



# BEAR FACTS

ALGOMA CENTRAL CORPORATION NEWSLETTER • SPRING 2010

## President's Message



The Corporation's 2009 Annual Meeting of Shareholders' was held in St. Catharines on April 30, 2010. At the meeting, I indicated our 2009 results were disappointing but went on to say that compared to many, our results were not so bad. Once again, the benefit of having four diversified business units was highlighted throughout 2009.

With 2009 behind us, we look forward to the balance of 2010 and beyond with renewed optimism as we anticipate improved volumes from many of our customers especially in the iron and steel sector, petroleum products and aggregates sectors. This optimism was reflected in our recently announced first quarter results which were improved by \$1.5 million over the comparable 2009 results. More detail on the Corporation's 2009 annual results and 2010 1<sup>st</sup> quarter results and a copy of my address to shareholders at the recent Annual General Meeting can be found on the Algoma website [www.algonet.com](http://www.algonet.com).

Since the last edition of the Bear Facts, a number of important and significant events have taken place.

In February 2010, we acquired ownership of the *Algoma Dartmouth*. This vessel has been operated by Algoma Tankers under a long-term bareboat charter arrangement since 2009 providing fuel delivery and vessel bunkering service within the Halifax Harbour.

In January 2010, our hotel in Sault Ste. Marie re-opened as the "*Delta Sault Ste. Marie Waterfront Hotel and Conference Centre*". The renovation project was a terrific success and we now own the only upscale, four star hotel in Sault Ste. Marie.

The *Algobay*, the first new addition to our domestic dry-bulk fleet in many years, arrived in Canada to commence its first voyage on February 27, 2010. We are looking forward to welcoming many more new additions to our fleet in the near future.

Although not new vessels, the addition of the three Algoma salties, the *Algoma Guardian*, the *Algoma Discovery* and the *Algoma Spirit* to our domestic dry-bulk fleet in 2010 is an important step toward the upgrading and renewal of our domestic gearless bulker fleet. When we purchased these vessels in 2008, it was with the stated intention of making these vessels available to our domestic dry-bulk fleet. We are pleased that we have been able to conclude a long-term charter arrangement with Seaway Marine Transport. The vessels will be welcome additions to our domestic fleet.

A very significant and important event we hope to see come to fruition in 2010 will be the announcement by the Federal Government that they have followed through with their proposal to waive the payment of the 25% import duty on the importation of vessels built outside of Canada. Although we are well past the proposed January 1, 2010 effective date, we continue to be confident that this positive government initiative, to eliminate what is effectively a discriminatory tax on marine transportation, will result in the appropriate action in the near future.

The removal of this 25% import duty, together with the finalization of our innovative new vessel design and specification for both a self-unloader and gearless bulk carrier and the completion of our recently announced banking facility, should ensure that we see a significant new build order become a reality in 2010.

Changing gears a bit, I would like to offer congratulations. First, to all employees for their active participation in our attempt to achieve our goal of zero incidents. Although not yet achieved, we are pleased to note that in 2009 our lost time injury frequency per 200,000 hours worked for all business units combined was reduced by 9% from 2009 and by 22% from 2007.

And second, to all employees for their enthusiastic support of the United Way programs, two cancer fundraising initiatives – Run for the Cure and Relay for Life as well as the most recent involvement in the

## President's Message

Haiti Relief Fund. In 2009, Algoma employees, combined with the corporate matching program contributed \$124,000 towards these four programs. Once again, a highlight of the year for me was to see this continued commitment by the Algoma employee group to making our communities better places to live.

While 2009 was a year of tremendous challenge for many companies, including Algoma Central Corporation, our diversified business units and strong customer base has allowed us to emerge from the impacts of the North American recession with a balance sheet that remains strong. This, together with our motivated employee group, strong management group and experienced Board of Directors, puts the Corporation in a very good position to build upon our leadership position in each of our business segments.

And please remember, "Safety First".



### Three Algoma Directors Retire

At the April 30, 2010 Annual General Meeting of Shareholders' three of the Corporation's long serving directors did not put their names forward for re-election. These three directors, Radcliffe Latimer, who has served as a director since 1982, Bruce Jodrey, who has served as a director since 1990 and The Honourable Roy MacLaren, who has served as a director since 2000, have all provided wise counsel and support to the Corporation and their contributions are appreciated by all.

At the Board of Directors' meeting following the Annual General Meeting, the newly constituted Board appointed Duncan Jackman as Chairman of the Board to replace Radcliffe Latimer who had served as Chairman since 2003.



Chairman Duncan Jackman (left) and Greg Wight (far right) present the retiring Directors, Bruce Jodrey, Radcliffe Latimer and the Honourable Roy MacLaren with recognition plaques for their years of service to Algoma Central Corporation.

## Toronto Brigantine

### SAILORS WANTED

Toronto Brigantine Inc. is offering a **SPECIAL DISCOUNT** to family members of individuals who are associated with the Marine Industry on the Great Lakes. It is the Toronto Brigantine's way of thanking their valued supporters and sharing their vessels and unique training experience with those who share the Great Lakes with them.

**SIGN UP TO SAIL BY JUNE 30, 2010**  
**and SAVE \$100**

Visit their website at  
**[www.torontobrigantine.org](http://www.torontobrigantine.org)** or call their office  
at 416-596 7117 to learn how your teenagers  
can have an experience of a lifetime!



Captain Seann O'Donoughue (R) and Brooke Cameron (L) present Julien Cloutier with a \$500 scholarship from Algoma. Julien was selected by Toronto Brigantine Inc. (TBI) as the most promising TBI Cadet, who has chosen to pursue post-secondary marine training at a recognized marine institution.

# Algoma Central Corporation

## Promotions



Algoma would like to congratulate Captain **Brian Durnford** on his promotion to Master in the ATL fleet effective January 21, 2010.

## Transfers



Algoma is pleased to announce that **Graham Lindfield** has accepted the position of Manager – Operations and Technical Services effective April 1, 2010. Graham's primary duties will be to manage Algoma's three ocean going bulkers which are coming into lakes service this year.

## Final Sailings

It is with much sadness that we announce the passing of **Bryce Coffin** on December 17, 2009. Bryce sailed as a Relief Able Seaman and as a GP Watchkeeper on numerous vessels in both the dry-bulk and the ATL fleet. He was hired as a permanent Relief Able Seaman on the *Algolake* in 2007. Those who worked with him referred to him as 'Baha' as he was well known for his infectious laugh. He will be missed by many.

It is with deepest sympathy that we announce the passing of retiree **Charles Samuel** on March 17, 2010. Prior to his retirement, Charles sailed as an Able Seaman on the *Algoport*. Those who sailed with him would say he was well known for his tomato sandwiches. He will be missed by his friends and family.

## Certificate Upgrades

**Francois-Mathieu Dugal** to Chief Mate.

**Gavin Pink** to Second Class Engineer, Motor Ship.

**Chesley Thorne** to Master, Near Coastal.

## Births



Third Mate, **Michael Parent** and his wife Danielle are proud to announce the birth of their second child, Holly who was born on December 21, 2009.



Chief Engineer **Sergei Morozov** and his wife Natalia are proud to announce the birth of their first child, daughter Alexandra who was born on February 6, 2010.

## Algoma's Scholarship Program

The objective of Algoma's Scholarship Program is to provide a monetary award to assist students in securing their first year of post-secondary education.

The program is limited to students who are dependent children of Algoma employees.

Eligibility is further limited to students who have graduated, or are about to graduate, from secondary school and have been accepted, on a full-time basis, by a recognized post-secondary institute. Students in Quebec are eligible after CEGEP.

This year, applications must be received by the Human Resources Department by **June 25, 2010**.

The completed application will include the package forms, a copy of the student's official transcript for the last two years plus interim marks for current subjects not yet completed, copies of official applications to recognized post-secondary institutes and acceptance letters, an essay describing goals and objectives and demonstrating a good balance between scholastic achievements, extracurricular activities and work habits as well as a letter of recommendation from a school official or teacher.

For complete details on the scholarship program and/or application forms, please contact Judy Ann Savoia at 905-687-7886 or by email at [jsavoia@algonet.com](mailto:jsavoia@algonet.com).



# Community Involvement

## United Way

Algoma is pleased to report that an incredible \$83,421 was raised for the United Way during the 2009 campaign! The total consists of calendar and cookbook sales, generous employee donations and a Company match of employee donations. Thank you to everyone for their participation in another successful United Way campaign.



President & CEO Greg Wight (R) and Vice-President, Human Resources Karen Watt (L) present Captain Bruce Chisling, representing the *Algosar*, with the 2009 United Way plaque. The crew of the *Algosar* raised an impressive \$10,001 during the 2009 campaign.

## Haiti Relief

Most everyone is aware of the horrific devastation caused by the 7.0 magnitude earthquake and powerful aftershocks that struck Haiti on January 12, 2010.

Between January 12 and February 12, the Government of Canada matched, dollar for dollar, contributions of individual Canadians to registered charities in support of humanitarian, recovery and reconstruction efforts in response to the earthquake, up to \$50 million.

With that in mind, Algoma was proud to also help in the Haiti Relief effort. Algoma generously made a \$10,000 corporate donation to the Canadian Red Cross. The Company also matched, dollar for dollar, every employee donation made to the Canadian Red Cross.

Along with the corporate donation, Algoma and its employees raised \$18,636 for the Canadian Red Cross in support of Canada's Haiti Earthquake Relief Fund.

A big thank you to everyone who donated. These monies will help with the purchase of goods and provide much needed services.

## Employee Photo Contest



### Employee Photo Contest Rules

1. Pictures can be sent via email in a jpeg format to [bearfact@algonet.com](mailto:bearfact@algonet.com) or via mail to:  
Attn: Bear Facts  
Algoma Central Corporation  
63 Church Street, Suite 600  
St. Catharines, ON L2R 3C4
2. Employees must include their name, address, telephone number and a brief description of the photo.
3. Submission is limited to three photos per employee. Photos submitted will become the property of Algoma and may also be used in the future.
4. Photos must be received by September 17, 2010 to qualify. **Good Luck!**

The theme for this years contest is "*Algoma Lives in Your Hometown*". Whether it be an Algoma flag in your backyard or an Algoma vessel in the Harbour, Algoma is in many hometowns. Can you find something in your hometown that is Algoma related? If you can't find something, perhaps you can create an Algoma presence in your hometown - your creativity is encouraged!

There will be three winners chosen by Algoma office employees. The top three winners will win Algoma Bear Bucks and be published in the next issue of Bear Facts.



## 2010 Service Awards



President & CEO Greg Wight (R) presents Art Christenson (L) with his 40 year service award.



President & CEO Greg Wight (R) presents Roger Cox (L) with his 40 year service award.



President & CEO Greg Wight (R) presents Captain Harry Waugh (L) with his 35 year service award.



President & CEO Greg Wight (L) presents Captain Robert Sheldon (R) with his 30 year service award.



President & CEO Greg Wight (L) presents Captain Leslie Comrie (R) with his 25 year service award.



President & CEO Greg Wight (L) presents Chief Engineer Stefan Danielski (R) with his 25 year service award.



President & CEO Greg Wight (L) presents Peter Hayward (R) with his 25 year service award.



President & CEO Greg Wight (R) presents Eric Height (L) with his 25 year service award.



President & CEO Greg Wight (L) presents Janine Pilon (R) with her 25 year service award.



President & CEO Greg Wight (L) presents Chief Engineer Peter Stanley (R) with his 25 year service award.



President & CEO Greg Wight (L) presents Captain James Wilhelm (R) with his 25 year service award.



President & CEO Greg Wight (L) presents Captain Saleem Iqbal (R) with his 20 year service award.



## 2010 Service Awards



President & CEO Greg Wight (L) presents Todd Bazinet (R) with his 15 year service award.



President & CEO Greg Wight (L) presents Chief Engineer Clarence D'Souza (R) with his 15 year service award.



President & CEO Greg Wight (R) presents Dan Fournier (L) with his 15 year service award.



President & CEO Greg Wight (L) presents Captain David Jones (R) with his 15 year service award.



President & CEO Greg Wight (R) presents Captain Colin Mark (L) with his 15 year service award.



President & CEO Greg Wight (L) presents Chief Engineer Cindy Martin (R) with her 15 year service award.



President & CEO Greg Wight (L) presents Captain Daniel McCormick (R) with his 15 year service award.



President & CEO Greg Wight (L) presents Captain Peter Schultz (R) with his 15 year service award.



President & CEO Greg Wight (L) presents Chief Engineer Harry Wright (R) with his 15 year service award.



President & CEO Greg Wight (L) presents Chief Engineer Erik Zielonka (R) with his 15 year service award.



President & CEO Greg Wight (L) presents Captain Scott Balko (R) with his 10 year service award.



President & CEO Greg Wight (L) presents Sheree MacNinch (R) with her 10 year service award.

## 2010 Service Awards



President & CEO Greg Wight (L) presents Jo-Anne McCulligh (R) with her 10 year service award.



President & CEO Greg Wight (L) and Sr. Vice President - Technical Al Vanagas (R) present Art Christenson with his retirement award.



President & CEO Greg Wight (L) and Sr. Vice President - Technical Al Vanagas (R) present Captain Jim Pound with his retirement award.



President & CEO Greg Wight (L) and Sr. Vice President - Technical Al Vanagas (R) present Gord Welsh with his retirement award.



President & CEO Greg Wight (L) and Director - Operations Kevin Minkoff (R) present Abe Phillips with his retirement award.



President & CEO Greg Wight (L) and Director - Operations Kevin Minkoff (R) present Harry Waterman with his retirement award.

**Algoma congratulates and thanks  
this year's service award recipients and retirees.  
Your years of service and dedication to the company  
are much appreciated.**



The picture to the left represents some of the retirees who attended this year's annual banquet.

From left to right, back row: Chief Engineer Gerald Blagdon, Gord Welsh, Captain Jim Pound and Chief Engineer Simon Van Galen.

From left to right, front row: Pat Clark, Art Christenson, Captain James Scott, Paul Reles, Jim Brown and Captain Jens Hougesen.



# Algoma Central Properties Inc.

## New Hire



**Mary Ann Ryan** has joined ACPI on a permanent basis effective April 1, 2010. Mary Ann has been assisting in the St. Catharines office and has accepted the permanent position of Administrative Assistant.

## Delta Sault Ste. Marie

On January 17, 2010, the Delta Sault Ste. Marie Waterfront Hotel and Conference Centre officially opened with a ribbon cutting ceremony attended by local dignitaries and representatives of both Delta Hotels Ltd. and Algoma.



The hotel underwent an extensive redevelopment which included upgrades to all 195 guest rooms and public areas. Additional upgrades included the fitness centre and pool, as well as the new business centre.



This is the city's first full service, four-star hotel. The hotel is now managed by Delta Hotels Ltd. and Algoma is confident that the newly-branded hotel will be second to none in the market place for many years to come.

The View Restaurant and Bar, modernized with an inviting new look, offers steak and fresh seafood dishes for an upscale casual dining experience.



For further information on the Delta Sault Ste. Marie Waterfront Hotel and Conference Centre please visit the following website: [www.deltahotels.com/en/hotels/ontario/delta-sault-ste-marie](http://www.deltahotels.com/en/hotels/ontario/delta-sault-ste-marie).

**Do you have a story or an announcement to share with fellow employees?**

**If so, mail your story to: Algoma Central Corporation**

**Attention: BearFacts**

**63 Church Street, Suite 600**

**St. Catharines, ON L2R 3C4**

**or email us at: [BearFact@algonet.com](mailto:BearFact@algonet.com)**



# Fraser Marine & Industrial

## Retirements

**Richard White** retired on March 1, 2010. Richard started in the Fabrication Shop in 1976 and was promoted to Superintendent in 2000. We thank Richard for his many years of service and wish him all the best in his retirement.

**Brian Marion**, Tool Room Attendant, retired on March 1, 2010 after 10 years of service with FMI. Brian worked in the Fabrication Shop. We wish him all the best in his retirement.

## Winter Work

FMI has had an active winter performing vessel repairs and installation of new equipment at various ports throughout Ontario. The *Algorail* and the *Algolake* were berthed at Sarnia, ON. Both vessels had extensive repairs with the primary work consisting of renewal of internals, deck and arch repairs.

The *Algolake* had arch repairs involving replacing the stiffener under the coaming by removing the existing channel support and installing a new bent plate on both sides of the arch. In addition to this work the arch brackets had the bent lip removed and a new insert was fit and welded to the brackets.



In previous years, this work would have been carried out using hung staging over the coamings which limited the

number of work locations to perform arch repairs. Due to the extent of the work, it was determined that the best method would involve staging the cargo hold to provide full access to the arches and provide a safe working platform for employees. In order to reduce cost for full staging, channels were placed on top of the hopper hog, backs and half the cargo hold was staged with casters used on the staging so it could be moved to a new location as work progressed on the arch repair. This use of mobile staging provided an efficient method of repair and a safe work environment for employees.

The *Algorail* had extensive repairs carried out on the deck, arches and underside of the trunnion. FMI worked in conjunction with SMT Technical Support to determine the extent and best method of repair.



The port of Hamilton had several vessels at berth with the main project being the renewal of internals for the *Algosoo*. In addition to this work, FMI Supervision worked closely with vessel management to identify any additional work as required for vessel operation.

The *John B. Aird* and the *Algowood* were berthed at Port Colborne, ON. Both vessels had new HFO Purifiers

installed. In addition to this equipment, the *John B. Aird* had a new OWS Eco System Module installed and the *Algowood* received a new sewage unit.



The longitudinal bulkhead was renewed in Hold 5 Port and Starboard. The bulkhead panels were prefabricated at FMI, complete with stiffeners, scaffold brackets and lifting lugs. The prefabrication allowed the panels to be put in place and drawn and fit with a minimum of trimming in the field. Once in place, the scaffolding was installed complete with safety railing and toe plates providing full access to the cargo hold side for welding out the panels. In conjunction with the bulkhead renewal a twelve inch wide strip at the wing tank was also renewed.



Throughout the winter work period, a strong emphasis was placed on safety, efficiency, quality and customer satisfaction. These objectives could only be achieved by our dedicated and knowledgeable supervision, staff and workforce.

# Seaway Marine Transport

## 2010 Outlook

While SMT's cargo outlook for the fleet for 2010 is looking better than 2009, the overall economic recovery will be slow. The steel and related auto industry has increased demands which are promising, but the construction and related aggregate sector remains soft due to the slower economic conditions in the United States.

The *Algosteel* continued operations into the winter months with salt movement in the upper lakes. The first vessel to resume operation was the *Algobay* which commenced trade on the Eastern Seaboard on February 23, 2010.

The Sault Ste. Marie locks opened on March 21, 2010 and the Welland Canal and the Seaway opened on March 25, 2010. The first Algoma vessels out from winter lay up were the *Algocape* and the *Algowood* which commenced operations with the Seaway opening.

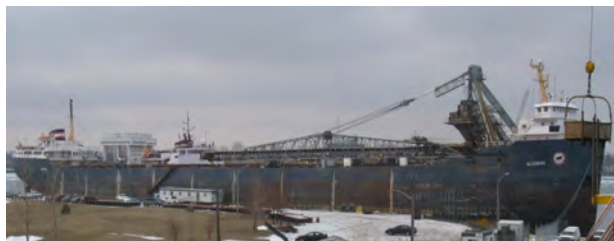
The mild winter weather conditions resulted in very little ice with the exception of the Sarnia/St. Clair River area, which needed icebreaker support to move ships through heavy ice conditions.

From a cargo perspective, SMT is planning on an improved 2010 season and will ensure our fleet is ready to meet our customers needs.

## 2010 Winter Lay Up

The SMT fleet was laid up from Thunder Bay, ON to Portland, OR this winter and repairs, planned maintenance and lay up/fit out needs were addressed over this period.

The *Peter R. Cresswell* wintered in Port Weller for her five year dry docking survey and the *Algomarine* is completing her similar survey at the dry dock in Thunder Bay, ON. Major steel work was completed on the *Algorail*, the *Algolake* and the *Algosoo*.



*The Algorail at the Sydney Smith Dock in Sarnia*

Environmental enhancements and upgrades were budgeted and completed on the entire fleet in areas of oily water management with new Oily Water Separator installations and sewage management with maintenance overhauls to all Marine Sanitation Devices.

Our multi-million dollar budget for winter lay up work included major work to Fraser Marine & Industrial and other internal and external repair companies.

## Office Staffing

In conjunction with Algoma, SMT announced the transfer of Graham Lindfield, former Manager – Operations for SMT to ACC with new responsibilities to manage the ACC bulkers the *Algoma Discovery*, the *Algoma Spirit*, and the *Algoma Guardian*.

SMT thanks Graham for his many years of dedicated and skilled operational management of the SMT vessels and wishes him well in his new opportunities. This position will not be replaced and vessel management responsibilities will be reallocated within the existing management structure.

SMT also acknowledges the assistance of First Officer, Sarah Graham who was on assignment for a one year contract to SMT for a focused approach to safety. Sarah has returned to the fleet for 2010, but leaves behind her significant input and overall improvements to our safety program.

## Environmental Initiatives

SMT continues to input and monitor the new environmental regulatory regime that faces our shipping industry. We support and are committed to ensuring the protection of our environment now and into the future. However, concerns in ballast water management legislation to standards to which no technology exists, and individual U.S. State requirements which impede international transportation continue to cause concern.

SMT continues to work with the Canadian Shipowners Association, other industry representatives, Transport Canada and Environment Canada to address these issues and ensure environmental improvements remain our goals.



# Seaway Marine Transport



SMT is expanding our 2009 trial shipboard recycling program to all vessels in the fleet. Information, containers and instructions for a successful shipboard recycling program are now ready and will contribute to improved waste management for our environment.

SMT will also be working towards ISO 14001 Environmental compliance and certification in 2010. We believe that a strong environmental management system, similar to our ISM Code and ISO Standard, will improve our environmental performance and ensure our customers of sound environmental policies and procedures in place for the ships that service their cargo needs.



SMT will again achieve **Green Marine** compliance for 2009. This voluntary industry environmental management and performance program demonstrates our commitment to improvements and to demonstrate the environmental friendliness and efficiency of the marine transportation mode. We targeted improvements from our 2008 ratings and expect to achieve these in our 2009 results. In May 2010, SMT will undertake an external 3rd party environmental audit to verify our **Green Marine** program and results.

## Safety Update

SMT salutes the following vessels and their crews who completed the 2009 season with No Lost Time Accidents; the *Algoisle*, the *Algomarine*, the *Algorail*, the *Tim S. Dool*, the *Algoway*, the *Peter R. Cresswell* and the *Captain Henry Jackman*.

Furthermore in 2009, the *Captain Henry Jackman* has made it five consecutive years with No Lost Time Accidents. Congratulations!

The SMT Lost Time Frequency Rate (number of accidents per 200,000 man hours worked) for 2009 was 2.05 which represented the best results and lowest number of accidents in the previous five years. Congratulations to all who contributed to these results and our overall safety improvements that were achieved last year. We know that everyone is committed to working safely and eliminating workplace accidents.



*Captain Henry Jackman crew*



*Captain Henry Jackman crew*

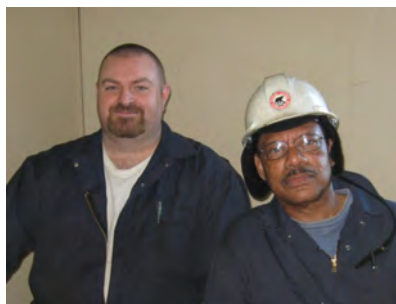


*Captain Henry Jackman crew*

Safety initiatives are being worked on based on everyone's input and suggestions from the 2009 SMT/DNV Safety Survey. Training, communication, safety compliance and proactive risk reductions to prevent accidents are some of the items where we can all improve.

Have a safe and accident free 2010 season!

## Fit Out 2010



*Algosoo*  
3rd Engineer Cal Roque (L)  
and 4th Engineer Donald  
Misick (R)



*Algowood*  
Head Tunnelman Carl  
Swan (L) and Tunnelman  
Roland Harvey (R)



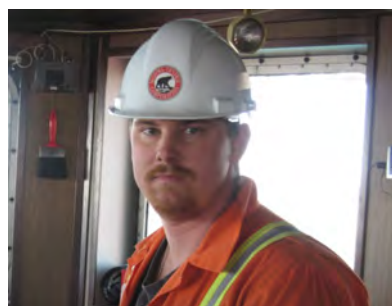
*Algosoo*  
2nd Mate Bruce Johnston (L)  
and Able Seaman Roy  
Keeping (R)



*Algowood*  
Able Seaman Michael Denisko



*John B. Aird*  
2nd Engineer Nabil Zaki



*Algowood*  
3rd Mate Chris Kellam



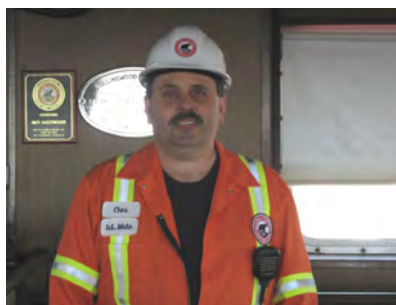
*Algosoo*  
Chief Cook Linda  
Qaqish (R) and 2nd Cook  
Connie Anderson (L)



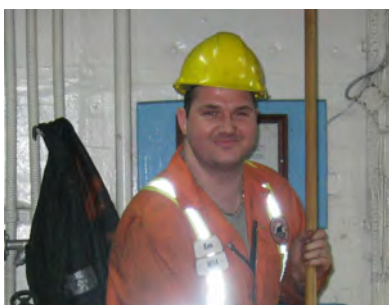
*Algowood*  
Chief Engineer Dean  
Kettle (L) and 4th Engineer  
Noel Jackson (R)



*John B. Aird*  
4th Engineer Jacques Vezina  
(L) and Mechanical Assistant  
James Bonar (R)



*Algowood*  
1st Mate Chesley Thorne



*Algocape*  
Mechanical Assistant Ken Fayter



*Algowood*  
Captain Doug Inglis



## Fit Out 2010



*John B. Aird*  
Mechanical Assistant Lee Laffin (R) and Shipkeeper Percie Denty (L)



*Algowood*  
Chief Engineer Wacław Janda (R) and Electrician Ionel Oncescu (L)



*Algocape*  
Mechanical Assistant Les Crossan (L) and 2nd Engineer Grzegorz Kowal (R)



"For Steve Wright ... from the ER Crew of the *Algowood*"



*Algosoo*  
Ordinary Seaman Clyde Grandy



*John B. Aird*  
Mechanical Assistant Robert Molnar

## Chief Cook Spotlight



Chief Cook Paula Morley has been onboard the *Tim S. Dool* for the past four years. Paula says the crew on the *Tim S. Dool* are open to, and enjoy trying new dishes. Paula also says she is starting to promote healthy eating on the ship and has received no pushback from the crew. Paula loves her job and when she is not onboard cooking for the crew, she is at home riding her Harley Davidson motorcycle.

### Pepper Lime Cod Fish

12 pieces of Cod Fish  
Crushed salt, peppercorns, garlic and lemon pepper

Season Cod Fish with above seasonings to liking.

In a large skillet, heat 2 tbsps canola oil and cook fish 3-4 minutes on each side. Set cooked fish aside.

In the same large skillet, add 6 chopped green onions, 2 minced garlic cloves, 2 tbsps lime juice, 1/4 tsp grated lime zest, 1/2 cup chili sauce and 1 tbsp butter. Bring to a boil.

Drizzle sauce over cooked fish and enjoy.

### Shanghai Noodles

Cook 1/2 of a package of spaghetti noodles strain and set aside. In a large frying pan, heat 2 tbsps peanut oil and add the following ingredients:

1 chopped medium red onion  
1 chopped red pepper  
6 chopped green onions  
2 carrots cut julienne style  
2 chopped celery stalks

Cook for 2 minutes and add cooked spaghetti noodles.

Add 1/4 cup Italian dressing, 1/4 cup chicken broth, 2 tbsps soya sauce and 1 tsp of crushed chilies. Mix together.

Cook for 5 minutes and serve.

# Training

During the 2010 winter months, Algoma's employees participated in various training courses to upgrade their skills and qualifications. We thank all who participated in this year's courses.

## First Aid / CPR / AED Training

This course was conducted during the first weekend of March at the Quality Hotel Parkway and Convention Centre in St. Catharines, ON. Office Staff from ACC and SMT were instructed on First Aid Responding including CPR (Cardio Pulmonary Resuscitation) and AED (Automated External Defibrillator) training.



### Participants:

- John Brenton
- Nadia Dufour
- Todd Fleming
- Rhea Lattimer
- Joe McNeil
- Darren Pearson
- Julie Prime
- Gabrielle Ross
- Jennifer Rowe
- Giulia Smyth
- Peter Van Rooijen

## MaK Engine Training

This course is designed to increase awareness of engineers' familiarization with modern MaK Engines such as the ones found onboard the *Algobay* and the *Tim S. Dool*. This course was conducted at Georgian College in Owen Sound, ON.

### Participants:

- Chief Engineer Stefan Danielski
- Chief Engineer Kazimierz Mankiewicz
- Larry Meade
- Yun Fu Wu

## Engine Room Resource Management

This course is designed to increase awareness of engineers and deck personnel to potential human errors, which account for 80% or more of major casualties. Simulator training and seminars examine and point to methods to correct poor communications, poor engineering practices, low situational awareness, error chains, stress and poor teamwork procedures.



### Participant:

- Gavin Pink

## Emergency Ship Handling

This course was conducted at Georgian College in Owen Sound, ON and is designed for Masters and Chief Officers to experience emergency ship handling situations and to practice the judgment required to safely resolve those situations.



### Participants:

- Joe Ames
- Jean Bouffard
- Louis Epp
- Blair King
- Cecil King
- Walter Moroziuk
- Evangelos Valtadoros



# Training

## Bridge Resource Management (BRM)

This course is comprised of three days of examining, discussing and practicing the skills and knowledge that a ship's bridge team must have to ensure a safe and efficient transit into or out of a port or through a traffic choke point. The BRM course directs the participant's attention to situational awareness, bridge procedures and organization, error trapping and utilization of all resources, technological, as well as human.

### Participants:

- Samuel Arnold
- Martin Bateman
- Walter Francis
- Terry Holder
- Craig Strickland
- Ralph Trowbridge
- Conrad Wheeler

## Bridge Resource Management (BRM) Refresher

This three day course consists of an introduction to Electronic Chart Display and Information System (ECDIS), refresher training in the principles of Bridge Resource Management (BRM) and emergency ship handling. This course is designed to enhance the navigation skills of Masters, Chief Mates and Officers in charge of the navigation watch. The training will further enhance the bridge team in such areas as situational awareness, error chains, communications and bridge team - pilot relationships.



### Participants:

- Captain Scott Balko
- Captain Aladino Dini
- Training Captain Melvin Ford
- Captain Tom Higham
- Captain Doug Inglis
- Captain Saleem Iqbal
- Training Captain Paul Morrison
- Captain Anders Rasmussen
- Captain Emmanuel (Bond) Sevor
- Captain Peter Schultz
- Nelson Abarrientos
- Joe Ames
- Jean Bouffard
- John Croucher
- Louis Epp
- Kenneth Hamilton
- John Hewetson
- Rupert John
- Bruce Johnston
- Michael Jolliffe
- Krzysztof Lewandowski
- Ian MacFie
- Gregory MacRae
- David McPhee
- Monford Organ
- Wilbrod Parent
- Michael Sinderly
- Clifford Taylor
- Chesley Thorne
- Alan Wooller

### ATL Participants:

- Captain John Chaffey
- Captain Gregory Crewe
- Captain Bernard Girard
- Captain Colin Mark
- Captain Denis Saucier
- Captain Doug Taylor
- Captain Denis Vezina
- Gilles Sauvageau
- Todd Trenholm

# Training

## Seafarers Training Institute (STI) Cook Course

Algoma Chief Cooks, Second Cooks and members from the Seafarers International Union (SIU) attended this five day course at Niagara College in Niagara Falls, ON. The Cook Course covered a variety of topics but focused on Heart Smart, Low Fat and Dietary Cooking as well as menu planning and cost controls.



### Participants:

- Katherine Coleman
- Phyllis Derraugh
- Marjorie Graham
- Archibald Layne
- Paula Morley
- Marlyn Pellerin
- Cindy Simpson

## STI - Mechanical Assistant (MA) Course

This five day training was held at the Institut Maritime du Québec (IMQ) in Saint-Romuald, QC. The training focused on the development of hands on skills as well as the theoretical components required to be a successful MA. Students were also able to view vessels under construction in the area.



### Participants:

- Jerome Bishop
- Rupert Bond
- Lonnie Boudreau
- Randy Densmore
- Ken Fayter
- Alex Ferguson
- Patrick McKinnon

## STI - Able Seaman Course

Captain Doug Parsons and Captain Raymond Munden targeted the practical aspects of the Able Seaman's position during this five day course hosted at the Marine Institute (MI) in St. John's, NL. Participants navigated various simulated Great Lakes vessels under supervision in the St. Lawrence Seaway in addition to various ports, rivers and canals. For the first time this year, an Able Seaman Course was also held at Georgian College in Owen Sound, ON. This course was taught by Captain Sean O'Donoghue.



### Participants:

- Kevin Berg
- Christopher Billard
- Gordon Butler
- Terry Carter
- Kevin Chevier
- Randy Chislett
- Mike Denisko
- Marshall Dominix
- Keith Rose
- Kerry Savoury
- William Scott
- Donavan Seymour
- Raymond Young



# Training

## STI - Tunnelman Course

This five day course was held at Georgian College in Owen Sound, ON and focused on three main aspects of the Tunnelman's duties including standards and safe working procedures, self unloading procedures and maintenance and safety inspections.



### Participants:

- Terry Anderson
- Mike Baker
- Bruce Bryan
- Ernie Bryan
- David Campbell
- Calvin Durnford
- Duane Evans
- William Harris
- Shawn Keeping
- Richard Mason
- Anthony Munden
- Jeremy Pope
- Art Seymour

## Safety Officer Training

This training is designed to give Ships' Officers a background to the shipping industry's evolving "Safety Culture" and to provide them with the knowledge and tools necessary to effectively perform the role as "Ship's Safety Officer" that meets regulatory and industry requirements. All Third Mates within the ATL fleet are required to attend this training, if they have not already done so.

### Participants:

- Samuel Arnold
- Martin Bateman
- Julien Delarosbil
- Simeon Kendall
- Joshua Rideout

## Ship Security Officer (SSO)

This course aims to provide knowledge to those who may be designated to perform the duties and responsibilities of an SSO. Particularly the duties and responsibilities of implementing and maintaining a Ship Security Plan and for liaising with the Company Security Officer (CSO) and with Port Facility Security Officers (PFSOs). Those who successfully complete this course should be able to undertake the duties and responsibilities as SSO, as defined in the International Ships and Port Facility Security (ISPS) Code.

### Participant:

- Captain Lloyd Smith

## Inert Gas System Training

This course was offered at the Marine Institute of Memorial University of Newfoundland (MI) in St. John's, NL. This course provides an in-depth understanding of Inert Gas Plants and proper operating procedures for safe use of the system. The course was taught by Chief Engineer Melvin Kettle.

### Participants:

- Captain John Chaffey
- Captain Gregory Crewe
- Captain Brian Durnford
- Captain Bernard Girard
- Captain Robert Sheldon
- Chief Engineer Mustapha Guedroudj
- Chief Engineer Cindy Martin
- Chief Engineer Igors Martinenko
- Donald Anderson
- Michael Barker
- Vladimir Bershak
- Sheldon Boyde
- Francois Dugal
- David Evelyn
- Dan Fournier
- Austin Flynn
- Peter Hayward
- Brian Hoffe
- Igor Kondratiev
- Paul LeRoy
- Osvaldo Marrero-Lugo
- Kevin Minkoff
- Derek Park
- Kevin Reid
- Corey Spicer
- Peter Sullivan
- Ralph Trowbridge
- Terry Westhaver
- Ronald White
- Dmitrijs Zaika

# Training

## Marine Emergency Duty “D” Training

This course was offered at Georgian College at the Port Colborne, ON campus. This course provides an in-depth understanding of what a Senior Officer should do in the event of a vessel emergency.

### Participants:

- Captain Lloyd Smith
- Dalia Vanagas

## Specialized Oil Tanker Training

This course was offered at the Marine Institute at Memorial University of Newfoundland (MI) in St. John's, NL. The course provides an in-depth understanding of the Oil Tanker cargo trade and proper operating procedures for safe loading, transporting and discharge of oil cargoes.

### Participants:

- Captain Lloyd Smith
- Paul LeRoy
- Brad Misener
- Dalia Vanagas

## Specialized Chemical Tanker Training

This course was offered at Institute Maritime du Quebec (IMQ) in Saint-Romuald, QC. This course provides an in-depth understanding of the chemical cargo trade and proper operating procedures for safe loading, transporting and discharge of chemical cargoes.

### Participants:

- Captain Brian Durnford
- Captain Gary Munden
- Captain Robert Sheldon
- Captain Harry Waugh
- Chief Engineer Mustapha Guedroudj
- Chief Engineer Melvin Kettle
- Chief Engineer Igors Martinenko
- Chief Engineer Serguei Morozov
- Chief Engineer Sami Sakaa
- Michael Barker
- Barry Benoit
- Craig Connors
- Igor Kondratiev
- Michael Parsons
- Peter Sullivan
- Dmitrijs Zaika

## Job Observation Training (JOBS)

The JOBS observation training is a process for positively reinforcing “Safe” behavior and identifying, discussing and correcting “At Risk” behaviors. All crew members within the ATL fleet have been trained in this safety program, as well as all cadets that will be working on Algoma vessels. The Cadets on the dry-bulk fleet ships have also been introduced to this safety program.



### Participants:

- Flavio Aguero
- Samuel Arnold
- Martin Barriault
- Shane Boyde
- Sylvain Denis
- Sylvain Dion
- Raphael Duncan
- Robert Edwards
- David Hubert
- Walter Francis
- Marie Le Boutillier
- Pierre Le Boutillier
- Mitchell Maltby
- Clifford Lillington
- David Oliver
- Antoine P. Risdon
- Jarrett Rideout
- Joshua Rideout
- Stephanie Theoret
- Matthew White



# Training

## Cadet Observation Based Training

This training is offered to all cadets, not only Algoma cadets, at the British Columbia Institute of Technology (BCIT), Georgian College in Ontario and at the Marine Institute in Newfoundland. This training is a process for positively reinforcing “Safe” behavior and identifying, discussing and correcting “At Risk” behavior. Cadets leave this training with observation based safety skills as well as general shipboard safety knowledge to prepare them for their onboard experiences.



*Cadets of BCIT*



*Cadets of Georgian College*

## 2010 Academic Awards

Algoma is proud to award the following recipients with the 2010 Algoma Central Marine awards. There are two monetary awards given to each institute; the Marine Institute, BCIT and Georgian College. These awards are the Navigation award and the Marine Engineering Technology (MET) award. Students who excel in their program are eligible for nomination for these awards.



Captain Seann O'Donoughue presents Daniel Bartlett of Georgian College with the MET award.



Captain Seann O'Donoughue presents James (Scott) MacDougall of Georgian College with the Navigation award.



Mr. Jeff Otto, Coordinator - Cadet Diploma Programs, presents Laura Chisholm of BCIT with the Navigation award.



Mr. Jeff Otto, Coordinator - Cadet Diploma Programs, presents Sandeep Bose of BCIT with the MET award.

Algoma would also like to recognize Travis Slade and Andy Spencer from Marine Institute. Travis received the Navigation award and Andy received the MET award.

## Quality Corner

**“Good Enough is the Enemy of Excellence.”** – author unknown

When is the development and implementation of a management system ever finished? When will we be perfect? The brief answer to these basic questions is likely NEVER, but this must not deter us from striving for Operational Excellence.

Management Systems are developed and implemented to manage personal and operational safety, the environment, quality and security. They are living documents, living systems that evolve and change all the time.

Systems evolve as a result of regulatory changes both domestically and internationally. They evolve and change in response to best practice initiatives developed by various entities such as Oil Companies International Marine Forum (OCIMF), the International Chamber of Shipping (ICS), Class Societies and Green Marine. They evolve and change in response to customer demands for new ports of call, new cargoes, and the need for new vessel types.

Management systems also evolve and change from the events of everyday operations, new risks and incidents. When we experience unwanted events such as incidents and near misses, we must learn from these negative experiences and revise or clarify our systems to prevent the unwanted event from ever happening again.

To do anything less, is settling for "Good Enough" not "Excellence".

Hazard identifications and near miss events are very powerful leading indicators of safety or environmental performance and they must be treated with the same level of importance as an actual incident.

Why should we ignore a hazard identification or a near miss and wait for an incident to correct a problem with our systems? Too often hazard identifications and near misses are not reported or are rejected as unimportant and not worth the paperwork. This attitude is consistent with settling for Good Enough.



Excellence of Execution or Operational Excellence are achievable goals. Zero incidents is possible if we manage our operations effectively and efficiently.

Our families expect this level of performance as well. They expect us to return home from work every day or after every tour in the same or better condition than when we left.

The environment expects this level of performance as well. It expects us to operate in such a manner that we leave the environment around us no

worse for our having been there.

Our customers also expect this level of performance. They expect us to be on time and their products or the services we provide to them be right every time.

Management systems are developed, implemented, and maintained by people. They include the processes, procedures, work instructions, checks and balances and verification procedures for everything we do. One can design and implement a strong system but if the users (all of us) don't use them or don't understand them, the systems will fail.

Our employees are integral to the success of a management system. Without the active interaction of dedicated employees the system will fail, our employees will get injured, the environment will be harmed and customers will be disappointed. If any of these situations exists, Operations Excellence is not being achieved.

Operational Excellence is achievable if we engage the management systems and empower our employees to use them. Every time we learn something, we need to make the system better, share the learnings and improve our performance. Our families deserve it, the environment deserves it, and our customers deserve and demand it.

Any departure from Operational Excellence is settling for "Good Enough", and we are better than that.



# Algoma Shipping Inc. and Algoma Tankers Int'l.

## New Hire



ASI is pleased to announce that **Brian Lynch** has joined ASI effective March 15, 2010 in the position of Senior Accountant. Brian's previous position was with Hilb Rogal & Hobbs Company as Senior Accountant.

## Hanseatic Fleet

The Hanseatic Tanker Pool has added two more tankers, the *Erin Schulte* and the *Eva Schulte*. The *Erin Schulte* joined the Tanker Pool in November 2009 and the *Eva Schulte* joined the Tanker Pool in February 2010. This now makes a total of four Tankers.



*Erin Schulte*



*Eva Schulte*

## Algoma Bulklers

In December 2009, Algoma Shipping Inc. reached a long term charter agreement with Seaway Marine Transport to provide the *Algoma Guardian*, the *Algoma Discovery* and the *Algoma Spirit* to complement the existing dry-bulk fleet. The *Algoma Guardian* will be the first vessel to arrive in Canadian waters. It is expected in late June 2010, followed by the *Algoma Discovery* and the *Algoma Spirit* in September.



*Algoma Guardian*



*Algoma Discovery*



*Algoma Spirit*

# Algoma Tankers Ltd.

Congratulations to the *Algonova* for achieving Operation Excellence from March 1, 2009 to March 1, 2010. The *Algonova* has gone 365 days with no personal injury greater than first aid, no oil spills and no vessel or dock damage. All crew members should be very proud of this achievement. The *Algonova* joins the *Algoeast*, the *Algoscotia* and the *Algosar* in flying the Operation Excellence Safety Flag.



*Algonova crew*



*Algonova crew*

# Algoma Tankers Ltd.

## Top Hat Ceremony



Picture Source - Dave Johnson/The Tribune

The *Algoeast* was the first downbound vessel to go through the Welland Canal upon its opening on March 25, 2010. Pictured above are Captain Dennis Keating (L) and Chief Engineer Cindy Martin alongside Port Colborne Mayor, Vance Badawey (R). The *Algoeast* was headed for Montreal, QC.

## Update

The winter of 2010 has been no different than any other. Ships were laying up and ships were coming back into service; each event creates the usual flurry of activities. Although, there were a few highlights that are worth sharing.

Since the delivery of both the *Algonova* and the *AlgoCanada*, Algoma Tankers has been a proponent of the use of inert gas systems. In February 2010, both the *AlgoCanada* and the *Algonova* switched over to inert operations. Both ships were fitted with high efficiency inert gas generating plants when built and on February 18, 2010 both ships turned on their inert gas plants. From this point on both ships will operate continuously in an inert manner.



*The AlgoCanada in Duluth Harbour, Minnesota*

For those not familiar with the principle of inert gas, the following will explain. The vapour spaces above the liquid petroleum cargoes contain hydrocarbon vapours. Given the right conditions (oxygen and a heat source) the potential for a possible explosion exists. The safest means of preventing a potential explosion is to remove the oxygen from the vapour space; effectively removing one leg of the Fire Triangle. The means by which oxygen is removed from the vapour space of a cargo tank, is through the displacement of the tank atmosphere with an inert gas. When the atmosphere in a tank has an oxygen content of less than 8% it is said to be inert.



Inert gas is a gas usually generated from the combustion process; either as a flue gas from boiler uptakes or as the product from a dedicated inert gas generator (*Algonova* and *AlgoCanada* are so fitted). The gas contains very low levels of oxygen; between 2% to 4%. The gas is introduced into cargo tank vapour spaces through dedicated piping systems when the ship is discharging cargo. Upon completion of the discharge, the cargo tank is filled with oxygen depleted (less than 8%) inert gas and the ship is now inert. The majority of the inert gas is expelled at the next load port leaving the vapour space above the product protected with inert gas. The cycle repeats itself at the next discharge and load ports.

The *Algoma Dartmouth* was also built with a nitrogen generator/inert gas system. In her case, inert gas is produced by a nitrogen generation plant. The plant can produce either large volumes of inert gas (oxygen levels below 5%) or lower volumes of nitrogen at 98% purity. On March 17, 2010 after much preparation, the *Algoma Dartmouth's* inert gas system was turned on and the ship was completely inerted.



## Algoma Tankers Captains and Chiefs 2010



**CAPTAINS** from left to right: Bruce Chisling, Colin Mark, Denis Saucier, Gary Munden, Robert Sheldon, Dennis Keating and Harry Waugh.

Absent when photo was taken: Hugh Bain, John Chaffey, Gregory Crewe, Brian Durnford and Bernard Girard.



**CHIEF ENGINEERS** from left to right: Melvin Kettle, Igors Martinenko, Anthony Coleman, Cindy Martin, Tony Fatona, Mustapha Guedroudj and Sami Sakaa.

Absent when photo was taken: Francis Awuku, Harley Conrad, Nihal DeSilva, Serguei Morozov, Andrey Serdyuk and Stewart Shellard.



## Algoma Central Captains and Chiefs 2010



**CAPTAINS** from left to right, back row: Melvin Ford (training), Daniel McCormick, Clarence Vautier, Leslie Comrie, Doug Ireland, Scott Balko, Clarence (Tom) Higham, Seann O'Donoughue, David Jones, Doug Inglis and Aladino Dini.

Front row: Kenneth Rowe, Dennis Taylor, Doug Parsons, James Scott (retiree), James Wilhelm, Peter Schultz, Saleem Iqbal and Paul Morrison (training).

Absent when photo was taken: Donald Anderson, Craig Ball, Joseph Fraser, Raymond Munden, Neil Olsen, Prakash Rao, Anders Rasmussen, Emmanuel Sevor, Doug Taylor and Denis Vezina.



**CHIEF ENGINEERS** from left to right, back row: Stephen Sparling, Simon Van Galen (retiree), Erik Zielonka, Sergey Mkrtychan, Martin Schoenherr, Victor Gordynskii and Harry Wright.

Front row: Xiu Yang, David Windsor, Dana Andrews, William Halder, Stefan Danieliski, Wacław Janda, Peter Stanley, Robert Mahler and Clarence D'Souza.

Absent when photo was taken: Evgueni Ananiev, Francis Brown, Ivan Giles, Seth Gordon, Wojciech Kondratowicz, Dean Kettle, Alexandre Konev, Kazmierz Mankiewicz, George Michailopoulos, Peter Pennock, Kevin Shears, Francois Tremblay, Jacques Trudel, Robin Waldie and Trevor White.