

CSLA "TARGETED" IN ANTI-TERRORISM TRAINING

CONTINUED FROM COVER

Security is something we all take much more seriously these days. From individuals to governments, it's almost become part of everyday life. Working in Australia, the threat of hijack or terrorist attacks is not always in the front of our minds, but when we see it occurring offshore it does become relevant and real. The Australian government, like many other governments, takes these threats very seriously and devotes considerable resources to counter them.

The Australian Defence Force (ADF) is one such resource. The ADF is committed to the protection of Australia's trade, all seafarers and all flag shipping. "To ensure maintenance of optimal capability, it is beneficial to exercise and train with the maritime industry," explains Lieutenant Commander Mike Lobley of the Royal Australian Navy's Maritime Trade Operations, Navy Strategic Command.

The ADF has set up a cross-divisional group, made up of elite members from the army commando regiments, navy and air force. This group undertakes numerous exercises both on land and at sea. The at-sea part is where CSL comes in. As CSL is the largest operator of Australian-licensed ships trading regularly on the coast, we have been approached to participate in a number of anti-piracy/terrorist training exercises with the ADF, some in port and some at sea.

Generally the training is in two phases: first, while in port, divers board the vessel by their own means. The second phase, when the ship is outbound, RHIBs (rigid-hulled inflatable boats) approach the vessel and the ADF team boards by their own means and searches for non-crew members as in phase one. Interestingly, these activities take place while the vessel is on normal passage — no course alteration or reduction in speed is required at any time.

The ADF recently undertook a unique exercise in early April, approaching and surrounding CSL's **Goliath** with Blackhawk helicopters while she was steaming past Newcastle, New South Wales. The Captain, **Jeremy Rowe**, reported back to the office after the exercise: "The noise and speed of these things was awesome. How close they got to the foremast and funnel was just as astonishing, particularly when the ship was still moving through the water at 16 knots. Terrorists beware!"

During a recent visit to Australia, **Paul Cozza**, President of CSL International, was afforded the opportunity to visit some of the senior ADF officers at their Sydney naval base, HMAS Watson. Knowing that Paul had served in the U.S. Army as an aviation officer, the ADF kindly flew our group on board one of their Blackhawks from the Holsworthy Army Base, in western Sydney, to HMAS Watson in Sydney Harbour. Lieutenant Commander Lobley accompanied us on the flight.

"I am glad CSL can work closely with the Australian military and we look forward to extending the cooperation," said Cozza.

It was certainly an exciting change to our normal day-to-day operations. ■

Michael Beck

Director, Commercial, CSL Australia



An Australian military helicopter hovers above the bow of a full-steam-ahead Goliath.

HISTORY REPEATS ITSELF

History has a way of repeating itself — often times for the good. This is one of those times.

Over the past couple of months, a new business venture has developed for CSL International that traces its origins to an old concept practised off the coast of Nova Scotia.

CSLI recently completed two coal top-offs in the Strait of Canso for Xcoal Energy and Resources. Although Xcoal's Ernie Thrasher says, "CSL deserves all the credit for coming up with the top-off concept," it was initially developed by Primary Coal and Canada Steamship Lines back in the early 1980s when severe port congestion on the U.S. East Coast prompted shippers to move their coal out of Lake Erie ports. Lakers were kept busy moving coal through the Seaway to Sept-Îles, QC where they would load Capesize vessels. As the port congestion alleviated on coast, the business tailed off for CSL.

"The concept was reinvigorated due to our increased business in Asia," explained Thrasher. "In order to demonstrate a long-term supply chain in supplying coal in a competitive fashion, Xcoal needed to load larger Capesize vessels."

Each group realized that the efficiency of loading larger "Capes" in Baltimore, and topping them off in the Strait of Canso would provide the benefit of a lower freight cost. Working with Xcoal, CSLI initiated a top-off plan based on its experience from the 1980s.

The first top-off took place in June when the 177,000 dead-weight-tonne **New York** loaded coking coal in Baltimore. Due to draft restrictions in the Chesapeake, the ship loaded a maximum of 107,248 tonnes. While the **New York** was loading in Baltimore, the CSLI Pool vessel **Bernhard Oldendorff** was loading 54,798 tonnes of coal in Newport News, VA. The vessels then met at Canso where the **Bernhard Oldendorff** unloaded her cargo into the **New York**, topping her off.

The Strait of Canso is the ideal location for ship-to-ship cargo transfers as it offers the most protected deepwater port in North America.

"The success of this concept comes down to CSL International's initiative to meet with the OGV's (Ocean Going Vessel) owners who are unfamiliar with a top-off concept, and to provide the owners with the comfort and certainty that the top-off would be done safely and efficiently," said Thrasher. "CSLI gained their trust and confidence to perform this type of operation. In addition, Xcoal's long-term contract to carry large volumes for the customer fits with CSLI's long-term strategy for the vessel. The intrinsic value of the operation has a purpose and value and demonstrates what CSL International is very good at. Each member involved gets the benefit of the concept."

And history remains true to form. ■



CSLI Pool vessel Bernhard Oldendorff tops off the Capesize New York in the Strait of Canso, Nova Scotia.