard recently. “Those stories would have been lost to time if somebody like Skip hadn’t come along who had a passion for it. He made it his work to write them down. He knew a lot of people and touched a lot of people’s lives in a positive way, including mine.”

Of course, Skip was well known to generations of CSL World readers. His regular column, Yesterday’s Fleet, spanned decades and featured dozens of CSL vessels, and was a particular favorite of sea staff who enjoyed reading about ships on which they had served. Skip was able to track vessels from builder’s yard to cutting yard.

And then there were the photos. Apart from pounding out stories on everything from passenger vessels in CSL’s famed Great White Fleet to company bulkers conscripted to the war effort to Trillium class ships of the modern era, Skip was always able to dig into his rich photography collection, which included images from his network of marine collaborators (fellow writers, historians, photographers and enthusiasts) to support the articles. He also never denied a colleague’s request to help track down an image that had otherwise been lost to history.

Beyond the ships, Skip knew the people who powered the industry and always found a way to personalize his work. Here’s a sample correspondence to the editor of CSL World from the winter of 2009:

This might make a story idea for you. I understand that Harrison Pyke has joined CSL Spirit. His dad, Brian, is Chief on English River, his grandfather Jim is in the CSL Hall of Fame as an Engineer and I believe his great grandfather also sailed for CSL. A four-generation company sailor may not be unique but I thought it was interesting and may bear checking.

-Skip Gillham

Skip passed away this past July after a battle with cancer. (He had submitted his regular column, Ships that Ply the Lakes, to the St. Catharines Standard earlier that month!) He leaves behind his wife, Carol, two sons, grandchildren, (step) siblings, and an entire marine community.

He was 75. -

MY SON’S FASCINATION WITH CSL ASSINIBOINE

By Karyn Lipome

“It all started on April 12, 2012. We decided to take a family trip to the Inn at Lock 7 in Thorold, Ontario. Nicholas was almost 6 years old and had always enjoyed watching for ships when we were up in the 1000 Islands, so we figured he would love the locks. We went to the Thorold Visitor Center at Lock 7 on the Welland Canal and met Terry Dow from the Thorold Chamber of Commerce. She was amused with our son’s enthusiasm for the ships and encouraged us to return in a few hours, as CSL Assiniboine was the next scheduled ship through. We went out to explore for a bit and upon our return, the ship was already in the lock, ahead of schedule.

Terry urged us to go down to the fence so we could see the ship up close. What we didn’t know is that Terry had contacted the ship and informed the Captain that there was a young ship lover present. As the ship lowered in the lock, a Seaway employee came to the fence inquiring if someone was waiting for a delivery off the ship. All present were confused until we saw Terry Dow’s name on the envelope and we said we believed it was for us. Inside the envelope we found a CSL Assiniboine crew ball cap, a Hershey bar and a few Tootsie Pops. At this point we could see into the bridge and we saw the Captain. He waved enthusiastically to Nicholas while pointing to the cap and giving him a thumbs up. The exchange was brief but our son still remembers it.

After CSL Assiniboine left the lock we went back to the Visitor Center to thank Terry Dow but she had already left for the day. It was by pure luck that we ran into CSL employees in the Visitor Centre, one of whom was an engineer on CSL Assiniboine. He informed Nicholas just how lucky he was to have the hat and that it was a very rare occurrence. The engineer then made a phone call to find out who the Captain was, and we were informed that it was Captain Feroze Irani. After thanking the engineer we headed to Lock 3 in St. Catharines to see CSL Assiniboine again. Nicholas was proudly wearing his hat and was able to see into the bridge and yell “Thank you” to Captain Irani.

Captain Irani is an exceptional ambassador for CSL and because of this, CSL Assiniboine is Nicholas’ ship. Nicholas has proudly worn his CSL Assiniboine hat since April 12, 2012, every day, everywhere.” -
Academic internships are an excellent way for students to gain valuable skills and experience in their field of interest, and a great ‘real world’ introduction to CSL and the shipping industry. At the same time, interns bring a fresh perspective and new ideas to CSL, and offer a valuable avenue for gauging talent and recruiting.

Over the course of the year, CSL employed 21 interns in various departments. Here is what some of them had to say about their experience at CSL.

**Madeline Kramer, GTS Intern, CSL Group, studying Naval Engineering at the Stevens Institute of Technology**

“I worked at the CSL Americas office as an intern in the Global Technical Services department under Sheldon Wong and Kevin Begley. What I liked most about the internship was the community. The work and collaborative atmosphere at CSL Americas was truly inspiring and definitely helped me succeed in my internship. One notable task I had during my internship was to determine if a vessel needed hatch cover modifications. I used drawings, pictures, loading configurations and AutoCAD to model the conditions. After, we analyzed the loading conditions against the shore loader. Using trans-loading into other hatches, it was determined that no hatch covers needed modifications and only the rails had to be cut. This project taught me the benefits of working in a team and out-of-the-box thinking. I am so incredibly happy that I was able to experience working for CSL Americas. Thank you to everyone who made it possible!”

**Olivier La Forge, Treasury Intern, CSL Group, studying Commerce with a major in Finance at Concordia University**

“I had the pleasure of working with the Treasury and Finance team under the mentoring of Yajaira Collante, Senior Manager, Treasury. Prior to my internship, I had never heard of CSL, nor did I know much about the shipping industry. I quickly learned the importance of shipping in Canada, and was impressed with CSL’s global reach! I was overwhelmed by the enthusiasm and dedication of CSLers, and appreciated how devoted the entire team was to enriching my learning and training as both a student and future professional. Whether it is learning about global cash management practices, financing projects, foreign exchange hedging, or even how a self-unloader loop belt works, there is plenty of knowledge and growth to be acquired at CSL and I would like to thank all those who have helped me along the way.”

**Tao Li, Technical Operations Intern, Canada Steamship Lines, studying Ocean and Naval Architecture Engineering, Memorial University**

“During my term at CSL, I was supervised by Mark Harney, Technical Director, Fleet, and worked as a technical fleet intern in the Technical Operations department. I really enjoyed the working environment and the people were really nice and patient in responding to all my questions. My favourite part of my internship was sailing on Oakglen from the Port of Montreal to Les Mèchins, which was more than 36 hours. The most interesting and challenging task I was asked to do was to calculate the specific fuel consumption for each Trillium Class self-unloader. This task familiarized me with engine operation and fuel consumption in the fleet.”

**Riti Rayna, Fleet Intern, Canada Steamship Lines, studying Mechanical Engineering at Concordia University**

“I work alongside Sergiy Katayev, Senior Manager, Project Integration in the Technical Operations department who is just great. He is very good at his job and I learn a lot from him. Being under Sergiy’s supervision has allowed me to work with everyone in the department on various tasks ranging from tracking purchase orders for vessel dry docking to reviewing vessel contracts and dealing with environmental information. The most interesting project I worked on was building an information catalogue for vessel gearboxes as well as tracking fleet spares. The people here are all wonderful and my favorite part of my job is interacting with my colleagues. I absolutely love the daily morning meetings where we share several laughs but also exchange information and establish a work plan and safety measurements. It is truly a pleasure to work with such a team and I will definitely have very good memories from here.”

**Sébastien Turcotte, GTS Intern, CSL Group, studying Mechanical Engineering at l’École de technologie supérieure**

“I would like to sincerely thank Jean-David Côté, Régis Léwys, Frédéric Jauvin and the entire GTS team for giving me the opportunity to do an amazing internship at CSL office in Montréal. As a future mechanical engineer, I very much appreciated my first experience in the naval industry because I got to work on various interesting and instructive projects. I was able to observe, work and get a taste of the mechanical systems for different projects and CSL ships. What I retain the most is the upbeat mood, kindness and passion of my colleagues that allowed me to have a great experience.”

**Michela Veillette, Accounting Intern, CSL Americas, studying Finance and Accounting at Boston University’s Questrom School of Business**

“This past summer I was an intern at CSL Americas in the Accounting department. While working at CSL I learned how a corporate accounting department operates and had the opportunity to work on projects from multiple areas, such as Accounts Payable and Accounts Receivable. Emma Roberts, Gisele Girard, and Linda Crist were great mentors and taught me how to do many of their daily tasks. My favorite thing about my time at CSL was the people and the culture. Some of my favorite memories are the community service trips and the summer party. I truly enjoyed my three months with CSL and I am so grateful to the people who contributed to my experience.”

**Cédrik Noël de Tilly, Fleet Intern, Canada Steamship Lines, graduated in Naval Architecture from Institut maritime du Québec and studying Mechanical Engineering at École de Technologie Supérieure**

“I have had a great experience at CSL in two different internships in the Technical Operations department reporting to Marc Rivard, Director, Naval Architecture and Steel Planning. In my first internship I was hired to help with writing several winter works and drydock specifications, and I was also called upon to assist during a vibration analysis and on several vessel inspections. The experience gave me a good taste of what it is like to be an inspector at CSL and also taught me to always take as much valid data as possible so the gathering of information only happens once. During my second internship, I participated in two different drydocks during the winter. I overlooked the steel work and was mainly in charge of ensuring the work performed corresponded to the drawing. As a mechanical engineering student, it was very instructive to see how the job gets done and how things are assembled.”

**Brought to You by Ship: Promoting the Marine Sector to the General Public**

A new campaign by the St. Lawrence Economic Development Council is raising awareness about the important role of the marine industry and the St. Lawrence River in the daily lives of Quebecers.

The promotional campaign, which includes advertising and an educational video game for elementary school children, was developed following a survey that showed that most people know very little about shipping, which can lead to a negative perception of certain aspects of our industry. A key message of the campaign is that 90% of all cargo is carried by ship, which includes the majority of consumer goods we use every day.

For more information, go to www.st-laurent.org.
CSLERS IN THE COMMUNITY

CSLERS PADDLE FOR SICK KIDS

Canada Steamship Lines employees took their paddles out once again this year at the Paddle for a Purpose Dragon Boat challenge in support of the CHU Sainte-Justine Foundation, a non-profit organization dedicated to improving the health outcomes of children and mothers-to-be. Prior to and after the race, a number of fundraising events were organised by staff including a silent auction and a Viking Feast lunch which, together with the generous support of CSL’s partners, raised $6,000 for the Foundation. Team La Chasse-Galerie rowed to a close final round victory against The Dragon Conqueror to claim the trophy for top team. Rounding out the standings was Just-In Time in third place followed by the Vikings of the Great Lakes.

GOLFIN OF SUPPORT OF THE OBM

CSL foursome Stephanie Legault, Rhiannah Carver, Ivano Franchetto and Stéphanie Gilbert leed off at the annual Ken Reed Golf Tournament in support of the Old Brewery Mission (OBM) in Montreal. The tournament raised a total of $210,000 for the OBM, which works to meet the essential needs of homeless people and to find practical and sustainable solutions to end homelessness.

ERIKA TAKES A WALK FOR CANCER CARE AND RESEARCH

Erika Sanchez participated in the Boston Marathon Jimmy Fund Walk this past September in support of the Dana-Farber Cancer Institute that provides care and research to improve the survival rate of cancer patients around the world. Erika thanks everyone at CSL who donated to support her walk. “It wasn’t just for me. It was also in memory of those of you who have lost moms, dads, sisters, brothers, cousins, friends, and for current patients who are fighting this horrendous disease!”

FOREST RIVER MARSH CLEANUP

CSL Americas volunteers took part in a coastal cleanup effort organized by Salem Sound Coastwatch at the salt marsh in the Forest River conservation area. Over 50 lbs (23 kg) of debris was cleared out including small beads which threaten the health of birds and marine life who mistake them for food. CSLers also pulled out a great deal of pepperweed, a salt tolerant invasive perennial plant that spreads rapidly among coastal watersheds.

CSL EUROPE TEAMS SETS SAIL FOR SEA CADETS

In June this year, the CSL Europe team participated in a sailing regatta organized by a key charity, MSSC - Sea Cadets. After a short briefing from the Skipper, every team member was allocated a task, taking teamwork to another level. Managing the weight of the crew onboard was one of the key aspects of increasing the speed of the boat efficiently. Each time the daunting word ‘tack’ was heard, the crew promptly walked, climbed or crawled across to the opposite side of the boat. This painstaking exercise tested the vigour of each team member and the shenanigans of the day led to much laughter and banter. All in all, participating in the regatta was a fun team-building event that educated CSLers on the challenges and physics of speed sailing.

THE MARTIN BOYS VISIT ATLANTIC HURON

It was high jinks on Atlantic Huron when the Martin boys stepped onboard for a visit this past June in Halifax, Nova Scotia. With shipping in their blood and a keen eye for all the cool equipment onboard, Ethan, 9, Liam, 8, and Finn, 5, explored the vessel under the watchful eye of Captain Jim Perkins and their parents, David and Laurence. According to Blake Fisher, Director, Marketing and Customer service, who arranged the visit, the kids asked some great questions and had a terrific time.

WWF CANOE CHALLENGE

A team of CSLers took part in the first ever WWF River Quest Corporate Canoe Challenge on June 16, 2016 at the Parc de la Rivière-des-Milles-Îles. Sixty canoers from five of Canada’s largest companies rallied in a scavenger hunt and race to support WWF-Canada’s work to protect wild rivers. The event raised a total of $8,840. CSLers participating in the event were Rhiannah Carver, Pramit Patel, Jane Laroque, Mariya Vlaeva, Benoit Chuniaud, Frédéric Nepveu, Étienne Séguin-Bertrand, Alexandre d’Astous, Julie Jacob and Emmanuell Viens.

CSLERS GIVES BACK AT THE COMMUNITY GIVING TREE

CSL Americas employees volunteered their time at the Community Giving Tree (CGT) to sort new and used clothing as well as gently used toys donated by local residents for distribution to disadvantaged children during the Holiday season. The CGT is a local non-profit organization whose mission is to help low-income families in Northeastern Massachusetts by providing recycled clothing, baby equipment and other basic necessities. There was much laughter and camaraderie among the CSL volunteers as well as a sense of accomplishment from doing something meaningful for the community and particularly for children who can really use the help.

NEW BEVERLY BOOTSTRAPS OPENS

Ten years ago, CSL Americas became involved with Beverly Bootstraps, a non-profit organization committed to helping people change their lives by providing critical resources to families and individuals to attain self-sufficiency. In 2014, CSL made a $100,000 pledge to Beverly Bootstraps over a five-year period to assist in the relocation of the organization to a more efficient space. Thanks to the support of CSL and other donors, Beverly Bootstraps purchased and renovated a new building, increasing their space from 3,700 to 13,000 square feet, which made it possible for the organization to add valuable resources. The new facility opened on April 18 and is making a profound difference in how Beverly Bootstraps is affecting the lives of those they serve.

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The merger earlier this year of the Chamber of Marine Commerce and the Canadian Shipowners Association (CSA) will create a strong, united voice for commercial shipping in Canada and the United States.

“We're uniting two organizations that have successfully promoted the interests of commercial marine shipping for many decades,” said Wayne Smith, Chair of the Chamber of Marine Commerce. “Both associations recognize that we have many shared goals and issues, and that combining our resources will make us a much stronger advocate for the future growth of our industry.”

“-one of our common objectives is to foster a harmonized and efficient regulatory climate throughout the binational Great Lakes and St. Lawrence region, and along the Eastern seaboard and Northern coasts,” added CSA Chair Allister Paterson. “Our combined teams will now be working in tandem to deliver that message to the public, the media and all levels of government in Canada and the U.S.”

Brian Benko, a member of the CMC’s Board of Directors and Vice President, Procurement, at ArcelorMittal Dofasco, noted, “The Chamber represents a uniquely broad spectrum of marine shipping stakeholders, including industrial customers. The merger allows for the association to increase its effectiveness on behalf of all members to ensure the Great Lakes-Seaway system remains a cost-efficient, competitive way to transport goods within North America and to overseas destinations.”

The memberships of both industry associations formally approved the merger on September 28, 2016.

Based in Ottawa, the merged entity will continue to be called the Chamber of Marine Commerce.

Jerry Dabrowski of Ottawa, Ontario is about to have the adventure of a lifetime, after winning a one and half day trip through the Great Lakes-Seaway system aboard a Trillium-Class vessel during the 2017 navigating season.

The Chamber of Marine Commerce (CMC) invited Canada Steamship Lines to partner on the “Win a Trip on a Great Lakes Ship” contest as part of its first summer festival program to raise awareness of marine shipping’s environmental benefits. The CSL ship contest was the star attraction at the CMC booth at three waterfront events in Port Colborne, Brockville and Windsor, which were attended by approximately 430,000 people.

An estimated 3,000 passersby engaged directly with the booth attendants, sharing stories, and learning about new vessel investment and the environmental advantages of marine transport, and taking away promotional items. Mr. Dabrowski’s winning entry form from the Brockville Ribfest was chosen out of close to 500 contest entrants.

Jerry Dabrowski of Ottawa, Ontario

CSL PARTNERS WITH CMC TO RAISE AWARENESS ABOUT THE ENVIRONMENTAL BENEFITS OF SHIPPING

STUDENTS TAKE ACTION FOR CLEAN OCEANS

Salem Sound Coastwatch (SSC) staff and high school students from the “Talking Trash for Clean Oceans” program visited the CSL Americas offices in April to present their latest projects. The program is part of SSC’s Ocean Literacy Program, which got off the ground and is thriving thanks to donations from CSL. One of the initiatives on which the students are focusing is cigarette-butt recycling. Each year millions of cigarette butts are collected during beach cleanups. Providing convenient cigarette disposal containers will prevent many of them from entering local waters. Cigarette butts are non-biodegradable and when littered, excrete more than 60 toxins that harm or adversely affect marine life.

Plastic debris is another pollutant dangerous to marine life. A separate group of teens is designing reusable shopping bags for community distribution. One student presented how she is trying to effect change by approaching the Salem City Hall and Town Council in an effort to ban plastic bags from retail stores and transition patrons to reusable bags.

A STRONGER VOICE FOR COMMERCIAL SHIPPING IN CANADA/U.S.

“A stronger voice is needed to advocate for the industry that keeps our goods moving from coast to coast,” said Allister Paterson, President of Canada Steamship Lines. “We’re elated to participate in the merger with the Chamber of Marine Commerce. By joining forces, we can more effectively represent the interests of the marine shipping industry and advocate for a regulatory environment that is conducive to its growth and development.”

The merger earlier this year of the Chamber of Marine Commerce and the Canadian Shipowners Association (CSA) will create a strong, united voice for commercial shipping in Canada and the United States.
New Hires

**CSL GROUP**

- Karin Jonsson was hired as Corporate Controller on April 4, 2016.
- Benoit Chuniaud was hired as Business Systems Analyst on April 11, 2016.
- Jean-Luc Plante was hired as Manager, Training and Organizational Development on May 2, 2016.
- Olivier La Forge was hired as Treasury Analyst on September 5, 2016.
- Hélène Cloutier was hired as Office Analyst on September 12, 2016.
- Karina Pena-Seda was hired as Marketing Assistant on November 14, 2016.
- Anamaria Dinescu was hired as Administrative Assistant to Allister Paterson, President on August 22, 2016.
- Jane Laroque began her new position as Technical Assistant on August 22, 2016.
- Jonathan White was promoted to Senior Manager, Transportation Services on September 1, 2016.

**CSL CANADA**

- Gwen Levasseur took on her new role as Coordinator, Communications on November 1, 2016.
- Natalie Heyer began her new position as Administrative Assistant to Allister Paterson, President on August 22, 2016.
- Jean Larocque began her new position as Technical Assistant on August 22, 2016.
- Sarah Le Gal was promoted to Manager, Marketing and Customer Service on May 1, 2016.
- Andrew Lennox transferred from CSL Australia to CSL Americas as Manager, Technical Operations on May 2, 2016.

**CSL AMERICAS**

- Chantal Picard and husband Maxime Chevalier welcomed the birth of their son Samuel Chevalier on June 28, 2016.
- Jean-Luc Plante and spouse Émilie Demers Moreau welcomed the birth of their daughter Olivia Plante on September 24, 2016.
- Caroline Denis and Coryell Boffy welcomed the birth of their son Milan Boffy-Denis on November 5, 2015.
- Catherine Lapointe and Florian Burget welcomed the birth of their son Anthony Burget on December 1, 2016.
- Sheldon Wong and wife Fangmin Liu welcomed the birth of their son Kai Wong on May 15, 2016.
- Happy Oktosesarina and husband Ricardi Simanjuntak welcomed the birth of their daughter Karin Ronauli Simanjuntak on May 23, 2016.
- Claudia Mauri and husband Adam Harley welcomed the birth of their son Jasper Harley on May 2, 2016.

**Retirements**

- Kevin Johnston retired on March 22, 2016 after 29 years of service.
- Johanne Branchaud retired on July 22, 2016 after two years of service.
- Bill Fowler retired on April 30, 2016 after 24 years of service.
- Jim Sweetland retired on July 29, 2016 after 12 years of service.
- John Bentum retired on July 1, 2016 after 18 years of service.
- Ralph Reeves retired on April 1, 2016 after 18 years of service.
- Richard Samson retired on April 1, 2016 after 14 years of service.

**Promotions / Transfers / Changes**

**CSL GROUP**

- Maria Attardo began her new position as receptionist on May 2, 2016.
- Laura Guerrera transferred to a temporary position as Consolidation Analyst on June 13, 2016.
- Laurence Hora was promoted to Senior Treasury Analyst on March 21, 2016.
- Aline Huot began her new position as Risk Management Coordinator on May 3, 2016.
- Bao-Ngan Ngo was promoted to Manager, Business Intelligence and Data Integration on March 16, 2016.
- Todd Wirchinianskyi was promoted to Manager, Vessel IT Operations on March 16, 2016.

**CSL CANADA**

- Natalie Heyer began her new position as Administrative Assistant to Allister Paterson, President on August 22, 2016.
- Jane Laroque began her new position as Technical Assistant on August 22, 2016.
- Sarah Le Gal was promoted to Manager, Marketing and Customer Service on May 1, 2016.
- Andrew Lennox transferred from CSL Australia to CSL Americas as Manager, Technical Operations on May 2, 2016.

**CSL AMERICAS**

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**Births**

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Anita Lambe was a cadet assigned to Atlantic Huron in 2008 when she first met Matthew Snook. The big, jovial Newfoundlander soon became not only a mentor, but a close friend – and he taught Lambe a critical lesson she still remembers.

Snook, at the time the third mate aboard the vessel, was patiently helping Lambe learn how to navigate the huge, 23,000-tonne bulk carrier. He insisted that Lambe – who he’d nicknamed Shorty – use all the information, tools and resources at her disposal to guide the ship to its destination, rather than just the obvious navigational aids. He didn’t want her relying only on Atlantic Huron’s sophisticated radar system. Snook knew that, like any system, the radar could fail.

“We’d see a light or something on a point, and he’d say, ‘OK, Shorty go over to that chart now, and see what that light is. Now go to the window, and compare. Tell me what you see,’” Lambe remembers.

It might seem like obvious advice, but “we get focused, sometimes, at looking at the radar and down at all those screens,” says Lambe. “He wanted me to think outside the box and be more situationally aware of what’s going on outside the window. It was a good learning experience and something I’ve passed on to all my cadets.”

Snook took the time to make sure Lambe was comfortable in the wheelhouse. He sat with her while she completed all the tasks in her cadet book. He knew she could succeed at whatever she tried – and he made her feel that way too.

“I spent a month and a half on watch with him, and we became really good friends after that,” says Lambe. “He gave me the confidence that I could be an officer and move forward.”

The Master Mariner, who earned his ticket less than two years before he died of cancer at 34, was well-loved by his crewmates, family and friends. They remember his easy-going nature, his infectious smile, his delight in making others laugh, and his love of the sea.

“He was one-of-a-kind,” says Shannon Currie, another shipmate. “He made me laugh so hard so many times. I feel blessed that our paths crossed.”

Snook, who grew up in the fishing village of Harbour Breton, Newfoundland, inherited his love of seafaring from his father, Manuel, a fisherman. Although he started out studying business at Memorial University, his passion led him back to the Marine Institute and his career with CSL. Snook was the first mate of Salarium when he died on July 23, 2015.

“If he hadn’t gotten sick, he would be captain now,” says Joey Ransom, Snook’s close friend and the captain of Salarium. “In the last year before he passed, I had him ship-handling with me. He passed his Master Mariner’s exam and he was ready.”

Ransom, who first served with Snook onboard Atlantic Huron when they were the second and third mates, respectively, still laughs when he remembers some of his friend’s practical jokes. He was also a friend Ransom could depend upon, whether it was to chat over the phone with Ransom’s small son back home, or to help Ransom indulge in the guilty pleasure of eating chips and watching Game of Thrones or Deadliest Catch when the two were off duty.

Most importantly, though, Snook was always there for any of his shipmates. “He’d give you the shirt off his back,” says Ransom. “Honestly, probably his biggest fault was that he was too nice. He was always there for other people, did his job to a ‘T’ and took real pride in his work.”

Snook was a role model and mentor for many of those who served with, including Sean Cox, who is also from Harbour Breton.

“Growing up in the same town, I looked up to Matt. When I started my sailing career I was fortunate enough to be shipmates together on my first ship with CSL,” Cox says. “Matt took me under his wing and guided me through those tough times learning the industry. I owe much of where I am today to Matt.”

Even from his hospital bed, Snook took the time to send messages to Lambe to cheer her up and make sure she was alright when he knew she was going through a difficult time in her own life. “He was trying to make me laugh. That’s just the kind of guy he was,” Lambe says.

Whether playing his guitar in his cabin onboard the ship, cheering on his beloved Montreal Canadiens, or camping, hunting or fishing, Snook was always ready to include others in his fun. He also enjoyed spending time with his family, including his mother, sisters, nieces and nephew, whose pictures and drawings held places of honour in his cabin.

But the joy of Snook’s life was his wife, Jill, along with Cody, their Maltese-Poodle cross – his “buddy.”

“Snook and his “jilly-bean” were a well-made match who shared a beautiful life,” says Lambe.

Every time Lambe hears the John Prine song In Spite of Ourselves, she thinks of the day Snook pulled out his guitar and sang it about he and Jill.

“In spite of ourselves, we’ll end up a-sittin’ on a rainbow …” he sang.

That rainbow came far too soon for Snook, say his family and friends – but they all feel privileged to have known the man who, as crew mate Lloyd Leamon described, “laughed from his heart and smiled from his soul.”

In Memoriam

CSL offers its sincere condolences to the families of the following employees:

- Monique Arbour Ducap passed away on December 21, 2015.
- Margaret Hanacek passed away on March 10, 2016.
- Captain Gilbert Traversy who retired in 1987 after 25 years of service, passed away on November 13, 2016.
- Captain Iurii Tykhonin passed away on June 1, 2016.

Achievements

- CSL CANADA
  - Catherine Guy participated in the Chicago Marathon in October 2016.

- CSL GROUP

Weddings

- David Gajlewicz married Samantha Lakeman on July 30, 2016.
- Jessica Hart (maiden name Whalan) married Orron Hart on September 1, 2016.
CSL SERVICE AWARDS
From July to December 2016

CSL GROUP
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OFFICE STAFF

30 YEARS
Anna Ranno, Pension and Corporate Accountant

20 YEARS
Lina Li Lim Fong, Senior Paralegal

15 YEARS
Sean Heusser, Director, Web-Based Applications
Bao-Ngan Ngo, Manager, Business Intelligence and Data Integration

10 YEARS
Moira Quinian, HR Generalist

5 YEARS
Brigitte Hébert, Director, Communications

CSL AMERICAS
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OFFICE STAFF

10 YEARS
Rebecca Varnes, Senior Manager, Marketing

CSL ASIA
----------------
OFFICE STAFF

10 YEARS
Mega Ayu Putriyando, Office Administrator

CSL EUROPE
----------------
OFFICE STAFF

5 YEARS
Jan Ove Arnesen, Ship Operator

CSL AUSTRALIA
----------------
CREW MEMBERS

10 YEARS
Brent Anton Mulqueen, Cook
Oleksandr Shiprina, Master
Viacheslav Agashyn, Chief Officer
Andrii Bilyi, Chief Officer
Borys Byeloschhenko, 3rd Engineer
Andriy Ozhoga, Chief Engineer
Sergiy Kulishov, Chief Engineer
Sergiy Brasleyavets, Electrical Engineer
Oleksiy Ryaboshapka, 2nd Engineer
Troy James Shepherd, Chief Integrated Rating
Matthew Ronald Bedwell, Master
Daniel Briggs, Integrated Rating
Jeremy Maxwell Close, 3rd Officer
Artur Gorelkin, Deck Mechanic

5 YEARS
Matthew Ireland, Crane Driver
Steven Malcolm Burke, Crane Driver
Izabella Adamski, Crane Driver
Michael Dutton, Crane Driver
Roy Bogo Remolano, Able Seaman
Gregory Maddawat Guimbatan, Integrated Rating
Barrymore M. Torres, Able Seaman
Abraham Babalosa Calma, Able Seaman
Marvic Glanza, Able Seaman
Alan Tan Del Barrio, Able Seaman
Bernard Balladado Cuaresma, 1st Engineer
Ervin Gunda, Deck Mechanic
Elmerson Tayaban, 2nd Engineer
Jude Manual Cabatingan, Deck Mechanic
Jeremiah Abetria Nucum, 3rd Engineer
Joseph Balitang Buya-ao, Able Seaman
Jayson Panisan Bugion, Able Seaman
Volodymyr Pavlyuchenkov, 3rd Engineer
Dmytro Ziiu, 1st Engineer
Nabeel Ahmed Sirajuddin, 2nd Officer
Simon Jon Lord, Integrated Rating
Abu Rusd Siddiqui, Chief Engineer
Peter Anthony Low, Able Seaman
Oleksiy Babenko, Chief Officer
Richard Charles Ridgeway, Cook
Paul Russell Snelling, Cook
Roger Arana, Deck Mechanic
Rolando Tomas Viray, Assistant Engineer MHP
Joel Nathan Salmond, Chief Integrated Rating
Mark Valdez, 3rd Engineer
Sione Faitala, Able Seaman
Artem Kornieiev, 3rd Engineer
Dmytro Ziiu, 1st Engineer

15 YEARS
Emmanuel Quansah, Mechanical Assistant


Left to right: Jonathan White, Senior Manager, Transportation Services, Wendall Dougan, Captain Joey Belley.

10 YEARS
Oleksandr Shiprina, Chief Officer
Volodymyr Pavlyuchenkov, 3rd Engineer

5 YEARS
Erika Sanchez, Staff Accountant

CSL CANADA
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CREW MEMBERS

25 YEARS
Shawn Leonard, Able-Bodied Seaman

Wendall Dougan, 2nd cook

5 YEARS
Blake Fisher, Director, Marketing and Customer Service
Milena Geneva, Quality and Environment Assistant
Jonathan White, Senior Manager, Transportation Services


Left to right: Jonathan White, Senior Manager, Transportation Services, Wendall Dougan, Captain Joey Belley.

15 YEARS
Emmanuel Quansah, Mechanical Assistant

Left to right: Captain Mark Leamey, Emmanuel Quansah, Chief Brian Pyke.

5 YEARS
Andrew Lanclos, Microsoft/Sharepoint Developer

CSL EUROPE
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OFFICE STAFF

5 YEARS
Jan Ove Arnesen, Ship Operator

CSL ASIA
----------------
OFFICE STAFF

5 YEARS
Mega Ayu Putriyando, Office Administrator