



International Visitor



Good, Green, Grades



Green Passport, Please



Introducing
the Trillium Class

ANOTHER GREAT LAKER

Construction of the second Great Lakes-St. Lawrence Seaway vessel in CSL's newbuilds program has begun, just months after the first vessel was started. This time around, **Gaétan Simard**, Fleet Efficiency Specialist with Canada Steamship Lines in Montreal, had the honour of activating the plasma cutter at Chengxi Shipyard to start the steel cutting for the 35,500-deadweight-ton hull.

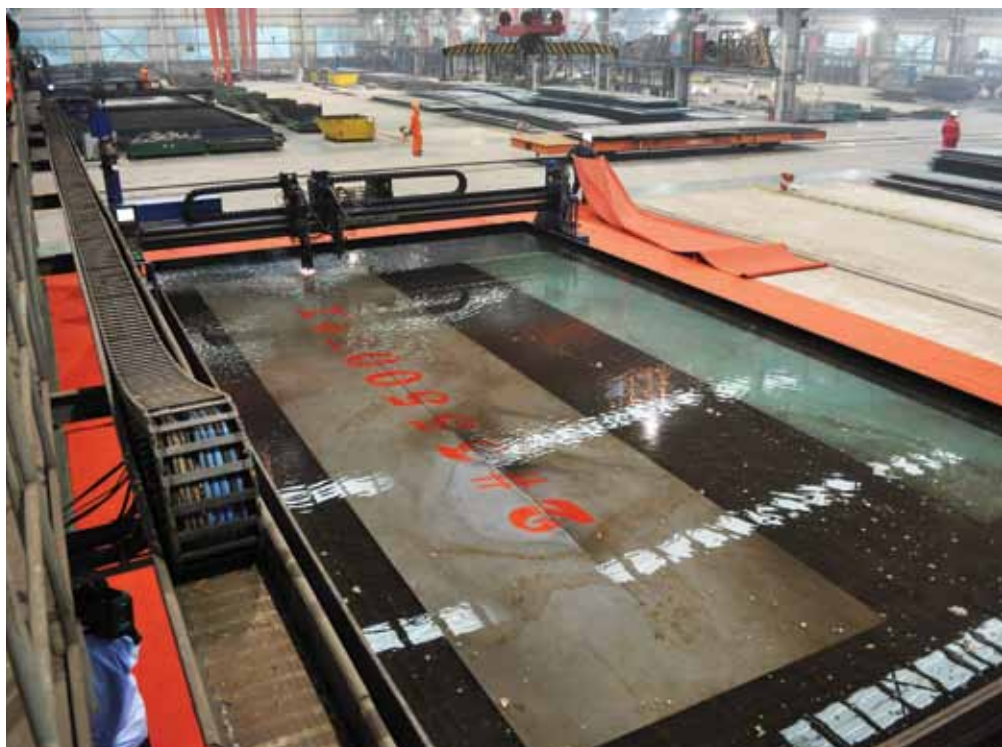
This brings to three the number of CSL vessels currently in various stages of construction at Chengxi, two Lakers and one Panamax vessel for CSL International (CSLI).

"I guess you can say we've ratcheted things up a notch with the simultaneous construction of three vessels," said **Kevin Begley**, Director of Engineering Projects. "It means more coordination on the part of the New Buildings Team, but we now have an established onsite office with good facilities with well qualified and highly motivated personnel".

The three vessels are part of CSL's five-ship building program — all self-unloaders — that will be delivered beginning in 2012. This includes two Lakers for CSL's domestic fleet, and three Panamax vessels for CSLI.

Chengxi Shipyard is located at Jiangyin City on China's Yangtze River.

For more on the newbuilds program, please turn to page 7. ■



The first steel plate for CSL Laker #2 is shown under the plasma cutter at Chengxi.

PHOTO: JEAN DAVID CÔTÉ

BRISBANE @ SYDNEY



The **CSL Brisbane** is shown entering Sydney Harbour on a beautiful autumn (southern hemisphere) day. The **Brisbane** has been busy serving various CSL Australia (CSLA) clients since rejoining the fleet this past summer after undergoing conversion to a hybrid self-unloader. By all accounts, she serves them well.

"The **CSL Brisbane** has successfully completed her initial voyages with minor commissioning issues," said **Ian Ives**, CSLA's Director, Transshipping Operations. "She will be changed over to a licensed vessel with Australian crew by October 2011."

As a hybrid self-unloader, the versatile **CSL Brisbane** can both load and unload herself, and also transship into other vessels. ■

ALL HAIL THE CHIEF

The CSL Australia fleet reached a safety milestone in March with its best safety-performing vessel, the **Iron Chieftain**, reaching 500 Lost-Time-Incident- (LTI) free days. To mark the accomplishment, the **Iron Chieftain's** Master and crew were presented with a plaque and reward by CSL International President **Paul Cozza** during his May visit to the Australian office and fleet. From all at CSL, congratulations to the Master, officers and crew on a wonderful achievement. ■

K'trie Coster

Environment and Safety Manager
CSL Australia



Captain and crew of the Iron Chieftain proudly display their safety award.



The Iron Chieftain's Captain, Ross Finally, receives the safety award from CSLI President Paul Cozza.

INTERNATIONAL VISITOR

In a rare trip up the St. Lawrence, the CSLI Pool vessel **Barkald** visited Contrecoeur, QC, in mid-July with a load of coal from Santa Marta, Colombia.

"We don't usually send our vessels so far up river, but now and then we have a customer with a need and we're happy to fill it," said **Shaun Smith**, Director of Marketing at CSL International.

The **Barkald** delivered the cargo for Graymont Limited, the third-largest producer of lime in North America, and then headed for Bridgeport, CT, where she transhipped coal arriving from Indonesia aboard a Panamax vessel for customer PSEG Energy Resources and Trading. The hybrid ship uses her starboard side cranes with grabs to feed her portside discharge boom to load barges, all while at anchor. The barges, in turn, supply the Bridgeport power station.

The versatile vessel was then off to load gypsum at Halifax, NS, for delivery to Baltimore, MD, for customer National Gypsum.

"She's a busy ship for sure, and with her unique design —she can self-load, self-unload or transship — she's able to perform very well in our many different trades," said Smith.

The **Barkald** is part of the CSLI Pool of self-unloaders— a marketing and commercial management entity comprised of vessels from the CSLI, Oldendorff Carriers, Torvald Klaveness Group, Marbulk Shipping, and Algoma Shipping fleets — managed from CSLI head office in Beverly, MA. ■



The CSLI Pool vessel Barkald is shown discharging at Contrecoeur, QC.



Captain Emilio Dela Rosa and first Mate Rolando Paraguay were kind enough to give a tour of the vessel.

The newsletter of Canada Steamship Lines, a division of The CSL Group Inc., is published for the employees, clients and suppliers of CSL. Please direct all enquiries, suggestions or requests regarding the newsletter to the Editor, **CSL World**, at Head office coordinates listed below.

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GOOD, GREEN, GRADES

An annual report card evaluating the environmental achievements of the Canadian and U.S. marine industry shows significant improvement across the sector, with the greatest progress made by ship owners — including the CSL Group — in reducing their carbon and SO_x (sulfur oxide) emissions, and by ports for providing environmental leadership to their tenants.

Published by the Green Marine program, the report reflects member companies' evaluation of their performance in carrying out various actions required under the program, such as introducing best practices, meeting reduction targets or introducing new technologies to improve their record in seven priority environmental areas, with each evaluated on a scale of 1-to-5. Overall, members continue to raise the bar with the latest results showing a global score of 2.9 in 2010, up from 2.5 in 2009. The global score in 2008, the first year of reporting, was 2.0.

The CSL Group was among the top performers in each area, scoring an average of 3.8 and achieving a 5 in its efforts in reducing greenhouse gas emissions.

"The results attained by participants continued on an upward trend with improved results in 2010 for virtually all issues covered by the environmental program," said Collister Johnson, one of Green Marine's three co-chairs and Administrator of the Saint Lawrence Seaway Development Corporation. "This third year of evaluation provides strong evidence of the environmental program's effectiveness in motivating a large segment of the maritime industry to undertake concrete action to protect the environment."

The Green Marine program is designed to benchmark and strengthen the marine industry's environmental performance. Although it is a voluntary program, the results reported by participating companies are subject to a rigorous external verification process every two years. This independent audit process, performed by Lloyds Register Quality Assurance, ensures the credibility of the results reported for each participant.

Green Marine released its annual report in May during a certification ceremony in Chicago at the 4th annual GreenTech 2011 environmental conference on green technologies and innovation in marine transportation. Some 50 members received their certification for 2010.

Green Marine members include major ship-owning companies, ports, terminals and shipyards based in the Great Lakes-St. Lawrence region, and on the Atlantic and Pacific coasts; it counts 120 members.

Established in 2008, Green Marine is a voluntary environmental program that aims to improve the industry's environmental performance beyond regulatory compliance by encouraging participants to apply additional best practices, set reduction targets and/or introduce new technologies to improve their record in areas such as invasive species, air emissions and greenhouse gases, cargo residues, and oily water, among others. CSL is committed to continuous improvement and plans for even better environmental performance via a number of new projects for its fleet, including the eventual installation of a ballast water treatment system, and air emission scrubbers.

CSL is a founding member of Green Marine, and Canada Steamship Lines President, **Gerry Carter**, serves as co-Chair.

For more information on Green Marine, including learning about the prestigious Sustainable Shipping Award it recently received, visit green-marine.org ■



The CSL fleet is among the most environmentally efficient on the Great Lakes.



CSL President Gerry Carter is one of the "founding fathers" of Green Marine, and now sits as its co-Chair.



Caroline Denis, Manager, Environmental Programs at CSL, accepts Green Marine certification on behalf of the company; Ray Johnston, President of the Chamber of Marine Commerce, presents.

YESTERDAY'S FLEET BY SKIP GILLHAM

HALIFAX

The former Canada Steamship Lines self-unloader **Halifax** has been retired and sold. The ship departed Montreal on May 25, 2011, under tow. It had been idle there since December 2009.

This freighter had been built as Hull 638 of the Davie Shipyard in Lauzon, Qc, and launched on December 17, 1962. Work on completing the vessel continued over the winter and it entered service for the Hall Corporation of Canada, as the **Frankcliffe Hall**, on May 26, 1963.

The Seaway was only in its fifth year of operation and the new ship was one of the early, full-sized, Seaway lakers. It was used in the iron ore and grain trades and, during the second year, set a single trip Seaway record for carrying oats.

Three groundings interrupted her early years of service. On July 13, 1966, the ship landed on the bottom off Longue Pointe, Montreal East, when it swerved to miss a deep sea tanker in heavy rain. There was only minor damage on this occasion but significant hull work was needed after the ship got stuck off Hare Island, Lake Superior, in dense fog on June 6, 1967. The third accident occurred near the International Bridge in the Seaway on May 20, 1973, and tugs pulled the vessel free the next day.



PHOTO: MARC PICHE

The 222.50-metre (730-feet) long bulk carrier was converted to a self-unloader in 1979-80. The work was done by Portship in Thunder Bay and the ship resumed trading in July 1980, delivering a cargo of potash from Thunder Bay to Montreal. The location of the self-unloading gear aft resulted in a downdraft problem so the stack was raised the following year.

The **Frankcliffe Hall** first joined CSL under charter in April 1987 and was purchased by the company in 1988 when the Hall fleet disbanded. The company renamed the 20,646-gross-ton vessel **Halifax** that year and it operated in a variety of trades throughout the Great Lakes and St. Lawrence Seaway region.

Four sailors aboard a capsized catamaran on the Gulf of St. Lawrence were very thankful that the **Halifax** came by on July 24, 1988, and rescued them from their distress.

The **Halifax**, shown in the St. Lawrence on August 29, 2005, in a photo by Marc Piché, was retired at the end of the 2009 season. She had served Halco and CSL customers well over 47 years. ■

V.SHIPS UPDATE INTRODUCING THE NEW FLEET MANAGER

Born in 1965 to an oil company finance executive and a school-teacher, I grew up in Mumbai (then Bombay), the commercial capital of India.

My shipping career happened by chance. With Marine Engineering Research Institute having been included into the joint entrance exams of the Indian Institute of Technology, a career option erstwhile unknown to me happened: Would it be a financially rewarding career? Maybe not. Offer a relaxed life style? Definitely not. But exciting it definitely is!

After my undergrad studies, I sailed in different kinds of vessels (bulk carriers and tankers) and with diverse crews. During this period, I cleared my Class 1 in 1993 and, having attained the rank of Chief Engineer, accepted the challenges of a shore job in ship management in 1995.

Ashore, I was lucky to be exposed to different role functions, though my core competence has been superintendence at various levels. From 2001-04, I was entrusted the role of head of Sale & Purchase-Business Development with an Indian ship owner. This exposed me to view shipping as a business and not merely technically. From 2006-09, I was the head of the Health Safety Security and Environment department of a major tanker owner-operator. This helped me see commercial vetting and safety requirements in a newer light.

In early 2010, when my son declared that he would like to pursue his undergrad studies in the Americas, my wife and I were in a dilemma. Being relatively settled in Singapore, enjoying

the warmth and orderly lifestyle she offers, the Americas was never on our minds. However, being a single-child family, we wanted to remain in the same geographical region as our son, and hence we tried our bit to convince him to do his undergrad studies in Singapore. But he was adamant, so I had to shop around for an opening in the Western world. Thus began my sojourn to V.Ships and Canada.

So, change (and my wife) being the only constant in my life, the move to Montreal happened, with a new culture and a new business. The Lakes trade is a different, to say the least, and demanding operation. The highly skilled professionals I have met during my short time here — both ashore and onboard — have helped me to amalgamate relatively easily. I for one would like to contribute in improving the systems with a global view. I would be happy if I could be an example of change (which is inevitable) and help for smoother transitions when required.

A self-proclaimed sportsman (though my weight belies this), I am a poor golfer, an average tennis player and a good "has-been" cricketer. My intentions are to learn Canadian sports (read ice hockey), but more as a spectator.

I'm looking forward to long and fruitful innings here in the V.Ships-CSL family! ■

Subbarao Boyanapalli
Fleet Manager



GREEN PASSPORT, PLEASE

When the former **Halifax** was towed to Turkey for recycling this past spring, she carried with her CSL's first Green Passport, a document that represents an inventory of materials present in the ship that may be hazardous to health and/or the environment.

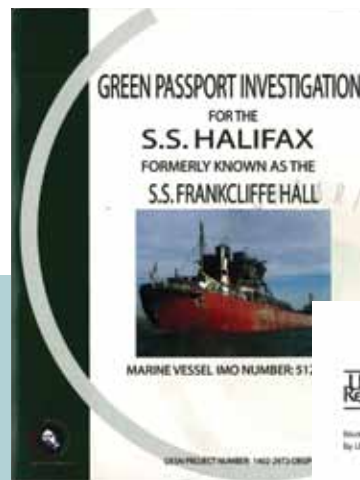
Within the CSL's Ship Recycling Policy, the document must be produced for any CSL ship slated for dismantling in order to properly remove the hazardous materials onboard, such as asbestos, mercury, lead, refrigerants, electrical equipment, fuel and chemicals. Also, the vessel had been pre-cleaned in Montreal (fuel, chemicals, paints/solvents, oil and medicine).

Unveiled by CSL in 2009, the voluntary Ship Recycling Policy was a response to inconsistent standards at foreign dismantling facilities where worker safety and environmental protection often took a back seat to the bottom line. The International Maritime Organization and the International Labour Organization have been working together to create new regulations to cover dismantling activities.

Under these guidelines, CSL will only use dismantling facilities that implement regulations to protect the environment and the health and safety of their employees. In the **Halifax's** case, the dismantling shipyard is ISO 9001, ISO 14001 and OHSAS 18001 certified. They also provided CSL with a ship recycling plan ensuring the hazardous waste will properly be removed and disposed. The ship will be cut on a concrete floor, and workers will be properly trained.

Turkey is the only recycling country to have ratified the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of ships.

"Environmental protection and worker safety define us as a corporation, whether it involves a ship entering our fleet, or one leaving," said CSL's Manager, Environmental Programs, **Caroline Denis**. "Obviously, we can't fully account for a vessel's activity once it leaves our management, but with CSL's Ship Recycling Policy, we can ensure all environmental standards onboard are met when we hand her over." ■



Lloyd's Register has certified the Green Passport in accordance with the IMO guidelines on Ship Recycling.



The Halifax is pulled from her long-term layup berth in Montreal this past spring by the deep-sea tug Sirocco with local tugs in support. She is currently being dismantled in Turkey.



The Halifax earned her Green Passport after undergoing a thorough inspection of all her spaces, machinery and onboard systems.

PHOTOS: JIM MCRAE

STELLARSHIPS

A few odds and ends from around the fleet include a postcard shot of the **Birchglen**, a unique “fast-lane” pass by the **Saguenay** and some Good Samaritan work by the crew of the good ship **English River**. ■



This shot of the Birchglen, loaded and underway, was snapped by Willem van Mannen. The Rt. Hon. Paul J. Martin Second Engineer is known in the fleet for taking shots of vessels the Martin meets on the Great Lakes-Seaway. van Mannen’s vantage point for his distinctive photography is the Martin’s engine room, more specifically, the ship’s engine room door, which provides him with water-level views of his floating subjects.

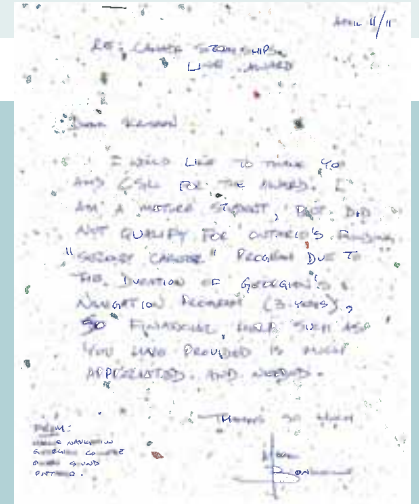


The Martin, meanwhile, was overtaken by the Saguenay during a downriver voyage to Quebec City in early July. The light-ship bulker — she had just completed unloading at Sorel, QC, when the Martin sailed past — eventually overtook her fully-laden fleet mate below Three Rivers, QC, passing to the port side. The maneuver is possible only with no oncoming traffic, of course, and only after communication between the ships’ navigating officers ensures intentions are known.



And then there’s the cement carrier English River, providing a concrete example of the rule of the sea as the ship came to the aid of a capsized trimaran in distress off of Amherst Island at the mouth of the Bay of Quinte, ON, on the night of July 8. Captain Tim Poste responded to a call from the pleasure craft’s crew, switching the ship’s deck lights on so it would be easily seen in the dark, coming in close to the trimaran, ensuring everyone on board the pleasure craft was not in danger, relaying its position to the Canadian Coast Guard and then standing by until the vessel CCGS Cape Hearne arrived on scene to help. Huzzah to ship and crew!

SCHOLARSHIPS



Each year, CSL extends support to the leading students in the marine studies programs at Georgian College at Owen Sound, ON, and the *Institut maritime du Québec* at Rimouski, and each year the schools and students respond with kind words of thanks. Here are the worthy recipients of the CSL Awards for 2011.

The Georgian College bursary recipients were Keith Tilley and Mark Bonneville (Mark shown in photo above with Captain Colin MacNeil, faculty member for the Marine Program), for which Bonneville penned a note of gratitude. ■



The Institut Maritime du Québec recipients were Pierre-Marc Tremblay Lévesque, being presented his bursary from V.Ships’ Ernest Beaupertuis...



...Guillaume Miousse...



...Laurent Deslauriers...

Bravo everyone!



...and Kevin Montreuil (CSL’s new Hull Technician).



Meanwhile, Beaupertuis himself was presented with an honorary degree by the IMQ. He has recently retired from his position as Crewing Manager.



NEWBUILDS

The *CSL World* continues to benefit from photos of the newbuilds project provided by intrepid photographer **Jean David Côté**, who also happens to moonlight as CSL's Naval Architect at Chengxi Shipyard. In this issue, Côté's images include a ship's hull taking shape, a shot of the Newbuilds Team at the ceremony to mark the start of the second Laker's construction and the spark that got things underway. The *World* will continue to run photos of the project through to final delivery of the ships. ■



The form of a ship begins to take shape.

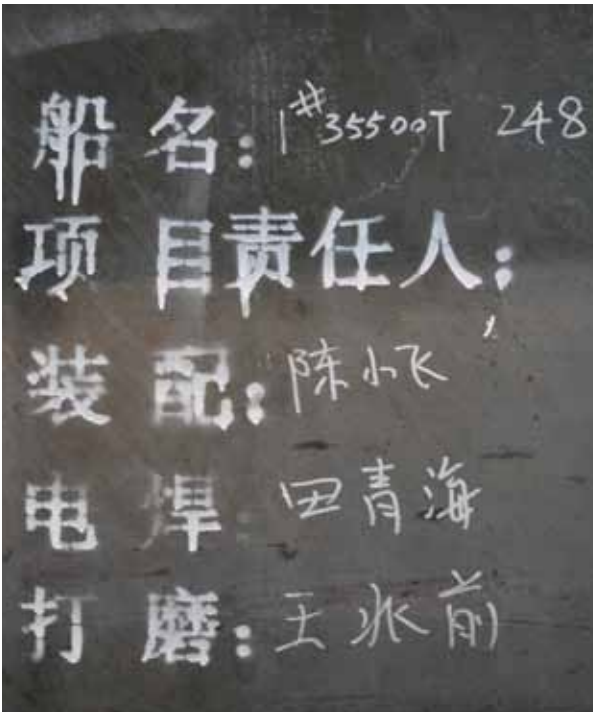
TRILLIUM CLASS

Both the Canada Steamship Lines and CSL International newbuilds vessels will feature designs and systems that benefit the environment and customers alike, and will forevermore be known under the CSL trademark Trillium Class.

The trillium is a flower native to North America (it's the official flower of Ontario and the official wildflower of Ohio) and Asia, including China, where the ships are being built. Its name, originating in Latin, speaks to the flower's three-petal and three-stalk characteristics.

Symbolically, this lends itself to the three legs of CSL's sustainability philosophy, and also represents the three advantages the vessels provide, namely in the areas of Energy, Efficiency and the Environment.

For more on the Trillium Class, please visit csl.ca ■



35,500 T is the deadweight of the CSL Lakers.



The CSL Newbuilds team on site at Chengxi Shipyard.



CSL's Gaétan Simard, Fleet Efficiency Specialist, makes the first cut.

PHOTOS: JEAN DAVID CÔTÉ