

COLUMBIACOMPASS



COMPANY NEWS
FOR EMPLOYEES
AND FRIENDS
OF COLUMBIA

38th EDITION WINTER 2015

CSM COMPANY VALUES DVD
AAL'S 20TH ANNIVERSARY
CCS DEVELOPMENTS
TCM WOMAN OF THE SEA



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AAL'S 20TH
ANNIVERSARY



PUBLISHER

COLUMBIA SHIPMANAGEMENT LTD.
21 SPYROU KYPRIANOU AVENUE,
YERMASOYIA 4042 LIMASSOL
P.O.Box 51624, 3507 LIMASSOL - CYPRUS
TEL.: +357 25 843100
E-mail: compass@csmcy.com

EDITOR

NATALIE SEY

EDITORIAL TEAM

DINA CONSTANTINOU
YIOLA HADJICHRISTODOULOU
MARIOS NICOLAOU
MARIA THEODOSIOU
TIMOTHY SCHELLER

CONTRIBUTION

HEINRICH SCHOELLER
CAPTAIN VALENTIN MAVRINAC
DMITRY PISMENNY
CAPTAIN MAURICE BAKER
CAPTAIN PANAGIOTIS DROSOS
CAPTAIN VALENTIN MAVRINAC
MONIKA WAGENER
EUGENE NG
CAPTAIN PIOTR RUSZCZYNSKI
KERSTIN MARSCHHAUSEN
CAPTAIN PHIL BROWN
YIOLA HADJICHRISTODOULOU
CHRISTOPHE GRAMMARE
EVGENIA CONSTANTINOU
CHARIS ASSIMENOS
SUSANNE MABALSKY
HENDRIK STELLAMANN
JESSICA MAGRO
EVI SOFRONIOU
BILL SMART
ILIAS CHRISTOFOROU
YURIY GARBOVSKYY
TJARK SCHADE
CAPTAIN ARTHUR L. SENDAYDIEGO
MARIA THEODOSIOU
ANJA BERSCHET

EXTERNAL CONTRIBUTORS

JÜRGEN SALOMON Salomon Communications
ROMOS KOTSONIS Cyprus From Above
SERGEY LYSIONOK Freelance photographer

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EDITOR'S NOTE

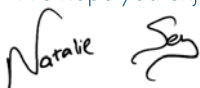
Dear Reader,

Welcome back to our newly designed Compass. This issue contains a round-up of Columbia news for 2015 so far. To quote our Chairman Mr. Schoeller from the first issue of Compass (1994), "We want to create a living newspaper." We have tried to remain true to this, so alongside business developments and fleet news, you can read about the activities of our Columbia family.

On page 14 we introduce our 'Columbia Award Policy' page which recognises exceptional crew performance. AAL celebrates their 20th anniversary on page 27, with 4 new office launches to report amongst other news. On page 48, our sports section includes reports on golf, volleyball and dragon boat competitions we have taken part in. From page 58 readers can find seafaring stories in the 'Life Onboard' section, which we always enjoy receiving.

Please feel free to enter our 10th annual photo competition on page 62 which is open to our seafarers and shore staff. In other news, we would like to announce that Compass is now available electronically on all Columbia websites. Please keep in touch – this is your magazine, and ideas are always welcome. In 2016 we shall return to issuing Compass biannually, in Summer and Winter.

We hope you enjoy the read.


Editor

FROM THE CHAIRMAN

Dear Reader,

I do hope that this issue of the Compass finds you in good health and spirits after the summer season and I have to apologise for the delayed issue this time.

Not much has changed in the world's economy for the last few years except that as one can notice, prices for oil and raw materials such as coal, ore, copper and zinc have gone down considerably. In actual fact, fuel oil and gasoline have today such a low price tag which we have not seen for many years but this also underlines that the world economy is not really in order. Also together with the constant political problems and military conflicts we have in some parts of the world, it is clear that the shipping industry is still in very bad shape and also the economic turndown in China which is a big import and export nation does not really help to improve matters.

The outlook therefore is rather bleak although at this very moment the Product Tanker market enjoys relatively healthy returns but this is offset with problems in the

Container market and the Bulker market.

With this uncertainty, newbuilding orders at shipyards have been reduced during the first half of this year and I am afraid that this will continue which, on the other hand, of course, together with increased scrapping activities, will bring some more balance into the world's merchant fleet.

At Columbia, we have been busy this year with taking into management more Product Tankers, VLCCs, Bulk Carriers and Multipurpose Project Carriers.

On the other hand, we lost a number of ships, having been under the management of Columbia for quite a number of years, due to the sale of these vessels to third parties. However, the total number of vessels managed by Columbia through its offices in Limassol, Hamburg, Singapore and Shanghai, despite the sale of some vessels, has increased.

As you may know, the Columbia passenger ship division, to a great extent, has been relocated from Cyprus to Germany and is now fully functioning in Hamburg. This city has now developed to host most European cruise shipping



activities in respect of the management and operation of passenger vessels. It will also see in the future an increased activity in this respect due to its excellent infrastructure.

To underline the worldwide presence of our breakbulk and project services, the Austral Asia Line which is managed mainly out of Singapore, has been re-branded and the company is now called AAL Shipping.

We have entered into a cooperation with Messrs Döhle in Hamburg to jointly market the tramp division of our Project Carriers in order to improve utilization and to offer our customers a better service.

Wishing you
always Safe Sailing!

A handwritten signature in black ink, consisting of stylized, overlapping loops and strokes.

Heinrich Schoeller

BUSINESS NEWS IN BRIEF



Closer ties for CSM and Peter Döhle in Ukraine

Ties between Columbia Shipmanagement and Peter Döhle were further strengthened in the Ukraine after CSM was entrusted with the crewing operations of all Ukrainian seafarers employed by Peter Döhle.

The occasion was marked by Columbia Shipmanagement Ukraine Ltd moving into new premises previously occupied by Peter Döhle Ukraine. The newly formed Columbia Shipmanagement Ukraine Ltd celebrated in Odessa on 12th June 2015. Seafarers and office staff gathered for the occasion and were welcomed by representatives from CSM and Peter Döhle and state officials.

The now 29 strong crewing agency that was originally established in 2008 provides Ukrainian seafarers full support in all pre-joining formalities.



Wan Hai Line appoints CSM Singapore

Since our last Compass issue, in late 2014 CSM Singapore were appointed managers for the two container feeder vessels M/V Wan Hai 281 (formerly named M/V Cape Negro) and M/V Wan Hai 282 (formerly named M/V Cape Norvegia).

The vessels were in CSM Singapore management with the previous ship owners who sold the vessels to Wan Hai Lines Ltd. CSM Singapore is honoured to be given the chance of being the first Third Party managers for Wan Hai Lines Ltd.



A new co-operation with Lomar

Columbia has recently commenced Full Management services for its new Client, London-based Lomar,

for a number of container vessels. Lomar is a ship-owning and management company and is owned by international business group, the Libra Group.

The company has a diversified fleet of over 70 bulk carriers, container vessels, LPG, product and chemical tankers. Since 2014, a total of 12 full management vessels have been allocated to Columbia's offices in Cyprus, Hamburg and Singapore.



COLUMBIA
CRUISE SERVICES

Columbia Cruise Services continues to grow

In June 2015 it was announced that CCS would be taking over technical management for the passenger vessel "THOMSON DISCOVERY" in April 2016. It was also announced that FTI Cruises had awarded "BERLIN" to CCS for full management in October 2015.

To read more please turn to page 22.

CAPE MARTIN RESCUES 12 CUBAN REFUGEES

M/V Cape Martin departed port of Houston / Texas late in the evening on the 9th October 2015 and commenced her voyage toward the port of Caucedo / Dominican Republic with ETA 16/1300. Until the early afternoon hours of 12th October the voyage was rather uneventful, that is until 2/O Vladimir Korolev, after passing the Yucatan Channel, noticed what appeared to be a strange floating object on board which people were trying to attract the attention of the passing container vessel by hand signals.

Captain Alexander Semenov was promptly summoned on the bridge and after a quick assessment of the situation, ordered the change of course in order to approach to what appeared to be people in distress. Shortly after it became clear that the floating object was a rickety homemade catamaran with two pairs of roughly made oars and a sail made of a couple of sacks sewn together.

The deck of the catamaran was crowded with people,



Homemade “catamaran” with 12 adults onboard.



Left to right: 3/O Kholodov Andriy, Master Semenov Alexander, 2/O Korolev Vladimir.

which was subsequently tallied to consist of 2 females and 10 males, all Cuban nationals.

The Master promptly informed CSM utilising the emergency phone and shortly after relevant MRCC (Maritime Rescue Co-ordination Centre) was informed. Immediate supply of water and food was provided for the

refugees, when they initially declined the notion of abandoning their catamaran.

Captain Semenov maintained position of his vessel while awaiting further instructions from the MRCC.

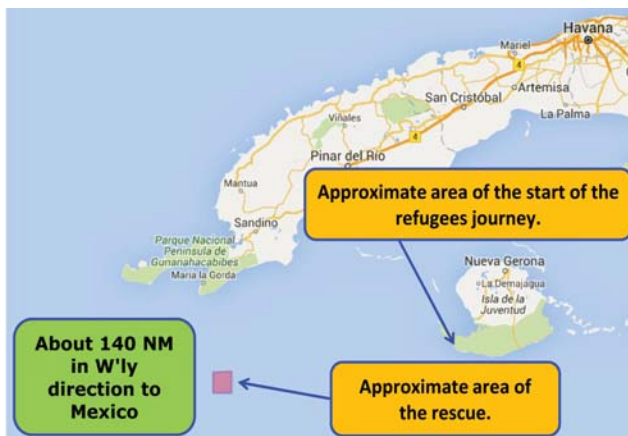
Almost 6 hours after the initial sighting, the refugees requested to be taken off their rickety catamaran, and the entire crew of M/V Cape Martin were

happy to assist.

Necessary safety and security measures were implemented ensuring safe and secure rescue operation for both refugees and the ship's crew alike. 6 hours and 50 minutes after the deviation point M/V Cape Martin continued towards her intended destination, with an additional 12 rescued individuals, while still maintaining her scheduled ETA. Master informed all relevant parties, while crew ensured that refugees were provided with available accommodation and essentials. The refugees spent 8 days at sea, departing from the Cuban island, Isla de la Juventud SW'ly coast with intention to reach Mexico.

After 8 days at sea, without any navigational equipment, they were unaware of their location. In fact they had only travelled about 65 nautical miles, hungry, thirsty and unaware of the remaining 140 nautical miles to the nearest Mexican coast.

The CSM office team promptly started working on the case; ensuring that the disembarkation of the refugees in port Caucedo was done smoothly. All 12 refugees disembarked



Part of the M/V Cape Martin rescue team.

M/V Cape Martin safely and thankful for the professional, seamanship like behaviour of Captain Semenov and his crew with the assistance of the local P&I Club representative.

The CSM family, on board and ashore, are proud of Captain Semenov and his entire crew. They demonstrated a shining example of professionalism, executing what every

seaman calls a 'sacred duty' – saving another person's life at sea.

Saving 12, just makes it that much more worthy of praise.

Captain Valentin Mavrinac
QSHE-Marine
Superintendent
Columbia
Shipmanagement Ltd
(Cyprus)

AAL NEWCASTLE RESCUES BANANA BOAT OFF PAPUA NEW GUINEA

Five people have been rescued in the Vitiaz Strait, Papua New Guinea, by the AAL Newcastle after a banana boat ran out of fuel 29 nautical miles from shore.

Responding to an alert from the Australian Maritime Safety Authority's (AMSA's) Search and Rescue department (JRCC), the AAL Newcastle was able to come to the aid of the drifting banana boat and its crew of five, lifting the boat to safety and ensuring its safe passage to its destination.

The AAL Newcastle is a multipurpose vessel from the fleet of AAL, one of the world's leading global breakbulk, project cargo and heavy lift shipping operators.

The banana boat and five people on board were transiting from port of Lae to Umboi Island, Papua New Guinea, on 11 January 2015 when their vessel ran low on fuel. While the crew of AAL Newcastle offered their spare fuel, it would not



have been enough for the boat to reach its destination.

The decision was taken by the Master of the AAL Newcastle, Captain Constantinescu Niculae, to utilise the ship's provision crane to safely secure the 7 metre long vessel and lift it out of the water and onto the ship's deck.

The AAL Newcastle then set a different course from its original route to the port of Brisbane in order to return the vessel and crew safely to Lae, Papua New Guinea, where they disembarked a short distance from shore.

The AAL Newcastle's Master and crew maintained communication with the JRCC throughout and ensured identification and medical checks were conducted on the rescued persons.

Captain Constantinescu Niculae commented on the incident: "We were in the vicinity and did what any responsible seamen would do in responding to the call for assistance for the drifting banana boat. Thankfully, we were able to safely lift the crew and their vessel on board and ensure their safe transit to the port of Lae. My crew did a fantastic job and we are pleased that we were able to help."

Dmitry Pismenny
Marketing Manager
AAL



COLUMBIA RELEASES 'CSM COMPANY VALUES' DVD

Since our last issue of Compass, Columbia Shipmanagement has released a new DVD, 'Company Values' to its entire staff and fleet. The purpose of the DVD was to highlight what we stand for as a company. Columbia Shipmanagement is a group of individuals all doing different jobs. As a team, the values we aim for are:

Respect
Loyalty
Competence
Accountability
Passion

These values are our guiding principles, and it is essential that each of us incorporate them into our daily work.

The 8 minute film was presented by a known British Broadcast Corporation (BBC) presenter Mr. Edward Stourton and included interviews with our Chairman Mr. Heinrich Schoeller and top management, some of whom are pictured right. The 'Company Values' DVD was circulated



throughout Columbia Shipmanagement, to our shore staff as well as to our fleet together with an explanatory letter. In the DVD, our Chairman Mr. Schoeller stated, "For our company it is of utmost importance that all employees do have shared values and that they live and work according to those shared values, regardless of their nationality, regardless of the rank they have on a vessel or the position they have in a shore organisation. The shared values are the basis for the existence and the future for our company."

We, at Columbia Shipmanagement, must strive to become the embodiment of these principles which we stand for.

Captain Maurice Baker
Managing Director
Columbia Shipmanagement
Ltd (Cyprus)

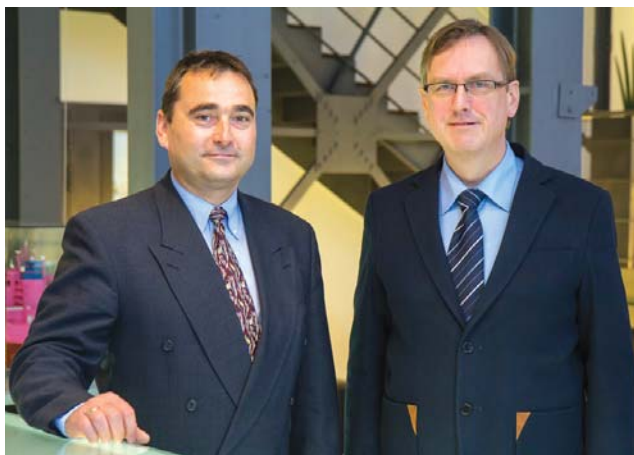


LAUNCH OF ASIA MARINE PHILIPPINES

A new joint venture has been launched between CSM and REEDEREI NSB. The company, ASIA MARINE Philippines, was opened officially on April 27 2015 at the German Club Manila in an exclusive event attended by representatives from the government and shipping sectors in Manila. Frank Donath (CSM) and Frank Uwe Schneider (NSB) will serve as Managing Directors.

Operating from Cyprus ASIA MARINE Philippines offers crew management services for NSB's fleet and other shipping companies.

From the outset, 35 employees worldwide are tasked with the management of 50 vessels and 1,000 seafarers. As the company does not have an office in the Philippines it is teaming up closely with the renowned Senator Crewing Manila (SCM), Inc. "We get more responsibilities. We can prove our worth even more, we can showcase our skills and we will be able to deliver the services faster and more efficiently.



Frank Donath (CSM) pictured left, Frank Uwe Schneider (NSB) on right

We would be able to serve both of our clients in one effort", stated SCM General Manager Captain Gilbert Garcia.

The opening ceremony was attended by the German ambassador Thomas Ossowski, who lauded the distinct traits and natural hardworking culture of the Filipinos. "What would international shipping be without Filipino seafarers? The German shipping industry relies on Filipino seafarers because they are a very qualified workforce. The Filipinos have this fantastic group spirit and this is also one of the reasons why they have moved up to positions (Masters, Chief Officer, Second Officer, Third Officer). Quality is so important because we all rely on the shipping industry.

Germany, as a trading nation, is also dependent on the shipping lines and we are very lucky to have the competent and capable Filipino seafarers. I wish you all the best success in training and manning your ships and Mabuhay."

Andreas Hadjipetrou, Managing Director of CSM Cyprus, is convinced the new joint venture will have a flying start: "When experienced and seasoned partners combine their forces the way we practice it, all of us will benefit from the very beginning. We look forward to offering an improved service to the clients of ASIA MARINE Philippines and more opportunities for employment and career development to Filipino seafarers."

TCM 'WOMAN OF THE SEA' AWARD

Since our last issue of Compass Captain Iakinthi Tzanakaki was a recipient of the first-ever 'Woman of the Sea' Award, which was presented at the Greek Shipping Awards held in Athens on 5th December 2014. This Special Award is presented from time to time when there is an outstanding candidate for recognition outside the competitive Award Categories. During the

presentation, Vice Admiral Evangelos Apostolakis, Chief of the Hellenic Navy said, "Captain Tzanakaki was cited in particular for her action last year in saving her product tanker and its crew from potential harm at the Total terminal in Beirut. As Master of the MT "Amphitrite", she acted quickly and prudently to halt discharge of cargo in strengthening winds – and to evacuate the berth without pilot and tug assistance to avoid collision with another vessel nearby".

Tsakos Columbia Shipmanagement is proud

of Captain Tzanakaki's professionalism and exceptional seamanship, exercising her over-riding authority to protect lives, the vessel and the environment."

Upon accepting the Award, Captain Tzanakaki said "The honour is great for me tonight but I cannot forget that this Award does not belong just to me, it belongs to the people who supported me at that difficult moment because a Master without a crew doesn't exist."

Editorial Team



TECHNICAL UPGRADE AT MARIA TSAKOS TCM ACADEMY

In 2013 Tsakos Columbia Shipmanagement ("TCM") S.A. established the Maria Tsakos TCM Academy- Training Center in order to cater for the arising training needs of the Fleet's Officers, Crews and shore staff employees and associate companies.

The establishment of the state-of-the-art training facility in TCM's Athens headquarters has been a strategic decision reflecting the company's commitment to providing the best training facilities to the seagoing and shore personnel.

Yet, fundamental scope of this investment was to go beyond mere training development; the ultimate objective is to integrate theoretical knowledge with practical training by using state-of-the art simulators in connection with experienced and high competent in-house instructors. This process allows Seafarers and shore personnel to further develop their skills and competence, whilst



concurrently reinforcing a culture of alertness and proactive safety.

"When you are at sea mistakes are not allowed. The protection of human life and environment are non-negotiable matters" says TCM's Managing Director, Captain P. Drosos.

"The simulator offers trainees an unprecedented opportunity: to operate and react in a virtual - yet fully realistic - environment where mistakes become lessons learned. It is an exceptionally educational experience not available on-board. It also serves as the best proactive

measure to initially educate and ultimately test and evaluate the officers' competence and readiness to undertake higher rank duties and responsibilities."

Providing tailor made in-house training services, over and above continually arising statutory requirements, whilst strategically preparing for TCM's clients' planned fleet expansion requirements poses an ongoing challenge for Maria Tsakos TCM Academy - Training Center.

In this context TCM recently proceeded with a further upgrade and expansion of

Maria Tsakos TCM Academy's spectrum of training capabilities by adding Kongsberg Maritime's latest generation ship-handling and Dynamic Positioning simulators.

In doing so, TCM's existing Polaris ship bridge simulator DNV Class A ship handling simulator will be upgraded to the new K-Sim Navigation and thereby ascertain full integration with the latest DNV GL and Nautical Institute's compliance requirements.

Moreover, jointly with the Maria Tsakos TCM Academy training team, Kongsberg Maritime will develop and

operate a brand new DP vessel model for use on the new K-Sim DP and K-Sim Navigation simulators.

Launched in June 2013, the all-new K-Sim Navigation simulator platform meets the requirements of the most demanding navigation training for merchant, offshore and naval vessels.

K-Sim Navigation is based on a new cutting-edge technology platform enabling more realistic training scenarios and enhanced user benefits for both instructors and students.

Furthermore, K-Sim Navigation features an advanced physical engine

and state-of-the-art hydrodynamic modelling, allowing vessels, objects and equipment to behave and interact as in real life in all possible weather conditions. This includes four desktop Neptune engine and cargo handling simulators together with a big view, software based operation of the engine room equipment; all of them in four touch screen big view mimic monitors.

Captain Panagiotis Drosos
Managing Director
Tsakos Columbia
Shipmanagement "TCM" S.A.
www.tcsn.gr



CONGRATULATIONS TO THE MASTER AND CREW OF CAPE MAYOR

We are pleased to introduce this new section of Compass, where we shall feature regular articles of recognition for ships within our fleet that perform exceptionally well.

Columbia Shipmanagement has an Award Policy to publish the names of ships that receive awards during a 6 month period. For this issue, we would like to congratulate the Master and Crew of Cape Mayor, 2741 TEU container vessel, delivered on 19th October 2007.

Exceptional performance of the entire crew on board Cape Mayor was brought to the attention of the management. This became apparent during the QSHE-Marine visit carried out in Algeciras, Spain on 16th/17th January 2015.

Although Cape Mayor is eight years old, she looks to be in exceptionally good shape, giving the appearance of a brand new vessel. Seeing this vessel for a couple of times up to now in the recent years and being familiar with her back-



Captain Vjacheslav Stravinskiy and his crew.

to-back crew I can confidently state that her condition is mostly due to the exceptional performance by all crew and continuously dedicated technical support from the office.

More importantly is the cohesion and team work seen amongst the crew which is strongly influenced by the performance of the Senior Officers and both Masters. The whole crew appeared to be very professional and dedicated to their respective jobs. The entire vessel was exceptionally clean and tidy, and the stores were well organised with all items properly marked. Every operation onboard seemed to be done smoothly and with confidence.

Besides the obvious visual effects, shipboard team's continuous exceptional performance is reflected in the results of the external

inspections. Some of the past achievements are last 3 Flag State Inspections without a deficiency, last 4 Port State Control inspections without a deficiency, last environmental Inspection without a deficiency, last 2 external audits without a non-conformity or an observation. This information might lead a reader to the assumption that there are no areas for improvement on board Cape Mayor, which would be misinterpretation.

Commitment of the shipboard team is matched with the office support and commitment of those who visit the vessel in identification of areas for improvement. This is reflected in the average number of findings in the past 3 Technical inspection which stands at 21.3 per visit, or Marine related findings whose average stands at 17.7 for the past

3 visits, or the internal audits which in last 3 years on average resulted in 1.3 non-conformity and 1 observation per audit. Those figures reveal that even on an exceptionally well performing vessel with dedicated and committed crew there is always a lot of hard work and areas for improvement. Something that all seafarers and those connected with the shipping industry are well aware of.

We would like to congratulate both Masters, Captain Jurijs Smimovs and Captain

Viacheslav Stravinskiy and their respective rotating crews for their hard work, which have given a great example of how good seamanship, professionalism and teamwork onboard can produce excellent results.

Thanks also go to Technical Superintendent Vasilis Iliadis who has been responsible for the vessel since October 2014 on the office side and all those who were in charge before him.

Captain Valentin Mavrinac
QSHE-Marine Superintendent
Columbia Shipmanagement
Ltd (Cyprus)

Columbia Shipmanagement seeks to highlight areas of excellence on our fleet and show our appreciation to those deserving.

Everyone is invited to bring to light exceptional cases of professionalism and performance that goes beyond the call of duty.



Captain Yury Smirnov receiving his letter of appreciation from CSM Cyprus Managing Directors Maurice Baker (right), Andreas Hadjipetrou (2nd left) and Duncan McLennan (left) CSM Cyprus Technical Director.

CREWING NEWS

Introducing our new Cadetship Coordinator: Monika Wagener

In December 1992 I started my career at sea on board the cruise vessel MS VISTAFORD. After 2 fantastic years working in different positions within the hotel department, starting as Silver Services Waitress, later becoming Chief Purser, I signed off in Hamburg. Where else could it be?

In 1994 I continued working for CSM as a Senior Recruitment Coordinator, now from shore side, in the Hamburg office.

My main task was the recruitment for the hotel crew, first for Cunard and later for the Hapag Lloyd vessels. For more than 15 years I travelled all over Europe to find the best crews for our clients' fleet.

To give you an idea, we recruited between 30 - 60 persons a month.

My main interest always was and still is the human being. It fascinates me to observe other people and

to try to understand the different cultures and behaviours without judging.

Obviously I continued studying and became a professional trainer and coach. I conducted several in-house trainings (such as communication and appraisal training) and carried out individual coaching.

One of my tasks as Human Resource Officer is being responsible for our in-house trainees in Hamburg. We have around 20 trainees a year, with their apprenticeships lasting for the duration of between



Photo taken during Senior Officers Meeting 14-15.05.2015
in Manila on the rooftop of Career's office.

2-3 years. In the last 5 years we employed over 60% as permanent staff in various departments.

I started my new role as a Cadetship Coordinator in November 2013. I am not only participating in the recruitment of CSM future Officers, I am also the central contact point for all our cadets. It is very important for all Masters and Chief Engineers to provide high quality training to our cadets. In future I will follow up on their career progression.

Through my direct contact

with Masters and cadets I wish to build a trustful relationship and support our cadets whenever they need me. I hope to see many enthusiastic cadets with the desire to contribute to the success of CSM.

“Life is like a box of chocolates. You never know what you're going to get.”
(Forrest Gump)

My personal message to our cadets is: Life is full of surprises, bad or good. If you get a bitter chocolate today, you might get something sweeter

tomorrow, who knows? It's important to enjoy and be proud of what you are doing. Use your time meaningfully by continuous learning. Be curious. I hope to meet you all one day, either on board or somewhere around the world.

Wishing our seafarers safe sailing!

Monika Wagener
Human Resource Officer /
Cadetship Coordinator
Columbia Shipmanagement
Deutschland (GmbH)



Pictured: New Engine and Deck cadets, Captain Faouzi Fradi, Monika Wagener and Crewing Officer Redentor E. Ho.

TRAINEE VISITS AAL BANGKOK AT SINGAPORE ANCHORAGE

On 14th August 2015 I was given the chance to go on board M/V 'AAL Bangkok' together with Technical Superintendent Mr Goh Heng Kwee and Purchasing Officer, Mr. Ayden Yeo Zheng Jie. The vessel was on anchorage in western Singapore for bunkering.

It was a new experience for me. I accompanied Mr. Goh Heng Kwee for his regular inspection on board and had a first hand discussion with the crew members while traveling on the launch boat to our vessel. The onsigning Chief Officer Mr. Abejero Federico JR was also with us and I had a chance to talk to him about his experience as a seafarer as well as his first time onboard AAL Bangkok and other AAL vessels. My impression was that the crew was very experienced in seafaring and fully understood their job scope. With safety equipment and proper personal protective equipment in place, we made our way up to the vessel via the gangway along with new onsigning crew members.



Before even entering the vessel, I was very impressed with the proper documentation procedures in place for visitors to register when boarding the vessel. We were warmly greeted by the Chief Engineer and paid a visit to the Captain Oleksandr Afanaskin. We then enjoyed lunch, which included garlic bread with vegetable soup, fish with rice and fruit for dessert.

Afterwards, the Chief Engineer gave us a detailed tour around the vessel while he explained extensively to the Technical Superintendent various technical matters.

Being a trainee for a short period with CSM Singapore, it was definitely an eye opener for me.

Many times at university we come across technical terms but do not know what they actually look like or what are their functions on board.

As a bonus, I got to experience the vessel in the midst of bunkering as well as meeting a bunker surveyor on board.

After my visit to AAL Bangkok, I now understand seafaring is definitely more than just a 9 to 5 job; while the vessel is operating anything could crop up and the crew members have to problem solve and take corrective actions on the spot. I can see how important team work is amongst them given that they spend so much time together.

It is not an easy job but I believe our management has provided our seafarers with proper international guidelines to ensure their safety, and commitment

to the environment.

I am glad to have had this opportunity to personally experience being 'a seafarer for a day' and believe the

experience has taken me beyond my textbooks.

Eugene Ng, Trainee
Columbia Shipmanagement
(Singapore) Pte Ltd



MARITIME STUDENTS VISIT CAPE MARIN

Between the 3rd of March and 3rd of May 2015, students from Sohar IMCO (International Maritime College Oman) visited Cape Marin. All in all, during five consecutive Sundays, we were visited by more than 120 students (1st year of Nautical and Engineering faculties) and their teachers. Each visit took approximately 2 hours and our ship was shown to them from the Bridge to the Bilges and from

Fore to Aft.

The request for these visits came from the charterers (OCL) who, like the IMCO College, is owned by the Omani government. The visitors came in multinational groups; I counted 10 nationalities of students and teachers.

The crew ensured that for each visit the ship looked very "ship shape" despite our difficult coastal trade. Students and teachers were well prepared for the visits, wearing all applicable PPE (safety shoes, safety helmets, boiler suits and ear protectors).

From the ship's side we ensured safety, security and environmental briefings were held.

The Chief Engineer and myself were later invited and taken to the College during the student's final visit.

Hopefully the students will remember well their first visit to the vessel. Thank you to our Crew for their hard work to organise the visits during our short port calls.

Captain Piotr Ruszczyński
Columbia Shipmanagement Ltd. (Cyprus)



CAREER SPOTLIGHT - FROM ENGINE CADET TO CHIEF ENGINEER

Francis D. Flores was born in Pasig NCR (Manila) and was the first person to enter seafaring in his family. Francis recently visited our Columbia Cyprus office, on 14 -15th October 2015 and took the time to share some highlights of his career progression with Compass.

Shipping first caught Francis' interest during secondary school, after he attended a career presentation on seafaring and wanted to know more. It all started in 2003 when Francis joined the Career Cadet program as a marine engineer cadet. With much hard work, in 2014 he was promoted through the ranks to his present position, Chief Engineer.

Looking back, Francis recalls, "My cadetship was hard work. Since I became a cadet, it had been my dream to become a Chief Engineer. I wanted to prove to myself that I could accomplish my dream. It helped that I had a clear

plan and the dedication." After Francis' daily tasks, he would spend any free time studying. In addition to studying, in his free time he would also observe other engineers at work. This helped him gain more knowledge. At the time, Francis didn't have any mentors for advice, as no-one in his family was a seafarer. However, Francis had a good working relationship with crewmates and always asked questions. If there was a special task, he would ask to observe his colleagues to expand his knowledge.

Fortunately Francis' family was very supportive, which was important – especially during his first year. Francis remembered, "In my first year away from home I found it hard as I had never been away from my parents and family - I felt very alone. However it became easier, and although the work itself was hard I was used to it as I had previously helped my father with agricultural work."

He continued, "As a Filipino Officer working with an international crew, I want to have a good working relationship with all in order to work in a way that is safe, fast and effective.

I have learnt that onboard



Francis D. Flores

you need to live peacefully and have good communication skills. It's also important to comply in a good manner with port authorities. Different countries have different attitudes. Respect is important when you are working with various port authorities."

Francis had some advice to share for anyone wishing to succeed in a professional career at sea. "Be focused and create a plan. It's important to remain patient because on a ship it's hard work".

Within 10 years, Francis has reached his present position of Chief Engineer. We would like to congratulate Francis, and hand over to him for the closing words. "My message to our Compass readers is this - work safely, be patient and enjoy your job!"

COLUMBIA CRUISE SERVICES CONTINUES TO GROW

NEW VESSEL WITH 1,830-PASSENGER CAPACITY FOR CCS

On June 11, Captain Adrian Hibbert, Director of Operations of Thomson Cruises, announced that CCS will take over technical management for the upcoming "THOMSON DISCOVERY".

CCS will start the management of the new Thomson Cruises vessel in Spring of 2016. An agreement has been confirmed until the end of 2019 already. In March of 2015, Thomson had announced that the "Splendour of the Seas" – which is currently sailing under the "Royal Caribbean" – will be joining Thomson Cruises in summer of 2016. This new vessel joins the fleet under the name "THOMSON DISCOVERY" and will have a double capacity of 1,830 passengers across 915 cabins.

"We are very happy to add yet another vessel to our Thomson fleet", stated Olaf Groeger, Director of CCS. "To be trusted with Thomson's



newest and most modern addition is a great honour and underlines the trust we have gained by successfully managing Thomson vessels over the years."

FTI CRUISES AWARDS "BERLIN" TO CCS FOR FULL MANAGEMENT

FTI Cruises GmbH has awarded Columbia Cruise Services (CCS) with the management of the passenger vessel "BERLIN". In September 2015 CCS announced winning the tender process for the Full Management of the "BERLIN" commencing October 24th, 2015. COLUMBIA is already managing the hotel crew of the vessel since April 2013. Olaf Groeger said: "We at

COLUMBIA are very excited to work together with FTI and are looking forward to expanding our services with and for FTI in the years to come."

The flagship of FTI Cruises is a small classic cruise ship for 400 passengers. The "BERLIN" operates two restaurants: the main restaurant and the Veranda-Restaurant that offers indoor and outdoor dining, it also has a cosy Yacht Club Bar, Sirocco Lounge and new Berline Lounge situated on the sun deck. The "BERLIN" also offers an outdoor pool.

Other amenities include a gym, sauna, spa area and a large library. Massages and spa treatments are also available.

2nd CCS SENIOR OFFICERS MEETING

The COLUMBIA Hotel Casino Travemuende was the perfect backdrop for the successful 2nd Senior Officers meeting held over 2 days in February 2015. The conference delegates welcomed Officers from the UK, Bulgaria, Ukraine, Croatia, Poland and Austria. All attendees gathered to discuss various current topics and become acquainted with COLUMBIA Cruise Services Ltd as well as with Thomson Discovery.

Weeks of preparation laid the groundwork for fine tuning all the presentations together with our long term partners from Thomson Cruises.

The day started early on the 24th February 2015 with a welcoming from our Senior Crewing Superintendent Mr. Paul Wells. Thereafter our new company COLUMBIA Cruise Services Ltd was introduced by its Director Mr. Olaf Groeger.

The closing to the morning session was a presentation by QSHE Manager/DPA/CSO Mr. Oleksandr Lisnychy who talked about

the new CCS Safety Management System. Fellow speakers at the meeting were Lemag Lehman & Michels GmbH and Harding.

Mr. Jens Hinsch from Lemag Lehman & Michels GmbH who are engine performance experts, gave a general overview of their SEE Ship Energy Efficiency Analyzer System. This monitoring system which helps optimise performance and reduce emissions went live at the end of June 2015 on board C/V Thomson Celebration. The second guest speaker was Mr. Markus Kahle of Harding. Harding have a global presence and deal with life-saving systems. His presentation was held on the second day of the conference and offered a suitable extension to our own lecture portfolio.

Throughout both days, various crewing and technical subjects were presented and discussed including safety, commercial and insurance matters.

At the close of the last day, one of the participants noted: "It was enlightening to hear the different perspectives on some of the challenges we encounter while working onboard and ashore".

The meeting finished after lunch on the 25th February.

We would like to take this opportunity to thank the hotel for their great catering service.

We also would like to thank all participants and we look forward to our next Senior Officers Meeting.

Kerstin Marschhausen
Crewing Superintendent
COLUMBIA Cruise
Services Ltd.



SUEZ CANAL EXPANSION NEWS

The modern Suez Canal is only the most recent of several manmade waterways that once snaked their way across Egypt. The Egyptian Pharaoh Senusret III may have built an early canal connecting the Red Sea and the Nile River around 1850 B.C. The canal was supposedly finished in the 3rd century B.C. during the Ptolemaic Dynasty, and many historical figures including Cleopatra may have travelled through it. Rather than the direct link offered by the modern Suez Canal, this ancient “Canal of the Pharaohs” would have

wound its way the through the desert to the Nile River, which was then used to access the Mediterranean.

After conquering Egypt in 1798, the French military commander Napoleon Bonaparte sent a team of surveyors to investigate the feasibility of cutting the Isthmus of Suez and building a canal from the Red Sea to the Mediterranean.

This plan was abandoned when his surveyors incorrectly concluded that the Red Sea was at least 30 feet higher than the Mediterranean and any attempt to create a canal could result in catastrophic flooding across the Nile Delta.

Planning for the Suez Canal officially began in 1854, when a French former diplomat named Ferdinand de Lesseps negotiated an agreement with the Egyptian viceroy to form the Suez Canal Company.

The Suez Canal has enjoyed increased traffic in recent years, with roughly 50 ships passing through its waters every day (approximately 10% of the world's trade passes through the canal). Shipping tolls allow Egypt to bring in around \$5 billion annually, but the canal was hampered by its narrow width and shallow depth, which were insufficient to accommodate two-way traffic from modern ships. There were limited wider basins for vessels to



Photo by Captain Levan Mjavia o/b M/T Silver Valerie during transit through Suez Canal.

pass each other, which meant that vessels had to anchor in the Bitter Lakes or tie up at designated berths along the length of the canal to allow passing.

The 146-year-old canal has been repeatedly expanded over the years, from an initial length of 102 miles and a depth of 26 feet, but in August 2014, Egypt's Suez Canal Authority announced an ambitious plan to deepen the canal and create a new 22-mile lane branching off the main channel. Just one year later, on August 6th 2015, Egyptian President Abdel Fatah al-Sisi inaugurated this expansion of the Suez Canal. At the inauguration ceremony in the town of Ismailia, attended by numerous heads of state, the President appeared aboard the El-Mahrousa – the motor yacht that was the first vessel to pass through the canal on its completion in 1869.

The \$8.5 billion project added a 22-mile bypass lane to the canal, allowing for two-way traffic, and dredged a further 22 miles of canal to increase the depth of water. This latest expansion brings the canal's length to 120 miles and its depth to 78 feet,



**Photo by Captain Vasily Kolesnichenko o/b
M/T Silver Philippa approaching the new two way canal.**



allowing a maximum draft of 66 feet. Canal transit times should now be reduced from the previous 18 hours to 11 hours, the waiting time is expected to decrease from 11 hours to 3 hours for most ships, and the

capacity of the Suez Canal expected to increase from 49 to 97 ships a day.

Captain Phil Brown
Senior QSHE-Marine
Superintendent (Dry) / DCSO
Columbia Shipmanagement
Ltd (Cyprus)

Suezmax is a term for those vessels which have the largest ship measurements capable of transiting the Suez Canal in a laden condition, and is almost exclusively used in reference to tankers.

UPDATE FROM QSHE-MARINE DEPARTMENT, CYPRUS

The QSHE-Marine Department is operating under the leadership of Captain Leonid Zalenski, QSHE-Marine Manager / DPA. Previously the QSHE-Marine Department existed as 2 separate departments:

The Marine and Q.A. Department merged back in November 2013, with the objective to set up and harmonise the duties of the ex-Marine and ex-QA Department, in order to form one solid body.

The merge of the Marine and QA Department was challenging but achieved with strong team work.

With 42 employees, the QSHE-Marine Department is one of the most multi-national Departments in Columbia Shipmanagement, Cyprus. It currently consists of 16 different nationalities, including British, Chinese, Croatian, Cypriot, Cypriot-American, Dutch, Filipino, Georgian, German, Greek, Pakistani, Polish, Romanian, Russian, Bulgarian and Ukrainian.



**Pictured above is Yiola holding
the Columbia Policy Statement 2015.**

Our QSHE-Marine Manager Captain Leonid Zalenski is the active link between the vessels and the Company on all matters affecting the Safety, Health and Protection of the Environment, with his defined authority as Management Representative and Designated Person Ashore (DPA).

The QSHE-Marine Department is responsible for ensuring that the company Quality, Safety, Health and Environmental Protection Management System is established, implemented and maintained. The Department is also responsible for the Marine, Vetting and Security management of the vessels under full management in compliance with the Company's Management

System. This entails the safe navigation of the fleet, all Deck and Cargo related Operations and the Vetting management activities. The Company Security Officer is also part of the department.

The Department activities involve a lot of hard work and excitement and every day is for sure different than the previous one. You can try very hard to plan your next day activities but usually new things turn up and change the original plan.

This is what makes the QSHE-Marine Department full of challenges.

Yiola Hadjichristodoulou
Quality Assurance Officer
Columbia Shipmanagement
Ltd (Cyprus)

AAL 20th ANNIVERSARY NEWS



AAL NAMED 'BEST SHIPPING LINE – PROJECT CARGO' FOR A SECOND YEAR RUNNING

On 24th June AAL won again at the 2015 Asian Freight, Logistics and Supply Chain (AFLAS) Awards. AAL has been named 'Best Shipping Line – Project Cargo' at the prestigious 2015 Asian Freight, Logistics and Supply Chain (AFLAS) Awards, held in Hong Kong. The award win follows a year of significant and successful developments for AAL, since the company won in the same category last year. This activity included, amongst other things, entering into a global

cooperation with heavy lift operator and tonnage provider Peter Döhle, the opening of a new office in Japan, and a re-branding to mark the company's 20th year of operations and its status as a truly global operator.

The AFLAS Awards recognise leading service providers including air and shipping lines; air and sea ports; as well as logistics operators, 3PLs and other associated industry professionals. The nomination and voting process allowed the more than 15,000 readers of Asia Cargo News and e-news subscribers to vote for the leading companies in the market, and determine the winners, making the results the opinion of service users

rather than a panel of judges. Kyriacos Panayides, Managing Director of AAL, commented: "We are delighted and honoured to have won in the Project Cargo Category of the AFLAS Awards for the second consecutive year.

The fact that the awards are judged by service users makes this win particularly important, as it's recognition of our hard work and our commitment to delivering the best possible transportation solutions and value to our customers."

Established in 1995, the Singapore-headquartered company operates the youngest fleet in the multipurpose (MPP) and heavylift sector, comprising of owned vessels as well as chartered-in tonnage.



AAL's S-Class vessel AAL Bangkok carrying modules.

MULTIPURPOSE CO-OPERATION: AAL & PETER DÖHLE

Following the celebrations of its 20-year anniversary AAL launched a multipurpose co-operation with Peter Döhle Group. The Hamburg based and family-owned company is a major provider of shipping services worldwide.

Since June 2015, AAL and Peter Döhle share their experience, resources and hardware across the world to offer joint Tramp & Projects services to the global market. Both companies will continue to remain independent of

one another, with separate ownership and identities.

An initial fleet of vessels, comprising both owned and chartered-in tonnage, features seven modern and highly diverse classes of multipurpose heavy lift vessels – ranging from 12,000, to 31,000 dwt – with optimal lift, expansive stowage space and the highest levels of equipment specification.

AAL's Managing Director, Mr. Kyriacos Panayides, explained, "This co-operation allows us and our customers to benefit from far greater economies of scale, to further expand our global reach and to create an even more dynamic and

competitive presence in the market.

With Peter Döhle, we share similar ethics and cultures, a mutual service philosophy and an ambition to drive the sustainable growth of our organisations.

We are not only in a better position to meet the growing needs of our existing customers, but to also become carrier of choice for major new projects."



AAL & PETER DÖHLE
A MULTIPURPOSE SHIPPING COOPERATION



AAL TRAINS AUSTRALIAN SEAFARERS

AAL steps in to provide blue-water training opportunities for Australian seafarers

It is widely accepted that professional Australian seafarers are becoming a rare breed.

Their numbers are reducing year-on-year, primarily because there is a lack of quality training opportunities, particularly real blue-water experience, available to attract new recruits into the industry. To reverse this trend, global break-bulk and heavy lift operator AAL and its sister company CSM (Columbia Ship Management) have joined Svitzer to support a pioneering education program to strengthen maritime expertise in Australia and help generate valuable new jobs.

The programme was initiated almost two years ago by Svitzer and, each year, offers would be Marine and Power Engineers the chance to enroll in a cadet programme at Hunter



Tafe's Newcastle maritime training centre. The course covers all technical subjects as well as providing ship and sea time required as practical experience to qualify as an Engineer Class 2.

AAL and CSM will help guide 30 cadets through key stages of their professional and practical development in the programme, including the provision of valuable ship time at sea; a crucial requirement for each engineering cadet. Together with our sister company, CSM, we have registered CSM Australia; a company whose primary role is to assist in the training and development of Australian cadets and seafarers.

A large portion of the cadets will gain their sailing time and training on AAL's multipurpose vessels, operating into and out of Australia. In 20 years, the company has grown into one of the world's leading break-bulk, project and heavy lift operators and its Australia Liner Services division, which these vessels serve, is one of the most reliable and trusted in the region.

The vessels are also part of AAL's growing fleet of multipurpose vessels that is the sector's youngest and most advanced. AAL is committed to the Australian market and has been providing break-bulk and heavy lift shipping

services to and from Australia for 20 years. The company could see that the number of Australian seafarers was dwindling and their age profile increasing. We recognised that there were few opportunities for Australian's to gain real quality sea time in blue-water ships. We knew that there needed to be a pathway for consolidation of knowledge learned in the classroom to gain the competencies and experience if the industry was to attract new entrants. So we decided to do something about it.

AAL ships are an excellent training ground. Our heavy-

lift and break-bulk ships have a wide range of equipment that requires monitoring and maintenance, this is exactly what is needed to enable cadets to gain experience and consolidate their skills.

Teaming up with Svitzer extends the diversity of experience and broadens career opportunities.

As we celebrate 20 years of operations in Australia it is a privilege to play an active role, alongside other industry majors, in helping to develop the region's next generation of seafarers.

More information is available at:

www.aalshipping.com

AAL Marketing Department



Cadet Oliver Nicholson working o/b AAL Brisbane.

AAL LAUNCHES NEW OPERATION, AAL JAPAN

At the start of 2015 AAL announced the launch of a new operation in Japan. The strategic move is based on providing excellence in services and on-ground operational support directly to customers in the country, building on AAL's significant presence in Asia.

Based in Tokyo, AAL Japan will focus on providing quality services to key industries, particularly the EPC (engineering, procurement and construction) sectors, where Japan has a strong reputation for the export of high-end quality products.

AAL Japan will provide a wide range of transportation

and logistics services, drawing upon its extensive experience in the global heavy lift and project cargo markets. These include transportation solutions on sea, land and air, related agency services, financing and temporary staffing and logistics consultancy.

"Japan saw a steady resurgence in its export market towards the end of 2014 – supported by demand from the US and China – an encouraging sign, considering the volatile global market. To maintain their competitive edge, our local shipping customers aim to maximise their operational efficiencies, as well as health and safety and sustainability standards. At AAL, we have built a trusted reputation for providing flexible transportation solutions



**Wolfgang Harms,
Managing Director,
AAL Japan**

that meet these demands," said Wolfgang Harms, Managing Director, AAL Japan.

AAL Japan will be headed by Mr. Wolfgang Harms as Managing Director, in conjunction with his current roles as Chief Representative for Greater China and Deputy Managing Director of AAL. He will be supported by Mrs. Yuko Kimura as Managing Director, Mr. Takashi Shimizu as General Manager and Mr. Yushi Sato - all directors within the new organisation.

AAL KOREA LAUNCHES WITH NEW OFFICES IN SEOUL

AAL on 8th September 2015 announced the opening of a new office in Seoul, South Korea. The move confirms the company's

commitment to strengthening its infrastructure across key markets for heavy lift, breakbulk and project cargo.

AAL has been servicing the Korean market since its inception 20 years ago. The company established a local presence in the country through the appointment of an owners'

representative in 2005; the new AAL office will add further commercial and technical capabilities to support the company's growing global operations and to provide its customers with more value added services.

Wolfgang Harms, Deputy Managing Director of AAL

and its Chief Representative in the North Asia Region explained: “Establishing AAL Korea was the next logical step for us in the region, and bolsters our wider international growth strategy. This move also enables us to deliver service excellence to our Korean customers, with greater on-the-ground commercial and operational support, and a smoother interconnection with our rapidly growing network across Asia.

He added, “We have a very strong business base in Korea, built on good relationships with local customers and mutual trust. We see great potential going forward



within all types of industries, and we want to invest further in our presence and the development of our brand in this important region.”

Jae Hong Kim, Representative Director of AAL Korea commented, “Korea is a pivotal Asian market for our global clients.

With two decades of working locally, we

understand our customers' needs and, through our bespoke tramp and regular liner services, offer flexibility, efficiency and reliability.

We also provide open access to key global markets and a single-minded commitment to safe and efficient cargo handling.”

AAL Marketing Department

AAL OPENS A NEW VANCOUVER OFFICE

In September 2015 AAL opened a new office in Vancouver, Canada. The move strengthens our on-the-ground presence and customer support function in a region experiencing growth and development. We are also one of the first global shipping operators established in Vancouver to have benefited from

the support of the newly launched Vancouver International Maritime Centre (VIMC).

With our popular ‘Pacific Service’, connecting North Asia with North America West Coast through scheduled monthly liner sailings, we have already enjoyed a growing presence and reputation in the Canadian market. The establishment of AAL Canada enables us to enhance our services further to the region’s key

industry sectors, including LNG, oil, mining and forestry.

“Vancouver is a major shipping hub and gateway into Canada, and it makes strategic and commercial sense to have a physical presence here as we strengthen our commitment to the North American market. We have the team and infrastructure in place to add real value for our customers – whatever their industry sector, or cargo booking requirement.”

said Felix Schoeller, General Manager of our Pacific Service.

Bernard Huizenga, Business Development Manager for AAL Canada, also commented: 'The launch of AAL Canada brings our brand closer to local shippers and provides them with greater levels of communication, competitiveness and partnership, with the ability to respond to their needs in an efficient, cost-effective, safe and reliable manner.'



The establishment of AAL Canada follows the recent launch of the Vancouver International Maritime Centre (VIMC), which was established to promote Vancouver as a

prime location for the international shipping industry. AAL is one of the first operators to work alongside the VIMC and benefit from the professional services offered by the city.

AAL LAUNCHES OPERATION IN DUBAI

AAL Middle East puts operator into heart of strategically important Middle East market

AAL have opened a new office in Dubai in October 2015.

'AAL Middle East' will place the operator at the centre of an emerging and strategically important region for the project shipping sector, as government and private equity investment across the region brings exciting new infrastructure and energy developments into the fore.

AAL Middle East will offer Arabic and English language capabilities and provide local customers with tramp and project shipping solutions, featuring the highest level of technical expertise and competitiveness for all industry sectors and cargo types. The office will also draw upon AAL's fleet of seven classes of multi-purpose heavy-lift vessels, ranging from 12,000dwt to 31,000dwt.

As well as offering tailor-made solutions, AAL will harness the scalability of its operations and infrastructure, to potentially develop regular semi-liner services based on customer demand.

Commenting on the development, Namir Khanbabi, Managing Director of AAL's global Tramp & Projects division, said: "The Middle East and Gulf market continues to experience significant capital expenditure and development in its infrastructure. It has also seen investment in construction and now growth in nuclear energy - as well as being a major hub for oil and gas projects. In conjunction with the changing geopolitical landscape, there is a real opportunity to work on-the-ground, to deliver competitive transportation solutions for complex and high value cargo in this important region."

CSM ATTENDS MARITIME CYPRUS 2015

This year Columbia once again participated as an exhibitor at the Maritime Services Exhibition which is part of "Maritime Cyprus 2015" Conference. The conference took place in Limassol at the "Evagoras Lanitis" Centre, which is located in the old part of town, between the 13th and 16th of September 2015. This was the 14th Maritime Cyprus Conference organized and more than 800 participants from around the world took part.

Participating in this event -Maritime Cyprus 2015- and representing our

company at the booth was an interesting experience for me.

I had the opportunity to meet and exchange ideas and news with colleagues from other local and international shipping companies. I also had the chance to meet with persons from other ship related industries i.e. bankers and ship suppliers which was interesting.

At the CSM booth, visitors had the opportunity to meet with top management representatives and other colleagues from various departments.

To those that were not familiar with CSM an introduction was made regarding both the company's



overview, values and the services it provides.

Given the influx of visitors, and apparent popularity of the event, all booths were busy. CSM customised gifts were given to our visitors as well as brochures.

In my personal opinion this was a great event and valuable for anyone wishing to network and meet other shipping companies face to face.

Evgenia Constantinou

Crewing Superintendent
Columbia Shipmanagement
Ltd (Cyprus)

www.csc-cy.org



Columbia colleagues Nicolas Papados (left) and Evgenia Constantinou (right) in front of CSM Booth at Maritime Cyprus 2015.

'ADOPT A SHIP' VISITORS

The Adopt A Ship Campaign has successfully ended for the year 2014-2015 with even greater interest from both participant schools and vessels.

Columbia Shipmanagement Ltd allocated the following six ships to participate:

- ANITA L
- CAPE BACTON
- CAPE BRADLEY
- CAPE FALSTER
- CAPE FULMAR
- CAPE MARTIN
- PETROLINA OCEAN

With the 'Adopt a Ship Campaign' we establish a line between the ship and a school to give pupils a taste of life onboard.

Weekly communication between the students and ships includes an exchange of e-mails and photos. The idea is to promote a better understanding of the shipping industry for youngsters.

On Wednesday 10th June 2015 Columbia Shipmanagement Ltd invited teachers of participating schools from across Cyprus. A group of forty five teachers from Nicosia, Paphos, Larnaca and Limassol, representatives from the Department of Merchant Shipping, Cyprus Shipping Chamber and CYMEPA were welcomed to the Columbia offices. With the presence of our Managing Director Mr. Andreas Hadjipetrou, we started by introducing Columbia Shipmanagement Ltd and its activities to all participants.



A presentation was then given by an LNG Carrier Chief Officer, Miss Iro Gidakou who shared first hand experience of life at sea. This was followed by a question and answer session. Certificates were awarded by CYMEPA to participating schools together with a wooden ship as a small gift.

A tour within of the Columbia offices was then given to all participants followed by lunch at Pizza Express.

Yiola Hadjichristodoulou
Quality Assurance Officer
Columbia Shipmanagement Ltd (Cyprus)



CSM-CIM SCHOLARSHIP WINNER ANNOUNCED

Within the frame of its social Responsibility Program, Columbia Shipmanagement in co-operation with the Cyprus Institute of Marketing, has given young people the opportunity to apply for a one year full scholarship in BSc Shipping Administration.

Congratulations go to the winner is Angelos Karatsiolis, who was awarded the CSM-CIM one year full scholarship (worth 4,650 Euro).

Angelos was invited to Columbia's premises to receive his award and was given a tour the Columbia Cyprus office based in Limassol.

Marketing Director of CSM Mr. Demetris Chrysostomou, said "Columbia, as one of the longest established Ship Managers on the island, has always sought opportunity to give back to the local community, especially the youth and future development of shipping expertise in Cyprus.



L-R: Demetris Chrysostomou (Marketing Director - CSM), Angelos Karatsiolis (winner), Yiannos Hadjiyannis (Deputy Director - CIM).

The cooperation with CIM has offered us the excellent opportunity to provide a deserving young student the financial opportunity to pursue his career aspirations. We wish Angelos all the very best and trust he will do himself, his family and Columbia proud."

Angelos later spoke to Compass about winning the scholarship, "I have always been interested in the field of shipping.

Vessels and their management fascinate me so much that I made the decision to study about them.

I was lucky enough to win this scholarship and now I am honoured that Columbia is making one of my biggest dreams come true."

Editorial team

www.cima.ac.cy

"Education is not the learning of facts but the training of the mind to think"
(Albert Einstein)



ENVIRONMENTAL NEWS

BEACH CLEANING

As part of our annual beach cleaning exercise, the EMS Team arranged a beach cleaning session on 24th May 2015 at Dasoudi beach in Limassol, Cyprus.

At 10am on a cloudy Sunday, a total of 38 Columbia colleagues, family and friends met up.

After the distribution of bin bags and rubber gloves, the group split into smaller teams to clean the beach area,

the Eucalyptus forest area and the car parks.

The teams collected all sorts of rubbish, filling 20 bags in total. Items found ranged from the common (cigarette butts, fast food wrappers) to the dangerous (broken bottles and pieces of wood with nails on) to the bizarre (car glove compartment, shaving razor, fluorescent kitchen light, pregnancy kit!).

The stronger members of the group dealt with the heavy items, while the younger members of the group were allowed to collect

lighter rubbish items under careful supervision of the adults.

Thanks to our volunteers who spent their Sunday morning cleaning up a popular part of Limassol.

Thanks also to the children who helped with enthusiasm!

The next generation will imitate our habits – may they be good ones.

Charis Assimenos
Environmental Officer
Columbia Shipmanagement
Ltd (Cyprus)



CSM DONATES TO LOCAL CHARITY FOR EASTER

For Easter 2015 the CSM Staff Motivation Team decided to collect food donations to support the work of 'Funraising Charity Association', based in Limassol, Cyprus.

A large amount of grocery items such as rice, flour, sugar, shampoo and nappies were collected. On Thursday 9th April 2015 the goods were handed over from Mr. Phivos Vakis



to a representative of the 'Funraising Charity Association' (www.funraising.org.cy).

The grocery food items were distributed to Limassol families in need.

Thank you to our colleagues for contributing towards this worthy cause.

**Staff Motivation Team
CSM Cyprus**



UPT'S FIRST VOLUNTEER DAY

On Saturday, 11th July 2015, the first UPT Social Day took place. The Hamburg UPT team met at the "Club 68" which is a non profit association assisting physically disabled persons in their day-to-day life.

Every Saturday the club members meet at the club's premises to spend their leisure time or to make excursions. The UPT team assisted with the upgrading of the club's outdoor area by repainting storage containers, gardening works and other useful activities.

The UPT team members

worked hard and experienced an enjoyable and interesting day with the club members, which was concluded with a festive coffee table. All at UPT were very happy to have been able to donate their workforce to those in need. A day to remember – and repeat.

The participants were:
Stefan Ciegelski
Christos Matarangas
Matthias Schoeller
Martin Stender
Sebastian Stegmeyer
Marina Roehl
Susanne Maßalsky

Susanne Maßalsky
UPT United Product
Tankers GmbH & Co. KG



WHOISWHO



HENDRIK
STELLAMANN



JESSICA
MAGRO



EVI
SOFRONIOU

HENDRIK STELLAMANN

1. What were your first impressions upon joining Columbia Shipmanagement?

Even though I thought I was quite aware about the activities of Columbia, I was somewhat overwhelmed in the first months when I learned that there was so much more variety to Columbia's business activities all around the globe.

2. Your job title is "Authorised Representative". Can you tell us what that involves?

My profession is actually attorney at law. However as my responsibilities and tasks involve much more than providing legal advice we agreed on a title which does not artificially limit such responsibilities and possibilities. "Authorised Representative" is actually the translation of the German word "Prokurist" which is a term used by the German Commercial Code and means that a person has a standing authorisation to sign and represent a certain company.

3. Any advice for aspiring lawyers?

When talking to other lawyers, or even when we ask them for an evaluation of a certain topic, I regularly note that a lot of them hesitate to take clear decisions in their statements and try to avoid responsibilities. This is not only a phenomenon of young lawyers and it makes me wonder a little as we lawyers are trained to make decisions from day one. I must say that those lawyers who do take decisions, are direct and accept responsibility for their advice are much more helpful for their clients.

4. You have worked on various Columbia related projects. Please describe your most unusual project.

It was when I travelled with our QSHE Manager / DPA Andreas Horber to Wilhelmshaven on board of Cape Mayor in 2010 to film a sequence part of an emergency response exercise for the HSE-DVD. The vessel was laid up in port at that time so the Captain and his crew had time to assist us. We pretended there was a fire in the laundry room. Andreas Horber and myself were directing and operating the camera, while the crew did a great acting job including some "action shots". If you haven't watched it yet, the 1st edition of the HSE-DVD is available on our intranet.

5. If you look back ten years, which developments have posed the most important new challenges to the shipping industry?

For the shipping industry in Germany it is now of utmost importance to find the unique selling point. In the past German shipping companies were able to take advantage of booming markets from the "KG system" which made it easy to raise capital for newbuildings - as well



Hendrik was born in Leer and grew up in Emden, Germany. He later studied at the University of Passau as well as at the High Court of Brandenburg, and is a Member of Hamburg Chamber of Attorneys. Hendrik presently works at Columbia Deutschland as "Authorised Representative".

as from tax benefits for all parties involved including the investors. In the last years ship financing with the “KG system” halted for obvious and widely discussed reasons. Nowadays we have to provide and offer services in a way that distinguishes us from our competitors. Flexibility, transparency, reliability, promptness and a fully structured approach to all services provided to customers are the main keywords here that are more important than ever.

6. Many are drawn to the sea, especially those who live inland. Why do you think the sea continues to intrigue us?

The sea has so many sides to it and is always different which makes it so fascinating. The sea changes constantly, with only a slight change of weather or light. It is in constant - sometimes rapid - motion but can calm us down at the same time when we just look at it. The sea connects all of us yet shows us how small we are and how long distances feel.

7. You have a passion for photography. In your opinion, what creates a perfect photo?

The right moment. The moment the sun rises and provides just enough light to underline the details of the landscape whilst still keeping the magic of the ending night. The moment when the person in the photo forgets you and your camera, and forgets to look extra good for the photo - or bursts into laughter because something unexpected happened!

JESSICA MAGRO

1. What attracted you to shipping?

I always loved the sea and the peacefulness it offered when I used to go fishing with my father. Later on the independence and sense of freedom drew me to it even more. In general I always wanted a career that would be challenging and that is exactly what the sea offers, different and unexpected experiences every single day.

2. Key characteristics needed to be an effective 3/Officer?

In order to be effective at sea you must never lose attention to detail or fail to ask the right questions. Being prepared for the unexpected will help you to continuously think and move forward. You must broaden your observation of the things that are happening around you and not be scared to actually roll up your sleeves and to see what is really going on. Allow failure to guide you rightly and value what you learn from all of your fellow crewmembers. Know your job well in order to be able to help others. Listening to others allows you to prepare more intently and solve things that you otherwise couldn't if you were only listening to yourself.

3. Any special memories from your first voyage?

On the 31st of December, while on-board a passenger ship I was on the bridge approaching my home port of



Jessica was born in Hazzabbar, Malta. Although she always loved the sea she was studying to be a lawyer; however during a long break from College she and her twin brother joined the MCAST Maritime Institute. Along the way she fell in love with this career. She currently sails onboard the ‘Thomson Dream.’

Valletta after being away from my family for four months. It was a lovely experience to get the Pilot on-board and be able to speak Maltese again and also a nice experience to steer the ship into the Grand Harbour, which at night is a majestic sight to see.

4. From your experience, tell us the benefits of working with mixed nationality crews?

You meet different people all the time, different nationalities with their own beliefs and thoughts and this makes the job very knowledgeable and exciting. It's always nice to learn about new cultures and beliefs. They never stop surprising me!

5. What are your career aspirations?

Being at sea is just amazing and there is nothing better than doing something you love so I am currently planning to sail for as long as I can and achieve my goal of becoming a Master Mariner.

6. Any advice for women considering a seafaring career?

Just go for it, if it's the career for you, you'll love it. This job is a way of living and if you are willing to, then you will get used to it very easily. As a woman you need to keep your guard up all the time, prove that you are capable of doing the job and also ensure to never give the wrong impression to the guys. All in all it is an extremely safe environment and peaceful. Being at sea is a lovely job, very demanding but also extremely rewarding.

7. Favourite film related to the sea, and why?

"The Perfect Storm" – it clearly shows the capricious forces of nature, forces which cannot be controlled by seafarers and must be respected.

8. Favourite quote about sailing?

One hand for your Life and one for the Ship.

EVI SOFRONIOU

1. You originally started working in Columbia in the reception/communication department, 6 months later you were promoted to the Technical Department; what advice would you give to anyone wishing to succeed in their career?

My advice would be to first of all have passion and confidence in what you do. It is also good to have a clear idea on what you want to achieve. Know your strong points as well as your weaknesses, identify what you want to achieve and go for it.

Accept any criticism and learn from your mistakes, failure is part of the learning process so don't be afraid to fail.



Evi was born and raised in Limassol, Cyprus. She studied

2. Columbia has been working on a new purchasing software system; tell us what the advantages of the new system will be.

We are working on an exciting new system that will enable us to streamline purchasing processes among the CSM offices worldwide. We shall control and standardise approval processes and workflows in order to ensure that the correct level of authorization is applied to each transaction. This new system will increase productivity, produce statistical analysis and historical records in minimal time. Employees will ultimately be able to focus on more strategically important tasks and functions.

at the Hotel & Catering Institute in Nicosia and worked in the hotel industry for 4 years before pursuing a career in shipping. Evi presently works as Procurement Commercial Manager in the Columbia Cyprus office.

3. How has communication changed over the years between office and vessels?

It has drastically changed in the years I have been with Columbia. The immediate image that comes to mind is the now 'outdated' emailing system GroupWise, before the use of Outlook. Back in the day all electronic correspondence was sent via fax. For the ships we would use a telex machine as our main means of transmitting messages. Vessels on the other hand sent all their requisitions via telex, all transmissions were printed and filed manually. Inmarsat B or Mini-M phones were used for calling a vessel, compared to nowadays we call a vessel via a new generation Fleet broadband. Another daily job was stamping... we had stamps for everything! Computers, emails and Skype have made our lives easier and more environmentally friendly. Overall communication has become faster, more user friendly and helped to ease the workload.

4. From the 5 company values, (respect, loyalty, competence, accountability and passion) which do you feel represents you most and why?

I believe that loyalty is what represents me best – I've been with CSM for 21 years now which proves this.

5. As a successful working mother, how do you manage to balance work and family life?

I have found the key is to make a plan, get organized and find the right balance between work and parenthood. Being a mother of 2 sons who are now young men, I have my own parenting style which works well for my family. I'm caring but at the same time I am laid back. I encourage my children to be strong minded and independent.

6. After a busy day at work how do you unwind?

I do Pilates 2-4 times a week; however I also enjoy watching my favourite crime/action series and of course reading a nice book.

7. Do you have a life motto?

I have many life mottos which I refer to on a daily basis, they help me keep on track. One of my favourites is: "Smile! Life is too short to be unhappy; focus on what matters and let go of what doesn't!"

BTL GOLF TOUR 2015

Bengal Tiger Line (BTL) resides in Singapore and as the name implies has a trade origin in the Indian Ocean's Bay of Bengal where they transport boxes on behalf of Container Liner companies and an ever increasingly important NVOCC trade, to and from hub transshipment ports.

With almost three decades of Feeder experience, BTL's

geographic coverage has also extended Westward to the Middle East and in the Far East connects the Philippines to Taiwan - as well as providing space ex China and Korea. With multiple sectorial coverage and over 35 scheduled vessels in operation (including vessel sharing arrangements with partners) BTL carries in the region of 800,000 teus per annum. Also deriving its name from the golfing "TIGER LINE" expression (directly connecting port pairs similar to the direct golf



shot from tee box to the green) BTL has successfully associated its marketing exposure and client relationship building via



the game of golf and hosts an annual "GOLF TOUR" in its business region. The tournament which include the Philippines, Korea, Taiwan, Singapore and United Arab Emirates brings together partners, friends and associates of the industry – indeed having an almost 'cult' following with several participants joining multiple tournaments. With a social 'Tiger Scramble' format both experienced and amateur players can enjoy a round together with all the events being the talk of the town before and

after the actual dates.

Partner and today's BTL Chairman, Joachim von der Heydt, "Having started our golf activities as early as 1990 we accompanied the growing popularity of the sport in Asia and it became a natural progression to host the events in our main business locations – or the physical control areas - and once we had created "the circuit" it became a tradition which we have now proudly sponsored for over 25 years – something

which no other Shipping Line can claim."

BTL has its own offices in India and Sri Lanka and works with established agency houses in the Middle East, South East Asia and Far East. The company is majority owned by Schoeller Holdings.



Bill Smart
Managing Director
Bengal Tiger Lines
www.btl-feeders.com



CSM ROCKETS LAUNCH INTO 2ND PLACE AT VOLLEYBALL TOURNAMENT

The CSC Charity Beach Volleyball Tournament has become a tradition among its members over the last decades. This year's tournament was successfully organized during the month of September on the weekends of September 19th and on September 27th respectively. A total number of 23 teams representing companies from the islands shipping industry competed in a 'five-on-five' tournament for the 2015 championship.



The CSM Rockets



The CSM Warriors





Columbia Shipmanagement Ltd was represented by two teams in this year's tournament, named the CSM Rockets and CSM Warriors. The CSM Warriors reached 4th place in the group stages and could therefore not progress to the next round.

The CSM Rockets after winning seven consecutive matches from group stages to quarter and semi-finals by 2-0 sets reached the final. After a derby match Marlow Navigation won the final and CSM Rockets were awarded

2nd place.

All in all it goes without saying that the participants enjoyed the action, teamwork, spirit and excitement exhibited on the courts of the Cyprus Volleyball Federation.

Congratulations to both our CSM Rockets and CSM Warriors for their results.

Ilias Christoforou
Assistant Crewing
Superintendent
Columbia
Shipmanagement Ltd (Cyprus)

UPT ENTERS BEACH-VOLLEY TOURNAMENT FOR FIRST TIME

Limassol based UPT team has participated for the first time in the Beach-Volley Tournament organised by the Cyprus Shipping Chamber.

This is an annual charity event with the net proceeds donated to the "One Dream One Wish" Children's Charity Association, which fulfils the wishes of children suffering from cancer and related diseases. This event also became a good opportunity for UPT to spend some



time together outside of the office environment and routine business activities. Such social events also play a significant role as they help team building and enhance motivation, culture and simply bring joy to everyone. We are all looking forward to participating in future occasions

to come. No significant results were achieved this time. However, this has inspired us to meet more often at the Volley court in order to become a stronger team.

Yuriy Garbovskyy
Deputy General Manager
UPT United Product
Tankers Limited, (Cyprus)

COLUMBIA'S DRAGON BOAT WIN

It's not often one receives the chance to join a Dragon Boat team. I know nothing about the sport except that images of dragons and the Far East spark pictures of a big adventure for me! The chance was too exciting to pass; I signed up with a

the history of dragon boating. The sport originated in South China, more than 2000 years ago.

A safety talk followed – then it was time for a warm up. Afterwards we walked down a path to the wobbly pier where our boat awaited. Our group of 'Dragon-Boaters-To-Be' gathered on the creaky pontoon which rocked gently



sides and accepting helping hands. I felt the boat rock



smile.

For the first time in Columbia's 37 year history, a team was entered for the charity Cyprus Dragon Boat race. We were fortunate to have a 'real' Captain head our team, Captain Vladimir Smirnov from our QSHE department.

At training session I our professional coach Djordje welcomed us and explained

on the water. Coach Djordje showed us some basic paddle strokes as we keenly observed. Then it was time to begin - flip flops off, and into the boat - one by one, row by row!

With some trepidation, I climbed into the boat, holding tightly to the

each time a person stepped in, thinking 'one wrong move could tip us all in'. I soon relaxed as we set out into the middle of the dam. I loved paddling on the water; listening to the peace of nature.

We practiced synchronising

our paddles and 'changing gears'. Long strokes would launch us through the water. We also practiced stops, starts and sprints. Occasionally, someone would hit the person in front of them with their paddle, and you would hear an "Ouch!" followed by "Sorry!" Just when I thought my arms would drop off, Coach would call, "Let it run" (the equivalent of "take 5") - we would remove our paddles from the dam,

One particular training session was extra tough, as we paddled against a strong wind, with spray in our faces. The following day my arms felt like concrete, I could barely move the computer mouse! Over time we built up our strength...

One of the continuous challenges we faced was changing crew members, due to some colleagues having to travel for work. Somehow we made progress, despite the rotating crew scenario.



However, we pushed on, we found two replacements and soon competition day stood before us!

Through dragon boating, these phrases became especially real to me:



and glide through the water to catch our breath.

After intensive exercise, we returned to shore, wet from splashes, tired but happy. Each session was a real work out.

A couple of weeks before the race, we started dropping like flies:

- Our star paddler slipped 2 discs
- Another paddler had minor surgery
- I missed a training session after a bruising fall

- "Don't miss the boat" (the time I was late)
- "Don't rock the boat!" (when the last person steps in)
- "We are all in the same boat" (everyone is equal)

COMPETITION DAY

– 5th July 2015

It was a scorching day, so hats and sun lotion were a must! The team began arriving at 8.30am, and set up base under our tent. The atmosphere was great - in the same category as Columbia there were 8 Festival Crews that took part in Standard Boats of 20 paddlers each. The boats were decorated with colorful Chinese dragon heads and tails.

Race heat 1 – *BANG!*

We paddled for our lives. Upon passing the finish line, we looked back to see the other two teams who were some distance behind us. Wow! Our first race put us straight through to the semi-finals.

Race heat 2 – we paddled with all our collective

might, and won again!

Final Race - we were against “Naughty Dragons” and “Prime Dragons”. With pounding hearts we slow-paddled to the starting line. *BANG!* Synchronisation was key – a missed stroke would rock the boat, costing us valuable milliseconds. We went for it! Paddle-splash-breathe. Paddle-splash-breathe. Our team’s focus was razor sharp. As we crossed the finish line, we had no idea which team had won – it was so close. We sat floating, waiting for news...

Then the loudspeaker crackled and a voice announced, “First place to... Columbia!” I was utterly amazed, our team had started as newcomers and finished

as winners! There were hugs and high fives all around.

As we walked up the hill the other teams in great sporting spirit created an ‘ark’ with their paddles for us to run under – fantastic! Afterwards prizes were presented, and most importantly it was announced that over €4000 was raised for charity. Our coach Djordje deserves special thanks for his endless patience and encouragement. Thanks also to our Captain Smimov for his enthusiasm. Our winning time was 42:76 seconds. Finally, thanks to Columbia for entering us. Columbia Dragons – it was a pleasure paddling with you!

Natalie Sey

Compass editor, (Cyprus)



COLUMBIA RUNS THE LIMASSOL MARATHON 5Km Corporate Race

For the second year running, Columbia participated in the Limassol Marathon 5km Corporate Race, which took place on Sunday 29th March 2015.

A great atmosphere was enjoyed by 135 Columbia staff with family and friends.

Runners took a scenic route,

starting from the Molos seafront, past the old town area and returning through the Limassol new marina.

Columbia achieved 34th place out of 155 companies who

competed in the 5km Corporate Race.

Well done to our runners!

Editorial team



Aerial view of the Molos seafront

CSM AND HANSE PARTICIPATE IN THE HSH NORDBANK RUN

On Saturday, 27th June 2015 the HSH Nordbank Run took place for the 13th time in Hamburg, Germany. 24 participants from Columbia Shipmanagement Deutschland and Hanse Bereederung Hamburg took part in the Run which was located in the HafenCity. In total there were 851 teams. The

Columbia team attended for the 13th year in a row, supporting the event from the very beginning.

The purpose of this corporate run is to raise money for the charity "Kinder helfen Kinder" which means "Kids help Kids" in German. Each team and runner paid a certain amount as an entrance fee which was donated to the charity.

The runners took a scenic route through the HafenCity, alongside the Elbe and through the fast-developing new district of Hamburg.

The overall length was 4km. The weather was good and our runners as well as the supporters enjoyed a nice summer afternoon together with approximately 25,000 other runners.

Overall a total of €155,000 were collected for this good cause.

It was a fun teambuilding event which we look forward to attending again next year!

Tjark Schade
Student
Columbia
Shipmanagement
(Deutschland) GmbH





OPEN REPORTING SYSTEM

DEAR CONCERNED EMPLOYEE,

Compliance with environmental and safety regulations is every employee's responsibility. As part of that responsibility, it is your duty to promptly inform the Company of any practice onboard that contradicts, or you suspect to contradict the MARPOL rules, any other regulations or Columbia Shipmanagement Policies.

The Company urges all employees to report such information to the **MASTER** onboard or contact directly by telephone call, SMS-text or e-mail:

- the **DESIGNATED PERSON ASHORE (DPA)** or
- the **ENVIRONMENTAL COMPLIANCE MANAGER (ECM)**.

You may also use the specific e-mail address: **openreporting@csm-d.com**.

If you prefer not to report directly to the Company, you may also report to a dedicated **THIRD PARTY** at the e-mail address: **open-reporting@open-reporting.com** or call the toll-free telephone number: **+800-19293949**.

You will not have to reveal your name but if you wish to do so, then we assure you that your identity will be held in strict confidence.

COLUMBIA SHIPMANAGEMENT WILL NOT RETALIATE AGAINST ANY CREWMEMBER MAKING SUCH REPORT.

WE RELY ON YOUR COOPERATION.

The Management of Columbia Shipmanagement, January 2014

DAY OF THE SEAFARER

'Sea me on the inside'

On a recent business trip to one of our vessels that was undergoing dry dock works in Turkey I had a particularly memorable encounter. I met the crew on board. I agree that this may sound overly simplistic, however I assure you that it is in the most basic, unprepared moments that one can gain immeasurable insight.

These 23 men were extraordinary, kind hearted, open to discussion, polite and willing to share their stories.

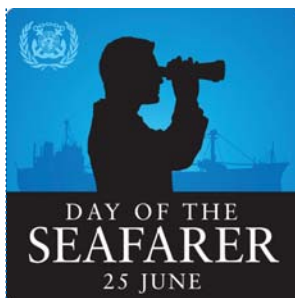
Through our discussions whether lengthy or short, I had the chance to take a glimpse into their hearts and get an idea of their

daily life on board. It is hard to imagine what seafarers lives are really like.

Most of us grow up with images of the cartoon-spinach-devouring sailor 'Popeye' and bedtime stories of alluring parrot-loving-pirates cruising the seas with their skull and bones flag on a mast and somehow even after all these years these childlike images block us from the truth; a sort of subconscious preconception?

We have a partial view of reality. And as we know reality is a sweet mix of happiness and sadness, triumphs and losses, lies and truth.

Our seafarers however know that reality is far from the above... These are some of their words I'd like to quote anonymously:



• I saw my children grow in phases, when I left they were little when I returned they were all grown up.

• I miss my children, I have 2, but knowing that I can offer them a better life, I work for them, it helps me cope. I do it for them!

• I miss the colour green which reminds me of my back garden.

• I cannot wait to return to my home town and go fishing with my Labrador. My dog loves fish!



CSM Cyprus staff

There is an estimated population of 1.18 million seafarers internationally of all nationalities! As per data given from the International Chamber of Shipping the worldwide it is estimated that there are 466,000 Officers and 721,000 ratings. That's a staggering number! And each one of these seafarers has their own story.

Sometimes it is nice to remember the personal approach, to be human, to ask your colleague at sea, how are YOU today?

My message to these men and women is: Without you we would not have jobs, a future, dreams and hopes.

What these men and women do on a daily basis is work tremendously hard, have sleepless nights, miss their partners, their family, friends, the warmth of their homes, miss out on their children growing up, favourite past-times, their home towns and a thousand more 'misses'. Choosing the life of a seafarer is a serious commitment. This life, aside from the daily difficulties, is the life of a free soul, a traveller, an adventurer.

Life at sea can be a life with great career and personal development and many opportunities both at sea and at shore.

I feel it is important to express my gratitude to all of you;

I would like you to know that you are appreciated, your sacrifices are measured and most of all that you are not alone.

In fact you are far from being alone, you have a crew ashore working so that you can safely and comfortably carry out your contracts, which ensure that your voice is heard hundreds of miles away.

Men and women that work on a daily basis for one purpose – YOU! YOU are at the epicentre, you are the heart.

Maria Theodosiou

Purchaser
Columbia
Shipmanagement
(Deutschland) GmbH



LIFE ONBOARD CAPE NASSAU CROSSES THE LINE

On 13th October 2015 M/V Cape Nassau crossed the equator from north hemisphere down to south. It was not the first time for our crew to cross the equator as the crew were already on this trading pattern for some time. We still celebrated however with a BBQ on deck and a game of basketball for all the crew to enjoy.

When crossing the equator it is traditional to hold a 'crossing the line' ceremony onboard because this is a once in a life time event for seafarers! I always try to arrange a baptism ceremony for the first timers, especially Cadets and or if any passengers on board .

The sense of occasion is always unforgettable. The usual soaking during the baptism for the person involved is a water filled with all the unharful garbage / stinky water in a clean 200ltr drum –

this is carried out in the presence of the more experienced crew. Afterwards a certificate is issued as proof of successfully crossing the line, signed by the Master.

I still remember my first time crossing the line on board the greatest cruise ship RMS QE2. I received my certificate when the vessel sailed from Western Australia to Mauritius way back in 1987.

Capt. Arthur L. Sendaydiego
Master of M/V Cape Nassau



"Hello to our Compass readers" from Captain Sendaydiego and the crew
2nd Row - 3/Off Adona - AB Acma - ABOT Xiaopeng - Messman Salva
1st Row - AB Bayaban - OS Diaz - Bosun Galos - Oil Licong - C/Ck Arvesu - C/O Aquino -
 EEO Dolores - CE Lumapag - Capt. Arthur L. Sendaydiego - 2E Delos Santos -
 2/O Ongican - 3E Han, Sitting Front Oil Orcullo

LIFE ONBOARD GREETINGS TO THE CREW OF AAL MELBOURNE

Thank you to Captain Zeljko Marega, Master of AAL Melbourne who took this photo passing the Bering Sea on the way to Pusan.



Left to right: AB Delos Santos Roygie Salvador, AB Xu Yongqin, OS/OT Garcia Gilbert Zara and OS Buaya Nelson Alegrado.

GREETINGS TO THE CREW OF ASIA RUBY III

This photo was taken 1st October 2015 as Asia Ruby III departed from Kosichang, Thailand for Koh Kong, Cambodia.

Captain Florin Anton told us, "Life at sea nowadays is mostly work and no fun. But fun can be achieved by having a professional team

that can transform work into fun. This team is the best team I've worked with in a long time and hope to serve with them in the future again."



Left to right: Electrician Officer -Randy Barrientos Ubierna; Third Officer-Ryan Comedido; Third Engineer-Domingo Baniqued Bueno;Second Engineer-Jalkin Farnacio Benigno; Chief Engineer-Romeo G.Gabales; Second Officer-Virgilio Polinar Tumanda Jr.; Chief Officer-Renato Domin Militante; Master- Anton Florin.

DID YOU KNOW?

THE HISTORY OF LIFE JACKETS

Keeping afloat

For some of us, the name Mae West is associated with an actress; the buxom silver screen vixen known to be one of the greatest actresses of all times (pictured right). However there is more to a name than you think. 'Mae West' is also the nickname given to a personal inflatable flotation device! Also known as: life jacket, life preserver, life vest, life saver, cork jacket, buoyancy aid or flotation suit. Below is a look at how the 'Mae West' developed through time... Before the life jacket came to be in its modern version, our not so distant primitive ancestors tried using inflated bladders of animal skins or hollow,

sealed gourds (hard-shelled fruit) for crossing water.

We have evidence suggesting that pneumatic life jackets were used since the 9th century.

Specifically, a stone carving from 878 B.C which is now located at the British Museum shows two Assyrian men using inflatable animal skins to keep afloat while swimming across the river Euphrates, Iraq, in what seems to be an attempt to escape from the fierce enemy army of King Assur-Nasir-Pal (pictured below).

Much later and during the time of impressments, 18-19th century, when men were actually forced to become members of the British Royal Navy, the use of life saving devices was not encouraged as it was thought that the men would use these items in



order to escape! If there was an emergency and the ship was going down the men were advised to grab onto one of the many buoyant items located on board, such as wooden boards, barrels or masts.

Shortly after, the industry started constructing iron vessels to meet the need for faster and more durable ships especially during war time. However, as a consequence the vessels would sink faster and the



sailors were faced with imminent drowning. Impressments were thankfully abolished and lifesaving services were thereafter formed. The issue of safety onboard took a serious turn and safety precautions became mandatory.

The modern life jacket is commonly accredited to the British arctic explorer: Captain John Ross Ward. He developed the first life jacket, made out of cork, for the National Lifeboat Institution (UK) in 1854.

Across the Atlantic in 1852 the United States Congress had passed a law requiring ships to carry life preservers. As a result they also created a set of standards and rules and appointed inspectors in order to supervise.

In 1914 after the devastating sinking of the RMS Titanic (1912) the SOLAS convention was adopted. This convention set the very first standards on how many lifeboats and what other emergency equipment should be located on board. It also outlined the safety procedures to be followed. However this new international regulation did not enter into force until after the end of the

World War I (1919).

From 1918 up until 1931 various governing bodies and SOLAS carried out a multitude of tests on the effectiveness of life vests. Their test results pin-pointed that the main limitation was that, in most cases, the wearer would be left floating face down. So the inflatable ring was developed in order to keep the head above the water thus guaranteeing that even if unconscious the wearer would remain head-up afloat. After many trials the heavy and bulky cork was replaced with a hair-like fibre from a tropical vegetable called 'Kapok' also known as Java cotton. The fibre was stuffed in watertight pouches and offered a lighter and somewhat more comfortable vest. Eventually, kapok was substituted with foam as it was found to be flammable; it rotted and easily lost its buoyancy if i.e. sat on! Even so, the Kapok jackets were widely used during the World War II and without doubt did save many lives.

Life-vests are continuously being developed, however the basic format has remained the same for the past 150 years. It is worth noting that as per the



USCG (United States Coast Guard) website of approved personal floatation devices kapok is still considered as an approved type of life preserver, in its modern version of course; this is not by any means a recommendation. Unlike kapok, balsa wood and cork are not approved. It will be interesting to see how this science develops in the future. It is imperative to remember, practice and fully understand the procedures when faced with an emergency. In this case one should know where 'Mae West' is, be competent on how to 'buckle her up' and make sure that she is looked after, during her 'inactive' period. Here's to the Mae West that saved a thousand lives. We salute you.

Maria Theodosiou
Purchaser
Columbia Shipmanagement
(Deutschland) GmbH

CSM PHOTOGRAPHIC COMPETITION NO. 10

We are pleased to announce our 10th annual CSM photographic competition.

By entering our CSM photographic competition your photograph may be selected for use on CSM websites, CSM poster campaigns or other promotional literature.

This competition is open to all Columbia employees ashore and at sea, excluding members of Compass editorial team. Entries by spouses and children of CSM employees are also welcome.

IMPORTANT:
Seafarers should not put themselves or others at risk when taking photos.

The three main categories are:

- 1) Life Onboard
- 2) The Magnificent Ocean
- 3) Crew at Work

Category winners each win a high end digital camera, with runners up receiving a photography book.

The judging procedure is as follows: a panel of judges (one Editorial Team member, one Director) select a shortlist of photos.

From this shortlist, Mr. Schoeller chooses a winner and a runner-up for each category.

Entries are displayed on a projector using numbers for identification, thus the selection process is anonymous.

The closing date is 30th April 2016. The winners will be announced in our next Compass Summer edition 2016.

Good luck!

Note: by submitting your photos you allow CSM the right to re-use images for future promotional purposes and Compass publication. Where possible, the name of the photographer will be mentioned.

RULES

1. Two entries may be submitted per person, per category.
2. Please send your photos in JPEG format on a CD to CSM Cyprus office, attn.: Compass Editor.
3. Please send photos in high resolution.
4. Entries can be either in black & white or colour.
5. Photographs should not be enhanced or adjusted electronically prior to entry.
6. Previous winners may not enter the same category 2 years in a row.

COMPASS PHOTOGRAPHY TIPS

Things to consider when taking photos:

- **Decide what the shoot is for**
- **Where are you?**
Indoors/ outdoors
- **What are you shooting?**
- **Check your camera settings**
- **Safety!**

Is it advisable to prepare as much as you can in order to minimize any unexpected factors. What will you need to take with you, what time will you have to plan the shot, think whether you will need to use props, have you checked the weather? Take a minute to really think about what you are about to create! Generally speaking avoid using the flash, try to use natural light whenever possible. When indoors place your object or person near a sunlit window or an open door.

If you are in an enclosed space without any natural light then try and use the existing ceiling or floor lights to brighten up your subject. If all else fails only then use a flash.

Try to keep the sun behind you. However when taking portraits this may not be the best solution as your subject's eyes will squint or the sunlight will create dark shadows on the eyes.

In case you are photographing crew members while working kindly ensure that they are wearing all necessary safety gear. If you are taking an official photo please make sure they are wearing clean and tidy uniform/overalls.

Setting a task for your subject may help them relax in front of the camera and gives another aspect to the photo. Take a minute to check your photo frame; with minor adjustments you may get an even better shot. For example you could set your subject in front of a CSM funnel/ logo/flag/ landmark.

You may need to shift your position slightly to avoid heavy shadows on face, or ask your group or person to take another pose instead of for example standing in a straight line, remember composition is important! When selecting a location for a photo, kindly keep utmost attention to the cleanliness and tidiness of the background.

When taking photos of groups try to get in as close as possible without cutting anyone out which will allow for a more detailed photo. Remember taller people should go to the back and short people to the front or sides in large group shots. Take photos in Fine or High resolution (check your camera manual for more on this). Make sure you always have your battery charged and ready or back up batteries in hand. There is nothing worse than having a great photo opportunity and realizing that your camera battery is dead!

Always take more than one photo - try a couple with different angles, positions and make sure everyone looks at their best. Also, make sure you can see everybody – a great way to achieve this is to shout out – 'can everybody see me?' – If they can see you they will also be in the photo.

Be safe!

Most importantly we want you to be safe! Please do not take any risks while taking photos and make sure your subjects are not in dangers way.

Safety comes first!

AVIATION NEWS

FULL SPEED AHEAD AT THE COLOGNE HANGAR

Two 96-month inspections on Bombardier Challenger 604 aircraft

The Cologne Hangar is frequently in demand, even though it is the smaller one of ACC COLUMBIA Jet (ACJ) Service Hangars at 1,405 sqm in size

compared to our Hannover hangar which is 3,500 sqm.

Our Technical Directors always try to ensure a sufficient utilisation of man power and hangar capacity throughout the year. However it is not always possible to avoid major projects coming in at the same time. Two of our customers – one Tunisian and one German operator – respectively requested a 96-month-inspection for their Bombardier Challenger 604, both beginning in March 2015.

Human resources as well as hangar capacity were given optimal planning. In order to guarantee perfect processing of all projects at the same time, the whole team from planning, technicians, sub-contractors, procurement, logistics, finance and administration worked hand in hand.

The Challenger 604 is manufactured by Bombardier. It has an approximate range of 4,000 nm and a normal cruising speed of 480 kt.



Typically it can support a crew of 3 – i. e. 2 pilots and 1 cabin crew – and is able to carry up to 12 passengers depending on the seating arrangement. The aircraft is usually furnished with a galley and a separate on-board lavatory.

The passengers may find a changing room, fully movable first class seats, occasionally convertible into a divan for having a sleep. Whilst on a business trip, conference seating can be arranged easily. For the passengers' comfort,

business aircraft are usually equipped with air conditioning, TV and DVD/blu-ray player, sound-systems with CD player and worldwide telephone.

Supervisors Sönke Güllich and Daniel Schulten, who have both worked for ACJ for years, are experienced Certifying Staff and in charge of a smooth workflow and accurate operation of both Challenger 604's after work completion. Each 96-month-inspection contains:

- disassembling, check
- overhaul and/or repair

- reassembling of the complete cabin, interior and avionics of the aircraft
- approximately 2,500 working hours of manpower
- a downtime of 8 weeks minimum – apart from additional findings that might occur during inspection.

During the inspection of the German Challenger 604, corrosion was identified. The repair work – approximately 1,200 manhours – was performed by up to 4 sheet-metal workers from our branch ACJ Support which is



specialised in the repair of structure and airframe (see COMPASS December 2014, 37th edition) in co-operation with the manufacturer Bombardier taking care of the engineering work according to our Service Request for Product Support Action (SRPSA). Furthermore a service bulletin for the door was due and was completed by ACJ Support within 250 working hours. Despite the extra repair and maintenance, downtime had to be extended only slightly.

With regard to the Tunisian Challenger 604, the operator commissioned us with preparing the aircraft for painting after scheduled maintenance in Cologne at the facility of a sub contractor in the Netherlands. Painting was supervised on site at our sub contractor's facility by our technicians, who also took care of all actions necessary, such as weighing of the aircraft after painting and before it was released to enter service again.

During the time of these two major inspections, we also performed two smaller projects, i. e. phases A and B inspections of two Bombardier Learjet 60 aircraft of a Swiss and a Greek customer, which both caused a downtime



Reassembling cabin and lavatory.



2 Challenger 604 (in the back) and 1 Learjet 60 (in front) in the Cologne hangar.

of 2 weeks. Furthermore, we were asked by a Portuguese operator to assist in an A.O.G. occurrence (Aircraft on Ground) at Cologne Bonn Airport on 6/7 May 2015 with a Hawker 750 aircraft reporting engine problems due to an oil leak. A.O.G. occurrences need to be handled immediately to ensure that the aircraft returns to the air the soonest possible as the operator is having a

scheduled flight and does not have the time for any extensive maintenance. Even with the additional scheduled and unscheduled maintenance events, both projects were completed in time by mid-May 2015 and all aircraft were delivered to our international customers in perfect condition.

Anja Berschet
Administrative Assistant
ACC Columbia Jet Service
GmbH

HOTEL & DINING NEWS



 **COLUMBIA®**
BEACH RESORT PISSOURI




IL BUCHETTO
Spa Menu




AVLI TOU VASILEA




COLUMBIA
PLAZA

COLUMBIA BEACH RESORT HONoured TWICE IN TRIPADVISOR AWARDS

Columbia Beach Resort has been bestowed two honours, courtesy of Tripadvisor's 2015 Travellers' Choice Hotel Awards.

Further to proving victorious in the 'Top Hotel' category, Columbia Beach Resort also emerged a winner in the 'Top Luxury Hotel' category.

Now in its 13th year, Tripadvisor's Travellers' Choice Awards continue to recognise outstanding properties across various touristic factions, spanning:

Top Hotel, Bargain, B&B and Inn, Family, Luxury, Romance, and Small Hotel.

"We are delighted to be recognised and honoured twice this year by Tripadvisor," Anthea Vikis, Marketing Manager of Columbia Hotels & Resorts explains.

She continues: "We would like to sincerely thank our valued guests for their reviews, which are not only of the utmost importance to us but also the very reason we have been awarded!"



www.columbiaresort.com



IL BUCHETTO

AUTHENTIC ITALIAN CUISINE IN CYPRUS

Pissouri Bay's new Italian trattoria is pleased to welcome guests for both lunch and dinner. Enriching Pissouri Bay's restaurant scene, Il Buchetto nel Muro (Il Buchetto) has opened its doors, and welcomes diners to avail of its rustic, authentic Italian food.

Situated just a few steps away from Pissouri Bay's two-kilometre Blue Flag beach – housed in the same space in which resident eatery Limanaki once stood – Il Buchetto has undergone a complete renovation of soft furnishings, weaving warm auburn hues and soft browns into its stone-built structure. Cosily spread across two floors, each floor is home to a quaint bar area, with the lower level boasting an outside terrace overlooking the sea. Open for both lunch and dinner, Il Buchetto's Director of Gastronomy – whose culinary training includes time at S Spondi, the first Michelin-starred restaurant in Greece – has created a menu expressive of the best in traditional Italian fare, consisting of wholesome,



indulgent, ample-sized dishes that are sure to satiate even the most discerning of diners.

Dishes span appetisers, soups, risottos and pastas, main courses, side dishes, desserts, and more, perfectly paired with a wealth of wines of both local and Italian origin. "Ideal for a quick lunch or a leisurely dinner, Il Buchetto will serve all occasions, and looks forward to welcoming

locals and tourists alike in making a meaningful contribution to Pissouri Bay's dining scene," Andreas Mountis, Restaurant Manager of Il Buchetto explains.

He continues: "This is an exciting new venture that I am very proud to be a part of: bringing our little trattoria to the Bay has been a labour of love, and I can't wait to share the fruits of our labour with our diners!"

NEWS FROM AVLI TOU VASILEA TAVERNA

A beautiful listed old house in the historic Ayiou Andreou Street Limassol adjacent to the Columbia Plaza is the setting of this exceptional taverna.

With a charming courtyard full of colour and scented with fresh herbs such as mint, sage, basil, oregano and rosemary, the garden setting is perfect for enjoying exquisite Greek cuisine under the stars. Enjoy the popular Meze with its traditional dishes or choose from our A La Carte menu for an authentic dinner experience reminiscent of Greece and the Islands.

With helpful and friendly local staff and a wine list made up of Cypriot and Greek producers, your experience at Avli Tou Vasilea will be unforgettable.

Also open for Sunday lunch during the winter season, and with newly covered yard, Avli Tou Vasilea is the perfect venue for enjoying the best Greek dishes in the prettiest setting all year round.



A view of the courtyard.

Avli Tou Vasilea also hosts Wine Dinners. These evenings are arranged in collaboration with Cypriot and Greek wine producers, where customers enjoy their Greek meze accompanied by carefully selected wines (usually 4 different wines) whilst enjoying live music.

Avli Tou Vasilea has live music every week on Wednesdays and Fridays, as well as Sunday lunches.

Opening times:

**Tuesday – Sunday
7:00-11:00 pm**

**Sunday lunch
12:30-3:00 pm**

**For reservations call:
25 352121**

www.columbiaplaza.com


AVLI TOU VASILEA



The true taste of Greece.

COLUMBIA PLAZA NEWS

The Columbia Plaza hosts a Happy Hour every Friday from 5-8pm. With 50% discount on all drinks, the weekly Happy Hour has become a great place to socialise with friends and colleagues after work.

The Happy Hour takes place in the beautiful oasis of the Columbia Plaza Courtyard in the summer and in the winter moves into our sheltered area connected to the Columbia Steak House.



New Season
7seas

www.7SeasLive.com [/7SeasLive](https://www.facebook.com/7SeasLive)

	TUESDAYS <i>Latin Night</i>
	WEDNESDAYS <i>Ladies Night</i>
	THURSDAYS GREEK NIGHT
	FRIDAYS GUEST DJ's
	SATURDAYS HOUSE & RNB with Resident DJs Mike & El Gato
	SUNDAYS <i>80s' Night</i>



The Columbia Steak House proudly welcomes the return of its Sunday Carvery Buffet for the winter season. Enjoy a gorgeous selection of salads, fish, pastas and meats cooked to perfection, followed by the delicious selection of desserts. Every Sunday from 12.30-15.00



TANKER MARKETS 2015

The wild card on the economic front was certainly the oil price. In June 2014, the price of Brent crude was around \$110/bbl, and although there had been earlier fluctuations, with a sharp fall during the credit crisis, there was no particular reason to assume this was not near to its established level.

But in a few months the price has fallen through to below \$50/bbl, and now still stands at around the \$50/bbl level. In the short term this proved to be good news for the tanker market as oil traders and importers got busy. In the longer term, it could also be one positive driver for the world economy and shipping in general.

Cheap bunker cost, representing almost 60% of voyage expense, helps the rates to improve.

Total seaborne trade grew by 3.4% in 2014 to reach 10.5 billion tonnes. With a little luck, growth in seaborne trade could surpass 4% in 2015.

On the tanker side, back in September 2014, earnings for all sizes were floating in the \$10-\$20,000/day range.

However, as the Autumn turned into Winter, rates went up, with VLCCs and Suezmaxes peaking at around \$60-70,000/day and earnings have been hovering around \$40-50,000/day since then.

As a result, average tanker earnings over the first half 2015 were

\$26,366/day, more than double the average in the preceding six month period. The explanation is a combination of gradually improving fundamental economic parameters and shorter-term factors. Slow fleet expansion in recent years and increase in long-haul crude trade has tightened the market slightly, while the seasonal growth in cargo volumes at the end of the year was strengthened by both the lower oil prices and the oil price contango. In this situation, storage of physical stocks of oil in tankers is a perfectly good way of putting on a price increase. The result was an even higher tanker spike than in the previous year.

The below table illustrates the recent developments in the tanker markets:

Avg. \$/day	Mar '14- Aug '14	Sep '14- Feb '15	% Change
VLCC (c. 2010-built)	18,348	43,671	138.00%
Suezmax (c. 2010-built)	19,553	40,069	104.90%
Aframax (c. 2010-built)	18,920	32,499	71.80%
Products (Dirty)	14,448	24,620	70.40%
Products (Clean)	8,629	19,892	130.50%
Weighted Avg.	12,603	26,366	109.20%
Source: Clarksons			

The tanker industry is extremely cyclical, with the potential for large booms and busts. The below slide "Supercycle" graphically reflects its trends since 2000. Whilst crude tanker earnings fell this August, they remained relatively firm, with Suezmax spot earnings averaging \$45,900/day in the first eight months of 2015.

Total crude oil tanker demand is expected to rise by 3.5%. Europe is projected to increase import of crude by 8% in 2015. This, in turn, must support Aframax and Suezmax demand in intra-regional routes as well as out of West Africa and Middle East Gulf (MEG).

The crude tanker fleet is anticipated to grow by 1.4% in 2015, largely due

to increase of VLCC segment (2%).

Clean Medium Range average spot earnings fell by 10% this August, however, still averaged as high as \$22,600/day in the first eight months of 2015, almost double the full year 2014 average.

Deadweight requirement for product tankers is projected to strengthen by 5.3% in 2015, partly supported by increased imports to Australia and the UK, where refineries have recently closed.

Furthermore the strong request for gasoline in India and the US is due to drive demand growth for 10-59,000 dwt product tankers. Meanwhile

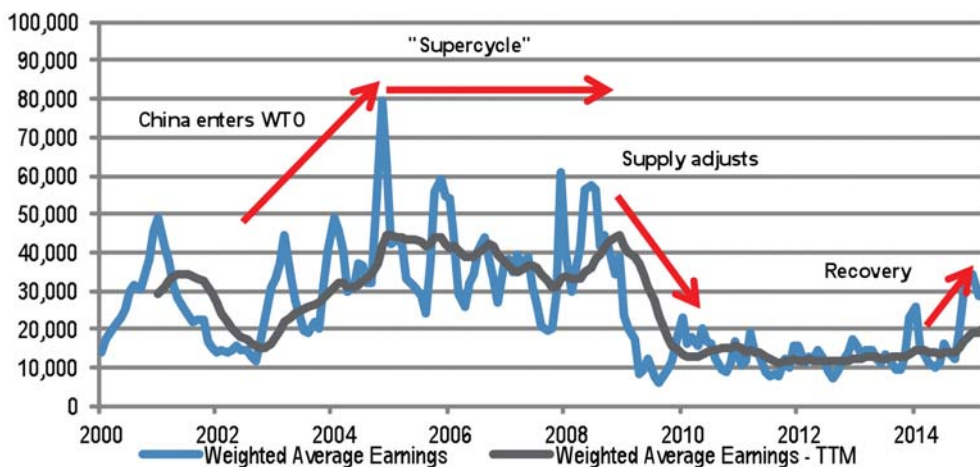
escalating long-haul shipments from the MEG are expected to positively influence LR2 (100,000dwt) enquiry rising by 5.5% this year. It is estimated that the product tanker fleet will grow by 5.7% in 2015, mostly on the back of expansion in the product tanker fleet ranging 10-59,000 dwt size.

As we are entering a new cycle, we look forward to what the next 6 months will bring.

Yuriy Garbovskyy
Deputy General Manager
UPT United Product Tankers Limited (Cyprus)

Editor's note

As from our next issue we shall also include an overview of Dry Bulk and Container markets.



LIGHTHOUSE CORNER



COFFEE BREAK
READING



SUBMISSION
GUIDELINES



MIND
PUZZLERS



DESIGN
INSPIRATION



COMPASS SUBMISSION GUIDELINES

Established in 1994, Compass is published twice a year; Winter and Summer.

We share company news with our worldwide readership, the Columbia family. We seek input for our regular sections (Fleet News, Life Onboard, 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@csmmc.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.



MIND PUZZLES

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

SUDOKU

RIDDLES

1. You are on an island in the middle of a lake. The lake is in a remote part of the country and there has never been a bridge connecting the island to the mainland.

Every day a tractor and wagon gives hay rides around the island. Puzzled as to how the tractor had gotten onto the island, you ask around and find out that the tractor was not transported to the island by boat or by air. Nor was it built on the island.

How did the tractor get there?

2. The beginning of eternity,
The end of time and space,
The beginning of every end,
And the end of every place.

What am I?



MIND PUZZLER ANSWERS

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

CSM FAITHFUL FRIENDS



Hi, my name is Leila from Cyprus.
My human is Evi Sofroniou.



DESIGN INSPIRATION LIGHTHOUSES

The first known lighthouse 'Pharos of Alexandria' was built in Egypt in the third century BC. It was made from a fire on a platform to signal the port entrance, helping mariners find their way home. Pharos is a Greek word for lighthouse; those studying lighthouses are called pharologists.

Throughout history, lighthouses have been associated with hope, safety and guidance, capturing the imagination of artists and designers worldwide.

On the opposite page are some examples of how creative minds have been influenced by lighthouses in modern day life - from cuisine, stained glass art, and metal sculpture to ballooning events and extreme rides...

RIDDLE ANSWERS

1. It was driven over in Winter when the lake was frozen.
2. The letter 'e'.



31st annual New Jersey Festival of Ballooning.



A gingerbread creation.



A traditional weather vane.



Lighthouse Dive at the Houston Aquarium.



Breakfast is served!



Salvation Army Chapel, Kansas City, MO.



BIRTH ANNOUNCEMENTS

We are delighted to introduce the newest members of our Columbia family. All of these special babies were born in 2015. Thanks to the proud parents from our offices in Cyprus, Germany, Singapore, and Shanghai as well as our seafarers for sharing pictures of their bundles of joy.

Welcome to the world!

Feline Ana

Born: 20 Feb 2015

Mother's name:
Sandy Richter

Father's name:
René Kluth
Manager Accounts
Department

CSM Germany



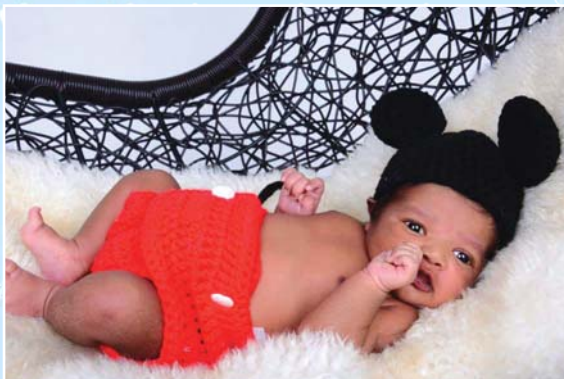
Emran

Born: 27 February 2015

Mother's name:
Farah Begum
Crewing Officer

Father's name:
Khairul Shah

CSM Singapore



Shane Regulus

Born: 25th March 2015

Mother's name:
Myrna Adona

Father's name:
Orlino Adona Jr.
3/Officer

Onboard Cape Nassau



Anni

Born: 26th March 2015

Mother's name:
Anthi Nicholas
Assistant to the
QSHE-Marine Manager

Father's name:
John Antoniou

CSM Cyprus



Zachary

Born: 17th May 2015

Mother's name:
Neli Vassileva

Father's name:
Rangel Vassilev
General Manager

CSM Shanghai



A message to our readers at sea: “Safe Sailing!”

Bulgarian

Bezopasno plavane - безопасно плаване

Chinese - Ilupin aen - 路平安

Croatian - Mirno more

Ethiopian - Melkam yebahir guzo

መልክም የባህር ጉዞ

Georgian

Gisurvebt mshvidobian da usaprthko naosnobas

გისურვებთ

მშვიდობიან და უსაფრთხო ნაოსნობას

German

Immer eine handbreit wasser unterm kiel

Greek - Kales thalasses - Καλές Θάλασσες

Korean - Anjeon-unhang - 안전운항

Latvian

Labu ceļavēju

Lithuanian - Saugaus plaukiojimo

Polish

Stopy wody pod kilem i pomyślnych wiatrów

Romanian

Sa navigati in siguranta

Russian - Schastlivogo plavania

СЧАСТЛИВОГО ПЛАВАНИЯ

Tagalog - Ligtas na paglalayag

Spanish - Buena navegación

Ukrainian

Nebezpechnogo plavannya

Небезпечного плавання

Keep in touch...



COLUMBIA OFFICES

CSM Cyprus Headquarters

COLUMBIA SHIPMANAGEMENT LTD
COLUMBIA HOUSE
21 SPYROU KYPRIANOU AVENUE,
YERMASOYIA 4042 LIMASSOL
P.O.Box 51624,
3507 LIMASSOL - CYPRUS

TEL : +(357) 25843100
FAX: +(357) 25320325
EMAIL: shipmanagement@csmcy.com
WEBSITE: www.columbia-shipmanagement.com

CSM Germany Office

COLUMBIA SHIPMANAGEMENT
(DEUTSCHLAND) GMBH

GROßE ELBSTRASSE 275
22767 HAMBURG
P.O. BOX 500460
D-22704 HAMBURG
GERMANY

TEL : +49-40 361304-0
FAX : +49-40 361304550
EMAIL: csm@csm-d.com
WEBSITE: www.csm-d.com

CSM Singapore Office

COLUMBIA SHIPMANAGEMENT
(SINGAPORE) PTE LTD
9 TEMASEK BOULEVARD
#20-03 SUNTEC TOWER TWO
SINGAPORE 038989

TEL : +65 6732 4144
FAX: +65 6732 3769
EMAIL: shipmanagement@csmmsg.com
WEBSITE: www.csmmsg.com

CSM Shanghai Office

COLUMBIA SHIPMANAGEMENT
(SHANGHAI) CO. LTD.

BUILDING 4-04
600 MINSHENG ROAD
PUDONG LUJIAZUI
SHANGHAI 200135
PR CHINA

TEL: +86 21 6120 5305
WEBSITE: www.csm-cn.com



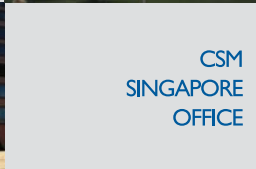
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HEAD QUARTERS
CYPRUS



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SHANGHAI
OFFICE



CSM
GERMANY
OFFICE



CSM
SINGAPORE
OFFICE



Columbia Shipmanagement

Relationship
Partnership
Leadership



COLUMBIA SHIPMANAGEMENT

Singapore | Shanghai | Hamburg | Limassol