



## From Geared Bulk Carrier to Pneumatic Self-Unloading Cement Ship

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## 20 Years Strong: The Story of CSL Australia

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20 YEARS

Number 1  
VOLUME 45  
2019

# CSL WORLD

cslships.com

## Three New Converted Pneumatic Cement Ships Bring Flexibility to CSL Fleet

by Emily Pointon

The arrival of *Wyuna* in Australia in May 2019 was the culmination of a process many years in the making that delivered three new converted pneumatic vessels for CSL's Australian coastal cement customers. From 2007 to 2012, the CSL Australia coastal fleet operated under a model of optimum cargo flexibility to service the growing business and changing customer needs. *CSL Pacific*, *Stadacona* and *CSL Thevenard* were our mechanical self-unloaders, capable of carrying both granular and cement powder cargoes on alternate voyages, or as hold separated parcels on the same voyage. This flexibility suited our customers annual cargo mix and required a fluid and responsive scheduling regime.

Over the last five years, cement customers changed their trade patterns and committed to seaborne powder cement supply chains through long term contracts and shoreside investment. This led to a more specialised vessel requirement. CSLA acknowledged this change and responded with the design, build and delivery of three pneumatic cement vessels: *Kondili*, *Akuna* and ultimately *Wyuna*. The three vessels were built to be interchangeable between trade routes and customer facilities, and now operate around the Southern and Eastern coasts of Australia, from Adelaide to Gladstone. Occasionally the vessels also perform import cargoes from Asia to supplement domestic supply of cement.



CSL's customers value the reliability, efficiency and environmentally friendly nature of these vessels. The seamless connection of pneumatic hoses to their shoreside facilities deliver cement and fly ash directly into silos with minimal impact on the port environment. These vessels have been a welcome addition to our customers' supply chains and are now operating successfully on the Australian coast.

See how three bulk carriers were converted into pneumatic self-unloading cement ships on page 10. A video showcasing the conversion can be viewed at [cslships.com](http://cslships.com).

## CSL Takes First Steps Towards Biofuel Powered Shipping on the Great Lakes

by Rhiannah Carver



In August 2019, CSL ran its first test of a marine biofuel on Canada Steamship Lines' 36,920 DWT self-unloading bulk carrier *Atlantic Huron*. The trial commenced with a 50% bio-content fuel supplied by Canada Clean Fuels and made from waste agricultural products.

Biofuels have several environmental benefits when compared to petroleum-based fuels including reducing lifecycle carbon emissions by 86% and lowering particulate matter by 47%, helping contribute to improved air quality and lower pollution.

The trial began with the use of biofuel on one onboard generator with the aim to extend use to the main engine. The bio-content of the fuel will also increase through the trial phase with the objective to use 100% biofuel on *Atlantic Huron*, making it the first trial of its kind on the Great Lakes.

This R&D project is part of CSL's 2030 Environment Vision commitment to lower our fleet's greenhouse gas emissions and prepare for a low carbon shipping future.

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## Message from the President and CEO



Louis Martel,  
President and CEO

Almost every facet of the global shipping industry has been undergoing unprecedented change. From digitization to new regulations, the reach is wide and the pace is rapid, calling to action shipowners like CSL to be ready for a cleaner, safer and smarter shipping future.

Over the last two years, CSL has been working on its own integrated transformation to modernize our operations in a way that adds value to our customers, improves the safety and well being of our employees and protects our environment and communities.

Our ship and shore teams throughout the world have been busy with high profile projects to improve landing boom safety, prevent the

risk of vessel fires and bring world-class safety onboard our vessels. At the same time, our O2 fleet digitization project has passed from trial to implementation in Canada, clearing the path for the installation of the technology in the Americas, Europe and Australia.

In the backdrop, our fleets are operating well and to full capacity, and our Global Technical Services team is busier than ever with exciting newbuild and conversion projects, including two newbuild self-unloaders as part of our joint venture with Hartmann, two Kamsamx conversions and one hybrid conversion. As we welcome three new state-of-art converted cement ships to the CSL Australia fleet, we're also testing bio-fuel on the Great Lakes and making great strides in reducing our global environmental footprint.

Our transformation continues throughout the organization, with upgrades and updates to our corporate functions – from accounting to HR – to optimize efficiency and give us the agility to better serve our customers.

Any transformation takes teamwork, creativity and the motivation to succeed. I am extremely grateful to our customers who inspire us and push our boundaries, and to our ship and shore employees, who have the vision to deliver on the future of CSL.



A positive momentum is propelling CSL forward.

**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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## Послание от Президента и Главного Исполнительного Директора компании

Сегодня почти каждый аспект деятельности мировой судоходной промышленности подвергается беспрецедентным изменениям. От цифровизации и до новых норм и правил, широкий охват и быстрый темп требуют от активных владельцев судов, таких как CSL, готовности к более чистому, безопасному и энергичному будущему судоходства.

Вот уже два года CSL работает над всеобъемлющим преобразованием компании и совершенствованием ее деятельности с тем, чтобы принести больше пользы клиентам, повысить безопасность и благополучие сотрудников, а также защитить окружающую среду и общество в целом.

Наши экипажи и береговые команды во всем мире занимаются важнейшими проектами по улучшению безопасности причальных кранов, предотвращению риска пожаров и обеспечению современного уровня безопасности на судах. В тоже время наш проект по цифровизации флота O2 перешел из фазы испытаний к фазе внедрения в Канаде, прокладывая путь для внедрения этой технологии в Америке, Европе и Австралии.

В целом наши флот работает хорошо и в полную силу, а команда Глобальной Технической Службы трудится больше, чем когда-либо, над захватывающими проектами нового строительства и конверсии, включая два новых

саморазгружающихся судна в рамках совместного предприятия с Hartmann, переоборудование двух сухогрузов типа Kamsamx и одну гибридную конверсию. Помимо включения в Австралийский флот CSL трех новых современных переоборудованных цементовозов, мы также тестируем биогорючее на Великих Озерах и продвигаемся большими шагами к нашей цели по уменьшению воздействия на окружающую среду планеты.

Преобразования продолжают во всей нашей организации, с обновлением и переходом на новый уровень корпоративных функций – от бухгалтерии до отдела кадров – с целью повышения эффективности и скорости адаптации для лучшего обслуживания наших клиентов.

Для достижения успеха любое преобразование требует командной работы, творчества и мотивации. Я чрезвычайно благодарен нашим клиентам, воодушевляющим нас и раздвигающим наши границы, а также членам наших команд на судах и на берегу, у которых есть понимание того, как строить успешное будущее CSL.

## Mensahe mula sa Presidente at CEO

Ang halos lahat ng bahagi ng indurthyang paglalayag ay dumadaan sa mga kakaibang pagbabago. Mula sa digitization hanggang sa mga bagong regulasyon, malawak ang syang naabot nito at mabilis na nangyayari. Ito ang siyang nagudyok sa iba pang mga shipowners at CSL upang paghandaan ang mas malinis, mas ligtas at mas matalinong paglalayag sa hinaharap.

Sa nakalipas na dalawang taon, ang CSL ay patuloy na isinasagawa ang integrated transformation upang mapamordenisa ang operasyon sa pamamaraan na makapagbigay dagdag serbisyo sa ating mga kustomer, mapabuti ang kaligtasan at kapakanan ng ating mga empleyado at protektahan ang kalikasan at mga komunidad.

Ang ating pangkat, mapadagat o mapaopisina man sa buong mundo ay abala sa mga high profile projects upang mapabuti ang landing boom safety, maiwasan ang panganib ng sunog sa barko at maipamalas ang world-class safety habang naglalayag. Sa parehong pagkakataon, ang ating O<sup>2</sup> fleet digitization project ay pumasa sa pagsubok sa implementasyon sa bansang Canada, na nagbibigay daan patungo sa sa installation ng mga teknolohiya sa Amerika, Europa and Australya.

Ang ating mga barko ay maayos na napapatakbo at buong kapasidad. Ang ating Global Technical Services ay mas naging

abala sa mga kpanapanabik na newbuild at conversion projects, kasama rito and newbuild self-unloaders bilang parte ng joint venture kasama ang Hartmann, dalawang kamsamark conversions and isang hybrid conversion. Bilang pagsalubong natin sa tatlong bagong state-of-the-art converted cement ships para CSL Australia, tayo sa ngayon ay nagsusuri ng bio-fuel sa mga mga tinaguriang Great Lakes at tayo nagsasagawa ng mahusay na hakbang upang mabawasan ang ating global environmental footprints.

Ang ating mga sinasagawang mga pagbabago ay nagpapatuloy sa buong organisasyon, kasama ang pag upgrade at pag update nangating mga corporate functions – mula sa accounting hanggang sa HR – para masagad ang kahusayan upang tayo ay magkaroon ng liksi na mapagsilbihan ng mas mabuti ang ating mga customer.

Ang lahat ng isinasagawang pagbabago ay kailangan ng pagsasama, pagkamalikhain at motivation upang magtagumpay. Ako ay lubos na nagpapasalamat sa ating mga customer na siyang nagbibigay ng inspirasyon upang magtrabaho sa abot ng ating makakaya, at sa ating mga empleyado, mapabarko man o opisina, na syang may pagtanaw na maitawid ang kinabukasan ng CSL.

## Pesan dari Presiden dan CEO

Hampir setiap aspek industri pelayaran global telah mengalami perubahan yang tidak terduga. Dari digitalisasi ke peraturan baru, dengan jangkauan yang luas dan laju yang cepat, menyerukan untuk bertindak kepada pemilik kapal seperti CSL untuk siap menghadapi masa depan bisnis/bidang pengiriman yang lebih bersih, lebih aman, dan lebih cerdas.

Selama dua tahun terakhir, CSL telah bekerja pada transformasi terintegrasi sendiri untuk memodernisasi operasi kami dengan cara yang menambah nilai bagi pelanggan kami, meningkatkan keselamatan dan kesejahteraan karyawan kami dan melindungi lingkungan dan masyarakat kami.

Tim kapal dan pantai kami di seluruh dunia sibuk dengan proyek-proyek profil tinggi (/kelas atas/bernilai sangat tinggi) untuk meningkatkan keselamatan landing boom, mencegah risiko kebakaran kapal dan membawa keselamatan kelas dunia di atas kapal kami. Pada saat yang sama, proyek digitalisasi armada O2 kami telah berhasil lulus mulai dari percobaan hingga ke implementasi di Kanada, membuka jalan bagi pemasangan teknologi tersebut di Amerika, Eropa dan Australia.

Di belakang layar, armada kami beroperasi dengan baik dan dengan kapasitas penuh, dan tim Layanan Teknis Global kami lebih sibuk dari

sebelumnya dengan proyek-proyek konversi dan pembangunan baru yang mengasyikan, termasuk dua bongkar muat mandiri baru sebagai bagian dari usaha patungan kami dengan Hartmann, dua konversi Kamsamark dan satu konversi hibrida. Saat kami menyambut tiga kapal semen hasil konversi berteknologi mutakhir ke armada CSL Australia, kami juga menguji bahan bakar nabati di Great Lakes dan membuat langkah besar dalam mengurangi jejak lingkungan global kami.

Transformasi kami berlanjut di seluruh organisasi, dengan peningkatan dan pembaruan pada fungsi-fungsi perusahaan kami - dari akuntansi hingga SDM - untuk mengoptimalkan efisiensi dan memberi kami kelincahan untuk melayani pelanggan kami dengan lebih baik.

Setiap transformasi membutuhkan kerja tim, kreativitas, dan motivasi untuk berhasil. Saya sangat berterima kasih kepada pelanggan kami yang menginspirasi kami dan mendorong batas-batas kami, dan kepada karyawan kapal dan darat kami, yang memiliki visi untuk mewujudkan masa depan CSL.

## CSL Releases 2018 Corporate Sustainability Report



The fifth annual CSL Corporate Sustainability Report was released, detailing the company's 2018 performance and progress on its short and long-term sustainability goals.

The report covers CSL's results and ongoing initiatives in the areas of governance, safety, environmental responsibility, ethics, the workplace, community engagement, and value for customers.

"For the past five years, our Corporate Sustainability Report has been a testament of our steadfast commitment to conducting our business in a safe, responsible and ethical manner," said Louis Martel, President and CEO, The CSL Group.

"We don't merely aim to do the right thing for our employees, customers and communities, we hold ourselves publicly accountable by tracking and publishing our progress and accomplishments year after year."

Notable highlights of the 2018 report include:

- CSL's Lifesaving Rules and expanded SafePartners program contributed to reducing lost-time and total frequency of injuries by 15 percent and 17 percent respectively, compared to 2017;
- CSL achieved a 9 percent increase in general waste recycling from vessels and reduced incinerated waste by 34 percent as a result of decommissioning incinerators in the Canadian fleet;
- CSL continued to improve its Green Marine performance and achieved a level 4 out of 5 in the new underwater noise performance indicator;
- The crew of *CSL Welland* was recognized by Canada's Minister of Transport and the U.S. Coast Guard for saving a life during a rescue operation;
- CSL donated approximately 1% of total net profit in 2018 to charitable causes and disaster relief.

The 2018 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.

## Cedarglen sets sail on final journey



The bulk carrier *Eda*, formerly known as *Cedarglen*, departed the Port of Montreal for the last time on July 21, 2019, bound for an eco-friendly recycling yard in Turkey.

After a long and productive career spanning over 60 years – including the last 17 with the Canada Steamship Lines fleet – *Cedarglen* was dismantled as part of CSL's fleet optimization program.

"Despite her age, *Cedarglen* was an incredibly well-maintained ship with an impressive safety record," said Louis Martel, CSL's President and CEO. "It's thanks to the great teamwork and dedication on board that she was able to operate as long as she did."

*Cedarglen* was sold "as-is where-is" to a vessel broker who towed the renamed vessel to a ship recycling yard in Aliaga, Turkey.

The vessel was recycled in accordance with local legislation and international conventions, as well as with CSL's Ship Recycling Policy, which mandates that disposal must be carried out in a manner that does not pose any risks to human health, safety or the environment.

CSL thanks the authorities, port services and business community of the Port of Montreal for their assistance in preparing the vessel for a safe departure.

Originally built as the deep-sea ore carrier *Ems Ore* in 1959, the vessel was lengthened at Davie shipyard in 1976 and renamed *Cartierdoc*. A complete new forebody was installed from the engine room forward and the pilothouse and mid-ship cabins were modernized and moved to the stern.

CSL purchased the ship in 2002, renaming her *Cedarglen*. She will fondly be remembered as a workhorse of the grain trades and a "grande dame" of the Great Lakes.

## CSL's O<sup>2</sup> Technology Transitions from Trial to Implementation



The Operational Optimizer – known as O<sup>2</sup> – is a digital solution developed by CSL that collects a plethora of data points from onboard equipment and external data sources. This data is analyzed to help CSL refine its operations and improve the efficiency of its fleet. As the O<sup>2</sup> technology is deployed on CSL vessels, its capabilities and applications continue to evolve to adapt to the needs of both ship- and shore-side teams.



The O<sup>2</sup> shore team.

This past May, initial trials of O<sup>2</sup> were conducted on four Canadian vessels. Early indications of improved efficiencies prompted the rapid deployment of the O<sup>2</sup> technology on board an additional five trial vessels by July 2019. Although the early stages of O<sup>2</sup> came with their share of challenges, CSL's crews, IT team, technicians and business analysts were able to work together to find effective solutions quickly. As a result, CSL was able to deploy O<sup>2</sup> fleet-wide in Canada, marking the commencement of the transition from the trial phase to full implementation as one of CSL's key operational tools.

CSL is now expanding the installation of O<sup>2</sup> to the rest of its global fleet, beginning with ten other vessels across the CSL Americas and CSL Australia fleets. Based on the successful implementation on Canadian vessels, activation is expected to be even faster throughout the international fleets.



The inaugural year of the O<sup>2</sup> deployment has proven that the technology will continue to position CSL's operations at the forefront of maritime innovation. Furthermore, while this technology analyses data in extraordinary ways, it is the ship-to-shore collaboration that remains at the heart of the O<sup>2</sup> evolution and success.

Shawn Treau de Coeli, Second Mate on *Atlantic Huron* with the O<sup>2</sup> laptop.

## MV *Iron Chieftain* dismantled at green recycling yard

Following months of preparations and planning, M.V. *Iron Chieftain* left Port Kembla on March 27, 2019.

The vessel was towed to a safe and environmentally certified ship recycling facility in Aliaga, Turkey, by the ocean-going tug *ALP Winger*.

"Although a lot of people are happy to turn the page on the difficult time associated with the fire on *Iron Chieftain*, it is definitely with mixed emotions that the CSL team witnessed her departure," said Louis Martel.

M.V. *Iron Chieftain* was recycled in accordance with local legislation and international conventions to which Australia and Turkey are parties, as well as with CSL's Ship Recycling Policy.

CSL thanks the authorities, port services and business community of Port Kembla for their assistance in preparing the vessel for a safe departure.



## Donor Vessel Purchased for New Conversion Project

In June 2019, CSL purchased the bulk carrier *Paradise Bay* as a donor vessel to convert into a hybrid self-unloader. The conversion process of the 46,000 DWT vessel is expected to begin in mid-November when the vessel will arrive at Cosco Shipyard in Nantong, China. Once completed, the ship will operate as part of the CSL Australia fleet.



## CSL Self-Unloaders Service Monaco Land Reclamation Project



CSL's MV *Tertnes*, a 11,429 DWT CSL self-unloading bulk carrier recently completed operations that began in September 2018 servicing Monaco's ambitious Portier Cove land reclamation project. Also supporting the project for a three-month period was the 10,142 DWT MV *CSL Rhine*.

Sustainability was a key priority of the

project, and every effort was made to protect the marine environment and biodiversity, and minimize the impact on the community.

During the operation, *Tertnes* shuttled ballast material in the form of sand and aggregates from Toulon, France, and discharged it directly into caissons in Monaco. *CSL Rhine*

handled aggregates that make up the back-fill material inside the new sea wall created by the caissons. This cargo was discharged by *CSL Rhine* onto split hopper barges that were then unloaded in the shallow area inside the sea wall.

The innovative use of CSL's self-unloading vessels proved to be a very efficient way of transporting the large quantities of material needed by the project, helping to reduce CO<sub>2</sub> emissions and road congestion in Monaco and the surrounding areas.

*Tertnes* and *CSL Rhine* discharged 10,000 tonnes of cargo in each load, which is the equivalent of approximately 1,000 truckloads. Over the duration of the project, CSL vessels handled a total of over 400,000 tonnes of material, equal to about 40,000 truckloads.

A video of the operation can be viewed on CSL's website at [cslships.com](http://cslships.com).

## CSL/Hartmann Joint Venture Newbuild Under Construction

The steeling cutting ceremony for the new 40,000 DWT self-unloading bulk carrier under construction for the CSL/Hartmann joint venture New Stones Shipping, was held at Chengxi Shipyard on Friday, June 14, 2019. CSL's Global Technical Services' site supervision team is on site to oversee the newbuild project in Jiangying, China. Block construction is well underway and keel laying is planned for mid-December. Once completed, the new vessel will service customer Stema.



## Welcome back *CSL Whyalla*

After a layup that began in late 2017 in Labuan, Malaysia, *CSL Whyalla* has been successfully reactivated. Full survey cycles were carried out in Singapore followed by extensive docking repairs, which took around 60 days. This was an extremely positive outcome given the considerable 18-month lay-up period.

The vessel has returned to Australia and is back to performing transshipment operations on the coast. CSL thanks all ship and shore staff who worked tirelessly to reactivate the vessel. *CSL Whyalla* has a bright future ahead of her in Western Australia thanks to the efforts of all involved.



*CSL Whyalla* crew

## CSL Purchases Two Kamsarmaxes for Conversion Project

In March 2019, CSL purchased two donor bulk carriers, *SBI Electra* and *SBI Flamenco*, that will be converted into gravity-fed self-unloaders to operate as part of the CSL Americas fleet.

The two 82,000 DWT sister Kamsarmax vessels will trade as bulk carriers until they are sent to a shipyard in China for conversion later this year.



### **SBI FLAMENCO**

DEADWEIGHT: 81,800 TONNES  
LENGTH OVERALL x BREADTH  
EXTREME: 229 M x 32.3 M  
YEAR BUILT: 2015



### **SBI ELECTRA**

DEADWEIGHT: 82,052 TONNES  
LENGTH OVERALL x BREADTH  
EXTREME: 228.94 M x 32.29 M  
YEAR BUILT: 2015

# Safety Milestones



The Tertnes crew was presented with a bronze pennant in May 2019.



The Whitefish Bay crew was presented with a double platinum pennant in May 2019.



The CSL Niagara crew was presented with a platinum pennant in September 2019.



The Adelie crew was presented with a silver pennant in September 2019.



The CSL Reliance crew was presented with a bronze pennant in January 2019.



The FOTB Spencer Gulf crew was presented with a gold pennant in January 2019.

REGION	VESSEL	AWARD
Australia	CSL Crane Team	DOUBLE PLATINUM
Europe	CSL Rhine	DOUBLE PLATINUM
Asia	FOTP Derawan	DOUBLE PLATINUM
Canada	Thunder Bay*	DOUBLE PLATINUM
Canada	Whitefish Bay*	DOUBLE PLATINUM

Americas	CSL Acadian	PLATINUM
Canada	CSL Assiniboine	PLATINUM
Europe	CSL Elbe	PLATINUM
Americas	CSL Metis	PLATINUM
Canada	CSL Niagara	PLATINUM
Canada	CSL St Laurent*	PLATINUM
Americas	CSL Tacoma	PLATINUM
Americas	CSL Tecumseh	PLATINUM

Canada	Baie Comeau	GOLD
Americas	CSL Argosy	GOLD
Americas	CSL Frontier	GOLD
Australia	CSL Whyalla	GOLD
Australia	FOTB Spencer Gulf	GOLD
Australia	Goliath	GOLD
Americas	Rt Hon. Paul E. Martin	GOLD

Australia	Adelie (CSL Brisbane)	SILVER
Americas	CSL Spirit	SILVER
Americas	CSL Tarantau*	SILVER
Canada	Frontenac	SILVER
Australia	Stadacona	SILVER

Canada	Baie St. Paul	BRONZE
Australia	CSL Reliance	BRONZE
Canada	CSL Tadoussac	BRONZE
Canada	CSL Welland	BRONZE
Canada	Ferbec	BRONZE
Australia	Kondili*	BRONZE
Canada	Oakglen	BRONZE
Canada	Rt Hon. Paul J. Martin	BRONZE
Americas	Sheila Ann	BRONZE
Europe	Tertnes	BRONZE

\* No LTI since the first day of sailing

## CSL Joins HiLo

CSL became the first North American-based shipping company to join HiLo Maritime Risk Management and one of the first to be involved in its newly launched Bulk Carrier Model.

HiLo, which is an acronym for High impact, Low frequency events, was founded in 2016 as an independent, joint industry initiative. Based on the successful predictive risk modelling projects developed in the rail and aviation industries, HiLo analyzes thousands of data points, producing recommendations for improved safety on board ships. Using this information, HiLo member companies are better prepared to prevent accidents



## Landing Boom Safety

Following a rigorous risk analysis of landing boom operations, CSL has added a number of safety features to protect crew members when handling the landing boom or performing related operations.

These include:

- A tether harness that is easy and quick to disconnect;
- A landing rope rate-of descent limiter and shore person retrieval;
- A hands-free communication system for the person on shore;
- Standardized stirrups.

In addition to these safety improvements, CSL has secured the services of a professional courseware company that has produced specialized computer-based training for landing boom operations.



## CSL Welland Crew Honoured for Saving Life in Rescue Operation

On August 25, 2018, the crew of *CSL Welland* was involved in a rescue operation off the coast of Olcott, New York that saved a man's life. Thanks to regular training and drills, Captain Wilson Walters and his crew acted quickly and decisively, following all protocols and procedures. The professionalism and bravery of the crew was recognized at the highest levels of the Canadian government, by the Honourable Marc Garneau, Minister of Transport. The crew also received the U.S. Coast Guard's Capt. David P. Dobbins Award, which recognizes outstanding action accomplished while conducting a search and rescue mission on the Great Lakes.



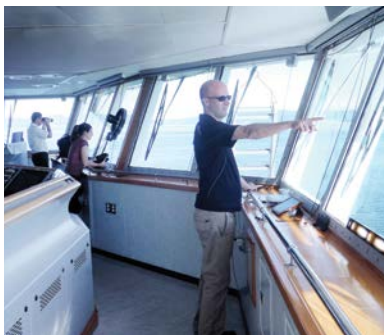
## Three Newbuild Cement Carriers for Eureka

CSL's joint venture with SMT Shipping, Eureka Shipping, welcomed two 4,200 DWT newbuild cement carriers last May and August – *Aalborg White* and *Kongsdal* – with a third sister vessel, *Norden*, to be delivered in November. The cement ships feature modern cargo handling systems as well as improved speed and consumption.

Upon delivery, the first two vessels have been performing better than anticipated, lifting almost 100 tonnes more than expected (4288 million tonnes versus 4200 in building specifications).

The vessels were built to transport cargo from Danish cement-producing company Aalborg Portland to ports in Western Europe.

## Four years of marine mammal data collection and counting



The *Salarium* crew collaborated for the fourth consecutive year on the voluntary Marine Mammal Observation Network (ROMM) data collection project.

CSL and the *Salarium* crew joined forces with ROMM in 2015 to collect marine species data to advance scientific research on whale behaviour. In 2015, a biologist joined the *Salarium* crew for a week. During the biologist's stay on

the vessel, the crew was educated on the whales the vessel could encounter in the St. Lawrence and how to record observational data.

In 2018, 127 observations were collected by *Salarium* crewmembers, mostly minke whales, porpoises and fin whales. Over the course of summer 2019, ROMM conducted further whale observation training with the crew of *Baie St. Paul* and *Atlantic Huron*.

The data can be viewed and downloaded by visiting the St. Lawrence Global Observatory website at [ogsl.ca](http://ogsl.ca).

CSL is also actively working to find practical solutions to protect marine mammals from the impacts of under-water noise and collisions with ships.

## Eliminating the Risk of Fire through Engineered Solutions

Following the *Iron Chieftain* fire in 2017, CSL launched the Fire Integrated Risk Mitigation (FiRM) project to reduce the risk of a similar incident occurring on any other CSL vessel.

As part of CSL's commitment to Zero Harm, FiRM was developed to address the following four pillars:

- 1 Prevention and Maintenance;
- 2 Fire Fighting;
- 3 Detection and Suppression;
- 4 Newbuild and Conversion Design.

Sponsored by Nathalie Sykora, Senior Vice President, Global Fleet Operations, FiRM is led by a global working group comprised of Rhys Hounslow as Global Project Manager, Paul Barron as Global Designer Engineer, Laura Espinosa as Global Project Engineer, Andrew Lennox as Global Operations Representative and Reg Leworthy as Material Handling Specialist.

Regional project teams have also been created to deploy and roll-out the elements of the FiRM project.



## CSL joins IMPA ACT



After an exploratory phase, CSL has joined IMPA ACT, a not-for-profit program founded in 2016 by the International Marine Purchasing Association to manage supply chain sustainability.

A signatory to the United Nations Global Compact and fully aligned with the UN Guiding Principles on Business and Human Rights, IMPA ACT works to bridge the gap between sustainability and marine procurement, and to create a global standard in responsible purchasing and supplying within the shipping industry.



## Who's on Board?



**JAMES RYAN, CAPTAIN**

Ask Jim about his family, and he'll start beaming about his wife Debbie and their two golden retrievers, Harley and Sophie. Originally from Coley's Point, NFLD, Jim has been sailing for 27 years. The last four years have been for CSL, where he's served on seven ships, including the *Assiniboine*. He looks forward to a long career on self-unloaders, which he calls "fast-paced vessels that require a high level of competence from crewmembers to perform efficiently. Safety and teamwork are the hallmarks of *CSL Assiniboine*," says Jim, who is focused on keeping the ship, crew, and the Great

Lakes healthy so shipping can continue in the future. At home, when he isn't vacationing with Debbie and the puppies, James enjoys fly fishing, hunting, music, guitars and motorcycles. "My goal is to safely and efficiently operate *CSL Assiniboine* as a team, with the entire crew striving for operational excellence," he says.



**DOMINIQUE VEZINA, CHIEF ENGINEER**

After nearly 40 years at sea, 30 of them as a Chief Engineer, Dominique remains passionate about sharing his knowledge with new cadets and the rest of his crewmembers. "The young will be our continuity," he says. Growing up with eight sisters and one brother in St. Apollinaire, Quebec prepared him for a career in close quarters aboard ship, but when he is home with his wife Patricia, Dominique takes pleasure in getting out on the land to hunt, trap, and enjoy the woods. Prior to *CSL Assiniboine*, he served on *CSL Niagara* and *Rt Hon. Paul J. Martin* and has spent 14 years

with CSL. He is extremely proud of his grown daughter Marie-Claire. Dominique hopes more young people will consider careers in the marine industry, which he calls "very gratifying." He hopes to work for CSL until his retirement and wants to have the sense "that I made a difference."



**DAN KIRSZLING, FIRST OFFICER**

Dan has spent his entire 30-year career at sea serving on self-unloaders, which he calls "fast and efficient, in and out." Twenty-five of those years have been with CSL, which Dan describes as a "very stable, friendly company, operating in a safe environment." Dan has worked aboard 11 CSL vessels, including *CSL Assiniboine*, and hopes one day to captain his own ship. Meantime, he learns the ropes from Captain Ryan, while passing his own knowledge on to junior officers. Originally from Niagara Falls, ON, Dan enjoys music, travelling, camping and sailing with his wife Irena and

daughters Vanessa, 18, and Olivia, 15. Aboard ship, his most important tasks are navigation, pilotage, and cargo work – where teamwork is essential to loading, delivering, and unloading cargo safely and efficiently.



**VLADIMIR ERKHLIN, SECOND ENGINEER**

After 30 years working aboard ships – 18 of those years for CSL – you might think Vladimir would spend his off-hours away from the water. But at home he enjoys playing water sports, as well as tennis, football and basketball. Vladimir, who calls Montreal home, also enjoys time with his grown daughter, Alexandra, and his fiancée Soussanna. On board the ship, Vladimir focuses on safety and preventative maintenance, and lives by the motto "do it right." He passes along his high standards to other crewmates, and calls CSL "one of the best companies on the Great Lakes."



**JERSON GARCIA RODRIGUEZ, THIRD ENGINEER**

Jerson, who grew up in Caracas, Venezuela, has spent 27 years as a marine engineer, 18 of them aboard CSL ships. A baseball, soccer and karate enthusiast, he is married, loves music and picks up a few tips on tunes from his 24-year-old son, Samuel. Jerson's responsibilities and tasks are all equally important, he says, but the most critical priority he has is safety. Currently, Jerson is studying for his second-class motor exams and hopes to keep progressing in his career. His goals are to create an excellent work environment, continue to serve with qualified shipmates, and enjoy work security.



**SHOMARI MORGAN, THIRD OFFICER**

Shomari, a graduate of Georgian College's Great Lakes Training Centre, hopes one day to be a First Officer aboard a CSL ship. He has worked in the marine industry for six years, two of them for CSL, on *CSL Niagara* and *CSL Laurentien* before joining *CSL Assiniboine's* crew. Shomari's most important jobs are navigating and making sure the ship's safety equipment is up to par. Shomari grew up in Tortola, British Virgin Islands, and is married to Akinola Skelton-Morgan. When he is not spending time with his wife and baby girl, Avielle, he likes playing basketball and watching both basketball and football. He likes the challenge of working on a self-unloader, and particularly praises the need to rely on his crewmates. "On *CSL Assiniboine*, teamwork makes the dream work," Shomari says.

ball and watching both basketball and football. He likes the challenge of working on a self-unloader, and particularly praises the need to rely on his crewmates. "On *CSL Assiniboine*, teamwork makes the dream work," Shomari says.



# On board *CSL Assiniboine*





**JOHN EAVIS, LEADING SEAMAN**

Hailing from Ramea, NFLD, John has spent 11 years sailing with CSL – all aboard *CSL Assiniboine*. His most important tasks are to make sure he carries out safe work practices as he conducts mooring operations, upkeep and maintenance. Teamwork on board is “very important,” he says, as are safety and environmental protection. At home with his wife Judy and son Jonathan, you can often find John engaged in carpentry or mechanical work in his shed, if he’s not outside fishing or walking.



**BERNIE BERNAS, ABLE SEAMAN**

Bernie, who hails from Barrie, ON, has a straightforward goal: to learn more skills and share them with his shipmates. During his eight years at sea, he’s worked on four CSL ships, including *CSL Assiniboine*, and joined the company in 2016. Bernie finds self-unloaders more interesting than straight bulk carriers, and believes his most important jobs are steering the ship under the Captain’s command, and watching the gangway in port. Safety and environmental protection are priorities “to maintain cleanliness, eliminate pollution, and save the whole of mankind,” Bernie says. At home, Bernie spends time with his wife, Jeroma Hiliz-Bernas, and four-year-old Lyan, and also enjoys watching NBA games. He calls teamwork critical to making sure every job is a “job well done.”



**DAVID BASSEY, ORDINARY SEAMAN**

After serving aboard ships for 13 years – nine of those with CSL – David has a catch phrase he likes to employ: “Think safety.” His most important task is tying up the ship, which he takes extremely seriously. He developed his expertise in self-unloaders with CSL and advises that working on them requires “extreme caution.” David’s goal is to obtain a high rank within the company, and he possesses both watchkeeping and third mate licenses. At home in Terrebonne, QC, he is a huge sports fan and likes to spend time with his five daughters: Tracy, Tara, Tashia, Tania and Tamina.



**ADONIS SCOTT, ORDINARY SEAMAN**

When Adonis thinks about leaving the world in better shape for the next generation, he thinks about his six-year-old granddaughter, Lexi. Her presence in his life brings home the importance of CSL’s focus on environmental protection, a goal Adonis embraces. A sailor for 41 years, Adonis has spent nearly 20 of those with CSL, serving on nine ships, including *CSL Assiniboine*. As a proud Newfoundlander from Isle-Aux-Morts, he enjoys hockey, baseball, and watching sports in his spare time. Teamwork “makes things work out better,” he emphasizes.



**KIRK LIGHTBODY, SECOND COOK**

Kirk has been sailing – and cooking – for seven years, serving on six CSL ships including *CSL Assiniboine*. Keeping the crew happy by preparing delicious meals is his most important job at sea. At home, that responsibility shifts to keeping his children Kristoff, Kira and Korbin happy – as well as his partner Paola. Ask Kirk about his hobbies, and playing soccer rises to the top of the list. Hailing from Georgetown, ON, Kirk believes safety is not only important, but necessary.



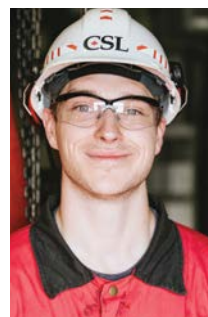
**GARRY PRIDDLE, MOBILE UTILITY CREW**

With retirement in sight after 46 years at sea – 31 of them for CSL – Garry is looking forward to spending more time at home in St. Catharines, ON, with wife Barb, his son and daughter, and three grandchildren. *CSL Assiniboine* is his tenth CSL ship, and he takes pride in passing along his knowledge and experience. Garry’s most important tasks are maintaining payloaders and unloading equipment, with safety and teamwork as his watchwords. He advises new cadets to focus on the experience aboard ship, and not to think too much about home – which when he started out was Isle aux Mortes, NFLD. In his spare time, he likes to watch hockey, golf, and NASCAR races.



**COLIN ANDERSON, ELECTRICIAN**

Colin, who trained as a marine electrician and an electronic technologist, has spent six years at sea, working on seven other CSL ships before coming to *CSL Assiniboine*. Repairing and maintaining equipment is the most important task he undertakes, during which safety is his utmost priority. Colin is training to become a Fourth Engineer. At home in St. Catharines, ON, he spends time with his wife, Trish, five children, and four grandchildren.



**MATTHEW ENGLISH, FOURTH ENGINEER**

Matthew, who calls Paradise, NFLD home, is new to *CSL Assiniboine*. He graduated from the Marine Engineering Program at the Marine Institute, and would like to obtain a higher rank eventually, although he hasn’t yet decided on a specific career goal within CSL. Matthew ranks safety, teamwork, and environmental protection 10 out of 10 in terms of their importance, and enjoys the crew he works with. His most important tasks are maintaining equipment and machinery.



**RILEY MCCLUSKEY, DECK CADET**

Riley, who calls London, ON home, has just finished his first year with Georgian College studying marine navigation. He’s enjoying the busy schedule on *CSL Assiniboine*, which he finds exciting because of the constant opportunities to learn. He’s assisting crew members in the deck department with maintenance and navigation and is carrying out duties related to mooring, loading and unloading as assigned. “Teamwork is the backbone of the ship,” Riley says. “It is great to know that everyone is looking out for each other with regards to safety. Having that strong safety culture



**MATTHEW SCOTT, ENGINEERING CADET**

is vital to the company’s success.” Captain Ryan and First Officer Dan Kirszling, Joel McKay, Shomari Morgan and John Eavis have all been exceptional mentors, he says. When he is not on a ship or at school, Riley enjoys recreational sailing and is an accomplished musician who plays multiple instruments, including the piano, trumpet, clarinet, percussion and some guitar.

Matthew is spending the first sea phase of his cadet training on board *CSL Assiniboine*, where he is shadowing the engineers to “learn and see as much as I can.” His goal is to complete his training through the marine engineering program at Nova Scotia Community College and return to CSL, where he says he has learned a great deal from senior officers sharing their experiences. The teamwork he has experienced also helps keep people safe, he notes. At home in Bathurst, NB, he enjoys fishing, golfing, snowmobiling and playing basketball. “Environmental protection is very important because these are our waters and our future,” he says.

# From Geared Bulk Carrier to Pneumatic Self-Unloading Cement Ship

The transformation of *Kondili*, *Akuna* and *Wyuna* into cement ships

A video showcasing the conversion can be viewed at [cslships.com](http://cslships.com).

## TECHNICAL FACTS



### 1.

#### Vessel arrival

In September 2017, CSL began a conversion program to transform three 28,500 DWT geared bulk carriers into pneumatic self-unloading cement carriers.



### 4.

#### New inner bottom

Steel plates were installed above the new blowing air system to create a false floor in the cargo holds.



### 5.

#### Sealing the main deck

Once the groundwork for the cargo holds was put in place, the main deck was sealed with eleven pre-fabricated and pre-outfitted deck sections.



### 8.

#### New machinery deckhouses

A crane was used to install six pre-fabricated machinery deckhouse blocks – three forward and three for the aft – to house the new machinery.



### 9.

#### Ballast system upgrade

The ballast system was upgraded and a higher capacity pump and ballast water treatment system were installed in the engine room.



### 12.

#### Commissioning

The new main deck was painted and dry commissioning began with the testing of the main engine, new generators, bow thruster and cargo handling system.



### 13.

#### Sea trials

After dry commissioning, each vessel departed the shipyard for sea trials.

- 498 tonnes of new pipe went into the fabrication of each vessel's new cargo handling system
- 1,700 tonnes of new steel was used in each ship's structural conversion

**NEW EQUIPMENT**

- 3 additional generators
- 1 bow thruster
- 25 machines for the new cargo handling system
- 1 mechanical loading hopper
- 10 dust collectors
- 8 pressure tanks

**NEW AND UPGRADED SYSTEMS**

- New power management system
- New main engine remote propulsion control system
- New bridge wing control consoles
- New ballast water treatment system
- Upgraded alarm and monitoring system
- Upgraded tank management system



**2. Vessel preparation IWO conversion**

Over seven months, each ship went through a series of changes beginning with the removal of all redundant equipment such as excessive cranes, hatch covers and coamings.



**3. Air blow system installation**

An air blow pipe system was installed to fluidize the cement during discharge and direct it into the center well of the cargo hold.



**6. Fluidizing floor**

A perforated mat was installed on top of the false floor in the cargo holds. The perforations allow the air from the pipes to be blown from underneath during discharge operations, thus fluidizing and directing the cement into the center well of the cargo hold.



**7. New equipment Installation**

Steel foundations for the cargo machinery were positioned on the main deck, including three new generators, cargo switch-board, blowers, compressors, vacuum pumps, pressure tanks and filters.



**10. Bow thruster installation**

The vessel entered docking for a new hull coating and various repairs. A bow thruster was installed thanks to a structural modification to the forepeak tank.



**11. Electrical installation**

The electrical connection of all new equipment, systems integration and upgrades was then completed.

**14. Delivery**

In April 2019, the CSL conversion program delivered the last of three high-performing pneumatic self-unloading cement carriers. Under the names *Kondili*, *Akuna* and *Wyuna*, the new vessels are now operating as part of the CSL Australia fleet.



## 20 Years Strong: The Story of CSL Australia by Emily Pointon

1999 TO 2019

20 YEARS OF  
EXCEPTIONAL  
GROWTH

As an Australian coastal shipping business, CSL Australia (CSLA) has seen toils and triumphs, sadness and joy, success and *CSL Thevenard*. The experiences of the last 20 years have bought CSLA to where it is today, through the hard work and dedication of a great team of local CSLers, and the ongoing support of the wider CSL Group.

In 1998, Rod Jones, then president of CSL International, identified an opportunity to expand into Australia. Rod, together with David King, negotiated a deal with a recently privatised Australian National Lines (ANL) to

purchase two specialised self-unloading bulk carriers. In early 1999, *River Yarra* and *River Torrens* entered the CSL fleet, later to become *Stadacona* and *CSL Pacific*. The ships were in poor condition and David, together with CSLA's first employee Michael Beck, saw potential to improve the technical operations, decrease discharge times and increase revenue on existing contracts inherited from ANL.

After a few years of operational and regulatory hiccups, flag state changes from Australia to Bahamas and trading the ships on and off the Australian coast, CSLA landed its first long term contract. *Iron Chieftain* was purchased from BHP in 2003 to perform the "perfect trade" for OneSteel – iron ore from Whyalla to Port Kembla followed by coal from Port Kembla to Whyalla.

Five years of fostering relationships with our customers saw the business start to grow. From 2005 to 2008, the CSLA team of Michael Beck and Chris Sorensen negotiated and delivered a unique "Thevmax" self-unloader for Boral, took over Cement Australia's



three shipping assets and delivered CSLA's first transshipment operation for OneSteel in Whyalla. Each of these key contracts ensured the ongoing presence of CSLA on the Australian coast for at least 10 years.

By end 2009, CSLA had eight vessels on the coast in addition to the Whyalla transshipment operation. In 2010 this increased to ten vessels, with *CSL Melbourne* and *CSL Brisbane* added to the fleet to carry alumina for Rio Tinto and gypsum for CSR. Transshipment growth led to *CSL Whyalla* being converted for Arrium in 2012 and the conversion of *Donnacona* for CITIC in 2015.

Ship management was successfully bought in-house in 2015 to increase the focus on operational excellence of the CSLA fleet. Investment in the CSLA business on the back of long-term contract renewals led to the commencement of the cement carrier

conversion program in 2017 and the gradual delivery of *Kondili*, *Akuna* and *Wyuna*.

Australia, although a long way from anywhere, has played host to a number of CSL Group vessels from other CSL regions, including *CSL Whyalla* (ex *CSL Sams*), *CSL Reliance* (ex *Barkald*), *CSL Cabo*, *Ventura* (ex *Balder*) and *Donnacona* (ex *Stones*). *CSL Melbourne* (now trading as *Ferbec* in Canada) once traded in Australia, and we have said sad farewells to *CSL Pacific*, *Stadacona*, *Iron Chieftain*, *CSL Atlantic* and *Cementco* over the years.

The rapid growth and ongoing success of the CSL Australia business is a testament to the strong team and unique culture of each vessel and office around Australia. We have weathered some strong storms but have come out in one piece and look forward to seeing what the next 20 years will bring.



## Putting People First Earns CSL Top Employer Awards



Chloé Normandin and Jonathan White accept the Co-op Top Employer award.

Earlier this year, CSL was honoured to be named one of Montreal's Top Employers. The company was recognized for its progressive programs and benefits that reward the achievements of its employees and their contribution to the company's success.

"There's a real sense of entrepreneurship in our workplace, both on our ships and at shore," said Louis Martel, who takes pride in CSL's strong corporate values and culture of innovation. "The marine

transportation industry is going through massive technological change right now and our people are placing CSL at the forefront of that transformation."

CSL's Co-op Student Program also received top honours from Concordia University's Institute for Co-operative Education for providing high-calibre, enriching on-the-job work experience to students in a variety of disciplines.

"It is with great pride that we accept this award," said Stéphanie Aubourg, Vice-President, Human Resources.

"Our collaboration with Concordia University and other academic institutions is a win-win for both students and CSL. We're happy to provide students with

real-life work experience in the marine industry and in turn, they bring a fresh perspective and new ideas to our business."

Every year, CSL welcomes 40 co-op students in its Montreal, Boston and Sydney, Australia offices.



Stéphanie Aubourg (middle) and Dominique Cyr (right) accept the Montreal Top Employer award.

# Top Ten Facts about CSL Australia

20 YEARS



1. Seventeen different nationalities are represented across CSL Australia's shore-based staff of 53.

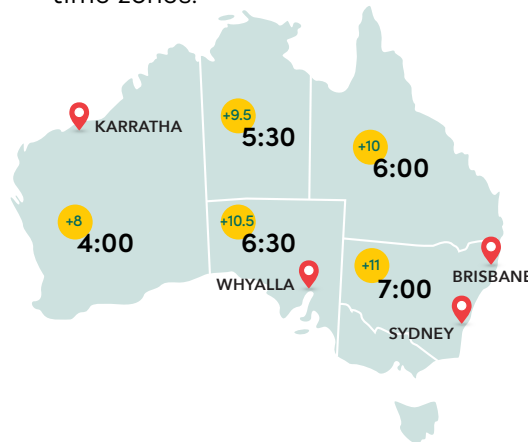


2. The first CSL Australia vessels, *River Yarra* (Stadacona) and *River Torrens* (CSL Pacific) were purchased in May 1999. *CSL Pacific* was recycled in 2015 and *Stadacona* is due to be recycled this year, aged 37.



3. CSL Australia's flexible fleet of 12 to 14 vessels represents the largest dry bulk fleet of vessels on the Australian coast.

4. During daylight savings, the four CSL Australia offices are in four different time zones.



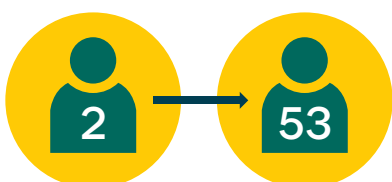
5. CSL Australia owns and maintains two hoppers designed for self-unloading discharge in Port Kembla, New South Wales and Geraldton, Western Australia.

6. CSLA's longest customer relationship is with Adelaide Brighton Cement, commencing in 1999 and currently contracted until 2027.



7. *MV Adelie* (ex *CSL Brisbane*) was named after the Adelie penguin.

8. In 13 years, the number of CSL employees has grown from two to 53.



9. Over the last 20 years, 19 CSL owned vessels have sailed on the Australian coast. Six of these also operated in other CSL regions.

10. Michael Beck was the first official CSL Australia employee. He started on Wednesday, May 5, 1999. He is still a CSLer with a wealth of experience and stories!



# CSLers in the Community

## Active March Madness

Congratulations to **Stéphanie Barnaud** and **Benjamin Larsen** – the top performers in the 2019 Active March Madness competition and the most active CSLers in the Montreal office! They had the honour of participating in the CN Tower Climb on April 14, 2019, on behalf of CSL.

Stéphanie Barnaud distinguished herself in three categories: she walked 175 km, climbed 600 flights of stairs and swam 3,000 metres, raising \$1,185. Benjamin Larsen cycled and walked 230 km, and climbed 288 flights of stairs, raising \$978.

Thanks to the 31 employees who participated, CSL raised \$7,458.20 in total.

Active March Madness is an annual event held by the World Wildlife Fund. The competition encourages employees to stay fit and raise money to support the environment by walking, running, cycling and climbing stairs on the way to and from work and on lunch breaks. For each kilometer of exercise or every flight of stairs climbed, CSL donates to the WWF.



Benjamin Larsen, left, and Stéphanie Barnaud



## American Red Cross Annual Community Heroes Breakfast

CSL Americas attended the American Red Cross Northeast Massachusetts Annual Community Heroes Breakfast on March 28, 2019. This fundraising event honours local heroes who have exemplified the Red Cross's mission over the past year.

Every eight minutes in the United States, an incident occurs that the American Red Cross (ARC) responds to with resources made possible by selfless volunteers and generous donors like CSL and its employees. In fiscal 2019, CSL Americas donated \$2,000 to the ARC.



From left to right: Erika Sanchez, Mubarak Hasan, Karina Pena-Seda, Francis Pelosi, Gisele Girard, Rina Watne, Jeff Barnes, and Henrik Friis of CSL Americas.



## CSLers Cycle for MS

A committed group of CSLers spent a day of sunshine, fresh air and cycling to raise money for a good cause – The Multiple Sclerosis Society of Canada. Canada has the highest rate of MS in the world and every day three more Canadians are diagnosed with multiple sclerosis, an unpredictable illness that affects vision, balance, memory and mobility.

The team – CSL Roulant (or, 'CSL on Wheels') – cycled more than 65 KM, raised more than \$3,000 and had a lot of fun doing it. Thank you Benoit Chuniand, Rhiannah Carver, Louis Martel, Mark Harney and John Synowich for taking part!

## CSLers take part in the Great Canadian Shoreline Cleanup

On September 19, 2019, CSLers from the Montreal office helped to clean up the shore of Charron Island as part of the Great Canadian Shoreline Cleanup organised by Oceanwise and WWF.

Over the course of the volunteer effort, teams of CSLers collected and documented trash that included non-biodegradable items such as cigarette butts, lids, plastic, Styrofoam and other items, from blankets and construction materials to hockey sticks.



Together, the volunteers collected more than 600 items weighing 200 kg (440.9 lbs). Because of high water levels that have receded, the shoreline was particularly littered with debris.

In 2019, volunteers across Canada coordinated 2,206 cleanups and collected 103,830 kg (228,906 lbs) of litter on 4,119 km (2,559.4 miles) of shoreline.



## Winter Clothing Drive for the Waywayseecappo Community School

In collaboration with the Martin Family Initiative, CSL held a winter clothing drive to provide coats, boots, sweaters, snow suits and other types of clothing to keep kids at the Waywayseecappo Community School in Manitoba warm throughout the winter.

The school was looking for all types of clothing, but particularly warm clothes for kids from kindergarten to grade 8.

Thanks to generous donation of the Montreal office employees, five big boxes were shipped to the school last December.



## CSL's Dragon Boat Challenge Benefits Children's Hospital Foundation

Montreal office CSLers once again took out their paddles for CSL's fourth annual Paddle for a Purpose Dragon Boat Challenge in support of the St-Justine Children's Hospital Foundation.

In a nail-biting photo-finish race, Team **Purple Reign** overtook the **Blue Marine Warriors** to claim victory and bragging rights for the year. The **Krushing Kermits** crushed it in third place, followed by Hawaiian-themed **Usain Boat** and the ever-determined Team **Red Raft**.

A series of fundraising events including lunchtime bingo, snack and plant sales, a potluck lunch and a silent auction will continue through to the end of September to raise funds for the St-Justine Foundation, which is dedicated to improving the health outcomes of children and mothers-to-be.

## CSLers Support Bahamas Relief Effort

CSLers mobilised to help support those whose lives were affected by the devastation caused by Hurricane Dorian throughout the Bahamas. For every dollar donated by ship and shore employees to an approved relief agency of the Bahamas, CSL matched it to a maximum of \$10,000 CAD.

Over the years, CSL has developed strong ties with the island nation of the Bahamas. The CSL International Pool, for instance, has been serving Martin Marietta's Freeport, Bahamas, quarry for approximately 20 years transporting aggregates principally into Florida.

CSL has also served other trades in and out of the Bahamas, including carrying salt from Inagua into the Eastern Seaboard of the United States. Numerous dockings have also been carried out on CSL vessels at the Grand Bahama Shipyard, and let us not forget that our past CEO, Rod Jones, grew up in Nassau, Bahamas.

Our hearts and thoughts are with the people of the Bahamas.



## CSL Teams Wave the Flag at Career and Cadet Recruitment Fairs

As part of CSL's goal to recruit and retain the best possible employees, CSLers participated in a number of career fairs at Canadian academic institutions.

This year, CSL teams travelled to the Institut Maritime du Québec in Rimouski, Quebec; the Marine Institute in St. John's, Newfoundland; Nova Scotia Community College in Port Hawkesbury, Nova Scotia; and Georgian College in Owen Sound, Ontario.

Captains Jim Ryan and Anita Lambe, Chief Engineers Jean-Pierre Renaud, Jason Theriault and Dave Cooke, Chloé Normandin, Human Resources Business Partner, Talent Acquisition Coordinator Alyssa Walters, Crewing Coordinator Francisco Valdez, Commodore Joe Pero and Crewing Manager Julie Jacob were among those who participated in presentations and events at the colleges and universities.

CSLers met and answered questions from students interested in the shipping industry, participated in nautical skills competitions, and swapped stories about life at sea. In Owen Sound, students were invited on board MV *Thunder Bay* to get a first-hand look at career opportunities and life aboard a CSL vessel.



## Breakfast Club of Canada Commends CSL for Four Years of Partnership

Breakfast Club of Canada issued a Certificate of Excellence to CSL in April 2019 to commend our partnership, which has raised \$21,500 in the last four years.

CSL employees raised the money through fundraising activities such as *Casual for a Cause Fridays*, where Montreal CSLers donate for the privilege of wearing jeans on Fridays. CSL also donated as part of its annual «Click for Kids» CSL holiday e-card.

For more than 24 years, Breakfast Club of Canada has been nourishing children's potential by making sure as many of them as possible have access to a healthy morning meal before school, in an environment that allows their self-esteem to grow and flourish.

## CSLers in the Community

### CSL Cadet Receives the First CIMARE Leadership Scholarship

Congratulations to CSL cadet Philomen Cens, who received the first Leadership Scholarship from the Canadian Institute of Marine Engineering (CIMARE).

The award is presented to a second-year student in the Marine Engineering Technology Program who has completed a first co-op placement and exhibits the leadership potential required to become a Chief Engineer.

For more information on CIMARE: [www.cimare.ca](http://www.cimare.ca)



### MV Iron Chieftain's Bell and Life Ring

Before the *Iron Chieftain* sailed to Turkey for decommissioning, her life ring and bell were removed.

The Mission to Seafarers, a charity operating in Australian ports, recognized the importance of the *Iron Chieftain* in the maritime community in Port Kembla, her home port for CSL since 2003. To commemorate the vessel, the organization is displaying the ring and bell.



### CSL Soccer Team



Eighteen members of CSL's Montreal office have formed a soccer team that plays in a recreational league. The team, organized by Julien Robert, plays seven versus seven, and members include a mix of people from all departments.

### Jack Dempsey Takes Gold at GTA Classic

Canada Steamship Lines Captain Duane Dempsey's son Jack took gold at the Brazilian Jiu Jitsu GTA Classic tournament in Brampton, Ontario on September 7, 2019 in the Teen 13-14 Yellow 98Lbs and Under category, beating out the five-time Pan American champion! CSL congratulates Jack on this outstanding achievement!



The GTA Classic draws over 400 competitors from all over Ontario, and Quebec. Next up for Jack are the Provincials in December then the Pan American Games in February in California. Jack has also been invited to compete in Abhu Dahbi in April 2020.

### Family Promise Metrowest's Walk to End Homelessness

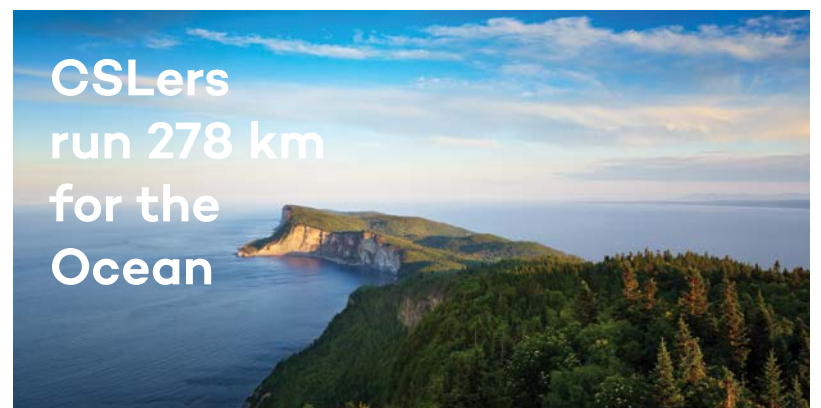
Mubarak Hasan and Erika Sanchez of CSL Americas participated in the Family Promise Metrowest's Walk to End Homelessness in April.

Thanks to CSL Americas's donation and the support of others, Mubarak and Erika raised more than \$1,000.

Family Promise Metrowest (FMP) supports underprivileged families facing homelessness. The organization helps families find sustainable employment, permanent housing, and a new path forward.

Mubarak has also volunteered with FPM previously to set up beds for the homeless in churches, synagogues and mosques. He attests to the difference these donation dollars make.

For more information, visit FMP's Facebook page: <https://www.facebook.com/FamilyPromiseMetrowest>.



To celebrate World Ocean Day this year, CSLers around the world took part in the Adidas Run for the Oceans. For every kilometre walked or ran between June 8-16, Adidas donated \$1 to the Parley Ocean School, which educates and empowers youth on the complex threats facing our marine environment. Globally, the initiative's goal of raising \$1.5 million was reached well before the end of the challenge.

At CSL, Stéphanie Barnaud racked up the most kilometres with an impressive 80.1 km. For her efforts she won a pair of Adidas runners made from 75% recycled plastic collected from the Ocean.

Special mention to Kelly Russell who clocked up 69 km and Benoit Chuniaud with 58.9 km, who also completed a half-marathon the following weekend.





## People News

### NEW CSLERS

#### CSL GROUP

**Mounia Bennis Kanar** was hired as IT Process Specialist on August 12, 2019.

**Jean-Guy Boissonneault** was hired as Office Support Clerk on August 19, 2019.

**Eve-Julie Bouchard** was hired as Senior Treasury Analyst on January 1, 2019.

**Linda Boyko** was hired as Administrative Assistant on June 5, 2019.

**Amanda Bray** was hired as Procurement Category Analyst – Corporate on September 16, 2019.

**Marius Chirea** was hired as Mechanical Engineer on March 11, 2019.

**Kristie Cormier** was hired as Procurement and Logistics Coordinator on April 20, 2019.

**Corey Czik** was hired as Senior Analyst, Financial Planning and Analysis on April 22, 2019.

**Allan Dane** was hired as Warehouse Clerk on April 20, 2019.

**Joe De Crescenzo** was hired as Director, GTS Bid Support on November 8, 2018.

**Felismina (Mina) De Oliveira** was hired as Director, Global Procurement and Logistics on October 1, 2018.

**Mosina Dempsey** was hired as Analyst, Demand Forecasting and Logistics Planning on May 6, 2019.

**Claude Deschênes** was hired as Payroll Manager on July 29, 2019.

**Eric Froment** was hired as Program Manager on July 22, 2019.

**Rached Hlioui** was hired as Sourcing and Cost Analyst on March 4, 2019.

**Brigitte Joncas** was hired as Director, Global Compensation on January 21, 2019.

**Mélanie Kamel** was hired as Internal Auditor on September 23, 2019.

**Bhasker Murthy** was hired as Naval Architect on September 10, 2018.

**Angela Negro** was hired as Senior Strategic Sourcing Specialist on January 21, 2019.

**Anne Nguyen** was hired as Continuous Improvement Specialist on January 14, 2019.

**Steven Pellerin** was hired as Material Distribution Center Supervisor on April 1, 2019.

**Martin Raymond** was hired as Director, EPMO and Continuous improvement on April 8, 2019.

**Andrea Ross** was hired as Director, Corporate Accounting on September 16, 2019.

**Eric Toupin** was hired as Senior IT Business Analyst on March 25, 2019.

#### CANADA STEAMSHIP LINES

**Nabil Aberbour** was hired as Technical Coordinator on September 23, 2019.

**Pierre Jacques** was hired as Ship Operator on July 2, 2019.

**Sambavi Jegatheeswaran** was hired as Technical Coordinator on June 19, 2019.

**Alastair Keyes** was hired as Ship Operator on July 15, 2019.

**Shaquille Maybe** was hired as Ship Operator on October 2, 2018.

**Jason Organ** was hired as Director, Transportation Services on September 9, 2019.

**Una Simpson** was hired as Crewing Coordinator on September 4, 2019.

#### CSL AMERICA

**Davin Chan** was hired as Marketing and Customer Service Representative on September 16, 2019.

**Katie Ringwood** was hired as Office Coordinator on September 23, 2019.

**Bryan Taylor** was hired as Logistic Analyst on September 3, 2019.

#### CSL AUSTRALIA

**Nichollette Bowen** was hired as HR Director on October 29, 2018.

**Cameron Bylmakers** was hired as Chartering and Scheduling Coordinator on October 15, 2018.

**Kishore Krishnamoorthy** was hired as System Administrator, IT on September 10, 2019.

**Kerri-Anne Michael** was hired as HR Advisor on October 22, 2018.

**Tim Xu** was hired as Financial Accountant on October 2, 2018.

#### CSL EUROPE

**Jim Donnelly** was hired as Manager, Fleet Management on September 4, 2019.

### PROMOTIONS / TRANSFERS / CHANGES

#### CSL GROUP

**Enrique Almaraz-Boyzo** took on his new role as Junior Accountant on April 1, 2019.

**Stéphanie Aubourg** was promoted to Vice-President, Human Resources on September 10, 2019.

**Mélanie Brunet** began her new role as Training and HRIS Administrator on August 27, 2019.

**John Castellarin** was promoted to Senior Analyst, Financial Planning and Analysis on April 1, 2019.



**Benoit Chuniaud** was promoted to Advisor, IT Governance on December 10, 2018.

**Hélène Cloutier** began her new role as Office Coordinator on May 21, 2019.

**Stéphanie Gilbert** was promoted to Specialist, Strategic Sourcing on February 1, 2019.

**Tao Li** took on his new role as Junior Naval Architect on July 1, 2019.

**Marco Mooijekind** was promoted to Director, Corporate Accounting on April 1, 2019.

**Frédéric Morel** took on his new role as Claims Specialist on July 22, 2019.

**Hassane Moussaoui** was promoted to Senior IT Network Analyst on April 1, 2019.

**Marie-Linh Nguyen** was promoted to IT Business Analyst on April 1, 2019.

**Ernesto Paba** was promoted to Procurement and Logistics Coordinator on July 1, 2019.

**Allister Paterson** began his new role as Executive Vice-President and Chief Commercial Officer on April 11, 2019.



**Chantal Picard** was promoted to Corporate Controller on July 15, 2019.

**Julien Robert** was promoted to Logistics Analyst on April 1, 2019.

**Nathalie Sykora** was promoted to Senior Vice-President, Global Operations on April 1, 2019.

**Tanja Tolppanen** was promoted to Legal Analyst on January 1, 2019.

**Mariève Tremblay** was promoted to Senior Vice-President, Transformation and Operational Efficiency on April 1, 2019.

**Miguel Turcotte** took on his new role as Senior Manager, IT Solutions Delivery on March 19, 2019.

**Alyssa Walters** was promoted to Talent Acquisition Coordinator on May 1, 2019.

**John Yassa** was promoted to Network Administrator on July 22, 2019.

#### CANADA STEAMSHIP LINES

**Stéphanie Barnaud** was promoted to Analyst, Contracts and Commercial Strategy on January 1, 2019.

**Diane Heneault** took on her new role as Voyage Coordinator on November 1, 2018.

**Julie Lambert** was promoted to Vice-President, Commercial – Canada on January 1, 2019.

**Benjamin Larsen** was promoted to Technical Coordinator on April 1, 2019.

**Tyler Mayo** was promoted to Technical Coordinator on April 1, 2019.

**Kelly Russell** began her new role as Senior Ship Operator on February 1, 2019.

#### CSL AMERICAS



**Maggie Mavrigiannakis** transferred to CSL Americas on April 1, 2019 as Senior Analyst, Financial Planning and Analysis.

#### CSL AUSTRALIA

**Nick Anderson** was promoted to Director, Finance, on September 1, 2019.

**Björn Bijma** was promoted to Senior Director, Technical Fleet Operations on April 1, 2019.

**Justin Bowers** was promoted to Vessel Manager on February 1, 2019.

**Nissi Chan** was promoted to Crewing and Technical Operations Coordinator on November 1, 2018.

**Jesse Pesch** was promoted to Vessel Manager on June 1, 2019.

# People News

## RETIREMENTS



### CSL GROUP

#### Guy Parsons

After 39 years of dedicated service, Guy Parsons retired from CSL's Montreal office on July 1, 2019, where he was known as "The Legend."

Guy's CSL journey began in Operations in 1980

when he ran errands and helped Dispatch with the mail. He then moved on to the HR department where he worked diligently until his retirement.

More than a just a coworker, Guy was a friend to the many CSLers who had the pleasure of working with him over nearly four decades.

Although he saw many changes at CSL over his longstanding career, some things stayed the same: Guy's generosity of spirit, his uncanny memory, his positive attitude, and his legendary ability to make everyone feel welcome at CSL.

### CANADA STEAMSHIP LINES

**Pierre Gregoire** retired on January 19, 2019, after 31 years of service.

**Captain Brian Hudson** retired on December 1, 2018 after 36 years of service.

**Bob McRae** retired on June 1, 2019, after 44 years of service.

**Chief Engineer Christian Pelletier** retired on July 1, 2017, after 14 years of service.

**Chief Engineer Brian Pyke** retired on May 1, 2019 after 10 years of service.

**Captain René Ruest** retired on April 1, 2019 after six years of service.

### CSL EUROPE

**Salvador Edano** retired on February 27, 2019 after eight years of service.

**Chief Engineer Juan Japitana** retired on July 4, 2018, after seven years of service.

## WEDDING

### CSL EUROPE



**Chief Engineer Bernard Larena** married **Arlene Larena** on September 30, 2018.



## BABY CSLERS

### CSL GROUP



**Rissa Adebo** and spouse **Ulysse Gnimadi** welcomed the birth of their son **Kèmi John**.



**Ivano Franchetto** and spouse **Elleni Mavroudis** welcomed the birth of their son **Angelo**.



**Krista Lawson** and spouse **Jack St-Laurent** welcomed the birth of their second daughter **Ada**.



**Samantha Nkusi** and **Charles Desmarais** welcomed the birth of their daughter **Charlotte**.

### CSL AMERICAS



**Mubarak Hasan** and spouse **Almas Hasan** welcomed the birth of their third child **Syed Rayan**.



**Andy Lennox** and wife **Maddie** welcomed the birth of their son **Callum**.

### CSL AUSTRALIA



**Craig Jackson** and wife **Claire** welcomed the birth of their daughter **Zara**.



**Anne Grunsell** and husband **Bradley** welcomed the birth of their son **Henry**.



**Daniel Wilson** and wife **Belinda** welcomed the birth of their son **Oliver**.



**Lee Winterborn** and wife **Kerrie** welcomed the birth of their son **Lewis Baron**.



**Mark Hughes** and wife **Monika** welcomed the birth of their son **Leon**.



**Nick Yatsenko** and wife **Tanya** welcomed the birth of their daughter **Mary**.

### CSL ASIA



**Mega Putriyanda** and spouse **Rizki Hermawan** welcomed the birth of their son **Raffasya Saquille**.

### CSL EUROPE



**Chief Officer Darwin Bagnes** and wife **Marra Isabel** welcomed the birth of their daughter **Caitlin Isabel**.





**IN MEMORIAM**

**Jean-Claude Bouchard**  
Retired Manager,  
Accounting  
November 18, 2018

**Evelyn Hurst**  
Retired Elevator Operator  
February 28, 2019

**Claude Joly**  
Ordinary Seaman  
February 17, 2019

**Stanley Kulaczkowski**  
Retired First Mate  
November 30, 2018

**Thomas Taylor**  
Retired Chief Engineer  
September 16, 2018

**Captain John Bentum**

June 21, 1951 — June 19, 2019

Captain John Bentum passed away on June 19, 2019 at the age of 67.

A respected Captain and dear friend to all who knew him, John Bentum started his career at CSL as a Third Mate on MV *Jean Parisien* in 1979.

His first ship as Captain was *CSL Tadoussac* in 1995. He retired in 2013 as Master on *CSL Laurentien*.

Captain Bentum was known as a “big fella” with a big heart who treated his crew fairly and with respect. He was generous, kind and a devoted family man.

He leaves his wife Retta and his children, Kevin, Jason, Jonathan and Jared.



**Raymond Lemay**

February 6, 1927 —  
October 22, 2018

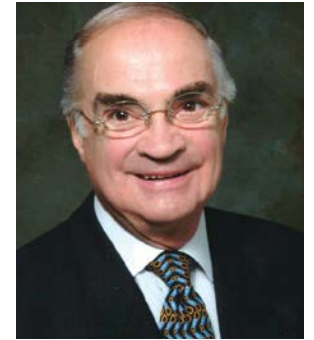
Raymond Lemay, past President of Canada Steamship Lines, passed away on October 22, 2018, at the age of 91.

Mr. Lemay joined Canada Steamship Lines in 1973 as Vice President, Corporate Services. In 1980, he was appointed President and Chief Operations Officer, a position he held until 1989. Notably, Mr. Lemay was the first francophone to occupy the top leadership position at Canada Steamship Lines.

Recognized in the industry as a straight shooter and a clever businessman, Mr. Lemay was known around the office for his approachable style and sense of humour.

During his nearly 10-year tenure at CSL, Mr. Lemay led the company through a period of significant expansion, with the arrival of many new ships including *Lemoyne*, *Halifax*, *Winnipeg*, *Ferbec*, *H.M. Griffith*, *J.W. McGiffin*, *Atlantic Huron*, *Atlantic Erie*, *Atlantic Superior*, *Jean Parisien* and *Louis R. Desmarais*.

An active member of the community, Mr. Lemay was appointed to the Order of Canada in 1980. He was also awarded the Jerusalem Cross by the Scouts Association of Canada, inducted into the Canadian Horse Racing Hall of Fame, the Quebec Cycling Hall of Fame and the Quebec Sports Hall of Fame.



**Scott Clegg**

November 26, 1958 — May 2, 2019

On May 2, 2019, Captain Scott Clegg, Director Marketing Transshipment at CSL Australia and long-time colleague and friend to countless CSLers, sadly passed away.

A passionate and dedicated CSLer for 39 years, Scott left a considerable imprint on our company in every region of the world. Over the past three decades, he played a key role in many of CSL's most ambitious projects including the forebody program, the Trillium Class newbuilds and transshipment.

Scott was known as a true seafarer at heart and a straight shooter who didn't pull any punches when it came to finding ways to improve our operations. Loyal to a fault, he was always there to

troubleshoot and lend his operational expertise, no matter the circumstance or challenge.

Scott began his career on the Canada Steamship Lines fleet in 1980 as a Third Mate on *Frontenac*. Ten years later he became Captain and worked at the helm of many ships in the fleet including *Tadoussac*, *Nanticoke* and *Manitoulin*. As of 1994, he was also in command of international vessels including *CSL Atlas*.

His career then took him to China in 1996 where he was a key member of the site supervision team during the *Sheila Ann* and *CSL Spirit* newbuild projects.

In 2000, he moved to the CSL Americas office in Boston where he worked as Director of Operations for the international fleet. Ten years later, he moved to CSL Asia's Singapore office as Director, Business Development, where he and Jakob Hansen worked diligently on advancing CSL's transshipment business.

With the relocation of CSL's transshipment office to the UK in 2014, Scott moved once again and worked out of the Windsor office for two years. In 2016, he moved to CSL Australia's Sydney office.

Scott's passing is a tremendous loss to the CSL community. Father, seafarer, scuba diver, colleague and friend, Scott's infectious passion and drive touched the lives of many.

He leaves behind his wife Louisa, his daughters Emily and Heather, his family and his friends.

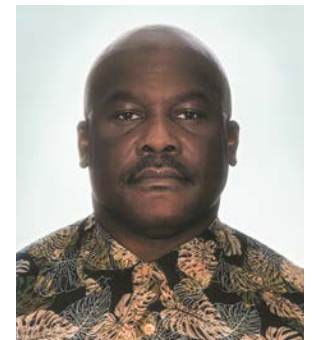
**Alfred Eshun,**

Ordinary Seaman,  
on October 16, 2018.

Our colleague, Alfred “Freddy” Ashun died tragically on board *Spruceglen* on October 16, 2018.

A long-time CSL seafarer, Freddy became permanent on *Spruceglen* in 2004 and worked as a relief on a variety of CSL ships for over 20 years.

Freddy was a known as hard worker, well liked and appreciated by his crew mates, and an all-around good guy. He is missed by his wife Agatha Lewis, his 23-year-old son, Christopher, his friends and his CSL family.



**CSL'S EXECUTIVE COMMITTEE**



**Louis Martel**  
President and Chief Executive Officer



**Allister Paterson**  
Executive Vice-President and Chief Commercial Officer



**Nathalie Sykora**  
Senior Vice-President, Global Operations



**John Sypnowich**  
Chief Legal and Compliance Officer



**Steve Thibeault**  
Chief Financial Officer



**Mariève Tremblay**  
Senior Vice-President, Transformation and Operational Efficiency



**Stéphanie Aubourg**  
Vice-President, Human Resources



## CSL Service Awards 2019



### CSL GROUP

#### SHORE

##### 5 YEARS

**Rhiannah Carver**, Senior Manager, Environment

**Lise Castonguay**, Pension and Benefits Coordinator

**Yousef El Bagoury**, Naval Architect

**Stéphanie Gilbert**, Specialist, Strategic Sourcing

**Lucy Zheng**, Senior Analyst, Financial Planning and Analysis

##### 10 YEARS

**Caroline Denis**, Manager, Environmental Programs

**Chantal Picard**, Corporate Controller

##### 20 YEARS

**Carol Brighten**, Safety Coordinator

**Pramit Patel**, Manager, IT Help Desk

### CSL EUROPE

#### SHORE

##### 10 YEARS

**Jakob Hansen**, Vice-President, Commercial, Europe and Transshipment

##### 15 YEARS

**Emmanuel Pedrialva Pereda**, Electrician Officer

**Ronnie Garde Garcia**, Bosun

##### 20 YEARS

**Edmundo Daza Bang**, Fitter

**Danlee Pedrera Puray**, 3<sup>rd</sup> Officer

#### SHIP

##### 10 YEARS

**Reman Nobleza Palmos**, 2<sup>nd</sup> Engineer

**Jessie Infante Flores**, Chief Officer

**Ervin Bustillos Mayuga**, AB

**Richard Calumpita Leones**, Chief Officer

**Christopher Jimenez Rustia**, 3<sup>rd</sup> Engineer

### CSL AUSTRALIA

#### SHORE

##### 5 YEARS

**Richard Irvine**, Manager, Scheduling and Customer Service

##### 10 YEARS

**Brian Lu**, Management Accountant

##### 20 YEARS

**Michael Beck**, Vice-President, Special Projects

##### 10 YEARS

**Steven Schlammerl**, Assistant Cargo Supervisor

**Robert Leavy**, 2<sup>nd</sup> Engineer

**Mohammed Khan**, 2<sup>nd</sup> Officer

**Aleksandr Mardar**, Chief Engineer

**Jovica Miceta**, Cook

**Oleg Maystrenko**, Electrical Engineer

**Petro Miniailyk**, 3<sup>rd</sup> Engineer

**Vladyslav Mykhalchenko**, 1<sup>st</sup> Engineer

**Oleg Astakhov**, Chief Officer

**Yevgen Matvyeyev**, Chief Officer

##### 15 YEARS

**Damien Jordison**, 1<sup>st</sup> Engineer

**Ali Imran**, Captain

**Morgan Mara**, Chief Integrated Rating

**Andrew Shakespeare**, 2<sup>nd</sup> Engineer

#### SHIP

##### 5 YEARS

**Chris Humzy**, Crane Operator

**Michael Chalk**, Integrated Rating

**Brett Elliott**, 3<sup>rd</sup> Officer

### CANADA STEAMSHIP LINES

#### SHORE

##### 10 YEARS

**Mariya Vlaeva**, Senior Crewing Coordinator

##### 20 YEARS

**Marc Rivard**, Director, Naval Architecture & Steel Planning

#### SHIP

##### 10 YEARS

**Silvio Coutinho**, Captain

**Nicolas Lavoie**, Chief Engineer

**Vincent Paradis**, Chief Engineer

**Edward Sutherland**, Head Tunnelman

**Jason Wilkinson**, AB

##### 15 YEARS

**Valentin Angelescu**, Chief Engineer

**Jean Pauze**, OS

### CSL AMERICAS

#### SHORE

##### 10 YEARS

**Richard Currie**, Senior Manager, Financial Planning and Analysis

**Henrik Friis**, Vice-President, Marketing and Pool Management

**Mubarak Hasan**, Director, Finance

**Dmytro Lytvynenko**, Chief Officer

**Oleksandr Merkulov**, OS

**Sergiy Merva**, 2<sup>nd</sup> Engineer

**Yaroslav Oliynyk**, Galley Staff

**Denys Onyshchenko**, 2<sup>nd</sup> Electrical Engineer

**Andriy Orekhov**, 2<sup>nd</sup> Officer

**Maksym Poda**, 3<sup>rd</sup> Engineer

**Roman Pyatibratov**, 3<sup>rd</sup> Engineer

**Vitaliy Shevchuk**, Chief Engineer

**Oleksandr Stefurin**, 2<sup>nd</sup> Engineer

**Sergiy Taranenko**, 3<sup>rd</sup> Engineer

**Volodymyr Topal**, OS

**Yevgen Vitenko**, Chief Officer

#### SHIP

##### 5 YEARS

**Ruslan Aryeshkin**, 2<sup>nd</sup> Officer

**Maksym Baranov**, 2<sup>nd</sup> Officer

**Andriy Musienko**, OS

##### 10 YEARS

**Yevgen Andreyanov**, OS

**Oleksandr Dudnik**, 2<sup>nd</sup> Officer

**Igor Gitsak**, 3<sup>rd</sup> Engineer

**German Golubchenko**, Galley Staff

**Andriy Kletyonkin**, 2<sup>nd</sup> Officer

**Ruslan Klimkovych**, Captain

**Oleksandr Kolomoyets**, 3<sup>rd</sup> Engineer

**Oleksiy Koynak**, Chief Officer

**Maksym Kucheryavy**, Electrical Engineer

**Andriy Kyrylov**, Fitter

**Vadym Kysil**, Chief Officer

**Iaroslav Lypovetskyi**, Electrical Engineer

##### 15 YEARS

**Sergiy Kozakevych**, Motorman

**Anton Krasylnykov**, Chief Officer

**Andriy Raykov**, Chief Officer

**Volodymyr Vyazmentinov**, Motorman

##### 20 YEARS

**Yuriy Dyachenko**, AB

**Victor Golovkov**, Bosun

**Vasyl Malov**, Bosun

**Valeriy Osnach**, AB