



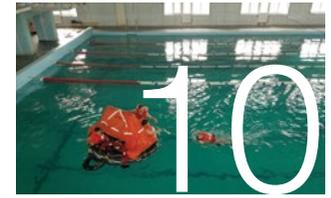
Corporate Sustainability Report Released



CSL Welcomes the New MV *Ferbec*



CSL Safety Milestones



Crew Conferences

MANY FIRSTS FOR CSL DURING HISTORIC TRANSHIPMENT OPERATION

The first inbound dry cargo transshipment from a CSL Panamax self-unloader to a self-unloading Laker was performed this past September in Sept-Îles, Québec, opening up the availability of international cargo to St-Lawrence and Great Lakes customers. The historic event was also the first transshipment operation for a Trillium class Laker and the first such collaboration between CSL's Americas and Canadian fleets.

Carrying 39,000 metric tonnes of anhydride and 17,000 metric tonnes of gypsum, both loaded in separate Mediterranean ports in Spain, MV *CSL Metis* embarked on a ten-day journey across the Atlantic Ocean. Once anchored in the northern most anchorage in the Port of Sept-Îles, the Panamax ship was met by the Trillium Class vessel, MV *Thunder Bay*.

Following a carefully orchestrated approach manoeuvre and mooring operation during which the advanced bow and stern thruster technologies of Trillium Class vessels demonstrated their remarkable maneuverability, *CSL Metis* Captain **Roman Nuzhny** and *Thunder Bay* Captain **Jason Church** convened onboard *CSL Metis* with the customer representative and vessel officers.

The meeting served to go over the final details of the transshipment operation that would see split cargoes loaded in separate holds, first on *Thunder Bay* and then on her Trillium Class sister ship, *Whitefish Bay*, both bound for the Great Lakes. Emphasis was placed on ensuring the safety of the operation, maintaining the integrity of the delicate cargo and preventing dust and noise.

Under the supervision and direction of the *CSL Metis* Master, the cargo transfer operation began shortly after the meeting. During the transfer, appropriate ballast water operations were performed to minimize the freeboard differences between the two ships and to avoid excessive trim by the stern.

Upon completion of the transshipment operation on *Thunder Bay*, the vessel departed and Captain **Kenny Thorne** berthed the *Whitefish Bay* alongside *CSL Metis* and the cargo transfer exercise was repeated.

Thanks to the well-organized and professional crews of *CSL Metis*, *Thunder Bay* and *Whitefish Bay*, as well as to the close collaboration of our customer, the **Port of Sept-Îles** and other service providers, the historic operation was successfully completed. ↴



CSL'S CELEBRATION OF CANADA AND MONTREAL RECEIVES INTERNATIONAL RECOGNITION

During the winter layup period earlier this year, CSL invited four Montreal urban artists to paint an original work-of-art on the accommodation block of the Trillium Class bulk carrier, MV *CSL St-Laurent*. The one-of-a-kind 50 ft by 50 ft mural is a celebration of Canada's 150th anniversary and the 375th of the City of Montreal and pays tribute to the roles of marine transportation and CSL in building both city and nation.



Painted within a remarkable four weeks, *The Sea Keeper*, was unveiled with much fanfare at the 2017 Seaway Opening ceremony on March 20th at St-Lambert locks. As the Minister of Transport, the Hon. **Marc Garneau** and other dignitaries looked on, the spectacular *Sea Keeper* set forth on the first of many voyages that would captivate boat fans and art lovers alike from Thunder Bay to Anticosti Island to well beyond the St-Lawrence Seaway.

Among those impressed by the originality of *The Sea Keeper* was the selection committee of the prestigious *International Corporate Art Awards*, who praised the work for its fusion of urban art, corporate functionality and social significance, and included it in its official 2017 selection.

"We were particularly impressed by the original involvement of urban artists in the celebration of such important events" said **Luca Desiata**, the curator of the *Corporate Art Awards*. "From a corporate art point of view, this project represents the perfect integration between the technical skills of a corporate team and the artistic creativity of urban artists."

The *Corporate Art Awards* were developed by pptArt in collaboration with the **LUISS Business School** in Rome, Italy, with the support of the Italian Ministry of Culture. They aim to promote excellence and best practices in the collaboration between the corporate and the art worlds.

More than 50 companies from 15 countries have confirmed their participation in the 2017 edition of the competition.

To learn more about how *The Sea Keeper* was created, go to page 9. ↴

SHAPING THE FUTURE OF SHIPPING

It's an incredible honour for me to be at the helm of CSL – a company that is part of Canada's heritage, and that has been driving progress in marine transportation for over one hundred years. I am happy to report that the innovation tradition continues, and there couldn't be a more exciting time in our industry and at CSL than the present.

I have stepped into my new role when intense market pressures and emerging trends are redefining global shipping. Digital and disruptive technologies, a new safety mindset, environmental sustainability and big data, coupled with historic fluctuations in shipping markets and new regulations, are all transforming an industry that for decades and even centuries has been described as fiercely traditional and slow-to-change.

CSL was created in a period of massive transformation for the shipping industry back in 1913, which perhaps explains why at CSL we don't just adapt to change, we like to lead it.

In January of this year, we realigned our organizational structure to take full advantage of CSL's collective expertise and global assets, and operate more efficiently and responsively within the new realities of a rapidly evolving shipping industry. We have also focused heavily on modernizing our operations and systems, and on leveraging new technologies

and knowledge to empower our teams and drive value for our customers throughout the world.

I am confident that the changes we are making at CSL today, supported by our solid core values and our capable leadership team, are positioning us to succeed in the new world order of shipping. What exactly the future of our industry will look like is hard to predict, but just like in 1913, CSL is seizing the opportunity to shape it. ↕



Формирование будущего судоперевозок

Для меня огромная честь быть у штурвала CSL – компании, являющейся частью достояния Канады, которая уже более ста лет находится среди лидеров морских судоперевозок. Я счастлив сообщить, что традиции новаторства продолжают и невозможно назвать более захватывающие времена в нашей отрасли и в компании, чем день сегодняшний.

Я принял на себя новую роль в тот момент, когда рынок находится под серьезным давлением и новые тенденции перекраивают глобальные принципы морских судоперевозок. Цифровые и инновационные технологии, новый образ мышления в области безопасности, экологическая устойчивость и большие объемы данных, в сочетании с историческими колебаниями на рынке судоперевозок и новыми правилами, все это преобразует отрасль, которая десятилетиями и даже веками представлялась очень традиционной и медленно меняющейся.

CSL была основана в эпоху кардинальной трансформации отрасли судоперевозок в 1913 году, что, возможно, объясняет почему мы в

CSL не просто приспосабливаемся к переменам, но предпочитаем возглавлять их.

В январе этого года мы перестроили нашу организационную структуру для того, чтобы использовать все преимущества коллективного опыта компании и глобальных ресурсов, работать более эффективно и быстрее реагировать в новой реальности быстро меняющейся отрасли судоперевозок. Мы также решительно нацелились на модернизацию наших процессов и систем, а также на внедрение новых технологий и знаний, чтобы дать возможность нашей команде направить движущую энергию на благо наших клиентов по всему миру.

Я уверен, что те изменения, которые мы проводим сегодня в CSL, поддержанные нашими незыблемыми ценностями и нашей талантливой командой лидеров, ведут нас к успеху в новой мировой организации судоперевозок. Трудно предсказать, как именно будет выглядеть будущее нашей отрасли, но, также как и в 1913 году, CSL не упустит возможности участия в его строительстве. ↕

MEMBENTUK MASA DEPAN TRANSPORTASI LAUT

Sungguh suatu kehormatan bagi saya untuk menjadi pimpinan CSL - sebuah perusahaan yang merupakan bagian dari warisan Kanada, dan ini telah mendorong kemajuan dalam transportasi laut selama lebih dari seratus tahun. Saya senang melaporkan bahwa tradisi inovasi terus berlanjut, dan tidak akan ada waktu yang lebih berharga di industri kami dan di CSL daripada saat ini.

Saya telah melangkah ke peran baru saya saat tekanan pasar yang kuat dan tren yang muncul mendefinisikan kembali pengiriman global. Teknologi digital dan gangguan, pola pikir keselamatan baru, kelestarian lingkungan dan data yang besar, ditambah dengan fluktuasi historis di pasar pelayaran dan peraturan baru, semuanya mengubah industri yang selama beberapa dekade dan bahkan berabad-abad telah digambarkan sebagai perubahan tradisional dan lambat.

CSL diciptakan dalam periode transformasi besar-besaran untuk industri transportasi laut pada tahun 1913, yang mungkin menjelaskan mengapa di CSL kami tidak hanya menyesuaikan diri dengan perubahan, kami ingin memimpinya.

Pada bulan Januari tahun ini, kami menyesuaikan struktur organisasi kami untuk memanfaatkan keahlian kolektif CSL dan aset global, dan beroperasi secara lebih efisien dan responsif dalam realitas baru industri perkapalan yang berkembang pesat. Kami juga berfokus pada modernisasi operasi dan sistem kami, dan untuk memanfaatkan teknologi dan pengetahuan baru untuk memberdayakan tim kami dan memberi nilai bagi pelanggan kami di seluruh dunia.

Saya yakin bahwa perubahan yang kami lakukan di CSL hari ini, didukung oleh nilai inti dan tim kepemimpinan kami yang mumpuni, memosisikan kami untuk berhasil dalam tatanan dunia baru pengiriman. Apa sebenarnya masa depan industri kita akan terlihat seperti sulit diprediksi, tapi seperti pada tahun 1913, CSL memanfaatkan kesempatan untuk membentuknya. ↕

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CSL World is a CSL Group newsletter. Please direct all enquiries, suggestions or requests to the editor at head office in Montreal.

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PAGHUBOG SA HINAHARAP NG SHIPPING

Isang napakalaking karangalan para sa akin ang maging pinuno ng CSL – isang kumpanya na bahagi ng pamana ng Canada, at siyang nagtutulak sa pag-unlad ng transportasyong pantubig sa loob ng mahigit isang daang taon. Nagagalak akong ipagbigay-alam na mag-papatuloy ang tradisyon ng innovation, at walang mas kapana-panabik pang panahon sa ating industriya at sa CSL kundi ang pangkasalukuyan.

Tumuntong ako sa aking bagong tungkulin sa kasagsagan ng pressure sa merkado at sa panahong ang mga umuusbong na trend ay naglalayong tukuying muli ang kahulugan ng global shipping. Ang mga digital at disruptive technology, makabagong safety mindset, environmental sustainability at big data, dagdag pa dito ang makasaysayang pagbabagubago sa merkado ng shipping at mga bagong regulasyon, lahat ng ito ay nagpapabago sa isang industriyang sa loob ng mga dekada at siglo ay naisalarawan na lubhang tradisyonal at mabagal sumunod sa mga pagbabago.

Ang CSL ay nabuo sa panahon ng napakalaking pagbabago ng industriya ng shipping noong 1913, at marahil ay siya ring dahilan kung bakit hindi lamang madaling makasunod ang CSL sa pagbabago, bagkus ay nais nitong pamunuan ito.

Noong Enero ng taong kasalukuyan, iniayon natin ang strukturang pang-organisasyon ng CSL upang mapakinabangan ng husto ang pangkalahatang kasanayan at pang-daigdigang ari-arian nito, at makapag-operate ng mas mahusay at mas tumutugon sa mga bagong reyalidad ng mabilis magbagong industriya ng shipping. Tinutukan din natin ang pagmo-modernisa ng ating mga operation at sistema, at ang pagpapakilos ng mga bagong teknolohiya at kaalaman upang palakasin ang ating pangkat at mag-drive ng value para sa mga kostumer natin sa buong mundo.

Tiwala ako na ang mga pagbabagong isinasagawa natin sa CSL ngayon, suportado ng ating matibay na pangunahing values at pamunuang may kakayahan, ay maghahanda sa atin upang magtagumpay sa bagong world order ng shipping. Mahirap alamin kung ano ang kahihinatnan ng ating industriya sa hinaharap, ngunit gaya noong 1913, hindi palalagpasin ng CSL ang pagkakataon upang hubugin ito. ↕

MEET CSL'S MANAGEMENT TEAM

EXECUTIVE TEAM



LOUIS MARTEL, President and Chief Executive Officer

Louis joined Canada Steamship Lines as a Naval Architect in 1997 and transferred to CSL Americas where he became Vice-President, Technical Operations. In 2012, he was appointed President of Canada Steamship Lines and in 2014 was promoted to Executive Vice-President, CSL Group / President, Canada Steamship Lines. Louis was named President, CSL International in 2015, and, on April 1, 2017, took the helm of The CSL Group as President and CEO.



STEVE THIBEAULT, Chief Financial Officer

Steve joined CSL's executive team as Chief Financial Officer in May 2017.



WILLIAM (BILL) BISSET, Executive Vice President and Chief Commercial Officer

Bill joined CSL in 2014 as Managing Director of CSL Australia. In January 2017, he was appointed Chief Commercial Officer, CSL Group.



ALLISTER PATERSON, Executive Vice President and Chief Operating Officer

Allister joined CSL as President of Canada Steamship Lines in January 2015. He took on the role of Chief Operating Officer, CSL Group, in January 2017.



MARTINE RIVARD, Chief Human Resources and Communications Officer, CSL Group

Martine joined CSL as Chief Human Resources and Communications Officer in July 2012.



JOHN SYPNOWICH, Chief Legal and Compliance Officer, CSL Group

John joined CSL in December 2008 as Director of Legal Affairs and was appointed Chief Legal and Compliance Officer in January 2012.

REGIONAL COMMERCIAL OPERATIONS



ALLEN DOBIE, Outgoing Head of Commercial, Canada Steamship Lines

Allen joined CSL in 2016 as Director, Business Development at has been temporarily assigned to lead commercial operations in Canada.



JULIE LAMBERT, Incoming Senior Director, Commercial, Canada Steamship Lines

Julie joined CSL in 2012 as Senior Legal Counsel. She was promoted Senior Director, Commercial, Canada Steamship Lines in October 2017.



JEFF BARNES, Vice-President, Commercial, CSL Americas

Jeff joined CSL in October 2008 as Director of Finance/Controller of CSL Americas. In 2011, he was promoted Vice-President and Managing Director of CSL Europe in 2012. In 2014, Jeff returned to CSL Americas where he leads commercial operations.



MARIÈVE TREMBLAY, Vice-President, Commercial, CSL Australia

Mariève joined CSL in 2012 as Director, Marketing and Strategic Planning. She was promoted to Vice-President, Commercial for Canada Steamship Lines and now leads CSL's commercial operations in Australia.



JAKOB HANSEN, Vice-President, Commercial, CSL Europe / Transhipment

Jakob Hansen joined CSL in 2009 and has played a leading role in CSL's operations in Asia, Europe and transhipment. In January 2017, he was appointed Vice President, Commercial for CSL Europe and Transhipment.

GLOBAL TECHNICAL OPERATIONS



FREDERIC JAUVIN, Vice-President, Global Technical Services

Frédéric Jauvin joined CSL in February 2016 to lead the Global Technical Services department.



NATHALIE SYKORA, Vice-President, Global Fleet Management

Nathalie joined CSL in 1998 as Project Engineering Assistant. She was appointed Vice-President, Global Technical Services in 2014 and Vice-President, Technical Operations and Environment for Canada Steamship Lines in 2016. In January 2017, Nathalie took on her current role leading technical operations of CSL's global fleet.

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IRON CHIEFTAIN PERFORMS RECORD LIFT

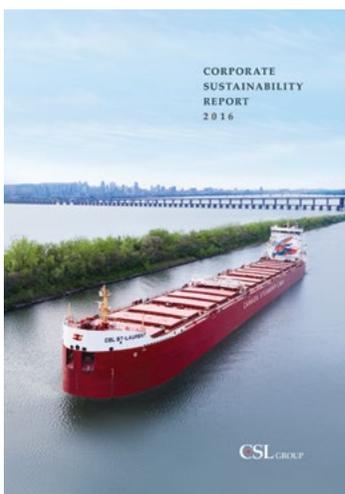
The *Iron Chieftain* has been a true workhorse for CSL Australia for many years, and most recently accomplished the impressive feat of carrying 41,659 metric tonnes of dolomite out of the Port of Ardrossan, a 143-year record lift!

The challenging operational complexities of the Port of Ardrossan, including air draft, under keel clearance and tricky weather conditions, make this achievement even more remarkable. Congratulations to Captain **Imran Ali**, Chief Officer **Sergii Davydiuk** and the entire *Iron Chieftain* crew.

Iron Chieftain services the Australia steel industry, moving a range of cargos including coal, iron fines, dolomite and more. ↴



CSL RELEASES 2016 CORPORATE SUSTAINABILITY REPORT



CSL's fourth annual Corporate Sustainability Report continues to demonstrate the company's ongoing commitment to improve its performance on a wide range of sustainability-related goals.

The report includes CSL's sustainability results for the 2016-17 fiscal year and covers highlights in the areas of governance, safety, environmental responsibility, ethics, the workplace, employee and community engagement, and value for customers.

"As CSL's new CEO since April 2017, I take great pride and comfort in knowing that CSL and its owners care deeply about people, safety, the environment and our communities," states **Louis Martel**, President and CEO of The CSL Group.

"Even in today's difficult market, sustainability remains fundamental to the way we conduct our business. We see it as a competitive advantage, a driver of innovation and an investment in the future of our employees, customers and communities."

The 2016 report features CSL's progress in achieving its short- and long-term sustainability goals and commitments. Notable highlights include:

- The SafePartners Program continued to help CSL improve its safety results with a 42% annual reduction in the frequency rate of lost time injuries.
- Operational efficiencies and enhanced logistics helped improve cargo transportation emission intensity and reduce gCO₂e/q/tonne-nautical mile by 0.9%.
- The ballast water treatment system tested on MV *Sheila Ann* received US Coast Guard type approval.
- CSL achieved a 40% increase in waste recycling from vessels and a 10% reduction in total waste produced per crew member.
- CSL was named one of the best Montreal's Top Employers in 2016 and received the 2016 IBJ Bulk Ship Operator of the Year.
- CSL donated approximately 1% of net profit in 2016 to charitable causes and disaster relief.

The 2016 report was prepared using the Global Reporting Initiative's G4 Sustainability Guidelines as a reference. The areas in which the report aligns with the United Nations Sustainable Development Goals were also noted.

To read or download the 2016 CSL Corporate Sustainability Report, visit the CSL website.

Printed copies of the report are available upon request at cslinfo@cslships.com. ↴

CSL BEGINS TRANSHIPMENT AT AUSTRALIA'S LARGEST MAGNETITE MINING AND PROCESSING OPERATION

CITIC Pacific's Sino Iron Project is the largest magnetite mining and processing operation in Australia. Located 100 kilometres southwest of Karratha in Western Australia's Pilbara region, the fully integrated operation incorporates some of the industry's most innovative processes, including the deployment of CSL transhippers.

To service the trade, MV *Donnacona* underwent a significant conversion to tailor the vessel's capabilities to the specific needs of the customer. The conversion included increasing self-unloading capacity, upgrades to the boom to allow loading of ocean-going vessels, new deck equipment, machinery and piping systems as well as modification and upgrades to the propulsion and manoeuvring systems.

Prior to the arrival of *Donnacona*, *CSL Whyalla* provided a short-term solution to launch the operation in December 2017. ↴



NEWS ABOUT ANNAKPOK, CSL'S ADOPTED BELUGA

In 2014, CSL sponsored a beluga whale as part of the *Adopt A Beluga* program run by the **Group for Research and Education on Marine Mammals** (GREMM). By all accounts, **Annakpok** is doing just fine.

Since the beginning of the 2017 field season, Annakpok has been identified twice already. During these two encounters, she was seen in the company of another female, Aquabelle. She has also been seen with Blanche, Blanchon and Yogi, three female belugas with whom she is regularly seen and who also belong to the Saguenay community.

The associations between females persist through the years and photo-identification allows researchers to better understand the role of these relationships. Here is the story of one encounter with Annakpok.

On August 9, 2017, researchers were scanning the waters from the observation tower in Baie-Sainte-Marguerite in the Saguenay Fjord. The tower was installed this past summer to conduct research on the behaviours of female and juvenile belugas.

With the help of a drone-mounted camera, researchers were able to observe a pod of about thirty belugas composed of adults and younger whales. A few meters from the tower, one researcher noticed a female beluga with a small rounded scar in the middle of its ridge: it was Annakpok!

In the middle of the bay, Annakpok and the other belugas were seen moving around and slamming their tails on the surface of the water. These movements are called «aerial behaviours» and their exact role is unknown, though they are thought to be linked to foraging or socializing.

The beluga adoption program works to raise awareness about the plight of endangered beluga whales and generate funds to help support GREMM, a non-profit organization dedicated to scientific research on the whales of the St. Lawrence and education for the sake of marine conservation. ↴

For more information on the *Adopt A Beluga* program, visit : baleinesendirect.org/en/adopt-a-beluga/



Recent spotting of Annakpok.

CSL NAMED 2017 SHIP OPERATOR OF THE YEAR BY LLOYD'S LIST

The CSL Group was honoured with the prestigious 2017 Ship Operator of the Year award by **Lloyd's List Americas** this past spring. The award recognizes excellence in business development, safety, efficiency and reliability, and is open to ship operators in North, South and Central America.

"It is a great honour for CSL to accept this award, which is a tribute to the passion, dedication and innovative spirit of our outstanding ship and shore employees," said **Louis Martel**, President and CEO, The CSL Group.

"Every day we take great pride in delivering exceptional service to our customers in the most efficient, safe and sustainable way – and we constantly seek to get better. As we continue to modernize our fleet, we are bringing advanced technologies into our ship and shore operations that will elevate our business for years to come."

CSL's Vice-President of Government and Industry Affairs, **Kirk Jones**, accepted the award on behalf of the Company. In a show of support to the future of the industry, he was joined at the CSL table by a group of cadets from the **Massachusetts Maritime Academy** (MMA) who are studying international maritime business.

This is the second time CSL has won a Lloyd's List ship operator award. In 2015, CSL was named the Inland/Coastal/Lakes Operator of the Year. ↕



Kirk Jones, second from right, with students from the MMA.

OMYA AND CSL PARTNER TO REDUCE DUST AND NOISE

CSL and Norwegian customer **Omya** are equally dedicated to conducting their operations in the most environmentally responsible manner as possible. Over the years, they have together developed effective solutions to overcome noise and dust issues when discharging crushed marble at the factory in Elnesvågen, which is located near the local community.

While CSL's self-unloaders have proven to be the most efficient, quiet and environmentally-friendly means of transporting and handling the crushed marble, several modifications to the discharge operation were developed to respect strict noise limits and suppress dust.

To reduce vessel-related noise, rubber lining was installed on onboard cargo transfer points and hoppers to avoid direct contact of cargo on steel. Exhaust outlets on auxiliary engines were also modified to point away from shore. Dust was suppressed using a sprinkler system at the end of the boom to spray fresh water as required.

On the shoreside, Omya installed a digital monitor to constantly monitor noise. Live noise level measurements enable CSL and Omya to take immediate action should noise levels exceed the limit. A noise protection wall on top of the hopper also helps reduce the noise as well as assist with dust collection during the discharge operation.

To increase efficiency and save valuable time for Omya personnel, the receiving hopper, belt and storage feeding system were automated. When a CSL vessel arrives at the factory, only two linesmen are required to assist in the discharge operation. ↕



A CSL crew member monitors noise and dust levels during discharge at Omya's facility.

VESSEL NEWS

CSL Welcomes the New MV *Ferbec*

Earlier this year, CSL welcomed M.V. **Ferbec**, a 49,502 DWT conventional geared bulk carrier equipped with four cranes and grabs, which is now fully operational in the Gulf of Saint Lawrence. The vessel, which previously operated in CSL's Australian fleet as **CSL Melbourne**, is the largest vessel of its type in the Canadian domestic shipping market.

Upon arrival in Québec City in May 2017, the vessel underwent modifications to adapt to its new operating environment. *Ferbec* is now operating under Canadian flag in the Havre St-Pierre to Sorel corridor for long time-customer Rio Tinto.

"It is by design and with great pride that we revived the name *Ferbec* for this vessel," said **Louis Martel**, President and CEO of The CSL Group. "Like the original *Ferbec* – a 56,000 DWT ocean bulk carrier – the new *Ferbec* is plying the same trades along the same St. Lawrence routes, evoking fond memories for coastal communities who used to see the old ship go by."



CSL Bids Farewell to *Pineglen* and *CSL Clyde*

Earlier this fall, MV **Pineglen** was sold "as-is where-is" to a vessel broker who towed the renamed ship from Montreal to a ship recycling yard in Turkey. The 33,197 DWT bulk carrier was recycled in full compliance with international rules and regulations, and according to CSL's own rigorous vessel recycling policy.

Pineglen was the last straight deck Laker built on the Great Lakes and was launched at the Collingwood Shipyard in 1985 as Paterson. She joined the CSL fleet in 2002.

Among her claims to fame, *Pineglen* was honored as the first upbound vessel of the 2005 season at the Welland Canal's Top Hat Ceremonies. In 2015, while docked at the Port of Toronto, she became the setting of an episode of the television series *Shadowhunters*, about half-angel warriors who protect humanity from evil forces.



The excavator self-unloader **CSL Clyde**, which was operating in CSL's European fleet, was sold earlier this year. Built in 1996, the vessel was purchased by CSL from Jebsens in 2011 as part of the company's expansion into Europe. ↕





Joseph Fraser ⚓ Master



Joseph has served as Captain with CSL for the past seven years and knows the St. Lawrence section between Quebec City and Les Escoumins like the back of his hand. "You have to be able to draw the river on a blank piece of paper from memory." Joseph describes *Ferbec* as having "a nice saltwater bow that cuts through the water and a big rudder. This means she doesn't vibrate even on sharp turns. She's a good-handling ship, which is key for maneuvering when coming into the docks at Havre St-Pierre and Sorel."

Christine (Chrissy) Crossan ⚓ Chief Cook



Chrissy runs an impressive galley aboard *Ferbec* – clean and efficient and with good support from the crew. "They're very good at helping move supplies, especially from the main fridges below decks. I don't even have to ask. The galley is big and well laid out and the equipment is good. I like the convection oven because it cooks food more quickly than a regular oven." The crews' favourite meals? "They're not fussy at all; they eat most things. I make sure fruits and vegetables are on the menu every day. It's important."

Julius Royo ⚓ Able-Bodied Seaman



Julius works his 4-to-8 watch with Third Mate Pierre Compera, and feels they complement each other. "Pierre is a good mate and he communicates very well. He's reliable and treats us with a lot of respect. When I'm at the wheel, I stay on the lookout and constantly report what I see to him." Julius is a 35-year sailing veteran, who began his career in his native Philippines. He has gathered a lot of experience along the way, everything from operating decks cranes to splicing wire and rope.

Pierre Compera ⚓ Third Mate



"Julius Royo and I have been together since the *Ferbec's* first trip and we make a pretty good team. He knows the ship and can do just about anything, from working the lines on deck to operating the cranes to handling the ship in the wheelhouse. I have confidence in Julius. It's very important to have good teamwork – especially when you're getting to know a new ship." Pierre began his seafaring career in 2009 when he entered l'Institut maritime du Québec at Rimouski.

Jeremy Bourgeois-Raymond ⚓ Ordinary Seaman



Working on *Ferbec* is Jeremy's first shipboard job after completing Marine Emergency Duties training and serving on board a tug boat. "*Ferbec* is a lot bigger than a tug," he says with a chuckle while taking soundings on the No. 2 ballast tanks. "I like it and have asked to spend time at the ship's wheel so I can train to become an Able-Bodied Seaman." Jeremy comes from a seafaring family with uncles and a grandfather who have sailed before him.

Jean-Pierre (J-P) Renaud ⚓ Chief Engineer



J-P is in constant motion onboard. When we finally caught up to him, he shared a few thoughts about his new ship. "When we joined the ship for the first time in May, *Ferbec* was new to us and we didn't know what to expect. We had a lot of work to do, a lot of learning. The engine room team has been the same from the start and we work well together. Each morning we have a toolbox talk to discuss what needs to be done and how we're going to do the work safely. Everybody talks; all ideas are welcome."

Randy Pailaga ⚓ Able-Bodied Seaman



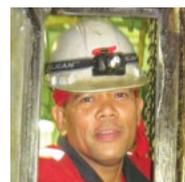
Randy has a Third Mate's license and almost 30 years of sailing under his belt. He has sailed on *Hon. Paul J. Martin*, *Pineglen* and *Saguenay* for CSL, and has also worked in the Arctic. What he appreciates about CSL is the company's focus on safety. "I was on *Pineglen* when SafePartners was introduced. I thought it was a good program from the start. It enhances safety of all crew members. It doesn't matter if you're a permanent crew member or a relief, everybody gets the same training and PPE. It's very good for all of us."

Ivan Ireshchenko ⚓ Third Engineer



Ivan is the kind of guy who can look at a problem, find the source and make things right. "I get to know the systems onboard both by reading and hands-on experience. No two ships are identical. Each one has something different; even sister ships." While *Ferbec* is Ivan's first CSL vessel, he calls on his past experience as a Second Engineer in Russia to help guide him in his work on the newest addition to the domestic fleet.

Claudio Uchi ⚓ Mechanical Assistant



Claudio was busy with equipment maintenance when CSL World caught up with him recently. He took a few minutes to talk about his experience aboard the *Ferbec*. "I'm starting to love this ship. We work as a team and at each toolbox talk we discuss the regular list of jobs and other priorities as they come up. The engineers give me more responsibilities all the time. I enjoy it and I want to learn more. I like the crew as well as the work environment, which makes some of the harder jobs easier. It's like my second home."

Alexey Klepov ⚓ Second Mate



Alexey has been with CSL since October 2016 and brings a wealth of ship and shore experience to his position. He enjoys working on *Ferbec* because of its mix of experienced and younger crew and because safety is the main focus. "We spend a lot of time at Havre St-Pierre shifting the vessel during loading. A system in place at the dock makes our crews step back behind protective fencing after setting the wires. It takes a bit longer, but being too fast is not worth it."



CSL SAFETY MILESTONES

Several vessels in CSL's global fleet achieved significant safety milestones in 2017, earning them gold, silver and bronze SafePartners pennants. In the Americas, Australia, Europe and Asia, gold awards are presented to ships who achieve 1,500 days without an LTI, silver to those who achieve 1,000 days LTI-free, and bronze for 500 days.

In Canada, the award criteria is adapted to the unique operating conditions and season of the Great Lakes and St-Lawrence Seaway system. Vessels who achieve 1,460 operational days without an LTI receive a platinum award, gold is earned for 1,095 LTI-free, silver for 730 days and bronze for 365 days. Here is the list of ships in the global fleet who have achieved a safety milestone. ⚓

<i>CSL Assiniboine</i>	GOLD
<i>CSL Metis</i>	GOLD
<i>CSL Whyalla</i>	GOLD
<i>Thunder Bay</i>	GOLD
<i>Whitefish Bay</i>	GOLD
<i>Baie Comeau</i>	SILVER
<i>CSL Acadian</i>	SILVER
<i>Ferbec</i>	SILVER
<i>CSL Niagara</i>	SILVER
<i>CSL St-Laurent</i>	SILVER
<i>CSL Tacoma</i>	SILVER
<i>CSL Tecumseh</i>	SILVER
<i>CSL Welland</i>	SILVER
<i>Adelie</i>	BRONZE
<i>Atlantic Huron</i>	BRONZE
<i>CSL Reliance</i>	BRONZE
<i>CSL Tarantau</i>	BRONZE
<i>CSL Argosy</i>	BRONZE
<i>CSL Frontier</i>	BRONZE
<i>CSL Laurentien</i>	BRONZE
<i>Right Hon. Paul E. Martin</i>	BRONZE
<i>Spruceglen</i>	BRONZE
<i>Tertnes</i>	BRONZE



The CSL St-Laurent crew shows off its silver pennant.



The crew of CSL Niagara, joined by CSL Group CEO Louis Martel, receives a silver pennant.



The crew of CSL Welland displays its silver pennant, with Louis Martel on hand for the presentation.

HIGH-LEVEL ENGINE TRAINING ON BAIE ST. PAUL

A five-day MAN Engine training on MEB/2 engines was conducted onboard *Baie St. Paul* by MAN's Superintendent Engineer **Kim Kyounglae**.

The high-level onboard training provided CSL engineers with the opportunity to get first-hand experience on the MAN's MEB/2 engines onboard a Trillium class vessel. The training was appreciated by CSL's team of Trillium engineers. ⚓



Participating in the onboard engine training were Dominic Tanguay, Valentin Angelescu, Nicolas Lavoie, Steven Mawn, Frédéric Duguay, Michael Warias, Martin Dansereau, Andre Mercier, Allwyn Phillips

CSL CHALLENGES HEC MONTREAL STUDENTS

By Marja Lagacé, Senior Analyst, Integration

As part of an integration project in IT management provided by the HEC Montreal, I coached a team of six graduating students with the specific mandate to review the process and software used by our Canadian vessels with respect to port approach instructions (CIS).

Venez voir le talent des finissants en analyse d'affaires et technologies de l'information de HEC Montréal!

Le Défi Groupe CSL 2017

Présentation de la solution des étudiants

11 avril | 16h00 | AMPHITHÉÂTRE BANQUE NATIONALE

youtu.be/lmweNmgmKU
[Eventbrite](https://www.eventbrite.com)
[goo.gl/UISaj](https://www.google.com/url)

HEC MONTRÉAL **CSL**

Vous êtes intéressés à participer en 2018 ? Contactez le Prof Gregory Vial à gregory.vial@hec.ca

Daniel Blazevic
 Vinh-Thy Tran-Nguyen
 Gabrielle Violette
 Kévin Ghosn
 Louis Radamelle
 Yannick Babin

After several meetings, the outline of a very interesting technological solution emerged, which surpassed expectations. These students had created a simple iPhone application that would allow, among other things, to attach photos and comments to each port's information list. The application was developed using systems familiar to CSL and is a good "fit" with our current environment, not to mention easy to learn.

The win-win CSL-HEC collaboration provided students with the opportunity to work on a concrete business case, and it provided CSL with a third-party opinion on an IT challenge. ⚓



CSL INTERNS SPEAK OUT ABOUT THEIR EXPERIENCE

Every year, CSL supports some of the best and brightest as part of its corporate internship program. During the summer or for a few months during the year, students gain valuable hands-on knowledge and professional experience that will serve them throughout their career paths. Interns work in various departments and learn about the inner workings of a marine transportation company.

Here is what some of them had to say about their experience with CSL.



CANADA



Cullen Tennant, Treasury Intern
Finance Major, International Business Minor – John Molson School of Business, Concordia University

“My experience at CSL has been tremendous because of the inclusive work environment that allowed me to grow both professionally and personally. I improved my knowledge with regard to finance, software platforms and the shipping industry. I also acquired interpersonal, leadership and professional skills. If this was not my final internship, I would love to return for another one.”



Iounes Heikel, GTS Intern
École de Technologie Supérieure

“I am very glad to have discovered the marine industry, especially to learn how vessels are built and operate. I would like to thank **Jean David Côté** and **Frédéric Jauvin** for being so awesome, and **Yousef El Bagoury**, who was always willing to answer my questions, teach me the basics of mechanical engineering and share his knowledge. People in the office rock and I would seriously recommend to anyone wanting an internship to do it at CSL!”



Nicolas Tauffenberger, GTS Intern
École de Technologie Supérieure – Mechanical engineering

“I had a great experience at CSL and I’d like to thank **Thierry Pennors** and the GTS team. I worked on various projects that were incredibly instructive for a future mechanical engineer. The people were kind and passionate about their work, and the environment was amazing. My favorite part was going on different ships to observe and understand the mechanical systems. I’m truly grateful to the people who contributed to my incredible experience.”



Constantina Cremanzidis, Commercial Intern
Major in Marketing – John Molson School of Business, Concordia University

“I was welcomed aboard from the beginning of my internship, which definitely surpassed my expectations. I learned so much about marine transportation and was able to improve my technical skills. My favourite part of the internship was the amazing opportunity to visit customers and see a CSL ship pass through the Welland Canal.”



Samantha Manganiello, Crewing Intern
Human Resource Management – Concordia University

“This is my third internship with CSL and during this time my learning progressed immensely. CSL really gives you the opportunity to advance as a young student looking to join the real world. My colleagues took their time to train and coach me, and explain the ins and outs of the shipping world. I could not be more grateful!”



Boris Petit, Fleet Intern
Ocean and Naval Architectural Engineering – Memorial University

“I would like to thank **Maria Danilenko** for the wonderful learning experience with the various technical projects I was assigned, and for the trust in my ability to take up the responsibilities of Technical Assistant for three vessels. As a naval architecture student, participating in vessel operations was instructive and gave me a different perspective on the engineering field.”



Erica Petreccia, Fleet Intern
Industrial Engineering – Concordia University

“I was extremely fortunate to be a part of a group of individuals who were quick to integrate me into their team. I worked on numerous projects and gained valuable knowledge and marine shipping industry experience, which gave me insight on how CSL operates on a broader scale. I also appreciated visiting vessels, which enabled me to understand how projects completed in the office impact crews onboard.”



Alyssa Walters, Human Resources Intern
Bachelor of Arts (Honours) – Queen’s University; Post-Graduate Certificate Human Resources Management – Niagara College

“Growing up with a family of CSLers I always knew I would love an opportunity to work here. Now that I have, my expectations have been exceeded – thanks to **Stéphanie Aubourg**, the HR department and the rest of the CSL team. I could not have asked for a better internship – the knowledge gained is invaluable. Thank you to the CSL Team for welcoming me aboard and steering me in the right direction!”

CSL AMERICAS



Michael Fortin, Commercial Marketing Intern
Massachusetts Maritime Academy

“With the direction of **Mary Schwartz** and **Rebecca Varnes**, I was able to work on projects such as vessel discharge performance, shipping contracts, rates and trade flow maps. I also had the opportunity to work with the Operations and Financial Planning and Analysis departments. I am happy to have been exposed to such rewarding and meaningful work.”



Weixi Shen, Commercial Finance & Accounting Intern
Suffolk University

“I learned a lot of essential skills during this internship experience, which was perfect for me. My supervisor **Mubarak Hasan** and my coworkers in accounts payable and receivable were helpful and reliable. I developed skills in balance journal entries, communication with related departments, accounting system use, monthly closes, cash receipts and teamwork.”



Omkar Manohar, GTS Intern
Stevens Institute of Technology

“I worked with **Sheldon Wong** on ballast water treatment systems and exhaust scrubbers – helping to choose suppliers and determine efficiency, cost effectiveness, and feasibility of fit onboard Trillium class vessels. I also assisted **Kevin Begley** and learned a lot about planning and procedures prior to fitting/commissioning a new system. I liked the teamwork and communication. I think it is one of the best working environments I have seen.



Richard Langell, Technical Operations Intern
Massachusetts Maritime Academy

“I worked on many projects including regional dry dock planning, expanding the dry dock cost analysis sheets, updating the spend and budget database, and updating the belt life lines for the SUL fleet. It has been very beneficial to see how what is learned in the classroom is applied in the industry. The experience also taught me a lot about problem solving, and how individuals contribute to the overall company.” ↕

THE SEA KEEPER — WHY A CANADA GOOSE?

The monumental *Sea Keeper* mural painted on *CSL St-Laurent* depicts a Canada goose with its powerful wings spread in flight, its forward motion a tribute to Montreal and to Canada.

Instantly recognizable, the iconic Canada Goose is a familiar sight along the banks of the St. Lawrence Seaway and represents the vessel sailing in harmony with nature. It was natural, then, that the bird in flight would be the subject of the work-of-art commissioned by CSL to commemorate Canada's 150th birthday, the 375th anniversary of the City of Montreal, and the roles of the St. Lawrence Seaway, marine transport, and CSL itself in building the nation and the city.

Clearly visible from afar, the goose's coherent outline contains its diverse and colourful back, wings and tail, each painted by one of the four artists – **Bryan Beyung**, **FONKI**, **Ankh One**, and **Benny Wilding** of the **A'shop** art collective – in his signature style and with his unique vision.



Bursting with colour, *The Sea Keeper* melds and weaves the diverse techniques of each artist into a unique and beautiful work of art that combines cultures and styles to evoke Montreal's and Canada's diversity. The mural's overall impact is both inspiring and hopeful to the seafarers who sail with it everyday and to the thousands of people on the shores of the Great Lakes and St. Lawrence River who watch it as *CSL St-Laurent* and her *Sea Keeper* sail by.

CSL chose *CSL St-Laurent* to host the tribute to Montreal and Canada because her name honours the

St. Lawrence River, and her state-of-the-art technology and seamanship represent the new generation of high-performing, environmentally-responsible cargo vessels. ↴

MARINE TRANSPORTATION IN CANADA'S HISTORY

The history of marine transportation in nation and city building goes back a long way. Long before what is now Canada existed, First Nations' explorers and entrepreneurs paddled freighter canoes the length of the continent's waterways, trading furs, tools, beads and food. Later, Métis and First Nations voyageurs working for the Hudson's Bay Company transported goods and supplies via what is now the St. Lawrence Seaway, opening up huge swathes of land and leading the way for the barges, ferries, freighters, tugboats and ships that have put marine transportation at the heart of Canada's and Montreal's economy and history.

Not only has the shipping industry served as a lifeline to businesses and communities along the Seaway, it has created jobs that have sustained Canadian and Montreal families for more than 100 years. Today the St. Lawrence Seaway is a dynamic and vital trade artery connecting the North American heartland to overseas markets. Since its monumental completion in 1959, the Seaway's locks have allowed transiting ships to carry 2.9 billion tonnes of cargo valued at more than \$400 billion safely and efficiently. ↴



PHOTO: JOE ALVAREIRO

Dignitaries attending the official opening the Seaway's 2017 navigation season:
From left to right: Catherine Higgins (Assistant Deputy Minister, Transport Canada), Georges Farrah (Stratégie Maritime du Québec), Tom Lavigne (Associate Administrator, St. Lawrence Seaway Development Corporation), Julie Gascon (Assistant Commissioner, Canadian Coast Guard), Finn Martin (son of David Martin), David Martin (Owner, CSL), Joé Belley (Captain, CSL St-Laurent), Vincent Paradis (Chief Engineer, CSL St-Laurent), Louis Martel (President and CEO, CSL), Terence Bowles (President and CEO, St. Lawrence Seaway Management Corporation), Hon. Marc Gameau (Minister of Transport), Hon. Jean D'Amour (Minister for Maritime Affairs, Québec), Aref Salem (City of Montreal), Hon. Benoit Bouchard (Commissioner, International Joint Commission), Craig Middlebrook (Interim Administrator, St. Lawrence Seaway Development Corporation)

A NEW CHALLENGE FOR CSL'S TECHNICAL TEAM

Creating *The Sea Keeper* mural posed a unique set of challenges not usually encountered by CSL's Technical team. How do you produce a 232 square metre (50 feet x 50 feet) work-of-art on the accommodations block of a ship in the dead of winter?

Adding to the complexity of the project, shipboard operations could not be disrupted during the entire creative process, and the mural had to be kept a secret until its unveiling at the Seaway Opening ceremony. Most importantly, the entire *Sea Keeper* project had to be conducted in the safest manner possible.

Under the guidance of **Marc Rivard**, CSL's Director, Naval Architecture & Steel Planning, a series of platforms were built with scaffolding to provide the artists with safe work areas where they could access every inch of their canvas. An added challenge during this phase was that the ship was berthed third from the dock, which meant all scaffolding parts had to be carried by workers over two other ships.

Working with **Papineau Sandblast**, the scaffold structure was installed using precise calculations that took into account the features of the ship and its uneven surfaces, and to protect the artists and the mural from exposure to the winter elements. Once installed, the scaffolding was covered with a plastic tarp, which kept the work area warm – and was essential to ensure the paint would stick to the cold surface of the ship.

Once the artists had completed the massive artwork, the Technical Team faced the new challenge of concealing the mural. To keep things interesting, the coverup, which could not hinder operations, would also have to be removed quickly during a dramatic unveiling before the Minister of Transport and other dignitaries at the official opening of the St. Lawrence Seaway.

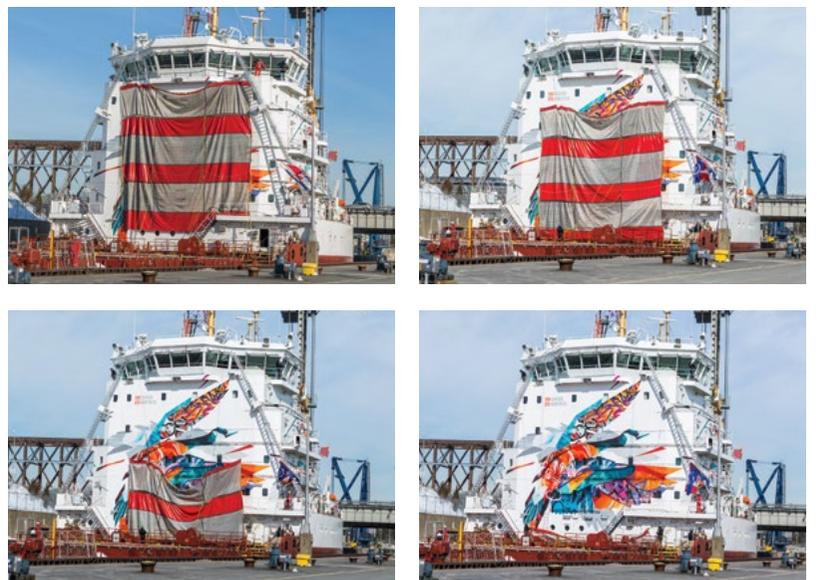


Over several hours of discussion, the Technical Team and Papineau addressed the different challenges of both concealing and unveiling the mural, including sailing, bad weather, ship operations, access to emergency exits and rapid unveiling. To address all concerns, Papineau proposed a fabric that could tackle harsh weather conditions, was lightweight enough for easy sewing into a tarp and reflected the corporate colours of CSL.

The completed tarp was put in place concurrently with the dismantling of the scaffolding and a simple system was conceived for an uncomplicated unveiling. At this stage not even the four artists, who had each been responsible for a section of *The Sea Keeper*, had seen the complete mural.

The tarp was put to the test prior to the unveiling as high winds and a snowstorm greeted *CSL St-Laurent* on her trip to Sorel, Quebec, to load cargo prior to the Seaway Opening ceremony at St. Lambert Lock. The tarp passed with flying colours and the mural was finally revealed on March 20, 2017.

The Sea Keeper presented a technical challenge that truly tested CSL's problem-solving and troubleshooting capabilities. Thanks to the ingenuity of the Technical Team including Marc Rivard, **Vincent Paradis** and **Frédéric Nepveu**, in collaboration with Papineau's **Marc Pépin**, the innovative and unique project was able to take flight. ↴



ODESSA CREW CONFERENCE

Safety, Performance, Excellence

"Safety, Performance, Excellence" was the theme at the CSL Crew Conference organized in Odessa, Ukraine, by crewing partner, **V.Ships Boston**. The four-day conference was attended by more than 65 officers and crew as well as CSL and V.Ships executives.

The conference included a series of training sessions and practical exercises that took place at the **Odessa National Maritime Academy's** training facility, which features bridge and engine room simulators. Areas of focus included working at height and confined space rescue, casualty search and rescue, sea survival and firefighting training, cardio-pulmonary resuscitation techniques and updates on the Standards of Training, Certification and Watchkeeping (STCW) for Seafarers.

Attending crew members also participated in leadership skills training to learn how to improve the onboard safety culture and motivate crew mates in times of crisis.

The Odessa Crew Conference is part of CSL's steadfast commitment to enhance the knowledge and skills of vessel crews and provide them with an onboard working environment based on world class safety standards. ↴



CELEBRATING MILESTONES AT THE CANADA STEAMSHIP LINES CREW CONFERENCE

Canada Steamship Lines' annual Crew Conference recognized individual and crew achievements, retirements and Hall of Fame inductees.

HALL OF FAME AWARD

The Canada Steamships Lines Hall of Fame Award was presented to Captain **Lars Bouman** for his 2016 induction, and to Captain **Stephen Pauley** for his induction to the Hall in 2017.



Captain Lars Bouman



Captain Stephen Pauley

RETIREMENT

Five officers were honoured for their long-standing service to CSL.



Captain **John Bentum**
2002-2016



Captain **Timothy Poste**
1998-2015



Captain **Richard Samson**
2002-2016



Chief Engineer
Gerald Stemmler
1987-2016



First Mate
Marek Szczepaniak
2002-2016

SUSTAINABILITY AWARD

The 2016 CSL Sustainability Award, which recognizes the vessel with the best overall environmental performance for the year, was presented to the crew of **Thunder Bay**.



SAFETY AWARD

Every year, the SafePartners Leadership Award is presented to crew members who lead the way when it comes to onboard safety. Each recipient received a personalized SafePartners jacket.



WELLAND CANAL FALLEN WORKERS MEMORIAL



The memorial to honour 137 workers who lost their lives during the construction of the Fourth Welland Canal will be unveiled on November 12, 2017, at Lock 3 in St. Catharines, Ontario. CSL is a proud sponsor of the memorial, which has put the spotlight on safety in our industry.

When the fourth Welland Ship Canal was constructed between 1914 and 1932, 137 men died in what is believed to be the largest loss of life on a federal government infrastructure project in Canadian history.

CSL has a long history with the Welland Canal and in fact MV *Lemoyne*, a CSL Lakes bulk carrier built in 1926, was the first vessel to transit the Fourth Welland Canal on August 6, 1932.

CSL and the Great Lakes shipping industry owe an immense debt of gratitude to those who died or were injured during the construction of the Welland Canal. Honoring these fallen workers is an important reminder that safety is the most important priority in any workplace. ↴

For more information about the Welland Canal Fallen Workers Memorial project visit www.stcatharines.ca/FallenWorkersMemorial

YESTERDAY'S FLEET — MV FERBEC

By Skip Gillham

When CSL purchased *Fugaku Maru* from Japanese interests in 1977, the 56,000-tonne capacity freighter renamed *Ferbec* became the largest bulk carrier in the Canadian registry. The 232.25-metre long by 42-metre wide carrier was registered at 35,562 gross tonnes. Built in Tokyo, Japan in 1966, the vessel was powered by Sulzer diesel engines of 15,000 horsepower that gave a service speed of 15 knots.

During her delivery voyage from Asia, *Ferbec* stopped at the Port of Vancouver to load 26,000 tonnes of Alberta coal. Too long and too wide for the St. Lawrence Seaway System, *Ferbec* discharged the cargo at Contrecoeur and lakers brought it to Stelco in Hamilton. *Ferbec* also brought ore to Contrecoeur from Brazil and crossed the Atlantic with Canadian ore destined for German steelmakers via Antwerp, Belgium.

Ferbec's main trade, however, was as CSL's primary carrier in the ilmenite ore trade out of Havre St. Pierre and Port Cartier to Sorel and Contrecoeur. The vessel usually took less than a week for the 885-kilometre roundtrip between Havre St. Pierre and Sorel for Q.I.T-Fer et Titane. *Ferbec's* trips were repeated as many as 40 times a year and usually accounted for over two million tonnes of cargo a season.

The ship remained active in the CSL fleet until December 2004. *Ferbec* left Montreal on February 11, 2005, and was recycled. ↴



The former *Ferbec* was a mainstay on the St. Lawrence for nearly three decades and a favourite among ship watchers.

CSL EXTENDS SUPPORT OF WHALE RESEARCH

CSL recently entered into a three-year agreement with the Quebec-based **Marine Mammal Observation Network** (also known as ROMM). The objective of the agreement is to better document the presence of whales on commercial shipping routes to develop more appropriate protection measures that safeguard their habitat.

The agreement is an extension of CSL's original commitment to outfit its vessel *Salarium* to collect observational data on whales during transits on the St. Lawrence River and Gulf of St. Lawrence. Under the agreement, CSL will work in collaboration with Green Marine, which will facilitate networking among shipowners for the same purpose, and develop tools to export the observational data collection model to other regions of North America.

Data collected since the onset of the project in May 2015 references approximately 700 sightings and has been made available to the public through the St. Lawrence Global Observatory website at ogsl.ca/en.

The project was made possible thanks to funding by the Government of Canada through its *Habitat Stewardship Program* (HSP) for species at risk. ↴



GREAT LAKES SHIP CONTEST HUGE SUCCESS IN RAISING INDUSTRY AWARENESS



Motorcycle enthusiasts **Robin Ball** and her husband **Barry Grant** will be trading their usual rides – for a rare trip aboard one of CSL's new Trillium-class vessels now sailing the Great Lakes-St. Lawrence system.

In September, Kingston resident Ms. Ball was confirmed the official winner of the *Win a Trip on a Great Lakes Ship* contest.

"I didn't believe my husband at first when he told me my entry had been chosen," said Robin Ball. "We're excited. It's a new experience for us, a new adventure. We both ride motorcycles and take trips to the U.S. and we've been on a passenger cruise on the St. Lawrence – but this is really going to be different."

The **Chamber of Marine Commerce** (CMC) partnered with CSL on the contest as part of its 2nd summer festival program to raise awareness in Ontario of marine shipping's investment in innovation and environmental stewardship. CMC set up an event booth along with branding, advertising and giveaways at three festivals held in Hamilton, Niagara and Brockville attended by over 400,000 people.



The contest was key attraction at the booth and was also promoted online and through social media. The contest received more than 2,150 entries, a 330 per cent increase over last year.

Bruce Burrows, President of the Chamber of Marine Commerce, said: "The contest is a fun way for us to engage the public in a conversation about how ship operators are spending billions on modernizing their fleets with cutting-edge technologies that significantly reduce marine shipping carbon and air emissions and improve navigation and crew safety. It's a very successful tool to raise awareness about marine commerce and build longer term relationships with the public who

then become regular followers of shipping news." ↴

To follow the Chamber of Marine Commerce's news updates subscribe at MarineDelivers.com or on Twitter or Facebook [@MarineDelivers](https://www.facebook.com/MarineDelivers).

CSLERS IN THE COMMUNITY

CSLERS FOR RELIEF

CSL LAUNCHES NEW FUNDRAISING CAMPAIGN TO SUPPORT DISASTER RELIEF



In the wake of the barrage of hurricanes, floods, earthquakes, fires and other disasters afflicting many parts of the world in which CSL operates and are home to colleagues, ship and shore CSLers worldwide are doing their part to support disaster relief.



CSL Americas employees walk for disaster relief in Bradley Palmer State Park.

CSLers for Relief is a new fundraising campaign, which invites every CSL region and vessel to rally with colleagues to raise funds for disaster relief.



Montreal office employees donate and bid on auction items.

Supporting the victims of one disaster over another is an impossible choice, which is why we have decided to donate funds collected during the campaign to Red Cross Disaster Relief Fund in each CSL region. Donations to the Fund ensure the Red Cross can respond immediately

to disasters and support relief and recovery assistance in the form of food, relief items, shelter and medical aid.



HR Director Alicia Tuohey puts the CSL Australia team's trivia skills to test.

CSLers for Relief fundraising drives are taking place in each CSL region and include a silent auction in Montreal, a "Walk for Disaster Relief" in Boston and a lunchtime trivia contest in Sydney.

NO MORE PLASTIC BAGS IN SALEM



Thanks to the efforts of the CSL-supported *Ocean Literacy Program* of the **Salem Sound Coastwatch**, a 'Plastic Bag Ordinance' was passed by the Salem City Council to limit the pollution caused by plastic bags. As of January 1, 2018, only reusable bags will be allowed by local stores.

CLOTHES FOR KIDS



CSL Americas volunteers lent their support to the **Community Giving Tree** in Middleton, Massachusetts, by holding a children's clothing drive to fill bundles of kindness for local families in need. The Community Tree is a local non-profit organization whose mission is to help low-income families in northeastern Massachusetts raise healthy children by providing recycled clothing, baby equipment and other basic necessities.

CSLERS HELP CLEAN UP OUR COASTS



CSL volunteers in Canada (right) and the U.S (left).

In September, CSLers helped clean up the shores of Dead Horse Beach in Salem, Massachusetts, and Ile Sainte-Hélène in Montreal, Quebec, as part of the **Ocean Conservancy International Coastal Cleanup Day**. Over the course of the volunteer effort, CSLers worked in teams to collect and document trash that included non-biodegradable items including cigarette butts, glass bottles, plastic, styrofoam and a variety of other items from construction materials to fishing lines. Together, CSLers in Canada and the United States collected over 3,000 items weighing over 54 kg (120 lbs).

Data collected from the Coastal Cleanup has provided the Ocean Conservancy with important insight on how to tackle the growing shoreline trash problem. It is estimated that more than eight million metric tonnes of plastic enters our oceans every year. Everyone can make a difference by ensuring they follow the waste hierarchy and refuse, reduce, reuse and recycle!

What CSLers Found on Dead Horse Beach

TRASH COLLECTED	QUANTITY
Cigarette Butts	1,012
Food Wrappers	117
Take Out (plastic)	11
Bottle Caps (plastic)	94
Bottle Caps (metal)	84
Lids (Plastic)	11
Straws/Stirrers	30
Utensils	24
Beverage Bottle (plastic)	38
Beverage Bottles (Glass)	31
Beverage Cans	13
Grocery Bags	4
Other Plastic Bags	20
Paper Bags	8
Cups/plates (paper)	18
Cups/plates (plastic)	19
Cups/plates (foam)	4
Fishing Buoys, pots, traps	2
Fishing line	5
Rope	1
Other Plastic/foam Packaging	30
Other Plastic Bottles	4
Strapping Bands	15
Tobacco Packaging	37
Balloons	4
Cigar Tips	1
Construction Materials	16
Fireworks	3
Tires/Car Parts	1
Condoms	1
Foam Pieces	71
Glass Pieces	113
Plastic Pieces	201
TOTAL ITEMS	2,043

“THE FIRST RULE OF SOCK GAME IS YOU DO NOT TALK ABOUT SOCK GAME.”

The groovy sock fad at CSL Australia’s Sydney office began when **Dan Wilson** started to wear outrageous socks to the office all the time. The trend caught on and so the “sock game” was born.

“I didn’t choose the sock game, the sock game chose me,” claims an anonymous CSLer wearing a chaotic mish-mash of orange, purple and green polka-dotted mid-calfs. He is among CSLers from multiple departments in Australia who have succumbed to the game and now abide by the unspoken code of the sock.



GARTH MITCHAM APPOINTED TO BC CHAMBER OF SHIPPING BOARD

This past July, the **Chamber of Shipping of British Columbia** welcomed **Garth Mitcham**, CSL America’s Vancouver-based Director of Marketing and Customer Service, to its Board of Directors. The Chamber is the voice of the marine industry on Canada’s West Coast.



Among the newest members of the board at the Chamber of shipping, CSL’s Garth Mitcham, is shown second row, centre.

ACTIVE MARCH MADNESS IN MONTREAL



CSL’s Mario DiLembo (left) and Benoit Chuniaud pose post-race with a WWF representative.

Congratulations to **Mario DiLembo**, **John Sypnowich** and **Benoit Chuniaud** – the top performers of the *Active March Madness* and the most active CSLers in the Montreal office! Mario walked/biked a total of 299 km and climbed 151 flights of stairs. He was closely followed by John who walked and biked 270 km and climbed 156 flights of stairs. Benoit Chuniaud came in third walking/biking a total of 94 km and completing 264 flights of stairs.

Held every year by the **WWF**, *Active March Madness* encourages employees to stay fit and raise funds for the environment by walking, running, biking and climbing stairs to and from work and on lunch breaks. For each kilometer of exercise or flight of stairs, CSL makes a donation to the WWF.

This year 26 participants from all departments helped CSL raise a total of \$8,000. Mario and Benoit went on to represent CSL at the WWF CN Tower Climb in Toronto.

GUY PARSONS – AN OLYMPIAN AMONG US



Guy Parsons, (at right) and colleagues at the fundraising lunch.

CSL Junior Clerk **Guy Parsons** was named Athlete of the Year in the golf category at the *South West Island Special Olympics* this past May, and went on to represent the district at the *Quebec Summer Special Olympics* in Quebec City in June.

To show their support for Guy and his team, colleagues in the Montreal office held a potluck fundraiser and invited **Cyndi Jones**, Guy’s coach, as a special guest speaker. The well-attended and delicious lunch raised \$1,170 to help Special Olympic athletes pay for registration fees, athletic equipment, clothing and other necessities.

SYDNEY OFFICE INTERNATIONAL FOOD DAY COMPETITION

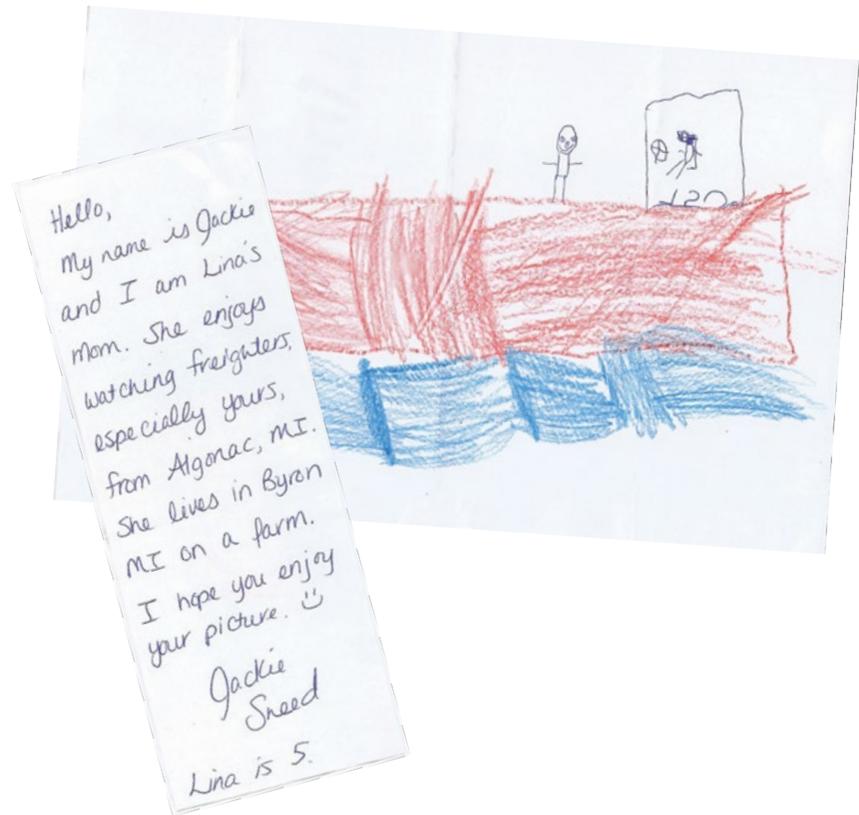
CSL Australia’s amateur chefs showed off their culinary skills at the *International Food Day Competition* held in the Sydney office this past spring. Eleven dishes were entered into competition and selecting the top three was a deliciously close call.



In first place was **Lily Belova**’s exotic Moroccan honey date chicken tagine with couscous, followed by **Cathy Quilantip**’s tender pork belly adobo with egg and steamed rice with turmeric. Coming in a respectable third were **Stanley Huang**’s mouth-watering stewed pork chops.

FROM DETROIT WITH LOVE

Captain **Pero** of **CSL Laurentien** received this lovely note and drawing while passing Detroit, Michigan.



JACK DEMPSEY TO COMPETE AT IBJJF JIU-JITSU CHAMPIONSHIP



In his spare time, Captain **Duane Dempsey** spends a lot of time at **Academix Martial Arts** in Burlington, Ontario, where his son **Jack** along with other 9 to 15-year-old kids train and compete in the grappling sport of Brazilian Jiu Jitsu. Depending on the tournament schedule, the young athletes train 4-7 days a week and compete in many tournaments throughout North America including the upcoming *Pan Kids International Brazilian Jiu-Jitsu Federation Championship* in Long Beach California in February 2018. Good luck to the world-class team, which is proudly sponsored by CSL!



PEOPLE UPDATE

New Hires

CSL GROUP

Paul Archambault was hired as Director, R&D and Innovation on May 3, 2017.

Sylvie Arsenault was hired as Senior IT Business Analyst on January 9, 2017.

Yannick Babin was hired as IT Business Analyst on May 1, 2017.

John Castellarin was hired as Analyst, Financial Planning and Analysis on March 13, 2017.

Dominique Cyr was hired as Senior Manager, Organizational Development and Training on September 11, 2017.

Alexandre Demers was hired as IT Technician on April 10, 2017.



Lydia Lodin was hired as Administrative Assistant on March 13, 2017.

Mazen Massab was hired as Senior Manager, Project Management Office on June 27, 2017.

José Montoya was hired as Project Manager and IT Business Analyst on September 5, 2017.

Frédéric Morel was hired as Specialist, Strategic Sourcing on September 11, 2017.

Teresa Petrazzuoli was hired as Senior Corporate Accountant on January 9, 2017.

Jean-Philippe Rheault was hired as Senior Analyst, Financial Planning and Analysis on February 6, 2017.

Ardalan Shahgholi was hired as ETL Developer on February 27, 2017.

Steve Thibeault was hired as Chief Financial Officer on May 22, 2017.

Miguel Turcotte was hired as Senior Manager, Business Intelligence on October 3, 2017.

Aysel Rodriguez Vazquez was hired as ETL Developer on May 8, 2017.

CANADA STEAMSHIP LINES

Vince D'Amico was hired as Director, Commercial on February 27, 2017.

Stéphane Dionne was hired as Project Manager on September 18, 2017.

Laura Espinosa was hired as Technical Assistant on May 1, 2017.

Tao Li was hired as Technical Controller on May 15, 2017.

Louis-Pierre Trottier was hired as Logistics Optimization Analyst on January 1, 2017.

Jimena Valdez was hired as Crewing Coordinator on January 9, 2017.

CSL AMERICAS

Matthew Serio was hired as Logistics Analyst on April 17, 2017.

CSL AUSTRALIA

Nick Anderson was hired as Senior Finance Manager on August 14, 2017.

Malin Brandt was hired as Crewing Coordinator on May 22, 2017.

Ivy Chen was hired as Operations Analyst on July 3, 2017.

Ronald Davidson was hired as Transhipment Coordinator on June 26, 2017.

Niko Gao was hired as Senior Commercial Analyst on May 8, 2017.

Manu Mukul was hired as Purchasing Officer on August 8, 2017.

Paul Ronald was hired as HSEQ Manager on July 9, 2017.

Lyndal Rowley was hired as Crew Coordinator on February 6, 2017.

Hui Tung (Allison) Tse was hired as Accounts Payable Officer on May 4, 2017.

Alicia Tuohey was hired as HR Director on June 26, 2017.

Claire Turek was hired as HR Coordinator on July 27, 2017.

CSL EUROPE

Oyvind Nordeng-Johansen was hired as Senior Ship Operator on June 1, 2017.

Promotions / Transfers / Changes

CSL GROUP

Enrique Almaraz was promoted from his temporary role in Accounting department to permanent Accounting Technician on July 4, 2017.

Bill Bisset was promoted to Executive Vice-President and Chief Commercial Officer on January 1, 2017.



Rhiannah Carver was promoted to Senior Manager, Environment on January 1, 2017.

Yousef El Bagoury took on his new role as Naval Architect on January 1, 2017.

Ivano Franchetto began his new position as IT Communications Technician on September 29, 2017

Jean-Frédéric Lavoie took on his new role as Project Manager on June 28, 2017.

Pramit Patel was promoted to Manager, IT Help Desk on January 4, 2017.

Allister Paterson was promoted to Executive Vice-President and Chief Operating Officer on January 1, 2017.

Thierry Pennors was promoted to Senior Manager Projects, Fleet Efficiencies on January 1, 2017.

Chantal Picard was promoted to Director, Financial Planning and Analysis on March 6, 2017.



Kelly Russell began her new position as Claims Analyst on February 13, 2017.

Ryo Sugitani was promoted to Senior Manager, Financial Planning and Analysis on January 1, 2017.

Nathalie Sykora was promoted to Vice-President, Global Fleet Management January 1, 2017.

Jeremy Whitworth was promoted to Senior Analyst, Strategic Monitoring on February 16, 2017.

Todd Wirchnianskyi took on his new role as Senior Infrastructure Analyst on September 29, 2017

CANADA STEAMSHIP LINES

Vienney Carpentier began his new position as Ship Operator on January 4, 2017.

Maria Danilenko took on her new role as Operational Excellence Manager on January 4, 2017.

Allen Dobie transferred to a temporary position as Director, New Business Development (Interim) for CSL Canada on January 1, 2017.

Mark Harney was promoted to Senior Director, Technical Fleet Operations on January 1, 2017.



Julie Lambert took on her new role as Senior Director, Commercial on September 30, 2017.

Jane Larocque began her new position as Voyage Assistant on April 3, 2017.

Stephane Legault took on her new role as Senior Manager, Commercial on January 1, 2017.

Akbel Mahmoud was promoted from her temporary role in Group Safety to permanent Technical Assistant on March 20, 2017.

Ludovic Mauller took on his new role as Technical Controller on January 30, 2017.

Cédrik Noël de Tilly was promoted from his temporary role in Fleet to permanent Junior Naval Architect on August 1, 2017.

Bryan Taylor transferred from CSL Americas to CSL Canada and was promoted to Senior Ship Operator on April 1, 2017.

Mariya Vlaeva was promoted to Senior Crewing Coordinator on June 21, 2017.

CSL AMERICAS

Jeffrey Barnes took on his new role as Vice-President, Commercial, Americas and Pool on January 1, 2017.



Richard Currie was promoted to Senior Manager, Financial Planning and Analysis on April 1, 2017.

Shasha Lu was promoted to Staff Accountant on June 1, 2017.

Sally Treantos began her new position as Office Coordinator on January 1, 2017.

CSL AUSTRALIA

Wendy Armour began her new position as Transhipment Coordinator on February 1, 2017.

Jovito Barrozo was appointed as Fleet Superintendent on January 1, 2017.



Craig Jackson took on his new role as Commercial Manager on October 1, 2017.

James Keegan was promoted to Senior Manager, Projects on January 1, 2017.

Cathy Quilantip was promoted to Crewing Supervisor on January 1, 2017.

Mariève Tremblay transferred from CSL Canada to CSL Australia to take on her new role as Vice-President, Commercial, Australia and Asia on January 1, 2017.

Daniel Wilson was promoted to Senior Manager, Financial Planning and Analysis on January 1, 2017.

Stuart Wilkinson was promoted from his temporary role in Chartering department to permanent Chartering and Scheduling Coordinator on Sept 15, 2017.



CSL SERVICE AWARDS

From January to December 2017

Lee Winterborn was promoted to Senior Manager, Transshipment on February 1, 2017.

CSL EUROPE

David Gajlewicz began his new position as Director, Financial Planning and Analysis on January 1, 2017.

Jakob Hansen took on his new role as Vice-President, Commercial, Europe and Transshipment on January 1, 2017.

Retirements

CSL GROUP

Rod Jones retired on March 31, 2017 after 30 years of service.

CSL EUROPE

Lauro Baldonado retired on January 1, 2017 after 27 years of service.

CSL AMERICAS

Pat Lantych retired on December 31, 2016 after 16 years of service.

Births

CSL GROUP



Steve Beauchesne and **Sandrine Charpentier** welcome the birth of their daughter **Emy Beauchesne** on October 8, 2017.



Krista Lawson and **Jack St-Laurent** welcomed the birth of their daughter **Annika St-Laurent** on June 7, 2017.



Reg Leworthy and spouse **Yan Li** welcomed the birth of their daughter **Ema Li Leworthy** on October 11, 2017.



Jean-Philippe Rheault and **Caroline Verret** welcomed the birth of their daughter **Béatrice Rheault** on September 13, 2017.

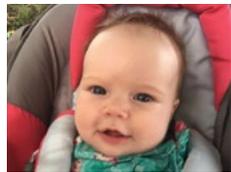


Ryo Sugitani and **Julie Bellegarde** welcomed the birth of their second son **Lennon Kaisuke Sugitani** on April 13, 2017.

CANADA STEAMSHIP LINES



Caroline Denis and **Coryell Boffy** welcomed the birth of their second son **Ariel Boffy-Denis** on May 7, 2017.



Ludovic Mauller and **Christelle Le Fur** welcomed the birth of their second daughter **Margot Mauller Le Fur** on January 10, 2017.

CSL AMERICAS



Marouane Naqos and spouse **Khadija Liassini** welcomed the birth of their son **Adam Said Naqos** on April 25, 2017.

CSL AUSTRALIA



Emily Pointon and husband **Shaun Pointon** welcomed the birth of their daughter **Madison May Pointon** on January 30, 2017.

Weddings

CSL AUSTRALIA

Richard Irvine married **Alexandra Irvine** (maiden name **Wells**) on April 29, 2017.



Richard and Alexandra

In Memoriam

CANADA STEAMSHIP LINES

CSL offers its sincere condolences to families of CSLers who have passed away.

Howard Coughler
April 16, 2017

Bruce MacDonald
January 5, 2017

Jean-Bernard Degrandpré
October 25, 2016

Joan Ann Overland
March 18, 2017

John P. Fagan
February 19, 2017

Alfred Thomas Paon
September 20, 2017

Philippe Gauthier
February 11, 2017

Roger St-Onge
November 30, 2016

Marcel Gilbert
March 14, 2017

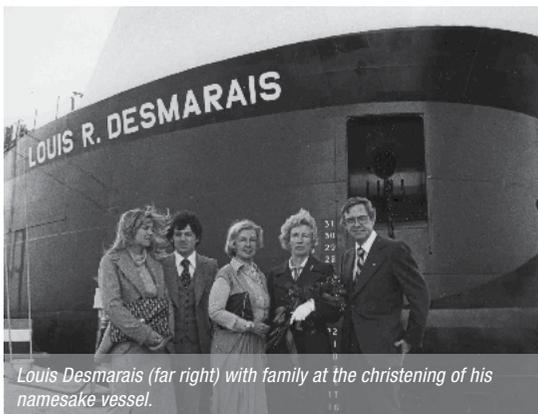
Brian Turkington
August 30, 2016

Gabrielle Lauzon
February 16, 2017

Joseph Arthur Walker
December 12, 2016

Louis R. Desmarais 1923-2017

Louis Desmarais was the CEO of Canada Steamship Lines for a brief period in the early 1970s. He died peacefully at his home on March 25, 2017.



Louis Desmarais (far right) with family at the christening of his namesake vessel.

CSL GROUP

40 YEARS

Diane Heneault, Accounts Payable Specialist



Diane Heneault (far right) with coworkers

30 YEARS

Kirk Jones, Vice-President, Government & Industry Relations

25 YEARS

Maria Attardo, Receptionist

20 YEARS

Louis Martel, President and CEO

10 YEARS

Gwen Levasseur, Coordinator, Communications

5 YEARS

Daryl Faleiro, Training Facilitator

Laurence Hora, Senior Treasury Analyst

Thierry Pennors, Senior Manager Projects, Fleet Efficiencies

Martine Rivard, Chief Human Resources and Communications Officer

Jeremy Whitworth, Senior Analyst, Strategic Monitoring

CANADA STEAMSHIP LINES

OFFICE STAFF

30 YEARS

Pierre Gregoire, Manager, Scheduling

15 YEARS

Lori Mancini, Payroll Supervisor

5 YEARS

Vienney Carpentier, Ship Operator

Frédéric-Martin Côté, Crewing Analyst

Normand Dubreuil, ShipSure Coordinator

Mark Harney, Senior Director, Technical Fleet Operations

Julie Lambert, Senior Director, Commercial

Payam Manavi, Payroll Coordinator

Ludovic Mauller, Technical Controller

Arun Mehta, Senior Vessel Manager

Frédéric Nepveu, Fleet Engineering Coordinator

Charlotte Pardy, Payroll Assistant

Allwyn Phillips, Senior Vessel Manager

Amir Riaz, Senior Vessel Manager

CREW

25 YEARS

Kevin King, Ordinary Seaman

Victor Kukulak, 2nd Mate

CSL SERVICE AWARDS

From January to December 2017

Continued from previous page

Lewis Perry, Able Bodied Seaman



Lewis Perry (centre)

Avelino Soltes, Electrician

Frederick K. Thorne, Captain

15 YEARS

Jean-Marie Cassivi, Able Bodied Seaman



Jean-Marie Cassivi (left)

Christopher Derraugh, General Purpose / Able Bodied Seaman

Vladimir Erkholin, 2nd Engineer

Edward Hatcher, 3rd Engineer

Lorenzo MacDonald, 3rd Engineer

Randy Meade, General Purpose / Machinery Assistant



Randy Meade (centre)

Clyde Pelley, Machinery Assistant

Zbigniew Warias, Chief Engineer

Steven Whitting, Machinery Assistant



Steven Whitting (centre)

10 YEARS

Santiago Ayuban, Able Seaman

Sébastien Boily, Chief Engineer

William Lovell, Machinery Assistant



William Lovell (centre)

Filomino Tabares, 3rd Engineer



Filomino Tabares (right)

CSL AMERICAS

OFFICE STAFF

15 YEARS

Rajiv Sharma, Director, Traffic & Scheduling

5 YEARS

Sarah Le Gal, Manager, Marketing and Customer Service

CREW MEMBERS

15 YEARS

Fedir Asauliyak, Cook

Valeriy Buzyle, Assistant Bosun

Irek Gilmanov, Tunnelman

Andriy Gorbanets, Chief Officer

Yuriy Katsyuk, Assistant Bosun

Oleg Komosko, Chief Engineer

Oleksandr Kuptsyev, Messmen

Yevgen Parastyuk, Cook

Leonid Savchenko, Motorman

Mykola Shubenko, Able-bodied Seaman

Valentyn Slobodyanyuk, Cook

Oleksiy Zhedenov, Chief Engineer

10 YEARS

Sergiy Abrosimov, Motorman

Roman Alyeksyeyenko, 3rd Engineer

Fedir Asauliyak, Cook

Volodymyr Bondarenko, Motorman

Mykola Boshkov, Assistant Bosun

Yevgeniy Buzgan, Tunnelman

Volodymyr Dymyrov, Ordinary Seaman

Yegor Ganyev, Assistant Bosun

Yuriy Serg Ilchenko, Cook

Sergiy Korniyenko, Ordinary Seaman

Oleksiy Kravtsov, Able-bodied Seaman

Volodymyr Lytvyakov, Cook

Iurii Miaskovsky, Motorman

Elfat Mikailov, Ordinary Seaman

Anton Plotnikov, Messmen

Vadym Savinkov, Fitter

Volodymyr Syrbu, Electrical Engineer

Oleksandr Todorov, Fitter

Anatoliy Vdovychenko, Motorman

Andriy Yukhymenko, Chief Officer

Denis Zubkovsky, Able-bodied Seaman

5 YEARS

Oleksiy Perchekliy, 2nd Officer

Oleksandr Sapsai, 2nd Officer

Oleksandr Unukovych, 3rd Officer

CSL EUROPE

OFFICE STAFF

5 YEARS

David Gajlewicz, Director, Financial Planning and Analysis

CREW MEMBERS

25 YEARS

Carlo Magno Garces, Captain

Maximo Sarreal, Fitter

Robert Tiangco, Cook

20 YEARS

Roberto Datu, 2nd Officer

Juan Japitana, Chief Officer

Aguinaldo Millama, Chief Officer

Danlee Puray, 3rd Officer

Joe Ruel Razalo, Bosun

Nestor Zamora, Bosun

15 YEARS

Nobie Acosta, Able Bodied Seaman

Diosdado Cainila, Chief Officer

Nolino Casitgador, Captain

Cezar de la Cruz, Fitter

Ronelo Garcia, Captain

Ronnie Garcia, Able Bodied Seaman

Alfredo Gomugda, Chief Officer

Joselito Incoy, Able Bodied Seaman

Bernard Larena, 2nd Electrician

Richard Leones, 2nd Officer

Antonieto Omlang, Bosun

Giovani Perucho, Captain

Walter Villaspín, Electrician

10 YEARS

Romualdo Alamo, 3rd Engineer

Casiano Ayco Jr., Fitter

Noel Batucan, 3rd Officer

Nino Bolano, Fitter

Benjamin Castillo Jr., Fitter

Jessie Flores, Chief Officer

Baltazar Gagarin Jr., 3rd Officer

Julius Jamison, 3rd Engineer

Daniel Resty Baldonaza, 2nd Engineer

Jubert Rico, 3rd Engineer

Joseph Rollon, Able Bodied Seaman

Rolando Solis, Able Bodied Seaman

Ben Sombero, Cook

5 YEARS

Frehl Talisic, Electrician

Andrebon Tutica, 3rd Engineer

Christopher Tuvilla, Ordinary Seaman

CSL AUSTRALIA

OFFICE STAFF

10 YEARS

Barry Dine, Cargo Supervisor

Ian Ives, Director, Transshipping and New Business Development

5 YEARS

Mariève Tremblay, Vice-President, Commercial, Australia and Asia

Sergiy Yatsenko, Fleet Superintendent

Lee Winterborne, Senior Manager, Transhipment

CREW MEMBERS

10 YEARS

Joseph Abeysena, Chief Integrated Rating

Ruslan Bykov, Captain

Mykola Chumachenko, Deck Mechanic

Brett Cleary, Integrated Rating

Fred Collins, Integrated Rating

Volodymyr Draznin, Chief Engineer

Indika Fernando, 2nd Officer

Artur Gorelkin, Material Handling Specialist

Nicholas Hildyard, Integrated Rating

Zahid Hossain, Chief Officer

Denys Kazakov, Master

Dmytro Kurylov, Engine Superintendent

Christopher Lobb, 3rd Officer

Volodymyr Matvyeyev, Captain

Allan Mudge, Integrated Rating

Mohammed Nurullah, 2nd Officer

Vitalii Oksanich, Chief Engineer

Trent Osmond, Cook

Shane Paynter, Integrated Rating

Ivan Sereda, Chief Officer

Maksym Shtokalov, Electrician Assistant

Jeffrey Supena, Chief Integrated Rating

Jeffrey Teese, Integrated Rating

Oleksii Tolkunov, Night Master

Tracy Trenowden, Integrated Rating

5 YEARS

Steve Blake, Integrated Rating

Eoin Bosley, Deck Cadet

Terrance Bowen, Integrated Rating

Sergiy Boykov, Electrical Engineer

Oliver Cadio, Engineer Watchkeeper

Romeo Cedro, Assistant

Operations Manager

John Padilla, Operations Manager

Francisco Sapitanan, Cook

Robertus Spaans, Integrated Rating

Oleksandr Statsenko, Electrical Engineer Manager

Dmytro Stepanov, 2nd Officer