

COMPASS

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COMPANY NEWS

FOR EMPLOYEES AND FRIENDS OF COLUMBIA

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FRONT COVER

M/T CAPE DALY sailing through
Saguenay River, Quebec, Canada.
Photo by: 2nd Officer Joel Casiano

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EDITORIAL TEAM

Dear Reader,

Welcome to our Winter issue!

Inside you will find our regular sections
of QA Corner, Life Onboard and True
Travel as well as progress reports
from across CSM. Our extended
family includes the ACC Columbia Jet
Service, Columbia Hotels and Plaza
who all have fresh news to report.

Congratulations to our photo
competition winners, who can be
found on page 56. Special thanks
also to 2/O Mr. Joel Casiano who
provided our front cover photo
taken on the Saguenay River in
Canada. Compass is your magazine
and new writers are always welcome,
photographers too.

Happy New Year. We wish you a
peaceful 2012, and better days ahead.

Kind regards,

The Editorial Team

FROM THE CHAIRMAN



Dear Reader,

Unfortunately, in the second half of 2011 we did not see any improvement in the Bulk Carrier and Tanker market. Contrary, the Tanker market even deteriorated further during the summer and is only picking up now very slightly mostly due to the winter season.

The Container market, where a recovery looked very promising at the beginning of the year, has gone down to the bottom again testing

extremely low charter rates similar to the start of 2010. It is very unfortunate that the outlook also for 2012 does not seem to see an improved market.

What started in September 2008 with the subprime crisis and worldwide banking crisis seems to be continuing but in addition to this we also have a debt crisis in the US and a Euro crisis in Europe where sovereign debts of a number of countries exceed all expectations.

As a consequence, quite a few countries have fallen into a recession, cutting imports and jobs and spending much less money than before. This has resulted in world trade not growing as forecasted and as expected we will most probably see a continued depression in the shipping markets for the whole year of 2012. This depression is now in its fourth consecutive year in a row and we can only hope that worldwide politicians and governmental banking institutions will find the right answers and solutions to tackle this problem.

At Columbia, we saw during the second half of 2011 some new vessels joining our management, such as the two Aframax, 'Altai' and 'Alatau', built in 2009 and 2011 respectively. Then the Supermax Carriers.; 'Grand Pioneer' and 'Grand Breaker', two 57,000 ton bulkers from Hong Kong owners; one bulk carrier of 57,000 tons from Marenave; from Sekwang Ship Building for Schoeller Holdings, 'AAL Dampier' and beginning of March 2012 'AAL Nanjin'. Both are 19,000 ton Multi-Purpose heavy lift vessels.

Also from Wenchong Shipyard, we have taken delivery of 'Cape Manila', 2,800 TEU and from Huanghai 'AAL Singapore', another 31,000 ton Multi-Purpose heavy lift vessel.

The first half of this year also saw the sale from UCT (United Chemical Transport Hamburg) from Schoeller Holdings to Messrs. Essberger Hamburg together with the vessels 'UCT Elwood', 'UCT Ellis', 'UCT Engle', 'UCT Espen', 'UCT Everad' and 'UCT Elizabeth'. However, Messrs. Essberger appointed, in return, Columbia Hamburg for the management of these vessels again

so that no seafaring jobs were lost neither on board the vessels nor on the administration side ashore.

The sale of the chemical tankers and UCT has been done under consideration that with only six chemical tankers, one is too small to successfully serve all the oil majors with their demand for a regular and quick service from North Europe to the Mediterranean. The chemical industry today demands higher frequencies and more ports coverage. The UCT vessels have now joined the bigger Essberger-Broere organization.

On 8th October 2011, the first vessel sailing under our management to be attacked and hijacked by pirates was the 'Cape Bird' off the Nigerian coast and released five days later after part of the cargo gas oil was stolen. A more detailed report can also be found in this Compass issue.

Wishing you always a safe sailing and a very good 2012!



Heinrich Schoeller

AMVER AWARDS FOR COLUMBIA



Managing Director Captain Dirk Fry
accepting the AMVER awards.

Five vessels managed by Columbia Shipmanagement have been awarded this year with the Amver award: CAPE BEIRA, CAPE TALLIN, CAPE TEES, NYK LYNX and VEREINA. An event was held at the Grand Resort Hotel in Limassol, Cyprus where Mr. Fry received these awards on 18th November 2011.

Amver, sponsored by the United States Coast Guard, is a unique, computer-based and voluntary global ship reporting system used

worldwide by search and rescue authorities to arrange for assistance to persons in distress at sea.

With Amver, rescue coordinators can identify participating ships in the area of distress and divert the best-suited ship or ships to respond.

Amver's mission is to quickly provide search and rescue authorities, on demand, accurate information on the positions and characteristics of vessels near a reported distress.

Amver's success is tied directly to the number of merchant vessels regularly reporting their position. The more ships on plot, the greater the chance a ship will be identified near the position of distress.

Ships incur no additional obligation to respond than already exists under international law of the sea.

Since Amver identifies the best ship or ships to respond to a ship in distress, it releases other vessels to continue their voyage, saving fuel, time and payroll costs.

Information sent to Amver is protected and used only in a bonafide maritime emergency.

Amver reports satisfy arrival reporting requirements for entry to U.S. ports.

Amver provides an additional measure of safety "insurance" by allowing rescue coordinators to compress the search area in the event a participating ship is unreported or overdue.

We would like to congratulate the Captains and crew of the above mentioned vessels.

Yiola Hadjichristodoulou
Officer - Quality Documentation
Columbia Shipmanagement Ltd (Cyprus)



Attendees of the AMVER award ceremony.

CHRISTENING OF CAPE ENDURANCE

A special request came to me at the end of May 2011. I was asked to represent Columbia for one of our client's next deliveries in ex Hudong Shipyard, Shanghai. In the first instance I was speechless at being asked to be the Godmother of one of our vessels coming into our management. It was truly a great honor for me.

Excited about this upcoming lifetime experience, I flew from Brisbane to Shanghai on 13th of June 2011. During my stay in Shanghai I had the pleasure of meeting Mr. Edward Bucknall, Technical Director of CSM Cyprus. Not only did Mr. Bucknall help me to prepare, he also shared many interesting stories about shipping from his wide experience.



Everyone in their place for the Naming Ceremony.



Mr Bucknall, Godmother Melanie Diener and Mr. Chen Xijiu, Senior Engineer of Hudong Shipyard.



Captain George on the bridge.



Touring the vessel in wet weather.



Newly christened.

We were picked up on 15th of June 2011 by Mr. Sun Baozhu, the shipyard's Business and Marketing Manager. The naming ceremony was held on the Changxing Island shipyard of Hudong-Zhonghua Shipbuilding (Group) Co., Ltd. (HZ) in Shanghai, China.

Changxing Island is one of the largest islands in China lying between Pudong district and Chongming Island. When we arrived we could see the vessel, decorated with colored bands and her name was covered by a large red sheet. The vessel is the second in a series of four 110.000 dwt oil product tankers. The first sister vessel, Cape Endeavour, was delivered already in October 2010. Cape Endless and Cape Enterprise have since followed. The supervision of Cape Endurance was led by our experienced supervision team Mr. R. Vidmar and Mr. R. Zivic. The

243 m long and 42m wide vessel was launched by the traditional method of sliding down a slipway on the 8th of December 2010. Her main engine was manufactured at the yard under license from Burmeister and Wain, Copenhagen, a MAN subsidiary. A number of speeches were given in both English and Chinese, in the presence of Mr. Chen Xijiu, Senior Engineer of Hudong Zhonghua Shipbuilding, the entire crew, representatives of the owners, class surveyors, employees of the yard and other important guests.

Before I officially named the vessel I wished Captain Unaphkoshvili and his crew to always have smooth seas with clear skies and calm waters.

Captain Unaphkoshvili has served for many years onboard CSM vessels and successfully managed the maiden voyage of the sister vessel.

After I put on the provided white gloves I had to cut a rope, which fastened the champagne bottle. With a little axe I cut the rope as hard as I could. The bottle smashed against the ship's bow and fireworks started! The sheet covering the name fell down as hull no. A-1587 officially became Cape Endurance. Thereafter we all went onboard the vessel for a tour. Captain George Unaphkoshvili, Chief Officer Sergey Roy and Chief Engineer Ruy Henderson explained to me every single detail with patience and enthusiasm. On the bridge Mr. Edward Bucknall handed over a present to the Captain, which included 4 traditional Chinese pictures showing the 4 seasons.

The "Endurance expedition" was an Antarctic exploration in 1914-1917. It was the initial attempt under Captain Shackleton to make the first land crossing of the Antarctic continent.

I haven't experienced a journey of endurance to Shanghai but my trip was one of the most unforgettable days in my life. Here I'd like to take this opportunity to thank CSM, personally Mr. Schoeller, Mr. Sommerhage and Mr. Krafft, for all their support and encouragement throughout the different stages of my work life. "Endurance" is the ability to sustain long term. It is another word for continuance, stability, determination, persistence, courage and tolerance. When we face challenges and difficulties we require renewed commitment and effort. Remaining steady and being patient while tolerating discomfort is "Endurance" - this summarizes everything we wish for the future of the vessel. May God bless her always with fair winds and good fortune and keep all who will sail on her safe.

Melanie Diener

Commercial Manager, Technical Department
Columbia Shipmanagement (Deutschland) GmbH

CSM WELCOMES ALATAU & ALTAI AFRAMAX TANKERS INTO MANAGEMENT

Kazmortransflot announced the purchase of 2 large capacity Aframax tankers

The ceremony of acceptance of the first large capacity tankers by JSC NMSC “Kazmortransflot” (KMTF, a wholly-owned subsidiary of JSC NC “KazMunayGas” was held on 9th December 2011 in the port of Batumi (Georgia).

Mr. Fry, Managing Director of Columbia Shipmanagement met with Managing Director for Oil Transportation of JSC NC “KazMunayGas” Nurtas Shmanov, Chairman of Management Board of JSC NMSC “Kazmortransflot” Marat

Ormanov as well as other officials who took part in the event.

KMTF has purchased two Aframax crude oil tankers with the deadweight of 115 thousand tons each. These new ships have been named “Alatau” and “Altai”.

These tankers have been constructed by the South Korean ship-building company Samsung Heavy Industries and are designed for transporting crude oil and oil products on the Black and Mediterranean Seas. Columbia looks forward to working with KMTF.



TANKER NEWS

THE LATEST TRENDS OF COMMERCIAL OPERATIONS

I have always tried to imagine how the future of the shipping world might look like, in particular from a commercial operations perspective. Since post-fixture work is about obtaining timely information, 10 years ago I was dreaming of a calculator-size computer that I could carry around and check messages at any time. Well, my wish came true and these days I have a smartphone in my pocket that lets me stay on-line all the time. As more advanced technologies enter our life, the shipping industry changes, becoming more dynamic and complex.

One of the most important areas where people both ashore and at sea should constantly develop their skills is communication. This is particularly important for tanker vessels - in order to find a cargo, a chartering broker together with an operator must submit numerous questionnaires, stowage plans, guarantees of performance and many other information. In today's climate, where more ships than cargoes are available on the market, a charterer has the privilege of choosing the best of the best. And the fastest. Often, tanker fixtures are concluded in a matter of hours, hence, a timely response from the vessel with a stowage plan or other requested information is essential.

Receiving over 800 emails a day, I sometimes ask myself a question: "How can this volume of information be reduced but preserve similar value at the same time?". This can only be achieved if everybody involved in this industry would work towards raising the standard of correspondence. For instance, one inaccurately drafted position report stating incorrect information (ETA) may generate another 5 emails: questions from the charterers, shippers, receivers, agents and surveyors asking to clarify when the vessel would arrive at port. Another example: if an incident is not reported to an Oil Major timely as per their casualty reporting procedures set out in the voyage instructions, then vessel, owners and the management company will receive a negative evaluation and possibly no cargoes of that Oil Major will be offered to us until the name is cleared again.

We are living in an era of information. Only those who may adapt to this atmosphere will survive. It is of vital importance to develop a good culture of communication between vessels and shore-based offices.

More and more often commercial offices are implementing various programmes that require direct input of data from the vessel. The information which is normally collected

is a voyage history – arrival, departure times, bunkers spent and remaining on board, weather conditions and cargo quantity. Many of these programmes are then used to verify vessel's speed and bunker consumption performance, based on which the Ship-owner might receive a penalty or a bonus. However, such calculations can only be correct if the data collected from the vessels is accurate.

One of the main tasks for such programmes is to better control and consequently save on the bunker costs. Vessels fuel consumption has become another contemporary area of concern. High bunker prices and low freight levels have pushed the Ship-owners and Commercial managers to implement so called "low load operation" or "Slow-steam" policies. Tanker vessels, which are traditionally sailing at 14-15 knots, are being instructed to proceed at economical speed of 11-13 knots on laden passages.

This way the time taken to perform the voyage is longer, however, the savings from fuel consumption are paying off for the time lost and even generate surplus.

It is worth keeping in mind that today the average cost of 1 ton of RMG380 fuel is approaching 700 USD mark and Gasoil DMA stands at almost 1000 USD per ton. Thus, the TCE (time charter



equivalent or earnings per day) is rising by 700 USD if only 1 ton of Fuel Oil is saved! Sometimes saving of only 1 ton per day may result in improving of earnings by as high as 10%!

Some Ship-owners and Commercial Managers went as far as implementing an "Ultra Low Load"(ULL) steaming policy that implies keeping about 10% MCR (maximum continuous rate or load on the main engine) resulting in vessels being able to steam continuously at 7-8 knots with significantly reduced bunker consumption. Such speed would be usually used during ballast passages for re-positioning of vessels and instead of having to wait for commencement of laycan (time window when vessel can tender notice of readiness and start earning money). Despite the fact that this policy required expensive modification of some older ships, many companies have chosen this way of saving on the costs.

Modern ships do not need such modifications and can maintain slow speed on long passages.

This trend indicates that such innovations will remain for some time. Probably until the times get better.

However, there are many other ways to save bunkers. Vessels consume significant quantities of fuel when cleaning cargo tanks and heating cargo. It is important that such operations are conducted efficiently.

For instance, if purging of tanks is ineffective and the level of hydrocarbons is not dropping after a day of blowing, it should be considered to make another cycle of cold water wash to remove remains of cargo from the tanks and lines. Continue purging afterwards. Our experience shows that at least 1 day of time and 10-20 tons of fuel can be saved this way. Translating this time and bunkers into money gives us about 25,000 USD of savings.

Heating of cargo can be very costly too. Average consumption varies in the range of between 5-30 tons of fuel oil per day depending on the weather conditions and size of the vessel. Sometimes the charterers only pay for bunkers consumed to raise the temperature of cargo before discharging operations and it is the owner's obligation to maintain the minimum temperature.

In other cases charterers pay for all the bunkers consumed for cargo heating.

Hence, it is important to follow precisely operator's and charterer's cargo temperature instructions. Charterers are thoroughly checking the records before reimbursing fuel expenses. Should temperature exceed what charterers have instructed to maintain or raise, associated costs will have to be paid for by the Ship-owner. In order to perform the voyage effectively and without the risk of receiving claims or penalties from 3rd parties later on, an accurate voyage planning is essential.

It is good practice to request the Operator to elaborate on those areas of voyage orders that are not very clear, be it a proceeding speed, tanks preparation or cargo heating instructions. This type of approach is generally seen very positively. This way the vigilant crew is sending a signal that the job is done carefully and to a high standard.

Having said all of the above, I still believe that as long as each of us involved in the maritime industry keep on top of the latest developments and are ready for changes, this job can only become more interesting and exciting.

I wish you all safe and happy sailing in the New Year 2012!

Yuriy Garbovskyy

Operations Manager

Columbia Shipmanagement Ltd. (Cyprus)

AAL BRISBANE DISCHARGES RTG'S IN SYDNEY

On the 7th of November 2011 the AAL Brisbane called at Botany Bay Port, Sydney, to discharge four brand new RTG's (rubber-tyred gantries). The Kalmar RTGs had been ordered by DP World as part of a series of major investments into their terminal. The Cranes do not come cheap with their price of almost \$1.9 million, but they boast the latest technology for control and stabilization and will support DP World's thrive for continuous productivity improvements.

With this exceptional cargo towering almost as high as the AAL Brisbane's own cranes, the sight of the vessels arrival was an impressive one. Just how impressive, is revealed by a quick look at the numbers behind the operation. Each crane reaches over 30 meters high and has a weight of almost 150 metric tonnes. Fitting four of these onto the AAL Brisbane's deck was a delicate task, which required meticulous planning and precise execution, both while loading them ex barge in



Yangzhou, China, and discharging them to shore in Sydney.

As the AAL Brisbane approached her berth, one could spot some crew members standing on deck, dwarfed by the gigantic cargo. Once berthed, the bystanders could witness a "happy family reunion", as the Brisbane lay bow to bow with its fellow Columbia Vessel Cape Manila. Once all formalities had been handled, the supercargo, crew and stevedores began preparing the first RTG for the discharge, which was to commence the next morning. In addition to the regular lashing, the RTG's had also been bolted to four mounts each, which had been welded to the deck. Hence, a welding crew was also brought on board to join the efforts as well. At 8am the next morning, the crew had manned the AAL Brisbane's cranes and, under the supervision of supercargo Fred Labukov of AAL, began to slowly lift the mighty RTG off the deck. The mantra "slowly-slowly" accompanied every command to the crane drivers, as the RTG was carefully maneuvered in-between

the cranes that were lifting it.

This was especially difficult, as the adjacent RTG's on deck had to be avoided as well. The grey Kalmar crane quite resembled an elephant tiptoeing through a porcelain store. Finally after about 45 minutes it swung free alongside the vessel and was lowered slowly onto the quay, where the mounts were removed so the RTG could finally stand on its own wheels, ready to be driven off and prepared for service. After a threefold repetition of this very time consuming process, a day and a thunderstorm later, the AAL Brisbane cleared Botany Bay on a sunny Sydney evening.

This operation, as well as recent shipments of large coal reclaimers for the Australian mining industry, show the immense capabilities of Austral Asia Line's fairly new A-class vessels (the AAL Brisbane came into service in December 2010 as the first of its kind and will have 9 more sister vessels by 2014).

Max Rasche
Apprentice, Brisbane Office
Austral Asia Line, Australia

CREWING NEWS

CSM CREWING OFFICE MEETING IN CYPRUS

This year's Crewing Agency meeting took place in Cyprus from 29th-30th November 2011 and was attended by senior management staff of our crewing agents in the Philippines, Russia, Georgia, Latvia, Romania, Croatia, Germany and for the first time from Venezuela.

The purpose of the meeting was not only to review what went particularly well but to discuss and share common problems as well as the lessons learned during last year. The topics included discussions and workshops on how CSM and the crewing agent can jointly further improve the service towards our seafarers.

This included topics such as principles of crew planning for ratings, promotion programs, the cadet program as well as the necessary steps to be taken in 2012.

It is worth mentioning that despite the difficult worldwide economical situation and the imminent shipping crisis CSM decided to slightly increase the number of cadets and to enhance our training programs to ensure that we prepare for the future and better times.

In this respect the manning situation in each country was discussed and plans for 2012 have been outlined. One further objective of this year's meeting was to work on a CSM recruitment standard for all offices, taking into consideration that despite the large number of about 14,000 seafarers in our pool, not to lose the human touch which, we believe makes us different from other companies.

Norman Schmiedl
Human Resources Manager
Columbia Shipmanagement (Deutschland) GmbH



Participants from Left to right:

Felix Oggel (Career), Vladimir Shelia (GCC),
 Mario Stipanivic (CSM Rijeka), Alex Kononov (CSM St. Petersburg),
 Elena Kononova (CSM Riga), Verlou Carmelino (Career),
 Norman Schmiedl (CSM-D), Sergey Maslov (ICM), Ruben Oggel (CSM SG),
 George Buseman (CSM CY), Alex Manalang (CSM CY),
 Eugene Manea (Flair group Bucharest), Gerd Nagel (CSM CY),
 Dimitrij Chernenko (CSM CY), Grigoriy Mashkevych (CSM CY),
 Monika Wagner (CSM-D), Costel Litu (Seatrans Constanza),
 Beso Mamukelashvili (Batumi Georgia), Sergey Panushkin (CSM Novorossiysk),
 Sergey Manulenko (ICM Odessa), Gilberto Montilla (CSM Venezuela).

CREWING NEWS

CROATIAN SENIOR OFFICERS MEETING 2011

In good old tradition about 30 of our valuable Croatian Senior Officers ashore at that time were invited for two days at the Bonavia Hotel in the heart of Rijeka, the Croatian maritime center located at the Adriatic Sea for a two days meeting.

From the 20-21st of September representatives of CSM Cyprus, CSM Deutschland as well as the CSM affiliate Martime GmbH provided the attending 'Onboard Decision Makers' with updates on recent developments within the CSM group, as well as training on developments / changes of rules and regulations within the Maritime Industry.

Well prepared and organized by our colleagues Captain Mario Stipanovic and Ms. Ida Brncic from our CSM office in Rijeka, the meeting served to present and discuss topics such as Passage of High Risk Areas (Gulf of Aden), Maritime Labour Convention (MLC 2006), Cargo Claims & Loss

Prevention, Environmental Issues (ISO 14001), developments/ recent incidents in regards to vessel maintenance, operation of engines (Slow Steaming) and Low Sulphur Regulations.

By doing so, it was of importance that the presentations aimed to be a starting point for open dialogue between the office and senior officers, which worked out very well.

However, as it is commonly known anyone who has ever attended a Senior Officers Meeting, the dialogue and exchange of opinion is not limited to the time spent



in the conference room but is extended to talks and chats in small groups during coffee breaks, lunch and dinners.

Whilst the one or the other might be a bit hesitant to express his opinion at a big auditorium, a more private environment certainly provides a more comfortable atmosphere to exchange views on experiences made on certain vessels and trades. It was also a good time to openly discuss personal matters such as assignment/

career planning or just talking about family, hobbies and life.

Being updated by the office (Senior Officers) and having received helpful feedback (office staff), all attendees returned home knowing that the meeting did not only serve to put faces to names but indeed added value to the safeguarding of our CSM family and fleet throughout the high seas.

Bjoern Borbe

Crewing Superintendent
Columbia Shipmanagement Ltd. (Cyprus)



A group photo of participants in the city centre of Rijeka, Croatia.

CRUISE NEWS

CSM ATTENDS JOB FAIR IN SUHL, GERMANY MEER ARBEIT – SUHL 2012

'Meer Arbeit' is the title of a job fair in Suhl, central Germany. This is a German phrase that plays on words; directly translated it means work at sea, but it should also mean more work (Mehr Arbeit). CSM recently attended this job fair on 22nd November 2011.

It all started 7 years ago when the Labour Office in Suhl started a campaign to find jobs for young unemployed

people in the area, primarily in the hotel department of passenger ships. Partners were needed in order to get the whole project moving. Among other cruise operators and recruiting offices our affiliated office in Hamburg CSM Cruise Service GmbH were asked if they were interested to join the project and to participate in the fair. Always being open to new challenges the answer of Monika Wagener



(L-R) Mr. Peter Busch, Ms. Kerstin Marschhausen, Mr. Frank Fleischmann - Press Liaison Officer and Mr. Wolfgang Gold - Managing Director of the Labour Office in Suhl.

(Senior Recruitment Co-ordinator) and Kerstin Marschhausen (Recruitment Co-ordinator) was "Yes". Since seven years now we, CSM and CSM Cruise Service are regular partners in this fair and recruiting mainly hotel staff for the passenger ships under management of CSM.

Recruited ranks include are cooks, waiters, cabin stewards, barkeepers and provision masters to name a few. During this one day event other applicants such as officers, engineers and electricians also visit our stand and enquire about job opportunities Columbia might be able to offer.

The Suhl fair is a popular place for applicants to discover what type of jobs are being offered in the Cruise industry. CSM is also represented in many other places in Germany and Austria, at job fairs thanks to the ladies of CSM Cruise Services. In addition to job fairs, hotel and tourism schools are visited through the year to introduce CSM and the vessels we are managing.

These recruitment drives are necessary to make the name CSM known to potential applicants. With the growing cruise industry, the launching of more and more passenger vessels constantly increase the demand for more qualified hotel personnel. To promote the co-operation with the German Labour office CSM invited their recruiters to a Seminar in our Hamburg office to explain in more detail working at sea, employment under foreign flag, Union agreements and other related matters. It was combined with the visit of a passenger ship and a guided tour through all areas of the ship which gave all a very good idea about work and life on board.

With the knowledge gained, young people looking for a job can now be advised much more efficiently of what to expect at sea. CSM looks forward to meeting more qualified candidates, for building future careers onboard cruise liners.

Peter Busch
Crewing Fleet Manager
Columbia Shipmanagement Ltd (Cyprus)

PIRACY UPDATE

PIRACY PICTURE OFF WEST AFRICA

Current Situation

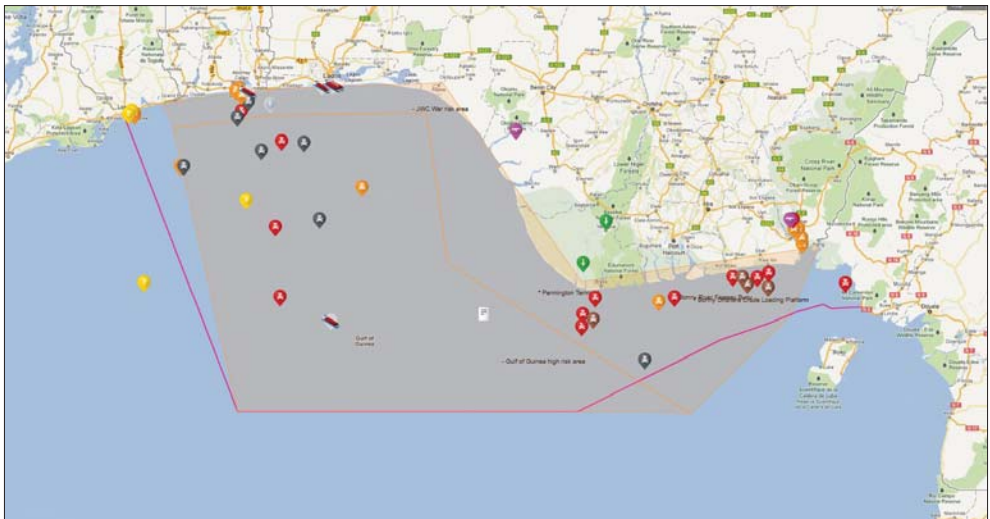
Some 30+ offshore attacks against the chemical and product tankers have been recorded in the Bight of Benin since December 2010. The attacks begun in Cotonou before spreading to Lagos and Lome and spreading further offshore. So far six attacks have been recorded off Lagos, 23 off Cotonou and two off Lome. The furthest attack took place on 2 October 2011, approximately 135nm from the Coast. As attacks are carried out further at sea, the actual location off the coast has become less relevant. Effectively, the entire Bight of Benin is currently an area of severe threat to tankers.

A little background....

Piracy off Lagos has traditionally taken the form of occasionally violent armed robberies of vessels approaching, waiting to dock in port or engaging in STS operations. While this form of subsistence piracy still occurs, the attacks on Chemical and product tankers mark a shift in the character of piracy in Bight of Benin.

Modus operandi

Available information indicates that the general approach is for 10-20 well-armed pirates using one or several vessels to try and board chemical and product tankers that are at anchor, drifting or engaged



Above: attacks on merchant vessels in the Bight of Benin, 01 July - 08 December 2011.
(Source: MaRisk-www.marisk.dk)

in STS operations. Recently in 14 out of 31 incidents, the targeted vessel has been highjacked which indicates a high success rate. The highjacked vessels have been generally held for 1-2 weeks while the pirates have lightered the highjacked vessel to other vessels. Many of these highjacked vessels have been taken to rendezvous points off the Niger Delta, some near bonny indicting the internal links within the region.

Discussion

There are anomalies with regards to the Bight of Benin attacks which indicate that the effect of joint patrols may be limited.

With the information available, including tracking data of highjacked vessels, the phenomenon suggests a single organized criminal system centred on the Nigerian illegal bunkering business. This organized criminal system, which is alleged to draw on the manpower of Niger Delta ex-militants, appears to have drawn in members from the security forces, local bunkering companies as well as political powerbrokers in Lagos and in Niger Delta. The profitability of the underlying business model means that there is adequate revenue to share between interested parties.

Outlook

The West African piracy attacks have attracted international attention - both

the US and France has deployed naval support missions and UN agencies are seeking to provide technical support. However, if the attacks are part of a Nigeria-centered criminal system, then attacks are unlikely to descend completely in the short and mid-terms regardless of the level of external support.

A seeming decline in attacks is also likely to reflect diminishing target availability as chemical and product tankers avoid high-risk areas in the Bight of Benin.

Conversely, hijackings are unlikely to follow the model of Somali piracy where vessels are held for an indefinite amount of time while ransoms are negotiated, as this would be intolerable to the Nigerian government and force naval intervention. The short duration of the hijackings (even in Nigerian waters) is less likely to force the Nigerian government and Navy to actively intervene decisively.

The current approach of operation of stealing the cargo for a much higher profit in the span of only a few days is favored by existing criminal groups in Nigeria. The Piracy in the Bight of Benin will therefore continue to exhibit a form that is unique to the regional conditions and criminal environment.

Summary

The threat to chemical and product tankers in the Bight of Benin is severe. Attacks are carried out by pirate groups - with close links to Nigeria - who often aim to steal the cargo by hijacking the vessel for several days and transferring the cargo to one or more local

vessels. Any drop in reported attacks in the short term is likely to stem from a reduction in available targets in the Lagos/Cotonou/Lome area rather than a reduction in risk.

References: MaRisk, Dryad

Captain Rohit Chitkara

Company Security Officer

Columbia Shipmanagement Singapore Pte. Ltd.

West Africa Piracy – the CAPE BIRD case Martin Krafft

On 15th August 2011 the CSM managed vessel, MT "CAPE BIRD", a 40,000 tdw Product Tanker, received a full cargo of Gas oil in a ship-to-ship transfer operation off Cotonou, Benin, and was thereafter instructed by Charterer's to await discharge orders off Lagos.

On the evening of 8th October 2011, whilst the vessel was drifting about 85 NM south of Lagos and having security measures as per MARSEC Level 2 in place, the vessel was boarded by pirates.

The Master was able to alert the Company Security Officer, advise him of the emergency and activate the SSAS. Immediately the office Emergency Response Team was mobilized and the Emergency Control Room in Hamburg was setup. It remained manned around the clock until the final release of the vessel. The CSM team was reinforced by Security Advisors, Federal Police and Media Consultants. The families and relatives of the crew members were continuously updated on the situation and developments through our local crewing agencies. Several attempts to contact the vessel via telephone failed, as the Master was not permitted to answer calls. However, with the relevant means in place, we were able to continuously monitor the situation.

The pirates took control of the vessel and kept the entire crew in the mess room except for the Master, who was forced to remain on the bridge, and the Chief Engineer, who remained under pirates' control in the Engine Control Room. Throughout the following five days in seizure and whilst the vessel was moving in the Gulf of Guinea, ca. 7,700 mt of Gasoil cargo were transferred in ship-to-ship operations into barges, which made fast alongside.

The pirates have also stolen many items of ship's equipment, crew personal belongings, as well as vessel's and crew cash. Some areas on board were severely damaged, such as communication equipment on the bridge and some furniture in crew cabins.

In the early hours of 14th October 2011, the vessel was finally released about 22 NM south west of Brass Terminal, Nigeria. The Master immediately contacted the company and was instructed to proceed to Tema/Ghana. The vessel arrived off Tema/Ghana on 15th October 2011, where it was met by Senior CSM staff. The crew received medical treatment and was able to repatriate after finalization of formalities.

We learned from local Nigerian sources, that several pirates involved in the seizure of Cape Bird have in the meantime been arrested, when they attempted to seize another vessel.

We are very happy to report this relatively positive outcome of the contingency, owed greatly to the professional behavior of our crew members.

QA CORNER

CONGRATULATIONS TO M/V MAYOR

First voluntary MLC Inspection successfully conducted o/b M/V Cape Mayor

The ILO's Maritime Labour Convention, 2006 provides comprehensive rights and protection at work for the world's more than 1.2 million seafarers. The Convention sets out seafarers' rights to decent conditions of work on a wide range of subjects, and aims to be globally applicable, easily understandable, readily updatable and uniformly enforced. It has been designed to become a global instrument known as the "fourth pillar" of the international regulatory regime for quality shipping, complementing the key Conventions of the International Maritime Organization (IMO).



Lots of effort from various parties went into implementing MLC requirements. We are glad to

announce that the first voluntary inspection has now been successfully conducted on board our M/V Cape Mayor during her call at Hamburg 01 February 2012 and a MLC Statement of Compliance issued.

We would like to thank Captain Stravinskiy and his Crew as well as all parties concerned for their good teamwork, preparatory work and support.

Captain Dietrich Wulff

Q.A. Manager / DPA
Columbia Shipmanagement Ltd. (Cyprus)



HARMONISATION PROJECT ANNOUNCEMENT

Management Systems were introduced in the shipping industry around the end of the 1980's through an initiative of a group of five reputable ship management companies from all over the world.

CSM, being one of the five, can proudly claim that the company was pioneering on this matter, which has definitely changed the traditional management and operation of ships. The initiative of the "Group of Five" led to the establishment later on (1991) of the International Ship Managers Association (ISMA) and the introduction of a comprehensive, tailor-made ship management code. Shortly after, in 1996, the IMO was introducing the first mandatory Safety Management Code (the ISM-Code), while the voluntary certification for quality (the ISO 9001) and for protection of the environment (the ISO 14001) was increasingly moving into the shipping industry. Having served its original purpose the ISMA-Code was abandoned in 2002.

The CSM ship management companies are certified to date in accordance with all three standards, namely the ISM-Code, the ISO 9001 and the ISO 14001. For this purpose they have developed and established their generic Management Systems in order to comply with the requirements

of all the above standards.

Due to the fast expansion of the CSM group, it was not always possible to maintain a unified development of the various management systems. Considering that the original system was established some 20 years back, it was expected that the new entities of the group were partly deviating from the original concept. Over the years this "gap" grew wider.

To date the three CSM companies as well as the other two associated companies (TCM and Martime) are following a slightly different management system. This fact is posing a problem for the whole group and mostly for our seafarers serving their contracts on vessels of all companies.

It was obvious that we need a unified Management System for the whole group. Therefore, we decided to harmonise the existing systems, in



an effort to create a unified system, to optimize it and improve its overall efficiency.

The Harmonisation Project began in January 2011 concentrating on two main areas:

- the establishment of a unified Management System Documentation;
- the improvement of the efficiency of the Management System Implementation;

Management System Documentation:

In the first phase we are presently reviewing and revising the Office Documentation of the Management System. A newly structured Main Manual will be applicable for office and ships, whereas an Office Manual with corporate procedures will be introduced. Departmental Manuals will be revised in line with a common template for the entire system. The office documentation was expected to be finalized towards the end of 2011 and will come hopefully into force within the first quarter of this year.

From January 2012 we shall concentrate on the Shipboard Documentation in an effort to make it more 'user friendly' by introducing a unified template for all manuals and simplifying the content as much as possible. For this purpose we are already taking into consideration the valuable feedback we receive regularly from our Masters, Officers

and crew. Our target is to finish the revision of shipboard documentation towards the end of this year and enforce it latest within the first quarter of 2013.

Management System Implementation:

The efficiency of a Management System is always as good as its users. A good documentation on its own will never result in improved efficiency. The human element is what makes the difference; the system is just the guideline. For this purpose we are working towards a unified understanding and approach of the users towards the Management System. It is important for all of us to recognize the benefits we may get from the implementation of the company's Management System.

The qualification of our employees ashore and onboard is vital for a successful implementation of the company's Management System. We have to identify our training needs and provide adequate training to all employees. Qualified, experienced and motivated staff under a strong leadership is the concept for every success. We aim to achieve this objective and ask for the support of all our colleagues. Suggestions and queries are welcome at c.angelides@csmcy.com

Christis Angelides

Director - Management Systems
Schoeller Holdings Ltd.



Dear Colleagues onboard our vessels and in our ship management and recruiting offices,

After an absence of CAPE updates in the last issue of COMPASS we would like to give you the latest news from our activities surrounding the establishment of an integrated information management system for our company.

The picture as of January 2012 tells us that the Crewing, Crew Accounts, QA, Operations Departments and by the time you read this, various users in the Marine and Technical Department (for drydock, certificate management and soon vessel visit reporting), are working in a live environment on CAPE. The Insurance, Claims and Documentation Department is scheduled to follow with the beginning of live testing towards the end of Q1/2012.

Discrepancies in regard to important development factors led to the discontinuation of the collaboration with our software partner, Messrs KiBlue, earlier in 2011. As a consequence, the finalization of the QA, Operations and Marine modules, the mobile client for Technical and Marine, and the drydock module were achieved

with our internal development team. Below, we have summarized the latest news from each of our department developments for you:

Crewing: In the Crewing departments, our extension of the live-system continued in 2011, guided by the results of an extensive survey of users and their opinion where the application needs further work. Most of the points were finalized as of 14.11.2011 and in agreement with Department Heads Mr. Buseman, Mr. Busch, Mr. Kreutzkamp, Mr. Mohammed and Mr. Schmiedl we froze the development for Crewing until February 2012 to free up resources for other important tasks.

Crew Accounts: A focus for Q1 2012 will be in the Crew Accounts section together with Evgenia Patsia, Florian Kunze and their teams in Cyprus and Germany to close outstanding improvement items and subsequently to optimize the work procedures between the Crewing and Crew Accounts teams.

CAPE has created new dependencies regarding the work of both departments, and here a better harmonization of

activities will lead to a more reliable and timely work sharing.

Crew Agents: In late November all CSM Crewing agencies gathered in our Cyprus headquarter for their yearly meeting. No major outstandings were identified for CAPE, yet many details remain in order to improve and optimize the daily work environment for our valued colleagues in the agencies.

QA: In the QA Departments we also applied a development freeze as of 12.11.2011 in joint agreement with our liaisons Capts. Wulff, Horber and Jerusalem. Together with them and their teams, we have been able to put a live comprehensive tool for document, audit, incident and environmental management, as well as rules & regulations.

Operations: For the Operations Department, the new module was provided and has been in live mode since Q3 2011. New input forms were distributed to the vessels under management and after a lengthy dual-live phase department heads Jason Yiassoumis and Yuriy Garbovskyy agreed to a full switch to CAPE as the leading platform for the department. We thank all test vessels and test users for the time they

dedicated to this project.

Marine: The Marine module, consisting of a mobile client for vessel visits, a connected observation module, a vetting monitoring module and lastly an incident management module, will begin its rollout in Cyprus as of early Q1 of 2012. After a lengthy development and testing phase, this will mark a special point for department head and CAPE liaison Leonid Zalenski who has guided the development closely.

Insurance, Documentation and Claims (ICD): The ICD modules for insurance, documentation and claims are progressing under the command of Messers Yiannis Shittas and Dimitris Matis. We aim for a beginning of testing still in Q1 of 2012.

Vessel Client, Purchasing and PMS: What is missing are modules for Purchasing and PMS, and the final extension of CAPE to the vessels, the vessel client. The vessel client remains the crown jewel of the application as it will improve the life of the vast majority of CSM employees, our colleagues onboard our vessels. It is in the nature of such a development that the vessel component best be developed **after** the integrated office

modules have been validated as this drastically reduces the need for ongoing releases of new board software, which is obviously much more difficult to guide and execute. A finalisation date for the PMS and purchasing modules remains to be advised.

Key contributors for the above mentioned modules have been Christian Obst, Herbert Mikesch, Matthias Westphal and Uwe Koerber (Technical/PMS), Evi Sofroniou, Irina Todorova, Monica Georgiou and Nadia Georgiou (Purchasing).

Business Intelligence: In order to showcase to the future CAPE users major trends within a department, vessel or entire company, vast amounts of data have to be analyzed. For such activities, a powerful BI engine is required beyond the CAPE application. We found our BI tool of choice in evidanza3, a German-based, award-winning application by our partner evidanza GmbH. Together with Managing Director Thomas Gross' team at evidanza we selected the Intermanager KPIs as the first BI development for CSM. While the design efforts were finalized still in 2011, vetting of the results, assurance of data quality and rollout to users will take more time, so stay tuned

for more BI news coming your way in 2012.

Client Portal: Last but not least, we are currently in the final development stages for our new client portal, which will provide our valued customers with an improved information provision service on a standardized basis. Together with our partner Humance AG of Cologne, Germany, this project will also serve as a benchmark project for the upcoming Crew Portal. This portal will enable you, dear colleagues onboard, to access relevant information and updates from CSM during your home leave periods in order to integrate you better into the information flow at CSM and prepare you better for your next assignment. We expect to deliver more concrete news regarding the Crew Portal in our next episode of COMPASS.

We thank you for your interest and time to get the latest scoop on all information system activities at COLUMBIA. We appreciate your ongoing support and encourage you to contact us whenever we can be of help.

Timothy Scheller

On behalf of the Cape Team
Business Development Manager
Columbia Shipmanagement Ltd. (Cyprus)

WHO IS WHO - KYRIACOS PANAYIDES



I was born in Limassol some years back... at a time when the world's population was just 3.7 billion (today it's nearly double). Being the youngest member of a small family (have a sister 3 years older), I was raised in a house located across the Dasoudi beach park in a lovely 'green' neighborhood (surrounded then by thousands of citrus trees); which thereafter developed to be much lesser green and turned into the 'hot' tourist area of Limassol.

As a child during those times, even kids had to help with the family jobs and earn their pocket money; thus from a young age had to balance the time between homework, sports, work and resting. My parents though negotiable, ensured I was kept busy with multiple jobs in the family business. All three jobs had favorable terms. One of them

was to look after a video club (so I could watch and rent movies at the same time), the second one was to look after a Danish ice cream shop (so I could eat and serve at the same time). The third job was a part time one, but a tough one especially in winter times, working in our backyard fields in our citrus crops; being a full time job during the seasonal lemon exports (but still could collect lemons and eating an orange or a mandarin at the same time). Those were the good times...

As a teenager, a new small family business (cocktail bar) transformed me into a waiter/barman. At least this job enabled the afternoons to be free to join friends for football, bowling... (and dating). The job included tips, so the pocket money was really good back then, being a big spender!!

During summer school holidays I had my first small business set up on the side (a carwash for rental car companies) so that more money could be spent in the night clubs, and for holidaying in Ayia Napa and Platres.

I graduated in 1987 the 5th Lyceum high school and then had to serve the military for 27 months.

Having developed the entrepreneur mindset from teenage activities, I decided to study Business administration destined for my own business in the tourist or entertainment industry. During studies in the summer times, I had small part time business going on. The last one had to do with entertainment, running Karaoke nights every single night at different venues (bars) in the tourist area. That business was so successful that others rushed to copy the concept within a month.

Little did I know then that my destiny was bound for other direction... In the mid '80s, Mr Schoeller and the wise management of Columbia decided to 'invade' at the same time both my beloved football team Apollon as official sponsors, and my neighborhood with a spectacular unique designed office building. This led to develop respect towards Mr Schoeller and Columbia, whilst the shipping industry drew my attention. Our small town, Limassol, was developing into a significant international hub for shipmanagement thanks again to Mr Schoeller who put Cyprus on the Maritime map. Back then there was lack in local supply of Shipping Studies graduates. One August summer night in 1991, following massive brainstorming (being frustrated from the Karaoke

business competition), I decided to change my destiny!! The very next morning I cancelled my registration at City University New York to complete the Bsc in Business Administration (one year left to completion), and applied for admission to Universities offering Shipping studies taking the advantage of a number of courses being exempted since they were already taken within the American BA. So instead of New York I ended up in Athens.

Returning to Cyprus in 1992, as a graduate in Shipping studies combined with Business Administration, I found a job within few days in a local Shipping Agency. Two weeks later Columbia called me for an interview. I was offered a short term job as an accountant in the Full Management department with the plan to later move to a Shipping operations related department once a vacancy opened up. Although already having a good job, I made my decision based on emotional instinct and took the offer! Do I regret it? Well, here I am happily 'married' with Columbia for 19 years and still sailing with the same enthusiasm...

I served for 3 years the Full management accounts department of Columbia, then handed over the job to Tassos Anastasiou and moved to Schoeller Holdings in May 1995 to join the

new Austral Asia Line (AAL) department. Little did I know how things would develop in such a short period of time. More companies were founded later on and the AAL department became a Liner division, with Project Asia Service (PAS) in 1998, Horizon Shipping Agencies in Australia in 2001 and thereafter Singapore in 2003, and New Pacific Line (Newpac) in 2006. In 2004 UPT Pool Ltd was incorporated to host the UPT tanker pools and the Liner department had joint tasks and also named UPT Pool department.

Being an active member on the board of these companies, the challenge in the recent years is to balance the time allocated between different companies. Admittedly the job has always been exciting, as things changed constantly in the surrounding environment of these companies, in particular on the Liner front.

Working with Schoeller Holdings has been a great honour gaining valuable experience living the astonishing growth of the company and expansion of the Schoeller companies in all segments of the Shipping industry.

At the same time though, the job combines a heavy weighted responsibility towards our Chairman

and the company.

In particular over the last 3 years, the nasty market conditions and lousy financial markets surrounding our industry kept all of us in Schoeller Holdings active and alert, working hard to meet our company's needs. Luckily though, I have been blessed with support by a very special team, sharing a pleasant working environment and an excellent team spirit.

On the social front, I always took the chance to participate in various bodies, including Student unions, Parent unions; as well as the board of my football club Apollon. The last two years though I hardly find free time, and now I'm only devoted to serve the two demanding fronts; my family and my job.

At the age of 21, I met a charismatic good looking girl called Toulla (Erato) who had just repatriated with her parents from USA. The Californian look and accent hit me so badly that nothing else mattered. We kept on the affair whilst I was abroad studying, and finally got married in two years. The marriage gave birth to Irene 18, and Sofia 12, my two princesses.

Kyriakos Panayides FICS
Manager
Schoeller Holdings Ltd

WHO IS WHO - MARTIN KRAFFT



It was on a clear and crisp winter morning, when I first sailed from the port of Hamburg in early December 1994. I had been accepted as an Officer's Cadet by Hamburg-Südamerikanische Dampfschiffahrts-Gesellschaft aboard their Container vessel "CAPE FINISTERRE".

Sailing down the river Elbe, we passed all those nice suburbs on the river banks, but the thoughts of my fellow cadets and self already lay far ahead. In those yet unknown ports of Brazil, Argentina and Uruguay.

What had brought me on that vessel in the first place was the strong desire to become a ship's Master. Since I was born and grew up in Dortmund, a town in Germany's central Rhein-Ruhr-Area and renowned for its beer and excellent football, this was admittedly not an entirely common career aspiration. But it was clear for me from the age of 14 that I wanted to become a Captain.

This coincides with the time, when I had joined an English sea school, teaching traditional seamanship to youngsters.

What I liked best about my time aboard was that our training and personal development was conducted under the close supervision and guidance of highly motivated, skilled and experienced officers, who educated and challenged us youngsters. We certainly worked very hard and long hours, but we had a fantastic comradeship and we celebrated great parties aboard and ashore.

Following my initial seafaring experience, I enrolled for the Master Mariner and Marine Engineering class at the Maritime Academy in Hamburg. The following four years in Hamburg were a marvelous, carefree time.

Not only were we able to broaden our knowledge in course of the studies, but certainly Hamburg had a lot more to offer.

For me, this included working as a student assistant at Germanischer Lloyd in the initial time of the ISM Code, an internship at CSM's Limassol office and -first and foremost- sailing on square rigged sailing vessels whenever there was any moment to spare.

Following my graduation, I sailed with John T. Essberger, a privately owned German parcel tanker operator. We shipped chemicals in the Baltic and North Sea and with a very small crew of 11 on board, I certainly had a steep learning curve, because everybody had to do everything, as the job simply had to be accomplished. My plan was to sail for 2 years as an Engineer Officer to gain a broader understanding of the technical operations, before swapping to the Deck Department to eventually take command of a vessel, as had been my initial desire. However, just when I was about to make this move, my plans have been amended by Columbia entering into my life...

If I look back, I believe that I have effectively been shanghaied into Columbia at a dinner with the

Sommerhage family, which my wife and self had attended in 2002. If my memory does not serve me entirely wrong, I agreed in the course of that dinner - and after we had finished a few bottles of wine- to become Carsten Sommerhage's assistant. This decision was naturally extremely popular with my wife and it certainly ranks among the very best, I have taken so far in my life. During the following job interview, our Chairman commented that he would foresee a situation, whereas "Er wird alles machen, aber nichts richtig" ["He will eventually do everything, but nothing right!"]¹. I believe that this nicely summarizes my activities within the company and in course of the recent nine years, this served me as a sort of guideline.

During my initial years with the company, I was able to study part time along with my daily tasks. This offered me a degree of continuity and a long term challenge in the often hectic daily business. Hence, within a couple of years, I graduated with Master Degrees in Business Administration and Law. Today I am given the possibility to involve myself in a variety of Columbia's business areas. Namely Aviation, Hotels and Shipping.

Together with my wife Tina, who shared her life with me, since we

were at school together in Castrop-Rauxel (I needed to mention that town!) and our children Amanda (3½ years) and Johann (9 months), we live in a house close to the river Elbe in the western suburbs of Hamburg. And every morning and evening, when I am either cycling or running to/from the office, I enjoy the 10 kilometers along the river banks. I see the vessels arriving and departing and these are typically the moments when I realize how blessed we are and when I know that everything is just right.

Finally, I want to share with you that what I like best about Columbia is that the company offers room and possibilities for everybody to progress. Professionally and as a person.

There may be better employers out there today, but I doubt it. I really do.

Martin Krafft

Assistant to the Managing Director
Columbia Shipmanagement (Deutschland) GmbH

WHO IS WHO - EVGENY BEZRUCHKO



I was born in Novorossiysk 13 March 1984. My father is a doctor in a central clinic of the city and my mother was

a nurse. I am the first seaman in my family. From childhood I read many books about sea adventure and famous discoverers. The book "Frigates Navigators" was my first book about the sea, devoted to Russian seafarers such as Ivan Krusenstern who was the first Russian to complete a round-the-world expedition, and Simeon Dezhnev who has opened pass between Asia and America for 80 years before V.Bering.

I observed inbound and outbound vessels in our bay and dreamt of becoming a seaman.

After completion of secondary school in 2001 I went to study at Novorossiysk State maritime academy. When I was 19 years old I passed my first sea practice on a very old cement carrier.

I passed an interview with Captain Grigoriy Mashkevych when studying last year in the academy. In 2006 I joined Columbia as a Cadet on Suezmax tanker "Astra". After completion of my practice I was promoted to the rank of 3rd Officer for my next contract with CSM. My first contract as Officer was in 2007 onboard m/t "Cape Bird".

After this voyage I filled myself with more strength and commenced my next contract on new building vessel 73000dwt tanker "King Darius" in Xingang shipyard. Thereafter I held contracts on these type of tankers.

In 2008 I was promoted to the rank of 2nd Officer and completed four contracts. In June 2011 I was promoted to the rank of Chief Officer. My advice for new seafarers and cadets who are working at sea

together with CSM is to collect more theoretical knowledge and practical experience, permanently work in one company and focus on one type of ship if possible. I think is better to work in one direction to achieve an excellent result.

During my sea voyages I enjoy the beauty of the sea, nature and the sensation of freedom on boundless open spaces of ocean.

In my spare time my hobby is armwrestling. Often I visit competitions as part of a Novorossisk armwrestling team. I am the repeated prize-winner of this sport in the Krasnodar Region.

In my personal life I am married and have a small son Vladimir. I think it is very important to know that these people love me and await me from the long voyages.

The expectation of the day of returning home after a long separation is the happiest day in the life of any seaman.

Evgeny Bezruchko
Chief Officer
M/T King Douglas

70TH BIRTHDAY OF MR. KURT OGCEL - CAREER, MANILA

I had the great pleasure to celebrate with my friend Kurt Oggel and his family and staff his 70th birthday on 31st October 2011 in Manila.

Mr. Oggel, Mrs Oggel and myself are very good close friends since 1973 when I met Mr. Oggel for the first time in Manila. Soon after that date as recommended by Mr. Oggel we started crewing of some vessels with Filipinos and afterwards Career Philippines was formed we continued on a much bigger scale.

Career is now our most important partner on the crewing side and supplies 6,500 seafarers to our vessels. We also started together with Mr. Oggel a very extensive cadet program for both Deck & Engine cadets in 1978. Quite a number of the first cadets are sailing today as Masters and Chief Engineers on the Columbia vessels.

Also, we do employ quite a number of grandchildren from our first Filipino seafarers today on our vessels where the grandfather was/is sailing with us and the father and the grandson as well.



Career is also arranging for a lot of training in-house and externally for our seafarers. We are very happy to state that our relation and cooperation with Mr. and Mrs. Oggel over such a long period has always been excellent and with great mutual trust and respect. His son, Ruben Oggel is today the Managing Director of Columbia Shipmanagement in Singapore and his son Felix Oggel is helping Mr. and Mrs Oggel to manage the big Career office in Manila. I do wish Mr. and Mrs. Oggel many happy years more to come and also very good health.

Heinrich Schoeller

From left to right:

Felix Oggel, Ameh Oggel, seated Kurt Oggel, Ruben Oggel and Heinrich Schoeller.

**STAFF BBQ AT
COLUMBIA CYPRUS
22 SEPTEMBER 2011**



NEW CSM WALL CALENDAR 2012



We are pleased to announce the release of our new CSM wall calendar (above) which has been sent to our fleet. Featured photos are from Compass contributors across the world. The idea behind the calendar is to share informal photos taken by our shore and sea staff.




Many thanks to Captain Igor Konoryev
for sending in this photo of his calendar exhibition onboard M/T Cape Bastia.

LIGHTS, CAMERA, ACTION!

FILM SHOOT AT COLUMBIA TWINS² BUILDING

Between the 12th and 14th of September 2011 a professional film production by 'JoJo Film- und Fernsehproduktion GmbH' took place at our Hamburg premises, the COLUMBIA TWINS² office.

The filming of a thriller took place in the reception area of the east tower which was vacant at that time. The film production company acted on behalf of  a major German television station.

To prepare everything for the shoot, the production team began work on

12th September 2011 in the morning at 09:00. During the construction days seven people have been working to prepare the shoot whereas approximately 35 people were involved on the day of shooting. The film shoot attracted a lot of interest, as members of the public passing the building on foot or by car reduced speed to observe the activities out of curiosity.

The office entrance area was transformed into a police station where scenes with the main protagonist



were filmed. Authenticity was created with police station signs and police vehicles parked outside.

The storyline of the thriller 'Mord nach Zahlen' (working title) follows the life of the main protagonist, Mrs. Marina Kroeger who is a chief investigator of an insurance company. The character likes her job so much that she never leaves the office. Suddenly the wife of an insurance manager is kidnapped and killed!

The corpse cannot be found and a high life insurance settlement is due for payment.

This means Mrs. Kroeger needs to investigate. Can the corpse be found and above all who is responsible for this murder?

In the scene filmed in the COLUMBIA Twins², it is the first time Mrs. Kroeger leaves her office and attempts to adapt to normal life.

The ninety minutes production will be aired on national prime time TV this year – the date is still to be fixed.

Nina Luise Naumann
Apprentice

Columbia Shipmanagement (Deutschland) GmbH



A TRIBUTE TO JOHN BROWN

LOGBRIDGE OFFICE, SOUTHAMPTON

It is with deepest regret that we have to inform readers of the sad news that John Brown, Director of CSM's Southampton "Logbridge" office passed away on 09th November 2011.

To all that knew him John was a larger than life character, popular and respected by his peers and colleagues alike. John had worked directly with Logbridge since 12th February 1990, providing an excellent support and welfare function to all CSM's UK and North European based officers.

John was well known for the time he afforded all serving crew members regardless of rank. Always available to assist when required, John frequently attended companies vessels and represented CSM in United Kingdom.

John was also an active member of both Merchant Navy welfare board and disciplinary committees, and

supported the "Mission to Seafarers" and "Stella Maris". For those that knew John, he worked with a smile, and always had a ready humorous word or two.

On the personal side John was born in Southampton in March 1951, where he lived with his parents and sister. John spent his early days keenly watching the arrival and departure of the ocean liners that frequented Southampton port, with particular interest given that both his father and grandfather were serving seafarers.

At the age of seven the family moved to Dover, where John signed for the sea scouts and commenced a process that would see him follow in his father/grandfathers footsteps. Four years later the family moved again to Liverpool, where John started his love affair with Liverpool Football club.



John with his wife Jan.



Outside Liverpool FC,
under his hero Bill Shankley statue,

John and his family moved back to Southampton in the early sixties, where John first went to sea. By the late seventies whilst working for Cunard, John met the real love of his life, future wife to be “Jan”. They were good friends for a few years before the relationship developed and they married in April 1982.

The happy couple disappeared to Lulworth Cove for honeymoon but within a day and a half, John was recalled to Southampton due to QE2 being requisitioned for the Falklands conflict.

Four years after the wedding John became the proud father of Katie,



John with his granddaughter Leah.

who was very quickly briefed on the importance of Liverpool Football Club.

John was an active father who enjoyed endless hours entertaining young Katie. Three and a half years later, John and Jan's second daughter arrived, Aimee. John's family was completed by the arrival of his two granddaughters Leah and Lexie.

As many readers will know, John and his family were frequent visitors to Cyprus and Limassol enjoying many family holidays, particularly the very proud occasion when John walked Katie down the aisle to marry, his future son-in-law Ally, witnessed by many friends and colleagues from CSM.

Over the last year John had fought a very brave battle against cancer, and only a few months ago all the signs were extremely positive that he had overcome this challenge. John was first and foremost a family man, who's pride and love for his family, was there for all to see.

Professionally he was highly respected and endeared himself to all, with his infectious personality and sense of humour. He will be sadly missed by all that knew him, but for sure, those that did, will have very strong and happy memories of him.

Paul Wells

Senior Crewing Superintendent, Cruise Group
Columbia Shipmanagement Ltd. (Cyprus)

CSM BEARS ROAR INTO 2ND PLACE AT VOLLEY TOURNAMENT!

For the 14th consecutive year Cyprus Shipping Chamber has organized the annual beach volley charity event with all proceeds going to the "MAKE A WISH" foundation for children suffering from cancer.

Columbia participated with 2 teams, the CSM Bulls which consisted of Andreas Chiratou, Tasos Anastasiou, Panayiotis Aresti, Nicolas Papados, Rolf Slothouwer, Kyriakos Georgiades and CSM Bears which consisted of Kyriakos Panayides, Ilias Christoforou, Marios Nicolaou, George Papaioannou, Eftychia Tsakou, Stavros Stavrou

and Alexandros Michaelides.

To the delight of our supporters, the CSM BEARS reached the tournament final, and despite great teamwork and a strong fight they lost the game by 2-1 sets (15-10, 12-15, 10-15).

We would like to thank all the participants and supporters for their contribution and promise to everyone that next year we will try our best to win the tournament.

Marios Nicolaou, Accountant
General Accounts Department
Columbia Shipmanagement Ltd (Cyprus)



(L-R) George Papaioannou, Ilias Christoforou, Kyriakos Panayides, Marios Nicolaou, Stavros Stavrou, Eftychia Tsakou, Edward Bucknall and Tasos Anastasiou.

MATCH HIGHLIGHTS!



COLUMBIA TEAM ENTERS NSB SPORTS EVENT

Some of you will have heard about the annual participation of Columbia at the NSB Cup already. We took part again this year which was the extra special 20th anniversary of this event.

NSB Niederelbe Schifffahrtsgesellschaft mbh & Co. KG first launched this event in 1991 and since then friends, customers, affiliates and partners of NSB come to Buxtehude each September to compete in athletics.

All participants have to choose one discipline in each of the 4 groups: jump, throwing, short track and long track. Depending on the age and the individual result, points are given and accumulated for the team.

On the sunny Friday of autumn, 16th September 2011 six of our colleagues left the Columbia Twins² at 10:00 to find their way to the "Jahnstadion" in Buxtehude. Anna Ruszczynska, Melanie Diener, Dr. Matthias Westphal, Frank Donath, Christoph Bökeler and Kai Kreutzkamp were full of enthusiasm and were prepared to win the Cup.

Arriving at the stadium, the first discipline was the short track race. Frank Donath sprinted with runners from MAN, GL and Jotun but unfortunately one of them jumped the gun so that all had to go back to their starting blocks. Unfortunately due to a leg injury Frank Donath had



to drop out but luckily he recovered without any permanent injuries. Melanie Diener and Christoph Bökeler, did very well and earned our first points for Columbia.

Anna Ruszczynska and Kai Kreutzkamp also did very well. And Dr. Matthias Westphal, as we all know him, was very eager and fought out every discipline. Nevertheless the long track, historically the last discipline, wrestled also Dr. Westphal. His foot was painful and he hobbled the rest of the day. "Hopefully I still can walk around the golf courses", he said.

After the 4 disciplines everybody could relax with cake, hamburgers and a first beer before relocating to the "Buxtehuder Brauhaus" where the more relaxing part of the day started. The Champions Dinner,

was also attended by non-athletes and spectators and is always the grand finale with dinner, dancing and partying. Later the best teams received their awards - unfortunately Columbia did not belong to the top 3 winning teams this time.

Thanks to our team who represented Columbia. Next September we will return to the "Jahnstadion" once more with the hope and faith to finally win the NSB Cup for the first time.

Florian Kunze

Crewing Superintendent Commercial

Kai Kreutzkamp

Crewing Superintendent Operation

Columbia Shipmanagement Deutschland GmbH



(L-R) Frank Donath, Melanie Diener, Dr. Matthias Westphal, Anna Ruszczynska, Kai Kreutzkamp, Christoph Bökeler.

DID YOU KNOW?

WOMEN AT SEA IN THE AGE OF SAIL - PART 1



For hundreds of years ships were home as well as employment for thousands of men. Amongst them, sometimes secretly, were many women and girls. It was a man's life most of the time, but women were part of it too – even among the swashbucklers.

What would make a woman run away to sea in the great old days of sail, a time of scurvy, warfare and press-gangs? Presumably for more attractive career options. Desperation is an equal-opportunity employer, and joining the navy seems to have been the female equivalent of the Foreign Legion, the last refuge of the daring, the dastardly and the down-and-out. Seagoing careers were closed to women during the sailing ship era, mainly because it was considered bad luck to permit women to sail onboard naval vessels. To do so would invite a terrible storm that would wreck the ship.

A woman might disguise herself as a man and assume a fictitious name; but if she was discovered, her career would be over. How did these women get away with it, when sailors lived communally below deck in conditions that would make a sardine tin seem spacious? When the latrine was a plank suspended over the side of the boat? To successfully pass as a man in an extremely harsh and physical world these women learnt to fit in with the men, chewing tobacco, drinking and sometimes chasing women. On British ships the Captain could hire his wife as an officer or stewardess, or the first mate's wife might be the stewardess. The stewardess kept financial records, served meals, and cleaned the after-quarters.

Getting aboard a ship disguised as a man wasn't that difficult in the Age of Sail. A sailor's clothes easily disguised a woman's shape. Mariners already wore their hair long, tied in a pigtail and tarred. Petticoat-breeches and the baggy shirt worn under a jacket easily hid her curves. Sailors rarely removed their clothes and the only time a doctor insisted they undress was to treat their wounds. Since she didn't shave, men just assumed she hadn't gone through puberty yet. Mary Lacy (1740-1795) was one of those women who fortunately decided to tell her fantastic story giving us a detailed picture of life as a sailor aboard a warship.



In 1759, she went to sea in men's clothes as William Cavendish apprentice carpenter, the ship she joined was involved in the Seven Years War between Britain and France. Mary later changed her name to William Chandler. In 1763 she decided to become a shipwright's apprentice based at Portsmouth Dockyard and gained her certificate in 1770 despite being discovered and confessing she was a woman to two male colleagues who surprisingly swore to keep her Sovereign from 1759 secret. Lacy served aboard the Sandwich and later the Royal to around 1764, enduring the extraordinary hardships of life as a rating during the Seven Years War.

In 1771 she resigned from the Navy through rheumatism, receiving an Admiralty pension of £20 a year in her real name of Mary Lacy. In 1773 she set about writing her autobiography under the title "The History of the Female Shipwright".

Perhaps the most famous was Hannah Snell, enlisted in the Marines in 1747 under the name of James Gray, taking part in the siege of Pondicherry where she was shot in the groin, digging out the musket ball herself to prevent the naval surgeon discovering her gender. Somehow, she managed to avoid detection even when receiving a bare-backed public flogging for some misdemeanour. For over two years Hannah served as a man in the Royal Marines. She became famous when she requested a pension from the Duke of Cumberland in 1750. The London press detailed her adventures, and Hannah sold her story to publisher Robert Walker. The public loved her, and she appeared on stage in uniform. In November 1750, the Royal Chelsea Hospital officially recognised Hannah Snell's military service and granted her a lifetime pension. She lived for another forty years, marrying twice and raising two sons.

Clara Clifford Kingman Wheldon and her husband Alexander whaled aboard the John Howland between June 1864 - May 1871. They sailed from New Bedford, Massachusetts. During seven years and two voyages, Clara, like many whaling wives kept a journal and wrote hundreds of letters home to friends and family. Her life, so full of adventure was not free of danger, although she rarely let friends and family know of troubles with unruly cooks and stewards, and frequent, frightening occurrences such as gales and storms at sea or strange behavior from Natives. Clara's attitude of humor, like many wives who managed to remain at sea for years, wrote, "One grows calm, then contented, and finally happy."

Captain Paul Butusina

Part 2 will be continued in our Summer issue of Compass

LIFE ONBOARD

A BLESSING CEREMONY AT SEA

When I joined Thomson Dream, it was a time full of beginnings. I am sure that if this ship could talk she would have much to say. One story in particular is very special; about a young couple, myself, 2nd Officer Christian Bork and Stefania Bustamante. Our story began on this ship.

It was spring 2010 and nature had a big impact on all of us; for myself it was because I met my future wife. During rough seas one particular day I decided to have a look around the shops, the spa and the restaurants – not for fun but to ensure everything was properly secured.

After passing the reception I decided to check the perfume shop which I considered to be high risk for breakage.

Ceremony of Blessing	
Love is patient and kind, Love is not jealous, conceited or proud, Love does not keep a record of wrongs, Love is not happy with evil, but is happy with the truth, Love never gives up; its faith, hope and patience never fail. <small>1 Corinthians 13:4-8</small>	
This is to certify that	
Stefania Bustamante & Christian Bork	
Have been blessed in marriage	
On the day of:	Wednesday the 31st of August 2011
On board:	Thomson Dream
Official:	Captain Torsten Olbrich <i>Torsten Olbrich</i>
Witness:	Brigitta Olbrich & Colm O'Shaughnessy <i>Brigitta Olbrich</i> <i>Colm O'Shaughnessy</i>

Inside the shop entrance were some small porcelain figures which immediately attracted my attention.

I tried to lift one up while saying to the approaching shop assistant:





"We are expecting the sea to increase, you had better watch out for these". "They are all secure", I heard a soft voice from behind saying just as I noticed that I couldn't actually lift it. "That's cheating", I replied. I have to admit that that was not the best answer, but still not as bad as what followed.

I turned around to look at the most beautiful woman I could have imagined. I suddenly became extremely nervous and wanted to explain myself; "Hi, I'm Christian, one of the drivers" came out. Her answer was as simple as it was unexpected: "Hello, I am Stefania. Really, one of the drivers? So why are we always listing?"

It took me only seconds to realize that I had found the woman of my dreams. From then on I took the way through the shop area every time on the way to the aft mooring station; just to have a



quick look at her, even if it meant a longer distance. I took every opportunity I could to see her, but the only conversations we had were a polite "Hello" and "Have a nice day".

One day I found out that Stefania was from Guatemala and actually the only Spanish speaking person on board beside me. I saw my chance and went to her shop pretending to buy a perfume, hoping to speak to her without making a complete fool of myself.

Since her colleague was also there, I didn't want to be rude by immediately speaking Spanish, so a strange combination of two words in Spanish followed by one in English was the result! Stefania later told me she found it quite strange but appreciated my efforts. I asked her out for a coffee (just to speak Spanish of course) and I immediately fell in love with her.

This was the first chapter in our story. More followed as we spent time together on board, travelled on vacation and our families met. Last summer we spent three days in a small and very nice hotel in the Mexican countryside. After a romantic dinner between wooden Tequila barrels to the sound of an acoustic guitarist I asked her if she would marry me.

We decided that the first step should be to have a blessing on the ship where it had all begun. It was a wonderful day and a very nice pre-taste for August when we will officially "tie the knot".

It was a small but fine ceremony which was conducted by Captain Olbrich, our witnesses were Brigitta Olbrich (Captain's wife) and Staff Captain, Colm O'Shanghnessy. We know that this marriage has no legal force so far but to us marriage is more about the promise a couple gives one to another, and that's exactly what we did in front of Captain Olbrich.

There are still many beginnings to follow on this ship, but so far I can say at least one dream came true on board the Thomson Dream!

Christian Bork
2nd Officer
Thomson Dream



CSM PHOTOGRAPHIC COMPETITION No.7 - RESULTS

This is our seventh year holding the Photographic Competition – it's a pleasure to receive your high standard photography. It was a pleasure to receive your entries. We received a huge variety of unusual photos.

It was not easy for our judges to create a shortlist of photos. We would like to announce that the below persons were chosen as winners of their category by our Chairman Mr. Heinrich Schoeller:

CATEGORY 1 – Life Onboard

Winner:
3/O Sergiy Golovanov



Runner Up:
Captain Winston Salcedo



CATEGORY 2 - The Magnificent Ocean

Winner:
Captain Andrey Propastin



Runner Up:
C/E Rodolfo B. Angeles II



CATEGORY 3 - Crew at Work

Winner:
C/O Carmelito Iligan



The above winners will receive a high end digital camera with runners up each winning a quality book on photography – well done.

Thank you to all who entered. The remaining photos will be used in

Runner Up:
C/E Rodolfo B. Angeles II



future Compass issues, company brochures and CSM websites. Details of the next competition will be announced in the June 2012 issue. However, feel free to start taking photos from now!

Editorial Team

HELPING OTHERS THROUGH PHOTOGRAPHY

Compass magazine continues to forward winning Compass photos to The Foundation for Photo/Art in Hospitals, for use in their scheme. The donated images will then be framed and sent to an international hospital upon request.

The Foundation for Photo/Art in Hospitals is a non-profit publicly supported organization dedicated to placing colorful, soothing photographs of nature in hospitals to give comfort and hope to patients and their families, visitors, and caregivers. The Foundation was established in the USA in 2002. To date, more than 2000 photos have been placed in over 100 healthcare facilities on 5 continents.

Their vision is to create a shift in the way people view hospitals, from cold and sterile to warm and welcoming.

For more information please visit: www.HealingPhotoArt.org

TRUE TRAVEL

THE GO PED (OR A SCOOTER AS SOME CALL IT)

This is the true story of how a simple GO PED had a great impact on someone's life. Historians (and not only them) agree that the wheel was (after fire) the greatest invention by homo sapiens. The GO PED scooter has two wheels! It goes as far and as fast as the proud owner is able to push it (I wonder why until now nobody tried to travel around the world, pushing a GO PED). The GO PED is so important, that it might completely change someone's destiny...

It all started back in 1957 for me in the city of Rijeka. The main port of, at that time, Yugoslavia, and later on, of Croatia. Which brings us to the illogically-logical fact that I am several decades older than my present country. But that's another story. During the fateful year of 1957, I was 10 years old, a normal kid, whose last family member being at sea, was my grandfather, who was serving in the Austro-Hungarian navy as a wiper on battle ship Szent Istvan, and who was transferred to another ship just a few weeks before the ship was torpedoed and sunk, during 1st World War.

My grandfather was a great man (and lucky) and was always telling me, "Hvali more Drz se kraja" or "Praise the seas but stay ashore!" I was a very good kid and followed all the wise advice my grandfather gave me.

I was living with my parents in a building where our first neighbour was Captain Slavko Pezelj. This man was a living legend of ex-Yugoslavia (together with Captain Toso Medanic, Captain Viktor Pezelj, Captain Jura Ursic).

He fought in 2nd World War, commanding legendary m/v Bakar crossing the Adriatic Sea under full scale enemy fire, bringing wounded soldiers to Italy and supplies back. And yet, growing up in such a heroic environment, it never ever crossed my mind that the sea might mean something more than simple summer swimming and jumping from "grotas" (high rocks above the sea) in Kostrena, the birthplace of the biggest number of seamen in ex-Yugoslavia and present Croatia. But, the fateful 1957 arrived, right in time, on 1st January at 00:00 hrs.

Back then I had (like every kid) a home made GO PED scooter made of available materials: one horizontal wooden board with simple small ball bearing at the rear end. One vertical wooden plank with one simple big ball bearing at bottom end. I nailed on top a small stick as a cross, with which the driving direction could be chosen. The horizontal board was connected with a vertical plank, and off we went. The faster we pushed our GO PEDS, the faster we moved and the louder the noise. To reduce the noise of rolling ball bearing, everybody used cooking oil. My GO PED had the best sound in my street (secretly I was stealing a few drops of olive oil from my mother's kitchen).

While other GO PEDs sounds were "CZWIIIIIIIII", mine had a deep sound like "BUUUUUUUUUUUUUU!". The noise of that GO PED influenced my life! And here it comes. In the summer of 1957, Captain S. Pezelj (remember? my neighbour!) came home from a voyage. I was pushing my wooden GO PED on the street, when another metal - red colored GO PED - with rubber tyers overtook me!

It was silent, and glided like a swan on the lake. No noise!! Metalic!!!

Colored!! And the brakes!! While all of us reduced the speed of our noisy GO PEDS by stepping with one foot on rear ball bearing to brake, the son of Captain S. Pezelj (his name is Ranko my neighbour and good friend) had brakes on his GO PED, of the class something between today's Ferrari and Rolls Royce. My braking system was: push the rear pedal with foot to stop! In 1957 it was such advanced technology that none of today's ABS or ATC or GPS or PSG can be compared to it. I stopped my ball bearings GO PED and looked at a vanishing red-metal silent miracle of technology, and at that moment I whispered a promise to God and myself:

"I WILL GO TO SEA, AND BECOME A CAPTAIN, AND I WILL BUY MYSELF THE BIGGEST AND THE MOST SILENT EXISTING GO PED!!" (just because only Captains could afford metal and rubber wheels GO PED).

The rest is history:

In 1961 I entered Nautical school in Bakar (then in Yugoslavia).

1962 received my first Seaman Book and joined my first ship as apprentice officer

1965 graduated Nautical school as 115th generation

1965 joined vessel as deck cadet
1967 obtained Deck Officer License
and joined first ship as 3rd Officer.
1967 started Faculty of Maritime
Studies in Rijeka (then in Yugoslavia)
1969 graduated on Faculty of Maritime
Studies in Rijeka (today in Croatia)
1972 obtained Master License
1974 promoted to Master and since
then Captaining all sorts of ships
except passengers and tankers.
1989 joined CSM as Master (as
Yugoslavian citizen)
2011 went from CSM directly into
retirement (as Croatian citizen).

And all of this, just because of one

metal made, red coloured, silent and
rubber wheeled GO PED! What does
this article have to do with traveling?
Trust me, it does. It's about **transport!**

As you can see from my picture,
I made some progress since 1957
in respect of travel and transport.
A small step for civilization, but a big
step for undersigned!

From 2 wheels to 4 wheels, I'm planning
to get my 4x4 wheel drive in the
next decade - hopefully.

Captain Josip Knezevic

Retired CSM Master



AVIATION NEWS

ACC COLUMBIA JET SERVICE GMBH



Another First for ACC COLUMBIA Jet Service: 8C Check on a Bombardier Global Express aircraft

Even though ACC COLUMBIA Jet Service is looking back over 35 years of experience in aircraft maintenance, the first ever 8C check in our company's history is a new and exciting challenge, which the whole team was looking forward to. The 8C check is a 10-years-inspection, as part of strict industry standards.



Disassembling of complete aircraft for the 8C Check Inspection.

A Bombardier Global Express is a business aircraft for up to 14 passengers. This type of aircraft is designed for intercontinental flights, it has a range of approximately 6,500 miles. You can for example fly from Hanover Germany to Los Angeles on the U.S. West Coast.

The 8C check includes:

- disassembling, check,
- overhaul and/or repair,
- reassembling of the complete cabin, interior and avionics of the aircraft,
- takes approx. 2,500 working hours of manpower,
- causes a downtime of 8 weeks at last apart from additional findings that might occur during inspection.



Cabin with completely removed interior ready for the below floor Inspection.



Right wing with removed ailerons and fuel tank access panels.

This 8C check began in October 2011 and is being performed at the Hanover facility. It is the most extensive check performed on this type of aircraft and may be compared to a D-Check on airliners (see box).

After 10 years of aircraft operation other time related maintenance events such as the 4C check and the 2C check become due as well. Simultaneously, about 65 service bulletins specified by the manufacturer need to be performed likewise, which total another 1,600 working hours. During long downtimes, the owner usually orders additional maintenance or modifications in order to make the best use of time while his aircraft is on the ground for service.

All modifications are performed under

the direction of our own Part-21 Design Department. The Part-21 Design Department is responsible for design and engineering of modifications for an aircraft. They have to ensure certification of any modification by the aviation authorities according to the authorities' requirements. In this special case, the landing gear has been disassembled and delivered to the manufacturer in the United States for overhaul, which is necessary every 10 years.

Furthermore the complete interior will be refurbished and the aircraft will be fitted with new leather, carpets and woods. The owner has decided to have his Bombardier Global Express aircraft fitted with special marble flooring approved for the aviation sector in the galley and all lavatories. This aircraft will be one of the first in Europe that has a stone floor fitted! To further improve passenger comfort, ACC COLUMBIA has been assigned to install a new sound system with a Blue-Ray Player and two HD flat screens. Finally both lavatories will be overhauled.

The whole project is estimated for completion at the end of February 2012,

resulting in a complete overhauled and refurbished aircraft that is equipped to the latest safety standards.

Special attention is also given to ensure comfortable travelling for the passenger. This detailed inspection is the biggest project we have ever performed at ACC COLUMBIA regarding all aspects of organisation, scheduling, manpower, co-operation with sub-contractors, sourcing and supply of spare parts, logistics, sales volume, etc.

Our team appreciates the confidence of our customer which makes us feel proud and enables everybody at ACC COLUMBIA's to give his/her absolute best.

We believe the inspection and all additional maintenance and modifications will be completed on time as per schedule. Our team looks forward to delivering the aircraft to the owner in the superb condition he is expecting.

Anja Berschet
Assistant to the Management

Christian Kinitz
Technical Manager
ACC COLUMBIA Jet Service GmbH

HOTEL NEWS



Cyprus' Leading Spa Resort

Columbia Beach Resort voted Cyprus' Leading Spa Resort Winner World Travel Awards 2011

The Columbia Beach Resort, the luxury five star hotel in Pissouri Bay Cyprus, has been recognised by the World Travel Awards (WTA), winning Cyprus' Leading Spa Resort. This is the second time this hotel has received this award from WTA, the last time in 2008.

At the WTA's European Gala Ceremony the Columbia Beach Resort was awarded the distinctive travel industry trophy in front of a host of top professionals. The WTA is now in its 19th year and aims to promote excellence in the travel and tourism industry.

Considered by many to be the Oscars of the travel industry, WTA celebrates those brands that are at the forefront of industry excellence. More than 500 organisations across Europe entered the WTA's annual competition in 125 categories.

Winners are decided by hundreds of thousands of votes cast by travel agents in over 200 countries around the world, making this the world's most comprehensive travel awards ceremony.

Mr. Stelios Kizis, General Manager of Columbia Hotels and Resorts in Cyprus commented, "We are delighted that our success as a first class spa resort has again been recognised by the WTA. The Columbia Spa is at the very heart of the hotel and an important feature of our luxury facilities enjoyed by guests. Our exclusive relationship with Daniele de Winter spa and beauty as well as with Molton Brown spa here in Cyprus has contributed to the spa's popularity."

COLUMBIA PLAZA NEWS

STEAK HOUSE WINS TIME OUT AWARD



We are very proud to announce that Columbia Steak House has won the Time Out Award Best Restaurant, in the category of International Cuisine for 2011.

We would like to thank Executive Chef Yiannis Politis, Restaurant Manager Elena Nersisian, sommelier George Loukakis and their respective teams for this much deserved award.



WELCOME TO PLAZA CAFE

We are pleased to announce the opening of the Plaza Cafe, the latest addition to the Columbia Plaza complex.

Open seven days a week from 07:30am till 11:30pm, the Plaza Cafe offers a variety of hot & cold coffees (Illy), cakes, croissants, sandwiches, salads and ice-cream.

Also available is a great selection of Illy coffee, collection cups and coffee machines for home use.



THE NEW BUILDING SCENE

2011 has seen a large number of newbuildings delivered, some 20 vessels in total if we add the 3 built by client supervision teams.

2012 will be a much quieter year and we have already closed 7 site supervision offices. Sadly we have had to say good bye to several of the site supervision personnel. We wish them good fortune wherever they go and appreciate their hard work in building our vessels.

In many yards we build up a good rapport with the yard management and class. It is always a sad moment when we close the site supervision office and say good bye to our friends. Columbia / Schoeller Holdings has always maintained excellent working relationships with the newbuilding yards and in this issue we mention 2 yards where we have taken over more than 30 vessels in each yard yet have managed to achieve this result in a professional and friendly atmosphere.



This is the team behind producing AAL Singapore.

Hyundai Group

Some 36 vessels from Ulsan Samho and Mipo. These vessels are a tribute to sensible design and are very well built.

New Times / New Century Ship Yard.

Some 32 vessels. Here we worked in the yard during a period of rapid expansion, in fact the yard expanded by some 66% but managed to deliver to us good quality vessels with again excellent design.

We have to admit that during the height of expansion there were some quality problems, but these were always worked through, addressed and the end result was nice vessels.

The delivery of the AAL Singapore from Huanghai illustrates well the good co-operation between the newbuilding team and the ship yard.

The vessel obtained a good charter and needed to be delivered one

month before the ship yard's proposed dates. Through re-organization by the ship yard and working closely with the site supervision, the earlier delivery was achieved, but without compromise to the quality of the vessel.

When we leave a ship yard it is always with the hope that one day we will be back and this goes for all the yards that Columbia / Schoeller Holdings has worked in. These are difficult times for ship builders and ship owners.

Next year our new buildings will focus on the heavy lift fleet together with 2.800 TEU container vessels and 57.000 DWT bulk carriers.

Enquiries for supervision projects continue to filter through to our office so we can only hope that some will come to fruition.

Edward Bucknall
Technical Director
Columbia Shipmanagement Ltd. (Cyprus)

SHIPPING INDUSTRY

THE SHIPPING MARKETS - Market overview (December 2011)

Gladly we finally reached the sunset of 2011. What a year!! For sure it will stay in memory for teaching us a good lesson for the future; the facts taken place this year will be raised in future seminars and academic courses alike. At least, it won't be hard to describe in future what we all experienced in 2011... when it comes to the world economy we would only need to refer to the following words/phrases: 'default', 'EU debt crisis', 'downgrading' or 'junk', 'austerity measures' etc. When it comes to the shipping industry... this is even easier, we just refer to 'chapter 11', 'another one bites the dust', 'filing for protection', 'consolidation/merging', 'arrest', 'auction', etc. To expand further on the causes of the aforementioned in our industry, again in simple words... severe overtonnaging, high bunker prices, difficulties in securing finance, huge debts accrued in the boom to pay for newbuildings, freight rates going underground, etc. Trust no further expansion needed to describe the situation, as otherwise this Compass edition would not fit any other articles.

Unlike 2009 when there was an actual fall in demand for maritime transport leading to a massive lay up of vessels, this time, at least so far, demand is still growing, even though at a slower rate than last year when a strong recovery in 2010 encouraged owners to bring ships out of lay-up. While there are concerns about the pace of economic and trade growth, no-one is predicting another fall in maritime trade. The main problem however remains the overhang of new tonnage, which is keeping rates down. There is still underlying optimism that given time demand will catch up with supply.

On the financing front, the wider eurozone sovereign debt problems leading to loss of confidence affected the appetite of many of the traditional shipping lenders to provide debt facilities and guarantee trade deals. This becomes the biggest threat to the Shipping industry as it is left with only a handful of European banks actively doing new shipping business.

2011 has also been exceptional for our industry since it has marked a historic moment for shipping in July; the size of the world fleet breaking the one billion gross tonnage mark for the first time. This astonishing record was reached with the contribution of around 85,000 ships trading worth of US\$1 trillion.

Tanker Markets:

Overall, Tanker earnings dropped substantially in 2011 as the imbalance between supply and demand still holds tight. Though some short term spikes were experienced during the year sparked by the unrest in the political arena, the weighted average annual earnings performance was very disappointing to the owners. The biggest drop was experienced in the larger crude carriers with VLCCs rates being really chopped to less than half the earnings of last year.

Average Spot Market Earnings \$ Per Day:						
	Avg.	Avg.	Avg.	Avg.	Avg.	Avg.
Sector	2006	2007	2008	2009	2010	2011
VLCC (modern)	60,829	55,488	92,511	32,009	37,929	16,700
Suezmax	49,590	42,595	76,634	28,211	31,259	18,909
Aframax	38,598	35,185	49,944	15,483	19,792	13,259
Product Tankers Handy & "MR"	27,174	26,016	22,336	8,194	10,439	9,976

Source: Clarkson

Oil demand grew by just 2.6% in 2011 which was easily swamped by a 5.8% growth on the supply front.

Dry Bulk markets:

The bulk carriers' earnings in 2011 dropped further; in particular the bigger tonnage of Capesize and Panamax spot earnings were chopped to half the levels of the precedent year.

Average Single voyage Charter Earnings \$ per day:						
	Avg.	Avg.	Avg.	Avg.	Avg.	Avg.
	2006	2007	2008	2009	2010	2011
Capesize	41,710	103,097	90,481	36,605	30,587	14,097
Panamax	21,897	47,603	41,498	14,132	20,221	11,377
Handymax	21,478	45,082	38,679	15,827	12,798	10,918

Source: Clarkson

The seaborne dry bulk trade closed the year by reporting a growth of 4.5% y-o-y. Such a growth however was absorbed by a massive 14% growth on the supply front with newbuilds entering the market. In 2011 over 1,000 bulkers have been delivered in a single year for the first time ever. Although the

order book has further declined to stand at around 2,400 ships aggregating around 200m dwt, this still reflects 32.9% on the current fleet, with the uncertainty on future balance between supply and demand still holding strong.

The Container Market:

The containership charter market had a good start in 2011 with rates heading upwards, which led to see orders for new containerships picked up at a frenetic pace by the main Line operators. Thereafter stability prevailed in the second quarter onwards and finally ended up with a hard landing towards the end of the year.

Container fleet's earnings (\$/day):								
	Average							
	2005	2006	2007	2008	2009	2010	May-11	Dec-11
Container vessels (\$/day)								
Feedermax, 725 teu grd.	12,775	8,900	9,054	7,563	3,558	4,535	6,100	4,400
Handy, 1.000 teu grd.	17,700	12,350	12,500	10,346	4,075	6,133	9,000	5,000
Handy, 1.700 teu grd.	27,146	17,079	16,613	14,108	4,754	6,800	12,100	6,850
Sub-Panamax 2.000 teu g'less	28,750	18,392	19,696	16,313	5,054	7,467	12,600	6,800
Sub-Panamax 2.750 teu g'less	34,813	22,646	26,292	21,958	5,638	9,942	17,750	7,400
Sub-Panamax 3.500 teu g'less	38,427	26,583	29,958	26,125	6,575	13,250	20,000	6,500
MPP Tonnage (\$/day)								
Liner 17.000 dwt, grd	14,983	12,083	14,792	17,792	9,101	9,604	10,000	9,250

Source: Clarkson

The total container capacity of ships deployed on liner trades grew by 7.3% in 2011 to reach 15.90 Mteu according to Alphaliner figures as at 31 December 2011. Almost 97% of this capacity is concentrated on cellular ships which grew by 7.9% whereas the small component of non-cellular ships (mpp and conro vessels) has seen its capacity reduced by 9.5%. The combined fleet of the top 20 carriers now reached 84.2% of the total fleet, after recording a further increase of 8.7% in 2011.

On the other side, demand has recorded a remarkable growth of 8.9%, an astonishing performance which kept the container fleet employed throughout the year; however by year end the resurgence of the unresolved credit crisis had eclipsed this excellent performance.

Kyriakos Panayides FICS
 Manager
 Schoeller Holdings Ltd

Welcome to the Lighthouse Corner page.

Here we feature light reading and puzzles
for your coffee break.

If you would like to contribute to
Lighthouse Corner, please contact us
at compass@csmcy.com

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SUDOKU

Sudoku is a game which has become popular internationally.

HOW TO PLAY: Fill in the grid so that every row, every column and every 3x3 box contains the digits 1-9. There's no maths involved, you solve the puzzle with reasoning and logic.

MEDIUM

7				9		1	2	4
	8		1			3	6	
		4				5		8
	9	5			1			3
8	2			3				
				5				7
1						4		
	7				8	9		5
3			5	1	2			

HARD

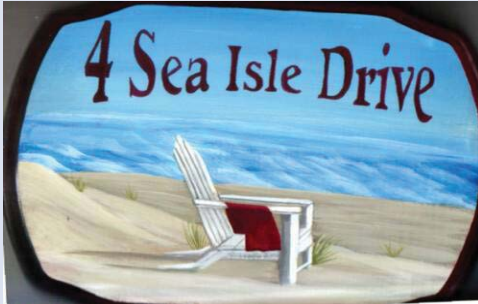
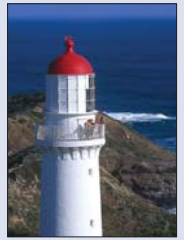
4	3	8	7	6		1		2
2				9		5	3	
					2	6		8
		4		2	3		5	
3						8		
6								
		5		1		3		9
	1						8	
9			6				7	

Answers on page 73

DESIGN INSPIRATION: THE SEA

Hand painted signs take us back to summer memories gone by.

Here are some signs to remind us that
Spring is ahead and Summer will soon follow!





COMPASS Submission Guidelines

Established in 1994, Compass is published twice a year (Winter/Summer). We share company news with our worldwide readership, the Columbia family. We seek input for our regular sections (Life Onboard, True Travel, CSM Sports events) as well as company news. Due to increased enquiries we are including our submission guidelines. Submissions from Columbia colleagues are welcome at compass@csmcy.com

Please send your article proposals, in case a similar topic is already planned for an upcoming issue. Authors will be given full proofreading support.

A Writing Tips sheet and deadline information will be sent to you upon request.

We look forward to hearing from you.



SUDOKU ANSWERS

7	6	3	8	9	5	1	2	4
5	8	2	1	7	4	3	6	9
9	1	4	6	2	3	5	7	8
6	9	5	7	8	1	2	4	3
8	2	7	4	3	9	6	5	1
4	3	1	2	5	6	8	9	7
1	5	8	9	6	7	4	3	2
2	7	6	3	4	8	9	1	5
3	4	9	5	1	2	7	8	6

MEDIUM PUZZLE - ANSWERS

4	3	8	7	6	5	1	9	2
2	6	1	8	9	4	5	3	7
5	7	9	1	3	2	6	4	8
1	8	4	9	2	3	7	5	6
3	9	2	5	7	6	8	1	4
6	5	7	4	8	1	9	2	3
8	4	5	2	1	7	3	6	9
7	1	6	3	4	9	2	8	5
9	2	3	6	5	8	4	7	1

HARD PUZZLE - ANSWERS



Dear Compass,

I am enjoying my CSM
cadetship - this is me
sailing in the Oslo fjord.

All the best,
Mac (owned by Mrs. Mette Ristan
Manager, CSM Norway)



Dear Compass,

We are thinking to work
at sea, but they say the
grass is always greener on
the other side. Any advice?

Kind regards
Ginny and Elli
(owned by Axel Knothe,
CSM NavCom Technician)



Dear Compass,

We like your magazine,
but is there a reason why
you always feature more
dogs than cats?

Yours sincerely
Canopus and Favorite
(owned by Captain Boris Askhakov).



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