



PORT PROGRESS

Star Makes Biggest Forest Products Lift in Saint John!

It's a record! A highly specialized open hatch ship, *Star Oshimana*, equipped with the largest gantry cranes in the world, loaded 28 units of wood pulp in a single hoist during her inaugural call on November 16. Exporting just got faster.

"This is a very significant inaugural call," said Andrew Dixon, Commercial Manager at Forterm. "This is the largest forest products single hoist to date at our port, and it illustrates Star Shipping's commitment to Saint John and remaining competitive in the world market."

Launched in May of this year, the bright blue paint on the vessel seemed barely dry as the "O" class *Star Oshimana* sailed into Forterm's pier #3. Captain Normandy Legaspi, invited Port and local officials aboard the vessel for a reception.

"We can hoist twice as much as any other ship," Capt. Legaspi explained. "We can also operate under complete rain cover with roofs that extend over the crane gantries." The ship also includes advanced dehumidifying systems and pontoon "tween-decks" in two holds. "Those make it possible to separate smaller cargo parcels and project cargo, which previously wouldn't have been economical to carry."

Previously, only 15 units could be lifted at one time, but the new large cranes can handle 68 tonnes instead of 40. The two electrically operated cranes were designed by Konecranes-Munekloader and feature a 190-degree turntable, shifting trolley and cabin. "The gantry and hatch cover operation is remotely controlled from the hatchman's platform on the leg of the cranes," added Capt. Legaspi.

Built in Nagasaki, Japan, at a cost of over \$40 million USD, *Star Oshimana* is the first of four sister ships in the "O" class for Star Shipping. The vessel is 48,661 tonnes and 199 metres in length, with a beam of 32.26 metres.

Huge cranes make quick work of 28 units of woodpulp. Inset: Andrew Dixon, of Forterm, presents a ship's bell to Capt. Normandy Legaspi



"Star Shipping is a long standing shipping service at our port, providing links to Europe, the Mediterranean, and the Far East," stated Captain Al Soppitt, President and CEO of the Saint John Port Authority, who presented a captain's clock to Capt. Legaspi. "We are very pleased to welcome your new vessel at our port, and trust we will see her call here many times in the future."

Star Oshimana loaded woodpulp, primarily from St. Anne Nackawic Pulp Company Ltd., destined for Japanese and South Korean markets. Mr. Dixon noted that Star Shipping has been calling at the port since 1969. In the first three quarters of 2003, Star Shipping averaged 10,000 tonnes of cargo per month through Saint John. Montship Maritime Inc. is the agent for Star Shipping in Saint John. 

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Port Prepares for New Cruise Terminal

The first phase of a \$10-million multi-use cruise facility at Pugsley A/B is underway. David Doyle, Chairman of the SJPA, said the development responds to 15 years of growth in the cruise sector.

"It is good for the port and the community."


"This is the largest port investment since the construction of Shed D at the forest products terminal on the west side of the harbour in 1997," he noted. "It's good for the port and the community as it will make a significant impact on the local economy. Moreover, this project will establish Saint John as a leader in the region, allowing us to attract the largest cruise ships."

Construction of the new multi-use cruise facility will continue through the 2004 cruise season with an expected completion date in 2005. That means demolition of Pugsley Shed A/B will be carried out through the winter.

"Back fill for the site will be hauled in and stored at Lower Cove Terminal during the winter to avoid spring weight restrictions on city roads," added Capt. Al Soppitt, President and CEO of the Port. "Interim plans for the 2004 season are being completed, with the focus on meeting the requirements for the first call of the *Voyager of the Seas* on May 18, 2004."



Pugsley Terminal, seen here in 1951, is in for a major facelift!

A new gangway system, providing uninterrupted access between ship and shore regardless of tide or ship size is being planned. Facilities for motor coaches and taxis will also be enhanced. In addition to accommodating the port's administration offices, space for alternate uses will be available at the new terminal. 

Cargo Up Nine Percent in 2003

Metals, containers, potash and salt were all on the move this fall with increases in each cargo type!


"The labour-intensive Maritime Metal Inc. operation at Pier 10 was responsible for a 76% increase in 'other cargo'," said Captain Soppitt, President and CEO of the Saint John Port Authority. The "other cargo" category is used for products that are not liquid bulk, dry bulk, or containerized.

There were also increases in container (24%), potash (7%), and salt (18%) traffic at the Port. "This rate of cargo activity reinforces the importance of this commercial port to the regional economy," explained Captain Soppitt. "It's a major economic engine of Southern New Brunswick, contribut-


ing 4,000 direct and indirect jobs, and \$161 million in direct spending."

At the height of a busy period in late October, a number of large, world-class vessels shared the harbour, including two Indotrans vessels - the *Albert Oldendorff* and *Edward Oldendorff*. These ships provide monthly breakbulk service from/to South East Asia. The *Albert Oldendorff* loaded 5,500 tonnes of woodpulp and the *Edward Oldendorff* discharged 3,000 tonnes of tapioca.

The same week the following ships were also at the Port: *Tropic Canada* (containers) *Kent Forest*, (forest products) and *Vega Pioneer* (recyclable metal). The National Shipping Company of Saudi Arabia's massive

vessel, *Saudi Hofuf*, also arrived to load woodpulp and liner board, while *Cape Syros* filled up at the Potash Terminal. There were also petroleum tankers at Courtenay Bay and Canaport during the same stretch. 

In late October, over 100 workers per day tended a fleet of cargo ships including (left to right) *Tropic Canada*, *Vega Pioneer*, *Albert Oldendorff*.



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Saint John Port Authority
133 Prince William Street, 5th Floor
Saint John, New Brunswick, E2L 2B5
Tel: (506) 636-4869
Fax: (506) 636-4443
E-mail: port@sjport.com
Website: www.sjport.com

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Governments Makes Good on Promise to Upgrade Borders!

On November 18th, Federal Industry Minister Allan Rock and Premier Bernard Lord announced a \$95-million upgrade to New Brunswick's highways, specifically those around the border crossings of St. Stephen-Calais and Woodstock-Houlton. Both crossings are key highway links with the Port of Saint John.

Premier Lord and Minister Rock's announcement was not entirely a surprise to business and community leaders in Saint John. In August, Federal Transport Minister David Collette spoke to an international crowd at a luncheon hosted by the Saint John Board of Trade and the Saint John Port Authority. At that time, he committed his government to contributing a portion of its \$600-million Border Infrastructure Fund to improving New Brunswick infrastructure. "We will not, and I repeat, not, ignore the border crossings here in New Brunswick."

In his address, Mr. Collette also spoke of the need for more security at Canada's ports, including Saint John. He also called the Port of Saint John's anticipated increase in cruise visitors from 83,000 to 144,000 next year, "phenomenal."

Premier Lord said the border improvement is essential to strengthening prosperity in the province. "These two border crossings are the busiest in our province and the



David Collette speaks at a Board of Trade/Port event.

improvements that will be made will significantly benefit our province in its efforts to export goods and services to the United States," said Lord.

Enterprise Saint John board member Paul Zed described the third bridge as an "absolutely critical economic and community link" for the Port City, located an hour away. "The truck and trade of Atlantic Canada is critically dependent on St. Stephen," Mr. Zed added, predicting the new bridge would also give a boost to the Saint John Airport and make the Port of Saint John more competitive for shipping American exports overseas.

The funds will be divided, with \$60-million earmarked for a third bridge across the St. Croix River and twinning of 24 kilometres of Route 1 leading to St. Stephen. Another \$20-million will be used to twin Route 95 for 12 kilometres between Woodstock and Houlton, Maine. The remaining \$15-million will be used to build a new Canada Customs and Revenue Agency post on the new bridge from St. Stephen to Calais.

In August, Mr. Collette hinted that passenger rail service could be restored to this area and he complimented private railways for taking major steps to improve local service.

Since June, a Letter of Agreement between the ILA General Longshore, Checkers and the Association addressed a number of operational issues to the mutual benefit of employees and employers.

Long-Term Labour Agreements Result in Port Stability

An unprecedented seven-year labour contract was announced in June at Port Days, spanning the period from 2001 to 2007.

"The agreement represents the longest ever signed," said Pat Riley, Business Agent for the International Longshoremen's Association (ILA). "Labour relations at the Port of Saint John are harmonious with both employers and the Union now working very hard to increase the work volume at our port."

Capt. Al Soppitt, President and CEO of the Authority, was delighted with the agreement. "It provides labour stability and a good base for building business," he trumpeted. "I commend both the union and the employers for recognizing the need for changes."

"This resulted in a Manpower and Training Plan that will provide more equitable earnings between bargaining units and address some customer concerns," explained Lorne DeGaut, President and General Manager of the Port of Saint John Employers Association. "Talks between ILA Shipliners and the Association are continuing to finalize a Collective Labour Agreement."

Montship Marine merger: Maritime Canada Shipping Services Limited has merged with Montship, and the new company will now be known as Montship Maritime Inc. The company's billing address has been changed. Effective immediately, please contact Montship Maritime Inc. at Terminal 8, P.O. Box 3309, Station B, Saint John, N.B., E2M 4X9. The new telephone number is (506) 658 1066, and Montship can now be reached by fax at (506) 648 9992.

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PORT OF SAINT JOHN KEEPS

Inaugural Calls of 2003...

Royal Caribbean's *Serenade of the Seas* made her inaugural call at the Port of Saint John, August 29th. Her sister ship, Royal Caribbean's *Grandeur of the Seas*, also made five calls in September and October. F.K. Warren was the agent for the vessels. "Voyager of the Seas is coming next year, and that ship is even larger," explains Betty MacMillan, Trade Development Officer with the Saint John Port Authority, "and Royal Caribbean recently announced that they would build Ultra-voyager class ships which will be even larger."

Norwegian Crown makes her inaugural call.



In September, the Port received four additional cruise ships, which had been re-routed because of Hurricane Fabian. Celebrity Cruise's *Zenith* and the *Horizon*, as well as Norwegian Cruise's *Norwegian Sea* and *Norwegian Majesty* brought an estimated 6,100 additional passengers to the Port. Tour operators and ship's agents scrambled to put programs in place to handle the extra volume. "Both Celebrity Cruise Line and Norwegian Cruise Line are two lines we hope to encourage to call at the Port of Saint John in the future," said Captain Al Soppitt, President and CEO of the Saint John Port Authority.

The *Regal Princess* made her inaugural call to the Port of Saint John on September 8th, a clear and sunny day. She continued on her trip to Halifax, Quebec and Montreal, finally returning to New York on Sept. 24. She also visited Boston and Bar Harbor before calling Saint John. *Regal Princess* visited Saint John again on five different occasions during September and October.

Sparkling like a polished jewel, *Norwegian Crown* made her inaugural call October 1st, carrying 924 passengers, a pool, Jacuzzis, saunas and more. The 15 year-old ship was on an 11-day Canada and New England cruise. Capt. Rajko Zupan, from Slovenia, said the ship was originally bound for Halifax, but altered its itinerary to avoid damage caused by Hurricane Juan.

"If they ever have the opportunity to visit your wonderful city they should without a doubt."

Small Things Matter

In addition to the very favourable comments from this year's cruise passengers featured on the Port's cruise website (See www.cruisesaintjohn.com), there was a special tale to tell this season. It started when Theresa Hart, a *Carnival Victory* passenger, lost two sweatshirts she had purchased in Saint John as presents for her relatives.

Once home in New Jersey, Theresa Hart contacted Paula Small, Communications and Public Relations Officer at the Saint John Port Authority, through the organization's website and asked

if the items were found. They were still missing, but Mrs. Small identified the sweatshirt vendor as Cathy Hayward of *Hayward and Warwick*, who upon hearing the story, sent Ms. Hart replacement sweaters free of charge!

"I can't tell you how much it means to us that you all took the time and great care to replace them," Ms. Hart wrote in an e-mail to Ms. Hayward. "When I speak to anyone I'll always tell them if they ever have the opportunity to visit your wonderful city they should without a doubt."

ON CRUISIN'...

Farewell Queen Elizabeth 2



Queen Elizabeth 2 gets a royal send-off on her last call to Saint John.

October 16th and 17th were historic days in Saint John, as New Brunswick celebrated the overnight farewell visit of the most famous ship in the world, the *Queen Elizabeth 2*. QE2 made her final call as Cunard's transatlantic flagship, and was welcomed by Atlantic Towing tugs and a water display by the Saint John Fire Department at Lower Cove. A "21 gun salute" and a round of day-time fireworks bid her farewell, and the Caledonia Pipe Band played as she sailed out of the harbour, and into the Bay of Fundy.

Launched in 1969, QE2 remains the fastest passenger ship in the world with a top speed of 34 knots and cruising speed of 28.5 knots. She has crossed the Atlantic 776 times, completed 20 round the world cruises, and carried almost three million passengers!

After May 2004, she will sail the Mediterranean and Northern Europe and venture forth for an annual world cruise. QE2's role as Cunard's transatlantic liner will be assumed by *Queen Mary 2*—the largest, longest, tallest, widest and most expensive passenger ship ever—which is due to enter service on January 12, 2004.



"Saint John has established itself as a major cruise destination on the Canada/New England itinerary."


A Whole Lot More in 2004!

Why is the Port Authority building a new cruise ship terminal? (See page 2) One reason is because cruise ship traffic at the Port of Saint John is expected to be up over 50% next year!

This year, over 83,000 cruise passengers arrived in Saint John, creating an economic impact of \$7 million. In 2004, it is projected that over 100,000 passengers are coming, bringing with them an estimated \$12 million.

"We're hearing that this growth trend is going to continue," explained Betty MacMillan, Trade Development Officer with the Saint John Port Authority. She said the port is pleased that Royal Caribbean, one of the world's leading cruise lines, will have three ships calling Saint

John and a record 19 calls in 2004—and 12 of those calls are by the line's largest vessels. "Royal Caribbean made 13 calls with two vessels this year," MacMillan

observed. "This is clear proof that Saint John has established itself as a major cruise destination in Canada/New England." 



Serenade of the Seas was splendid indeed!

“*Jeanie Johnston*” Fascinates New Brunswick

For six days, a replica of 19th century immigrant ship *Jeanie Johnston* brought to life the remarkable story of the original immigrant ship from the 1850s. The “small” tall

Capt. Al Soppitt, President and CEO of the Port Authority, is from County Antrim in Northern Ireland, and had a special interest in the project. “The ship was a wonder to behold,” he said, remembering the tall ship’s three, fully rigged masts. The vessel also featured a below deck layout simulating immigrant conditions of the 19th century. Capt. Soppitt praised organizers in Ireland for their efforts in the splendid reminder of our heritage. Irish immigrants came to Saint John 150 years ago, and many were quarantined on Partridge Island at the entrance of the harbour, only to be buried there.

Thousands of people flocked to the waterfront to see the square-rigger.



ship entered the Saint John harbour on Wednesday morning, August 20, and snuggled up to the much larger Carnival Victory cruise ship.

The original *Jeanie Johnston*, built in Quebec in 1848, and Irish owned, is famous for never losing one person among the 2,500 immigrants it brought to North America in its 15 Atlantic Crossings. Although the original *Jeanie Johnston* did not call at Saint John, many ships like her did. As a result, Saint John is one of Canada’s most Irish cities.

Jeanie Johnston set sail from Ireland in February and visited the Canary Islands and the Bahamas before reaching Florida and Eastern North America. The replica also visited St. Andrews, home of organizer Sheila Washburn. “Sheila never lost faith in this project,” said Captain Soppitt. The original *Jeanie Johnston* actually landed in St. Andrews in November, 1853, forced by relentless storms to change course from her destination, Quebec City.

Anne Gilbride, Chair of the Saint John committee, said, “the *Jeanie Johnston* brought a period of history

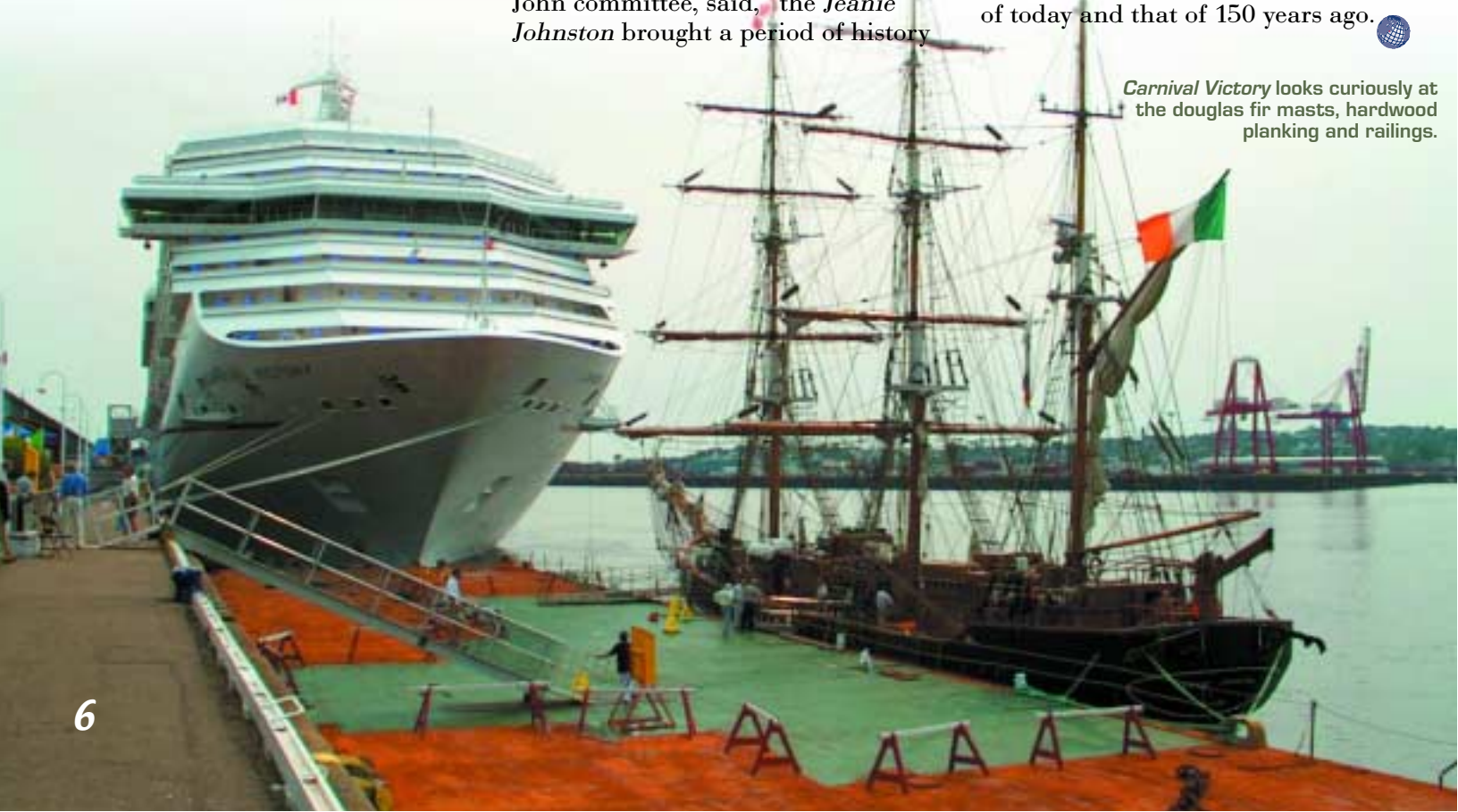
Captain Robert Matthews was overwhelmed by the city’s “great support”.



to life for all of us.” The ship was open for public tours, complemented by on-dock activities including a reception sponsored by the City of Saint John and the Port Authority.

The below-deck museum featured mannequins dressed in period clothing. Posters warned of cholera that plagued passengers escaping the potato famine. Through a speaker system, visitors could hear the conversations of whole families that lay in their tiny berths. It provided a stark contrast between the passenger travel of today and that of 150 years ago.

Carnival Victory looks curiously at the douglas fir masts, hardwood planking and railings.



Peter Zed and Ed Farren Appointed to Saint John Port Authority Board of Directors

Mr. Zed brings skills as a lawyer and an arbitrator to the Board of Directors. He is currently a partner in the Saint John law firm Barry Spalding Richard, and holds a Masters of Business Administration from Dalhousie University. Mr. Zed is a past president of the Law Society of New Brunswick, and a member of the Saint John United Way's Board of Directors. Mr. Zed was nominated by port users and appointed by Transport Minister David Collenette.



A graduate of the London School of Economics and Political Science, Mr. Farren will contribute his extensive knowledge of industrial relations and regulation issues to the running of the Port Authority. He also studied at the University of Birmingham, England, the Catholic University of America in Washington D.C., and Erasmus University, Rotterdam. Mr. Farren was appointed by the City of Saint John, reflecting the role he has played in many local business and policy initiatives from shipbuilding to harbour pilotage, sugar refining and tourism.



Captain Eldon Rogers Receives Award Before Passing Away



The late Captain Eldon Rogers was a long-standing member of the Saint John port community and founder of DMK Marine Services. On August 4th, 2003, he received the Order of New Brunswick Business Award for Community Involvement. He received his award at Saint John City Hall from Saint John Mayor Shirley McAlary and Abel LeBlanc, MLA Saint John Lancaster. The award was given to recognize Capt. Rogers' outstanding contributions to the province of New Brunswick.

Capt. Rogers died at home on October 13th at age 79. He was part of the well-known Rogers family who have provided countless services to the port over the years. In 1965, Eldon started his own business, which later evolved into DMK Marine Services, which is still run by two of his sons. The Port community will not forget his long years of dedication and hard work.

Capt. Al Soppitt Chairs Association of Canadian Port Authorities

At the 45th Annual General Meeting of the Association of Canadian Port Authorities (ACPA), Captain Alwyn Soppitt, President and CEO of the Saint John Port Authority, was elected Chair of ACPA. Captain Soppitt will lead the Association as it encourages the Federal Government to implement policy-changing recommendations from the Canada Marine Act Review Panel. ACPA also strives toward meeting new international security standards at all ports in Canada.



As the Chair of Canada's official port sector voice, one of Captain Soppitt's main objectives in 2004 will be to raise public awareness of seaports as strong economic engines. There is an estimated \$100 billion in trade being shipped via 19 Canadian Port Authorities from coast to coast. ACPA is an independent, non-profit organization and an advocate for the Canadian port industry.

Gordon Cole Replaces Jim Henderson at Tropical Shipping



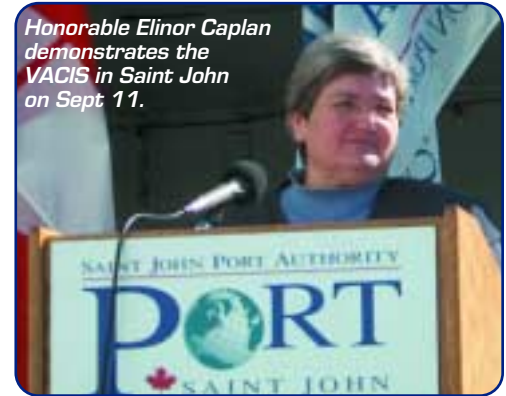
Gordon Cole has been appointed to the role of General Manager, Canada, for Tropical Shipping in Saint John. Tropical Shipping is a Florida-based container line which has been growing its business in Saint John since 2002. Mr. Cole has 15 years of experience in the transportation industry, with his most recent position as Sales Traffic Manager for Connors Bros. Limited since 1994. Connors Bros. is one of Canada's first food producers and is the world's largest producer of canned sardines. He resides with his wife, Kimberly, in Quispamsis. Jim Henderson, who was instrumental in establishing Tropical's Canadian headquarters, recently accepted a new position at Tropical's head office in West Palm Beach, Florida.

Advanced Scanning Equipment Improves Port Security

It sounds like a Dick Tracy or X Files gadget, but the Vehicle and Cargo Inspection System (VACIS™) is operating right here in Saint John. The truck-mounted mobile unit scans through three inches of solid steel, including containers, rail cars or trucks. Data can then be saved, transmitted and shared with other agencies responsible for cargo verification.

most importantly, reliable,” explained the Honourable Elinor Caplan, Minister of National Revenue, who provided a full demonstration for port and government dignitaries.

The VACIS machine was developed by Science Applications International Corporation of San Diego, California, and have been in use at the Ports of



Honorable Elinor Caplan demonstrates the VACIS in Saint John on Sept 11.

The VACIS scans quickly, minimizing disruptions for port customers.



On the second anniversary of the 9/11 tragedy, the Saint John transportation community gathered at Navy Island Forest Products Terminal to unveil the digital watchdog. “The VACIS units use a low-level radiation source, so this new technology is safe, secure and

Vancouver, Halifax and Montreal for more than a year. Soon 11 units will be in place across Canada. The Port of Saint John received the VACIS, worth \$2 million, through CCRA’s recent \$45 million investment in contraband detection.

“At this port, we have increased security measures, limited port access, improved perimeter fencing and introduced photo ID for port users,” recalls Captain Al Soppitt, President and CEO of the Port Authority. “The contribution of CCRA to this effort is sig-

“It is important that we work together to allow the safe conduct of trade.”

nificant and appreciated. It is important that we work together to allow the safe conduct of trade, whether it is bulk cargo, containers, breakbulk cargo or cruise passengers.” He noted that port authorities have been very supportive in introducing increased security measures over the past two years. 🌐

Port Signs Partners in Protection Agreement with CCRA

The Saint John Port Authority and the Canada Customs and Revenue Agency (CCRA) are joining forces to combat crime.

The Port Authority and CCRA recently announced the signing of a *Partners In Protection Agreement*, which formalized their partnership to enhance security, combat organized crime and terrorism, and increase awareness of customs compliance issues within the port community.

ensure we meet international standards for our customers and trading partners,” affirmed Capt. Alwyn G. Soppitt, President and CEO of the Saint John Port Authority.

“We’re happy to see you have signed on to the program,” responded Gary Stewart, Superintendent with CCRA in Saint John. Mr. Stewart believes the program will facilitate a better understanding of customs requirements, accelerate the movement of low-risk goods, and improve the flow of communication between employees of CCRA and the Port. 🌐

“The signing of this agreement reinforces the commitment of the Port to

Partners in Protection: Rachele Watson, Regional Intelligence Officer, Moncton; Gary Stewart, Superintendent, CCRA, Saint John, David Doyle, Chairman, SJPA, Capt. Al Soppitt, President and CEO of the SJPA.

