

# COLUMBIACOMPASS



COMPANY NEWS  
FOR EMPLOYEES  
AND FRIENDS  
OF COLUMBIA

41st EDITION SUMMER 2017

TUI DISCOVERY 2  
AAL AWARD  
DNV GL NEWS  
RESCUE NEWS



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TUI Discovery at sea

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# **EDITOR'S NOTE**

Dear Reader,

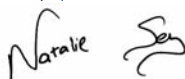
Welcome back to our 41<sup>st</sup> issue of Compass. We are pleased to introduce Mr. Mark O' Neil, our new President of Columbia Shipmanagement and future CEO of Columbia Marlow on pages 6-7.

An exciting season of change is upon us. Upon the merger of Columbia Shipmanagement and Marlow Navigation, a brand new magazine will be created and continue to be a voice from land to sea. Our editorial team will join forces with Marlow's team to work on releasing a new publication in the near future. In the months ahead, we shall continue to update you on company news and life onboard stories from our seafarers.

This issue contains sea rescues, training updates, sports news and life onboard stories amongst other events. You can meet our colleagues on the 'Who is Who' pages 47-53. Last but not least, a big congratulations to our photo competition winners on page 64.

As always, do keep in touch and tell us what you'd like to read more of. Thank you for being part of Compass' journey since 1994. As one chapter closes, a new chapter begins. We look forward to it!

Enjoy the read.



**Natalie Sey**  
Compass editor

## FROM THE CHAIRMAN

Dear Reader,

In the last issue of the Compass, I advised you of a possible closer co-operation between Columbia Shipmanagement and Marlow Navigation.

This possible co-operation has progressed further and both our companies will join forces for a full merger latest by the end of this year upon obtaining the required regulatory approvals from various countries.

As already pointed out, the combined new company will be a very strong entity with a great number of vessels under full management and crew management with numerous management and crewing offices around the world and excellent training facilities.

Upon securing the required regulatory approval, we will publish the respective representative diagrams and work sharing between

the two offices.

The new joint company will be named Columbia Marlow Ltd and the Chief Executive Officer will be Mr. Mark O'Neil, a former maritime lawyer who has worked with both companies for a number of years on maritime cases and is very well known in the International shipping industry.

In Limassol, Columbia Marlow will continue to work out of the two offices as there are too many employees involved. However, one or the other department may relocate offices. Particular attention will be given to the further improvement of shipboard and quality systems as well as environmental issues and training but also the Marketing Division will expand in order to ensure the further growth of Columbia Marlow.

This merger can ensure that all our employees on board and ashore will have secure employment and opens the doors for fantastic new opportunities



with the expected further growth of the new joint company.

The shipping industry, in general, is unfortunately still very weak with the low shipping markets on the Container, Bulk Carrier, Tanker and MPP side and we do not know when this will eventually change.

I would like to thank all of our Masters, Officers and crew for their continued support and loyalty and wish you, as always, very safe sailing!

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

Heinrich Schoeller



# DAY OF THE SEAFARER

— 25 JUNE —

In honour of Day of the Seafarer, CSM staff took a photo to say a special thank you to each and every one of our seafarers for their hard work and commitment!



## INTERVIEW WITH MARK O'NEIL

### PRESIDENT OF COLUMBIA SHIPMANAGEMENT LTD AND FUTURE CEO OF COLUMBIA MARLOW

#### Employment History?

1986 Royal Military Academy Sandhurst  
(Artillery Medal of Honour)

1986-91 Captain Royal Artillery/Parachute/Commando

1992 College of Law (First Class Honours)

1993 – 2016 Maritime Lawyer – Senior Partner within international Law Firm Reed Smith specialising in shipping litigation, banking and offshore and representing the majority of the ship management companies including Marlow Navigation and Columbia Shipmanagement Ltd for 20 years.  
2017 – President Columbia Shipmanagement and future CEO of merged company.

**Likes?** People who give 150% to everything that they do and who always have the ambition, aspiration and self-belief to be the best that they possibly can be in whatever they undertake.

**Dislikes?** Negativity

**Favourite Motto?** Who dares wins!



#### Full Name?

Mark Terence O'Neil

**Age/DOB?** 51 – 15/07/66

**Married?** Yes – My wife's name is Jane

**Children?** Two

Girl (Charlie) aged 18, and Boy (Arch) aged 15

**Interests?** Motorbikes (an obsession), horse riding, exercise (running, cycling), yoga, reading, and people.

**Why the change from Law to Shipmanagement?** Having reached the age of 50, and having established my legal team as one of two most successful teams in international shipping law, I just fancied a new challenge. Where I acted for most of the large ship managers and ship operators, a move to one of these seemed natural. There were several other opportunities, but I chose Columbia and Marlow for the simple reason that I totally respected and trusted Heinrich Schoeller and Hermann Eden. That view has only strengthened since my joining Columbia in January and working on the merger.

**What have been the main challenges during the Columbia/Marlow merger process and why has it taken so long?** I have been involved in many merger processes and this one has been relatively smooth. The fact is that we are dealing here with two large, very successful companies with many subsidiaries and a complicated legal structure. This has caused certain delays in obtaining international merger regulatory approval which we will have by the time this article goes to print. Furthermore, we have had to work with the financing banks and agree a detailed and comprehensive shareholders' agreement which provides for a 50/50 shareholding between the Schoeller/Eden interests. Whilst there have been expected complications and delays on the way, the whole process has been remarkably smooth and professional. I can only thank all of the staff and the crew for their exceptional patience. I know how unsettling this process can be. Rest assured the wait will be worth it!

**What is your vision for the merged company?** My vision is quite clear; we will be the best international shipmanagement and maritime services company by 2020. That does not necessarily mean the biggest, but it does mean that our clients, our staff, our crews, our markets and our competitors view us as providing the very best, tailored services available. If we achieve that, success will inevitably follow. This requires each of us to give this adventure 150% of our efforts and commitment. We are going to create something truly exceptional here; a thoroughly modern company at the very forefront of the digital and technological developments; a company proud of its heritage and its founding DNA (Marlow and Columbia); a company which values fairness, trust, transparency, integrity, equality, equal opportunity and diversity – internally amongst its employees and crew, and externally towards its clients; a company which provides its clients with a comprehensive platform of services including crew/technical/commercial management, procurement, training, green recycling, supervision, cruise and yacht management, consultancy etc; a company which invests in the training and career development of its crew and the well-being of crew families; above all a company which makes each client, member of staff and crew member feel like their individual interests are being specifically looked after. Our guiding principle and strapline for everything we do internally and externally shall be Partnership. Redefined. It's all about YOU. Achieve this and we will enjoy our well - deserved success.

**Columbia and Marlow have different cultures. Does that concern you?** In my experience, cultural differences are focussed on by those who lack self-confidence, or are worried about their jobs and/or futures. There is no reason for any of us to have such worries where the shareholders have confirmed that there will be no redundancies as a consequence of the merger. Quite the opposite is true where the expanded platform of services we will provide will afford employees an even greater variety of secure employment prospects. Furthermore, there are actually more similarities between the merging companies than differences. Both have similar values and histories. Both are incredibly successful in their various focus areas and both have been led from the outset by their remarkable founders for whom the staff have the utmost respect and loyalty. We will overcome any cultural differences by creating a new company, with a new culture and core values, which respects both companies' DNAs and histories, but which we can all fully and confidently buy into and commit to. This way, cultural differences of the past become irrelevant. Given our secure and exciting future, I will have little patience with anyone using cultural differences as an excuse for negativity. We go forward as a new, single, confident team, committed to be the best we can be and ready, able and willing to punch through any obstacles in our way – real or imagined.

**So what happens now?** Regulatory approval will be obtained by the end of July, the Columbia Marlow Holding company will be established immediately thereafter, beneath which the two companies Columbia Shipmanagement and Marlow Navigation will continue to operate as normal – but together under the banner of Columbia Marlow - gradually merging their business functions when appropriate to do so. We will aim to legally merge the two operating companies by January 2018. Enjoy your well deserved holidays in August and come back fully refreshed in September when the real work starts!

It will be a privilege for me to work alongside you on this journey.

## NYK HAWK NAMING CEREMONY

The NYK Hawk naming ceremony was successfully carried out 22nd March, 2017 in Kure, Japan. NYK Hawk is a 14,000 TEU type energy-saving container ship, which is the largest container vessel under Columbia's technical management.

Notable guests in attendance included NYK Tokyo board members, Technical Superintendent Andrii Bezrodnii and myself. The vessel departed on 31st March 2017 14:00 Japan LT, arriving at her first port of loading in Pusan 02.04 18:00 Korean LT.

NYK Hawk is a vessel provided with the latest hull strength monitoring system. The main engine is equipped with a highly efficient electronically controlled engine which demonstrates fuel economy performance in a wide speed range.

We wish the NYK Hawk safe sailing ahead.

**Pablo Mussi**  
Technical Fleet Manager  
Columbia Shipmanagement Ltd (Cyprus)



**Top:**  
Andrii Bezrodnii, Technical Superintendent and Pablo Mussi, Technical Fleet Manager before vessel name is unveiled

**Middle:**  
NYK Hawk officers  
L-R: C/O Kopper, Master Poterjahins, C/E Hoffmann and 2/E Kozlov

**Below:**  
NYK Hawk alongside



## NYK RUMINA RECEIVES JAPANESE PILOTS' BEST QUALITY SHIP AWARD

Columbia is proud to announce that one of its managed container ships, NYK Rumina, has received the Best Quality Ship Award for 2016, awarded by the Japan Federation of Pilots' Associations (JFPA).

Technical Fleet manager Mr. Pablo Mussi accepted the award on behalf of

CSM on 23rd June 2017 at an awards ceremony in Tokyo.

The Best Quality Ship Award was founded in 2003 with the aim of enhancing awareness of not only safe vessel operations but also the need for environmental conservation within our ports and oceans.

Comprehensive evaluations by pilots were done for vessels that requested pilot operations at pilotage districts throughout Japan during September and October 2016, and in total seven vessels were recognised for

their excellent operations.

The ships were evaluated for their implementation of safety measures, sufficient training of bridge crew in Bridge Resource Management, directive and command systems on board the vessel, crew awareness for safe operations and systems in place for easing cooperation with pilots.

Congratulations to our Captain and crew for their hard work.

**Editorial Team**



Pictured L-R: Mr. Pablo Mussi (CSM Cyprus Technical Fleet Manager), Mr. Shoichi Fukunaga (Chairman of Japan Federation of Pilots' Associations), Mr. Tomohiro Kotaki (CSM Japan representative)

## AAL KOBE RESCUES 16 CREW IN RED SEA

On 12<sup>th</sup> February 2017, while under way from Jeddah to Sokhna, around noon, we received a distress message from an unidentified vessel. We were only 6-7 miles from the distress location. 2/Officer Perez Jonas notified me, and in a few moments I went onto the bridge, changing our course, and heading to distress area.

We saw one life boat and one life raft in the water. We approached the lifesaving equipment and came alongside to bring all 16 crew onboard my vessel.



The owner and authorities were advised accordingly. The rescued crew were found to be in good condition and given cabins and provided with food and refreshments. They were supervised at all times by the crew.

We then continued heading

to our next destination of Sokhna/Egypt, where the rescued crew were safely disembarked. Thanks to our crew for their professional seamanship.

**Captain Paul Nistor**  
M/V AAL KOBE



## CAPE ESMERALDA RESCUES 2 FISHERMEN

On 28th November 2016 Cape Esmeralda was proceeding from Houston to Santos (Brazil). At 06:00LT, the vessel was approximately 65 miles south west of the Dominican Republic when a small target was detected on the vessel's radar, at a range of about four miles, and ten degrees off the vessel's bow.

At about 06:20, the target – a small motor boat - was on the port beam of Cape Esmeralda at about one mile range, and it was noticed that one occupant appeared to be signaling for assistance. The Master was called to the bridge, and he promptly took over the conn of the vessel, and turned the vessel around to initiate a rescue operation, with all crew standing by.

By 07:00, Cape Esmeralda was approaching the drifting motor boat, 'Mari V', and two men were found to be in the boat requesting assistance. Cape Esmeralda stopped close to the boat. Heaving lines were thrown to the boat, and she was brought alongside. The Chief Officer climbed down into the boat, to assist the two men to climb



the pilot ladder on to Cape Esmeralda.

Once the two men were on board, their medical condition was checked; they were given food and water; and were put in a spare cabin under crew supervision.

Their story was that the boat had been blown out to sea by bad weather; and had insufficient fuel to return home. They had been drifting for 15 days, and were both very weak from the ordeal. Both men were identified as Dominican Republic nationals. The "Mari V" was also recovered by using the hose crane and stowed on deck near the manifold. Both the boat and the possessions of the rescued fishermen were checked for suspicious items, but none were found. By 07:54, the rescue was completed and Cape Esmeralda altered

course to head for Rio Haina, to land the two fishermen and their boat. The local authorities were contacted, and the arrangements for disembarkation of the fishermen were agreed upon. The vessel arrived two miles off Rio Haina breakwater at midnight on 29th November; and the two survivors were handed over to the authorities on the naval patrol boat 'Shaula' at 00:25. The 'Mari V' was put back into the water; and secured to a towline behind 'Shaula'. At 00:50, Cape Esmeralda received permission from the authorities to proceed on her voyage

Well done to Captain Stanislav Uryupin and his crew for bringing the two seamen in distress, including their boat back to safety.

**Editorial Team**

# CAPITAL LINK'S 1ST CYPRUS SHIPPING FORUM DRAWS 400+ DELEGATES



Columbia Shipmanagement was delighted to support Capital Link's first ever shipping forum in Cyprus. The inaugural "Capital Link Cyprus Shipping Forum" took place in Limassol on 9<sup>th</sup> February 2017, at the Columbia Plaza, under the Auspices of the Ministry of Transport, Communications and Works.

The event was a huge success drawing 400+ delegates from abroad and from the vibrant Cyprus shipping community.

The Forum aimed to raise awareness of the role of Cyprus as a regional maritime,

logistics and energy hub.

Keynote speakers of the 'Capital Link Cyprus Shipping Forum' were:

- Mr. Marios Demetriades, Minister of Transport Communications & Works of the Republic of Cyprus,
- Mr. Martin Stopford, non-Executive President of Clarkson Research Services Ltd
- Mr. Zhang Ye, President of Shanghai Shipping Exchange.

Among other high profile delegates, the event was attended by Captain Panagiotis Tsakos (Tsakos Group), Mr. Polys Hajioannou (Safe Bulkers), Mr. George Tsavlis (Tsavlis Salvage Group) and Mr. Andreas Hadjioannou (Cyprus Shipping Line).

Columbia's CEO Mr. Carsten Sommerhage and President, Mr. Mark O'Neil both participated in forum sessions.

Capital Link intends to organize this event in Cyprus on an annual basis. Columbia Shipmanagement is a proud Global Gold Sponsor for all Capital Link Forums in 2017.

After the event, Mr. Andreas Hadjipetrou, Managing Director of Columbia Shipmanagement stated "We are all very excited to see in Limassol, and especially at the Columbia Plaza, a full house event with top class delegates and in depth discussions on the most important shipping subjects. What was even more impressive was the fact that international and local companies were represented by their top figures who took pride in supporting Capital Link in Cyprus and promoting Cyprus as a shipping center. We look forward to next year's event!"



## CSM CO-HOSTS CAPITAL LINK SHANGHAI

On Friday 5th May 2017 Columbia Shipmanagement was pleased to co-host the 2nd Annual Capital Link International Shipping Forum in Shanghai, China - co-chaired by Managing Director, Andreas Hadjipetrou. Columbia's President Mark O'Neil addressed delegates on the Trends and Developments in Technical Fleet Management.

Capitalising on the long established track record of organizing highly successful large scale maritime conferences in major industry centers around the world, Capital Link's 2nd Annual International Shipping Forum - China at the Grand Kempinski Hotel, in Pudong – Shanghai, China.

The Forum was organised in partnership with Columbia Shipmanagement and Singhai Marine Services with the support of the Shanghai Pudong New Area Commission of Commerce (International Shipping Service Office).

This was a top level international maritime summit which put together leaders from the international and Chinese finance,



Capital Link is known for the organisation of large scale high quality maritime and investor forums in key industry centers, such as New York, London, Athens and Shanghai, and as of 2017 in Limassol. Capital Link organises 14 conferences annually, of which seven are focused on the maritime sector.

investment, maritime and shipbuilding communities. It provided a high level debate on critical topics of the industry coupled with unique marketing and networking opportunities among global and local industry decision makers. The event featured as speakers and panelists executives from 21 international and Chinese shipping companies, 10 global banks, the top 7 Chinese Leasing firms, 3 Maritime University Presidents, major Law,

Auditing and Advisory Firms, Classification Societies, Shipmanagement firms, and other industry participants. It drew a record attendance of 360+ delegates.

Mark O'Neil commented: "I was pleased that Columbia Shipmanagement could support the 2nd Annual Capital Link International Shipping Forum in China. It's a highly prestigious event and we look forward to working with them again in the future."

## STRONG TIES BETWEEN COLUMBIA & SHANGHAI SHIPPING EXCHANGE

Mr. Zhang Ye, President of the Shanghai Shipping Exchange visited Columbia's Cyprus office in February 2017 during the Capital Link event.

Further to Mr. Zhang Ye's visit a delegation from Columbia were kindly invited to China. Mr Schoeller, along with members of the top management visited the Shanghai Shipping Exchange.

Mr. Zhang Ye, was awarded the honor of Shanghai Municipal

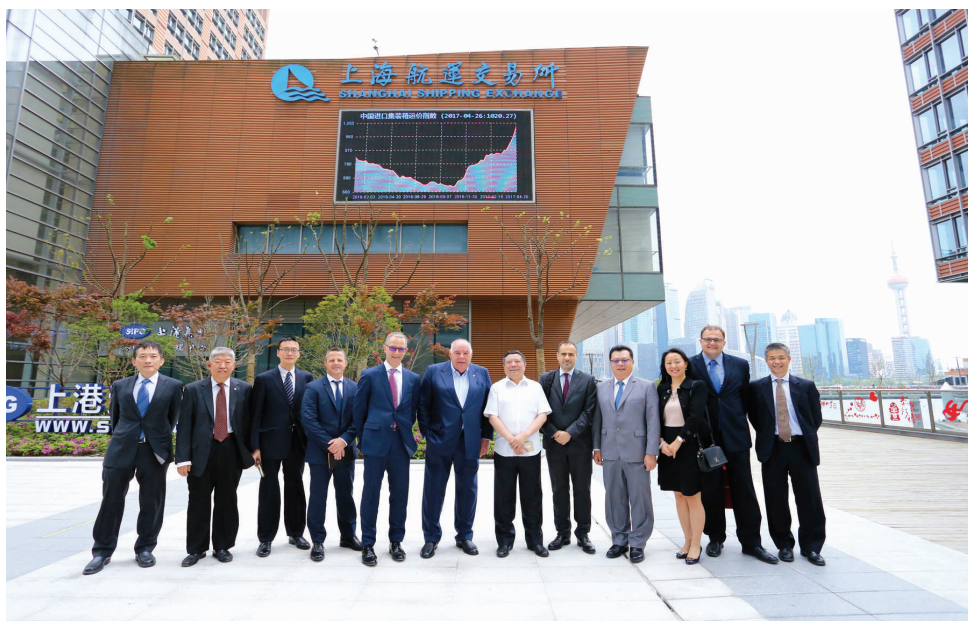


**L-R: Mr Bornozi, Mr. Schoeller, Mr. Marios Demetriades, Mr. Zhang Ye and Mr. Terence Zhao Wei in the CSM Cyprus office**

Leading Talent, Top 10 Finance Leaders in Shanghai and selected as the Top 100 Most Influential People of Shipping Sector by Lloyd's List consecutively in 2010-2013 and 2015. In 2012, he was also awarded the honor

of Top 10 Most Influential Shipping People in China.

Columbia thanks Mr. Zhang Ye for the hospitality shown and looks forward to strengthening their business ties in the future.



**Outside the Shanghai Shipping Exchange**

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## CREWING NEWS

### CADET SELECTION IN CHINA

On 27<sup>th</sup> and 28<sup>th</sup> February 2017 the selection of the next batch of cadets in China took place at Singapore (Nantong) International Training Institute in Nantong, China. The interviews were conducted by Georg Buseman, Rangel Vassilev and William Wang. 28 deck cadets, 18 engine cadets and 1 electrical cadet successfully passed the interview. They will now undergo all required CSM in-house trainings before they join the fleet.

## VIETNAMESE CADET UPDATE

We interviewed 21 cadets and selected the first 10 cadets from Vietnam (five deck cadets / five engine cadets) for our cadetship program 2017. The interviews were conducted by Georg Buseman and myself via Skype beginning of December 2016. We wish all our cadets a very successful future.

### Marina Horch

Cadetship Coordinator  
Columbia Shipmanagement  
Deutschland GmbH



**Chinese cadets in front of the Singapore (Nantong) International Training Institute**



**Engine Cadet Nguyen Van Hung (far left) is the first Vietnamese cadet onboard the Cape Mahon**



**Mr. Tran Minh Dung Crewing Director from PVTrans PSM and his team visited MV Cape Mahon at Cat Lai Port – HCMC on 08.02.2017**

## FACILITATOR TRAINING AT CSM IN LIMASSOL

ALL (Advanced learning for Life) Academy wishes to thank all participants and the host, Columbia Shipmanagement, for a very good MRM (Maritime Resource Management) Facilitator training event in Limassol on 17 January 2017.

Eight of the participants came from Columbia Shipmanagement, three from Bernhard Schulte Shipmanagement MTC and one from Marlow Navigation.



**Martin Hernqvist of ALL Academy at the start of the day**

Countries represented at the event were Bulgaria, Croatia, Cyprus, Georgia, Latvia, Romania, Russia,

Sweden, Tunisia and Ukraine.

**Martin Hernqvist**  
ALL Academy, Sweden



**Participants and Martin Hernqvist of ALL Academy (left) with Captain Faouzi Fradi, Crew Training Manager at Columbia Shipmanagement (right)**

## CSM CONTRIBUTES TO MARITIME EDUCATION IN UKRAINE

On the 30th of May 2017 the Crew Training Manager of Columbia Shipmanagement Captain Faouzi Fradi attended the Odessa National Maritime Academy's opening ceremony of a computer classroom at their premises.

Within the frame of the event CSM donated 12 laptops to the Academy, with pre-installed training software and presentations. Captain Fradi Faouzi officially presented the laptops to the Rector of the Academy Mr. Miyusov Mykhailo.

The main aim of this computer classroom is to provide high quality courses to the students. On completion of the course the trainees should be able to safely load and unload bulk cargoes in varying conditions of stowage and draft restrictions.

The students should also have the relevant skills to competently carry out the duties as Officer in charge



**Captain Faouzi Fradi addressing bulk carrier Officers**



**Rector of the Academy Mr. Miyusov Mykhailo (left) and Captain Faouzi Fradi (right)**

of a cargo operations on Bulk Carriers.

Mr. Miyusov Mykhailo expressed his gratitude for the fact that Ukrainian cadets of Odessa National Maritime Academy have such a great possibility to practice onboard vessels of one of the biggest shipping companies in the world, and look forward for close cooperation for

the years to come.

Please visit our website for the latest Columbia Shipmanagement Ukraine news:

[www.csm-ua.com](http://www.csm-ua.com)

**Captain Grigoriy Mashkevich**  
Executive Director  
Columbia Shipmanagement  
Ukraine Ltd

## VISIT TO KHERSON MARITIME ACADEMY

On 6th June 2017, Captain Fradi visited the Kherson Maritime Academy and Training Centre to enhance Columbia's cooperation in the region. Many of the graduates have since become Officers which is definitely a huge benefit for the Company.

**Pictured top right:** Touring the Academy's offshore safety training facility

**Middle left:** Captain Fradi being shown the English language curriculum

**Right:** At the simulator facility

**Below:** Cadets completing CBT assessment



## CSM UKRAINE ANNOUNCES COMPETITION RESULTS

The 5<sup>th</sup> International Forum Seafarers Education, Training and Employment was held in Odessa in April 19-21, 2017. At the Forum Columbia Shipmanagement Ukraine (CSM UA) announced the official results of a creative essay competition. Cadets of maritime colleges had three weeks to submit their essays in Ukrainian, Russian or English for participation in the competition. The topic was familiar to every future seafarer: Why is the seafarer's occupation worth choosing?

CSM UA management team was pleasantly surprised by the cadets' response to this initiative: over 300 essays were sent for evaluation to the panel of judges! The Company's Executive Director Capt. Grigoriy Mashkevich says: "Being one of the judges, I read these essays and was very much impressed by the creative approach to the task displayed by our young people".

The authors of the top six essays, were invited for the award ceremony. These cadets came from:

- National University 'Odessa Maritime Academy'
- Maritime College of



**Pictured L-R: Captain Georgios Vlachos, HR-Training Director Tsakos Columbia Shipmanagement; Winner: Olga Ivashchenko, Navigation Faculty NU OMA; Norman Schmiedl, Crewing Director CSM**

Technical Fleet NU 'OMA'  
- Kherson State Maritime Academy

Olga Ivashchenko was selected as winner from Danube Institute of the National University 'Odessa Maritime Academy', a 3rd year student at the ship navigation department: "My father works in the river fleet on the Danube. I visited him on ships as a child and made it clear that I liked his occupation. Today women working at sea are not a rare thing anymore."

Roman Davydov, National University 'Odessa Maritime Academy', 4th year student at the ship navigation department explained: "It is great to be a seafarer because this occupation has

a special flavour. When you are aboard the ship, work comes first, and your mood and work-unrelated thoughts come second. It builds one's character, making people change for the better and feel more confident."

Eduard Derish, Maritime College of Technical Fleet NU "OMA", 3rd year student at the Dept of marine engineering shared his opinion: "Why have I decided to become a seafarer? Because the work you love is your well-paid hobby, as the saying goes. You travel the world, earn your living, communicate with people from different countries. Yes, you are apart from your family for a long time, but absence makes the heart grow fonder."

**Editorial Team**



# 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

## BLUE SKY THINKING PARTNERSHIP SIGNED WITH LUFTHANSA INDUSTRY SOLUTIONS

Columbia Shipmanagement together with Marlow Navigation have underlined their individual commitment to a digital agenda in quality shipmanagement by signing a ground-breaking partnership with Lufthansa Industry Solutions that will pave the way for a new era of blue sky thinking in the maritime sector.

The agreement between Blue Dynamics – a cutting edge software company previously set up by Columbia and Marlow – and Lufthansa Industry Solutions will provide the highest standards of information technology relating to performance monitoring, predictive maintenance, remote sensing, procurement, logistics, crew planning and other important topics such as development resource sharing, lab utilisation and state-of-the-art development processes.



**Mark O'Neil, President of Columbia Shipmanagement**

Lufthansa Industry Solutions has successfully provided several innovative IT solutions to the maritime industry over the years, both in the transport and the cruise sector.

The subsidiary of the Lufthansa Group supports its clients along every step of the way toward secure network and internet solutions, from the concept and implementation of IT infrastructures to the optimization of existing ones.

Cruise companies also have the option of integrating the Velimo mobile platform, which was developed by Lufthansa Industry Solutions especially for the cruise and tourism industry. The platform offers guests access to a wide range of digital content and smart services.

Mark O'Neil, President of Columbia Shipmanagement, and the future CEO of the merged Columbia Marlow (subject to regulatory approval), welcomed the partnership and said the goal was to create “a truly transformational digital environment consisting of integrated applications and services which will enable the customer to be fully integrated into the management and vessel operation process.

It will empower our staff with more information to help them in their decision-making processes, ensure optimisation of maintenance and processes, allow for better monitoring of crew training and pastoral needs, and help immeasurably in achieving economies and efficacies of scale.



**Bernd Appel, Managing Director of Lufthansa Industry Solutions**

All this tailored to the specific needs of each individual client, large and small."

Bernd Appel, Managing Director of Lufthansa Industry Solutions, said that "we very much welcome this partnership between two companies sharing the same values, impeccably high standards and commitment to innovation.

Our roots are in aviation, a highly digitized, security-sensitive industry.

Lufthansa stands for quality and reliability, which means that we as a subsidiary have good DNA. The sharing of IT solutions between the airline and maritime sectors can only assist both and lead to improved safety, efficacies and efficiencies."

Columbia and Marlow Navigation have long acknowledged the importance of digitalisation in their drive to create a credible, innovative and achievable digital agenda focusing on enhanced planning; environmental awareness; process control; safety; vessel performance monitoring; predictive maintenance



**Lufthansa  
Industry  
Solutions**

and transparency.

This development can only fast-track that process.

Both companies established Blue Dynamics several years ago in order to develop an industry leading IT platform and detailed digital agenda, as well as creating the environment for blue sky thinking on the maritime sector and ship management's future digital needs.

**Editorial Team**



## TANKER FORUM IS BACK TO BUSINESS

After a six-year pause the International Technical Tanker Forum (ITTF) had an initial meeting in March this year with the aim to bring the ITTF back on track and develop new core principles for its work.

Uwe Körber of Columbia Shipmanagement Deutschland GmbH, a former active member of the ITTF and one of the initiators of the re-establishment of the forum, welcomed all participants with a clear vision: "My dream is clearly to take the ITTF back to its former brilliance

as one voice which is taken seriously within our industry."

In 2000, members of the tanker industry established the "Informal Technical Tanker Forum" as an independent platform for shipowners and ship managers to address and discuss market issues as well as legislation relevant to the tanker business in an informal setting. The last meeting had been held in November 2011 in Singapore. For various reasons such as the general drop in the maritime industry, members taking over new tasks and a lack of structure within the organization, no meetings had taken place since that time. Six years later the need for an international forum

representing the tanker industry in the maritime world is as evident as ever.

Decision-makers from tanker companies whose daily business relates to the design, construction, supply and operation of tankers have returned to the table.

During their first meeting in Dubai they agreed to rename the ITTF "International Technical Tanker Forum".

### A platform for networking and sharing information

Catrine Vestereng, Global Segment Director for Tankers at DNV GL – Maritime, will serve as secretary of



**Uwe Körber, a Technical Advisor for Columbia Shipmanagement Deutschland, was one of the initiators of the meeting**

the forum. Welcoming the initiative, she pointed out: "Renaming the ITTF from 'Informal' to 'International'

Technical Tanker Forum will help us underline our global presence and the wish to run the forum in a more structured way. It is important to exchange ideas and experiences continuously to bring the international tanker business forward and strengthen its position in the maritime industry. Therefore we agreed to hold meetings biannually at major maritime hubs like Oslo, Hamburg, Dubai, Singapore and Athens.

Our local DNV GL offices will be hosting the events and nominate a local representative for the forum."

The first initiative taken in Dubai was to develop, discuss and approve a draft guideline for the ITTF which spells out its main objectives: to provide a platform for networking, share best-practices and other information related to tanker operation, benchmark performance to identify areas for improvement as well as discuss and speak with a common voice when approaching other stakeholders in the maritime industry.

After defining the formal role of the ITTF, current market issues and possible future scenarios were discussed. For regulatory topics such as the EU MRV regulation, the global sulphur cap and ballast water management, the main concerns are ways to avoid double reporting, finding the best way to comply and discussing the impact on shipowners.

New technologies are also on the agenda. The use of drones for surveys and deliveries was viewed as a positive development.

Furthermore, the members shared their experiences

with the use of environmentally acceptable lubricants, various stern tube seals and alternative repair methods in case of leakage.

The next meeting will take place in Singapore 6<sup>th</sup> September 2017.

During that meeting a permanent chairman will be nominated.

**Catrine Vestereng**  
Global Segment Director  
for Tankers  
DNV GL

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## COLUMBIA RECEIVES CERTIFICATES FOR ISO 50001 & OHSAS 18001



DNV GL has confirmed that Columbia Shipmanagement Ltd. complies with the highest standards in energy and safety management.

DNV GL-Maritime presented the ISO certification for the standards ISO 50001:2011 and OHSAS 18001:2007 to Mr. Carsten Sommerhage, Director of Columbia Shipmanagement GmbH, on 9<sup>th</sup> May 2017 in Hamburg.

“These certifications highlight our efforts regarding systematic energy management as well as health and safety performance. At Columbia, we are pursuing an integral strategy to incorporate health and safety into all units of our company,” says Mr. Sommerhage.

“Columbia values the protection of the environment and natural



**Mr. Schramm, Mr. Lange, and Mr. Quas**  
from DNV-GL visited our Columbia Hamburg office

resources as extremely important. The company ensures that all health, safety, environmental and energy aspects of its activities comply with the International Standards of ISO 9001, ISO 14001, ISO 50001 and OHSAS 18001 for shipmanagement services.

Those standards furthermore include crewing and operation of oil tankers, bulk carries, chemical tankers and multipurpose ships,” adds Mr. Sommerhage.

ISO 50001 and OHSAS 18001 certifications achieved by CSM Group in 2016 and 2017 for its shipmanagement hubs at Hamburg, Limassol and Singapore are in line with the company's commitment to continual improvement.

ISO 50001:2011 aims at supporting organisations that want to continually reduce their energy use and consequently lower their energy costs and greenhouse gas emissions.

The OHSAS 18000 standards provide organisations with the tools of an effective safety management system that can be integrated into other management systems.

By that, organisations will be able to improve their occupational health and safety performance as well as their economic objectives. CSM is one of the few shipping companies worldwide that has implemented these high standards.

**Editorial Team**

## DECK OFFICERS ATTEND TRAINING & VISIT CSM HAMBURG OFFICE

Six Deck Officers attended the Bridge Team Management and other trainings at the NSB Academy in calendar week 25. All Officers are from CSM's tanker group and spent a week in Buxtehude to attend or refresh the said courses.

In order to strengthen our relationship and to have some additional briefings, we invited the crews for an afternoon to our office. Most importantly, we of course, want to meet face to face with our seafarers and use this opportunity to

establish a personal contact. On Tuesday, 20th June the Officers arrived around 14:20 hrs and together with Captain Alexey Ugrovatov, participated in the 'Senior Command @ the office' program and received the following briefings:

Captain Daniel Musafia briefed the seafarers about Security issues. Captain Harald Undheim reported about the recent status of CSM's ECP and repeated the importance of its adherence, followed by Dr. Reza Akbari Alashti who updated the crews about the latest developments on Energy Efficiency.

Afterwards the Crewing Department gave them a tour through the office and

took the opportunity to take a photo. Lastly our Top Management talked to our seagoing colleagues for about an hour and provided then with an update on recent company developments and general shipping topics.

As a further appreciation of the seafarers stay, we closed the day with a rich dinner at a traditional German restaurant. Colleagues from the Technical and the Crewing Department also attended the dinner.

We trust the seafarers enjoyed their visit as much as we did and we are already looking forward to welcoming the next group.

**Editorial Team**



**Master Komarnytskyi, Igor, Chief Officer Zolotarev, Sergey, 2nd Officer Garchev, Sergiy, 2nd Officer Vasikov, Sergii, 3rd Officer Macijauskas, Mantas and 3rd Officer Mikalcius, Mantas**

## TUI DISCOVERY 2 ENTERS CCS MANAGEMENT

Columbia Cruise Services is proud to announce that on March, 29th 2017 the Technical Management of MV "Legend of the Seas" has been transferred from RCL Cruises Ltd to Columbia Cruise Services Ltd.

Until early May, the vessel with a maximum capacity of 1832 passengers underwent an extensive rebranding and refit in the Navantia dry-docks, Cádiz (Spain) and undocked as "TUI Discovery 2" joining the Thomson Cruises fleet.

The sister vessel "TUI Discovery" (former "Splendour of the Seas"), also under CCS Technical Management, joined the fleet in summer 2016.



In Navantia dry-dock

Cruise passengers can choose from a range of TUI Discovery 2 itineraries such as Aegean Meze, Spanish Sunsets, Iconic Italia, Pride of Panama and Iberian Treasures. For more information please visit: [www.thomson.co.uk/cruise/ships/tui-discovery-2](http://www.thomson.co.uk/cruise/ships/tui-discovery-2)

Being the Technical

Shipmanager of the two sister vessels, CCS is very proud to participate and contribute to this development. Until May 9th, a designated CCS task-force has supervised and coordinated the refit successfully on-site.

The maiden voyage of the "TUI Discovery 2" left Málaga (Spain) as per schedule on 14th May 2017.



## SENIOR OFFICERS CONFERENCE O/B TUI DISCOVERY 2

Within a two day conference on board the latest fleet-addition "TUI Discovery 2", Thomson Cruises granted a look behind the scenes to their Fleet Senior Officers and contractors.

Captains, Staff Captains, Chief Engineers, General and Hotel Managers accepted the invitation and exchanged their uniforms for a business wear. As the Technical Manager of 'TUI Discovery', 'TUI Discovery 2', 'Thomson Celebration' and 'Thomson Dream', Columbia Cruise Services was delighted to participate with a small delegation, led by our Managing Director Olaf Gröger.

Richard Sofer (Managing Director Thomson Cruises), Adrian Hibbert (Operations Director Thomson Cruises) and their team outlined in a very descriptive manner the operational short and long term strategies for Thomson Cruises within different business sessions.

Presentations and group

discussions on customer service, safety and security promoted additional awareness on commonly agreed key-points.

Off the panels, an interesting exchange across the fleet



and departments completed the valuable get-together.



## CSM SUPPORTS CYPRUS MARITIME ACADEMY

Columbia Shipmanagement is pleased to support the Cyprus Maritime Academy (CyMA) - a pioneering educational project, which guarantees direct employment in a sector in which Cyprus plays a leading role, as the largest third-party shipping centre in Europe.

Columbia's Managing Director, Mr. Andreas Hadjipetrou and Group Director QSHE & MS, Mr. Christis Angelides have joined the Board of Governors.

As part of their involvement Columbia is committed to providing cadetships on an annual basis. The initiative to establish CyMA marks an important milestone for Cyprus and aims to resolve the problem of a lack of technical Maritime education and training on the island. Cyprus already has the third largest fleet in the EU and the 10th largest fleet worldwide, with 1,677 ships, tonnage of about 23 million under the Cyprus flag, and 55,000 employed sailors.

The Cyprus Maritime Academy (CyMA), affiliated to the University of Nicosia, is the first Academy of its kind in Cyprus. CyMA



offers International Maritime Organization (IMO) Certificates of Competency for Officers in Charge of Navigational Watch (Nautical Sciences), Officers in Charge of Engineering Watch (Marine Engineering) and Electro-Technical Officers (Marine Electro-technology).

The Certificates of Competency allow successful graduates the opportunity to pursue a unique career at Sea, working as a Merchant Marine Officers in an interesting, challenging and



'Adopt a Cadet' open day



demanding industry that offers excellent career prospects. Graduates also obtain a Bachelor's Degree in their relevant field of study, providing them with wide future career and academic options.

Having established an extremely close relationship with the Maritime industry of the island through its Board of Governors, CyMA offers its cadets the opportunity to use state-of-the-art equipment with specialized simulators and facilities, but also the chance to finance their studies under an established Cadets Fund Plan.

The qualifications obtained from the CyMA, are recognized by the Cyprus Department of Merchant Shipping and under the Cyprus flag. The facilities utilized by the CyMA have state of the art equipment, with high-technology simulators,

machines, bridges and electrical circuits. The Academy offers the best quality of training to all cadets under its programs of study.

For cadets to complete their training, they need to attend a 2 semester onboard training. With a close link with the industry, CyMA try to find the ideal internship for each cadet. Support is also provided in terms of admissions, uniforms, accommodation, visa, and any other training needed for the cadets'

advancement. Cyprus Professor Philippos Pouyioutas, Rector of the University of Nicosia pointed out that the Maritime Academy is an example worth emulating, in terms of effectively implementing the "knowledge triangle" (linking universities, research centres, and industry). This is something that is strongly endorsed by the European Commission in the European Area of Higher Education.

Mr. Andreas Hadjipetrou commented: "We are very proud to have already enrolled the first cadet onboard one of our ships. For next year's enrollment we shall have cadets who are children of our existing office employees".

For further information please visit:

[www.cyma.ac.cy](http://www.cyma.ac.cy)



**Classroom facilities**

## FAREWELL PARTY FOR CAPTAIN GRIGORY STALOVEROV

On 17th March 2017 we had a very remarkable day – we had the farewell party of our Marine Training Superintendent – Captain Grigory Staloverov. The time had come for his retirement, after a lifetime dedicated to the fleet. For 34 years he served as Master on board different types of tanker vessels.

In 1957 he graduated from Kherson Marine College with honors and started his career on the fleet. In 1962 he graduated from Admiral Makarov State Marine Academy in Saint Petersburg with honors. Starting in October 1970 he sailed on different tanker ships in the capacity of Master.

Captain Staloverov started work with Columbia in 1995 as a Master of MT Karnia. Since 2003 he worked as a Marine Training Superintendent in our St. Petersburg Office. As a Training Officer, Captain Staloverov has shared his great and valuable experience with all CSM



SPB seamen. He's always been ready to assist everyone with comprehensive and qualified up to date information.

Retirement will give Captain Staloverov more time for his hobbies: he likes to visit theatres, museums, read books and in summertime go to the woods to gather mushrooms and wild berries in the vicinity of his summer house with a garden in the countryside near St. Petersburg.

As a gift from the Company's management for the twenty one year's of loyal service Captain Staloverov was presented with an authentic Nautical Sextant for his collection, which was produced in 1957 – the year he started to sail as an Officer and when celestial navigation was

a primary source of position fixing all around the world, even in the North Sea.

All of us are sending him our warmest greetings and wish him and all his family happiness and good health, as well as further success in our staff training because we have plans to keep him as a consultant in the future.

Although we are losing the connection with an older era - when iron seafarers were able to navigate the ships with minimum nautical equipment and no office support was needed at any time. It was a time when the Master on board for crew was really – "The next after God!"

**Captain Alex Bosov**  
Deputy Director  
Columbia Shipmanagement  
(St. Petersburg) Ltd.

## CSM HOLDS INTERMANAGER MEETING

On the 1st June 2017, Columbia Shipmanagement hosted the InterManager Executive Committee Meeting in their Limassol offices.

InterManager is a leading organisation taking up and offering solutions for concerns of the ship management industry, representing and promoting excellence in ship management.



It currently has close to 100 members which include full members and associate members who are collectively involved in the management of some 5,000 ships and

almost 250,000 seafarers.

For further information please visit:

[www.intermanager.org](http://www.intermanager.org)

## LONDON STUDENTS VISIT COLUMBIA

On Tuesday 28th March, 3 MBA students from London South Bank University together with their lecturer visited the Columbia premises for a tour.

London South Bank is a partner University with Cyprus Institute of Marketing, who asked local companies to introduce them to their places of work as representatives



As Leonardo Da Vinci once said: "He who loves practice without theory is like the sailor who boards a ship without rudder and compass and never knows where he may cast."

of their industry.

We were pleased to offer these students a look into the shipping industry and show them how education is the vessel with which

they can enter it.

For more information about the Cyprus Institute of Marketing, please visit:

[www.cima.ac.cy](http://www.cima.ac.cy)

**Editorial Team**

## CSM CYPRUS WELCOMES 'ADOPT A SHIP' VISITORS

CSM Cyprus welcomed 38 teachers from the 'Adopt a Ship' 2016 – 2017 Programme on Wednesday 31<sup>st</sup> May 2017.

Entering its 11<sup>th</sup> year, the 'Adopt a Ship' educational programme aims to establish a link between ships and schools by partnering local schools with vessels in order to learn more about life onboard.

The 'Adopt a Ship' programme was initiated by the Cyprus Shipping Chamber (CSC) and is co-ordinated by CSC with the valuable cooperation of CYMEPA (Cyprus Marine Environment Protection Association) and supported by the Department of Merchant Shipping.

The day got underway with welcomes from Dr. Michael Ierides, Secretary General of CYMEPA, Mr. Andreas Hadjipetrou, Managing Director, CSM before speeches by:

- Mr. Costas Costaras, Senior Marine Surveyor, Department

of Merchant Shipping

- Mr. Christos Papadopoulos, Inspector, Ministry of Education and Culture

- Mr. Alex Josephides, Deputy Director General, Cyprus Shipping Chamber

Later Captain Demetris Matis, Insurance Manager, CSM spoke about 'Life as a Captain'. The teachers were then presented with certificates, congratulating them on having completed a full year in the 'Adopt a Ship' programme.

**Editorial Team**



'Adopt a Ship' visitors in front of Columbia House, Limassol, Cyprus

## ADOPT A SHIP SHORT FILM SCREENING

During the visit, a new short film about the 'Adopt a Ship' programme was screened. CSC decided to promote the initiative overseas after 10 successful years of running the 'Adopt a Ship' programme in Cyprus, with the aim of attracting a new younger generation into the shipping industry. The film was initiated by the Cyprus Shipping Chamber in 2016 to introduce the 'Adopt a Ship' programme on an international level.

The film was produced by the CSC Secretariat with the assistance of CYMEPA and Interiorient Navigation Co. Ltd, and kindly financed by Lloyds. Both a Greek and English version have been produced to reach a wider audience. The 'Adopt a Ship' short feature was filmed on location at the Interiorient offices in Limassol, Cyprus. Appearing in the film were:

- Mr. Alexandros Josephides, Deputy Director General of the Chamber in his capacity as IMO Maritime Ambassador for Cyprus appeared in and narrated the film.



- The Minister of Transport, Communications and Work, Mr. Marios Demetriades

- The Minister of Education and Culture, Mr. Costas Kadis

The film premiere was held on 2<sup>nd</sup> March 2017 at the European Shipping Week 2017 in Brussels, during the European Community Shipowners Associations (ECSA) Conference.

The film proved to be one of the Conference highlights with many positive comments received afterwards.

Many organisations have since expressed an interest in developing a similar programme. The CSC looks forward to expanding the 'Adopt a Ship' concept internationally for the years to come.



**L-R Dr. Michael Ierides, Secretary General of CYMEPA, Mrs. Yiola Hadjichristodoulou, Quality Assurance Officer, CSM Cyprus, Mr. Alex Josephides, Deputy Director General, CSC Mr. Chrysostomos Efthymiou, Executive Officer, CSC**

## ASSIGNMENT IN CYPRUS

During April and May of 2017 I was assigned to the QHSE-Marine Department in CSM's head office in Cyprus. My task was the revision of a shipboard safety management system manual.

The first part of the project was easier to compile because scope and contents are defined by SOLAS. The second part had a wider scope, so therefore required comprehensive preparation and choice of subjects and included materials. The goal was to supplement procedures in existing shipboard management manuals but not to duplicate or overlap them.

I was glad to return to the basement of the building where I had been working back in 2010 on a similar task. It was nice to meet the people whom I knew from before, to see new people and meet face-to-face those which I know through communication exchange from ships.

Beside my main task, I took some small parts in other activities within the department. For a seagoing Master, it's a great experience

to work in the office and see how the office works, particularly about marine, safety, security and management system matters. Although the office is a 'fixed' working environment compared to the moving ship, it cannot be said that shore work is less busy – assistance to the vessels is provided continuously, especially by those who directly deal with ship operations or support them through 24 hours / 7 days working cycle of ships.

In order to get some action and because sitting in the office from 0730 to 1730 (or even longer) is not a usual occupancy for me, I joined the Columbia Dragons: the CSM dragon boat race team who started training for the annual corporate race.

Despite my sea going career and some experience with rowing and other small boats, paddling in a dragon boat was completely new for me. Following instructions from our coach I learned this new skill and more importantly, confirm one fact in life's learning process: whoever does not know (yet) what teamwork is – he/she should join a dragon boat team. Trainings took place each Saturday and Sunday on Yermasoyia Dam,



close to Limassol. The dragon boat race took place on 21st May. Columbia Dragons were placed 2nd out of 22 teams with a time of 52.14 against the wind - a new record against our time last year of 54.95.

I would like to thank CSM Top Management for entrusting me with the task of revising the management system manual; all the colleagues in the office who helped me with my job and with day-to-day life in Cyprus. Thanks also to the Columbia Dragon team with Captain Vladimir Smirnov as team leader for shared moments of hard team work and winning pride.

**Captain Ivo Jutrovic** MSc MNI  
Master on CSM - managed  
NYK fleet

## FIVE MINUTES WITH OUR CYPRUS TRAINEES

### 1. What is your field of studies?

**C:** I study Commerce, Finance and Shipping at the Cyprus University of Technology.

**M:** I am studying law in Zurich, Switzerland. Next summer I will finish my Bachelor.

**E:** I finished studying Commerce, Finance and Shipping at Cyprus University of Technology this year. Next I will take a Masters degree in International Shipping.



(L-R) Elena Ppeli,  
Manuela Burkard, Chloe Kozi

### 2. How long will you stay with us and in which department?

**C:** I will be staying for two months in the Purchasing Department.

**M:** I will stay for two months, July and August, at Columbia in the legal section.

**E:** Three months working in the Marketing Team.

### 3. How is the overall experience of the Columbia world?

**C:** Working at Columbia has been a very educational experience. It's given me the opportunity to put theory to practice as well as witness the importance of the human element in the shipping industry. The people I've worked with have been very welcoming and supportive, which made me feel like part of the team.

**M:** I am surprised how friendly and helpful all my colleagues are and I felt very welcome the first day I started working at Columbia, an experience I really appreciate. I learn a lot of new things every day because the legal section where I am working give me interesting and various tasks to do, so my overall experience is really great so far.

**E:** The reason I applied to Columbia was because of its well known reputation and high standard. I have learnt a lot so far and enjoy the work environment and friendly atmosphere as well as the teamwork.

### 4. What have you enjoyed the most so far?

**C:** Apart from my coworkers, I've immensely enjoyed meeting people from other departments of the company and seeing how connected all the departments are. I also loved proofreading the Compass magazine and witnessing how much work goes into creating it.

**M:** I enjoy working in an international environment - there are many different laws and legal systems from all over the world involved which makes it very interesting. Additionally I have to mention that the setting of the Columbia office is amazing, Cyprus is a beautiful island. That makes working here even better and I am going to miss it very much back in Switzerland.

**E:** Helping with the Compass drone photo shoot in the Columbia garden - it was very different and nice to be creative outdoors.

## CSM SG NEWS

### A DAY IN THE LIFE OF A HORIZON BOARDING OFFICER

Hi readers, my name is Leong Wai Ong – I work as a Boarding Officer for Horizon Shipping Agencies based in Singapore. I would like to tell you about A Day in Life of a Boarding Officer:

It's 17th Mar 2017. The time is 0400 hours: I am woken up by a phone call from the Pilot office to confirm the vessel ETA arrival of AAL FREMANTLE, a Freighter. It's an early start to the day as my alarm clock is usually set for 0630 hours. This scenario is common for boarding agents like me.

Today is a hectic Friday for me as AAL FREMANTLE is arriving in Singapore for Bunker at 0700 hours. I have three more vessels, PACITA, EURO MAX and CAPE FLORES due to arrive on the same day. They are all under charter for cargo operations at Pasir Panjang Container Terminal.

CAPE MARIN is also here in Singapore at SEMBCORP Mega Tuas Shipyard undergoing a scheduled repair; in preparation ahead of starting a new charter with Mediterranean Shipping company.

After AAL FREMANTLE is safely anchored, I put on my PPE overalls and proceed to board the vessel at 0800 hours with the bunker surveyor. Although my job on board takes only around 30 minutes, there are many various government and private agencies to coordinate with before and after the vessel's port stay in Singapore.

After I disembark from AAL FREMANTLE, I rush back to the office to prepare documents for PACITA who will be all fast at 1530 hours. After boarding PACITA and arranging for a sick crew member to visit the doctor; the time is almost 1700 hours which means going home for most people who have shore jobs. But not for boarding officers like me.

After a quick sandwich dinner on the pavement while walking back to the office, I receive a phone call from the bunker surveyor of AAL FREMANTLE stating that the bunker operation is almost finished thus I proceed to book the outward pilot and arrange port clearance. This is all done via my smartphone while standing in the middle of a busy street. Technology nowadays is considered the best friend of both boarding officers and seafarers.



Upon returning back to the office at 1930 hours, I collect various office mail from my desk to handcarry onboard the vessels and proceed to EURO MAX at 2000 hours, followed by CAPE FLORES at 2230 hours. Luckily for me, both vessels are in the same terminal thus not much traveling is needed.

Upon boarding CAPE FLORES, I was greeted with smiles by the crew – the reason being that CAPE FLORES often calls Singapore.

The crew are very familiar with me but of course, I still have to produce my identity card for recording particulars at the gangway log book. This procedure is always strictly enforced by all CSM managed vessels.

At 2300 hours, after disembarking from CAPE FLORES, it's time to head home back to my family. I have a quick chat with my kids and send them to bed.

I then turn on my laptop again to work on emails for vessels coming over the weekend.

Thank you for reading.

## CSM SG BEACH CLEAN-UP

On Friday 17<sup>th</sup> of March CSM and AAL Singapore participated in an afternoon beach clean-up. The initiative was planned in cooperation with Singapore National Environmental Agency.

During the Friday afternoon, the 13 participants were able to clean a large area of rubbish, mostly plastic waste, beverage cans and cigarette butts. This everyday rubbish eventually finds its way into the sea where it can drift thousands of miles, killing marine life and sea birds, polluting coral reefs and



**L-R: Captain Dante Jerusalem, Lek Jun Rong, Ruben Oggel, Helen Goh, Christine Ow, Andi Ichwan, Myo Min Thuang, Anson Neo**

coast lines. We believe better information about sources and impacts of pollution is important to drive change. All of us play an important role and together we can help raise awareness for a

healthy ocean. Many thanks to all who have participated!

**QSHE Department**  
Austral Asia Line  
(Singapore) Pte Ltd.



# SCRIPPS SCIENTIST SAILS ONBOARD CAPE FRANKLIN

Scripps Institution of Oceanography (SIO), is located in La Jolla, California, USA. Scripps has maintained a program aboard merchant ships since 1986, studying large scale ocean circulation and heat transport in an effort to understand and predict climate. We do this by launching eXpendable BathyThermographs (XBTs) every 5 to 30nm while underway. This is part of a larger AMVERSEAS program funded by the National Oceanographic and Atmospheric Administration (NOAA). NOAA's Atlantic Oceanographic Marine Labs (AOML) in Miami is responsible for the Atlantic and Scripps is responsible for the Pacific, Southern, and Indian Oceans.

Scripps' study began in partnership with Blue Star Lines, aboard the Southland Star from Auckland, NZ to Suva, Fiji. It has since expanded to seven vessels in the Pacific, another transiting the Southern Ocean's Drake passage,



**Scripps Institution of Oceanography (SIO), California, USA**

and one vessel in the Indian Ocean. Partnerships past and present include, but not limited to, Chevron, CMA CGM, ER Ships, Exxon, Hamburg Sud, Hapag Lloyd, Hoegh Autoliners, Keystone, Maersk, MELL, MSC, MOL, NYK, Pasha/Horizon/Sealand, Safmarine, USCG and now CSM!

One from a team of twelve seafaring scientists, joins each of these nine vessels four times per year, making over 30 voyages a year possible. In June, I was lucky enough to sail aboard CSM's fine ship Cape Franklin from Honolulu to Yokohama. We were blessed with fine weather, excellent company, and good food.

XBT probes, developed in the 1960's during the Cold War for US Navy submarine warfare, are used to find temperature inversions, places to hide from sonar. But oceanographers use XBTs to measure ocean currents.

XBTs measure temperature with depth, returning what is known as a temperature profile, from the surface down to about a kilometer. By subtracting one profile from the next, we get a temperature difference, the gradient, for each depth, from one spot to the next.

Just as the barometric pressure gradient in the atmosphere gives you the wind, the temperature gradient in the ocean gives you the current, as long as the vessel is crossing those currents, more or less at right angles. Hot water stands higher than cold, and water flows downhill. Ocean currents are important to oceanographers because they are the air conditioning system of the earth. The ocean drives the climate. All the energy is stored in the ocean, the atmosphere merely responds. This is why hurricanes and typhoons die when they make landfall;

starved of energy they fade out.

Mother ocean has been absorbing a tremendous amount of heat and sequestering it deep, keeping the surface cool. It has been absorbing huge amounts of methane in the form of methane hydrates deposited on the ocean floor, and also CO<sub>2</sub> in the form of carbonic acid, which makes her waters more acidic. She's an incredible buffer, keeping the planet stable, so far...

In the northern hemisphere alone, the amount of heat transported away from the equator by the Gulf Stream in the Atlantic and the Kuroshio in the Pacific, could power all of North America's energy needs, Canada and the US, industrial and residential, for 475 years.

**The Scripps Institution of Oceanography in San Diego, California, founded in 1903, is one of the oldest and largest centers for ocean and Earth science research, public service, undergraduate and graduate training in the world.**



Without this circulation of heat keeping our planet temperate, the earth would be a entirely different place. The poles would be unbearably cold, and the equator unbearably warm.

The temperate, habitable space, where people live, would shrink to a narrow band and tensions would likely rise as resources dwindle.

So if you are to understand

climate, you better know what's going on with the currents. This is why we make these measurements and why we really do appreciate the support of CSM, their fine Captain and crew of the good ship Cape Franklin, and the merchant fleet worldwide.

**Glenn Pezzoli**

Manager  
Ship of Opportunity Program  
Scripps Institution of Oceanography

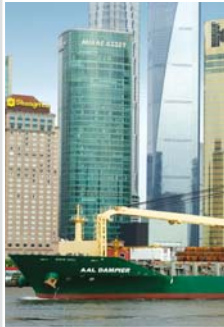


**Cape Franklin's crew assembled on the port bridge wing, including Captain Arrogancia holding the loaded XBT hand-launcher. Glenn Pezzoli is pictured far left**

## AAL NEWS



AAL DELIVERS  
EGYPTIAN  
MEGAPROJECT



SHANGHAI  
LUOJING  
TERMINAL



AAL  
HOSTS  
CHANNEL 9 TV

## AAL DELIVERS EGYPTIAN MEGAPROJECT

AAL has completed an intense 9-month project shipment for LPL Projects + Logistics GmbH, to transport 194,561 freight tons of HRSG modules and related accessories (architectural steel and other components) from Ulsan and Penglai to the Egyptian ports of Sokhna and Adabiyah – cargo destined for the country's largest- ever power generation project, the Siemens' Megaproject.

The cargo comprised 384 HRSG modules and 45,000 freight tons of accessories, transported on 17 sailings between South Korea, China and Egypt between August 2016 and May 2017.

The modules will be used at the Beni Suef and New Capital Power Plants, two thirds of the biggest gas-



fired combined-cycle power station in the world and one that will generate 14.4 GW - a boost of 45 percent to Egypt's power capacity.

Namir Khanbabi, Managing Director of AAL's Tramp & Projects Division, commented, "To have been involved in the Middle East's most high profile energy project was a great honour and to deliver on schedule and without incident is testament to the sustained efforts of our sea and land-based teams."

Marc Willim, General Manager of AAL's Tramp & Projects Division, added, "LPL were incredibly professional to work with and the communication



between us was excellent and needed to be, considering the strict project timing, sailings intensity and overall importance of this multi-billion-dollar project to all stakeholders."

Angelika Roos, LPL Project Director Megaproject Egypt: "Working with AAL was very professional. They always made an effort to find solutions when needed. It is easy to say that the carrier performance was perfect if everything goes well, but you really can only judge the performance of your partner if you are facing challenges. Here we have to say that everything worked out good."

## AAL GAINS NEW ISO STANDARDS

AAL is the first shipping company to be issued 2015 certifications by DNV-GL Singapore, for ISO 9001 (Quality Management), and ISO 14001 (Environmental Management). Simultaneously, the global multipurpose heavy-lift operator was also

certified ISO 50001:2011 for Energy Management, and OHSAS 18001:2007 for Occupational Health & Safety - a milestone in AAL's strategy to build competitive advantage through the quality of its global services, infrastructure, and internal and external operations.

Kyriacos Panayides, Managing Director of AAL, commented, "These latest

certifications underscore AAL's culture and values – management efficiency, environmental protection, energy conservation and commitment to health and safety. With the market at its most challenging, we've taken the bold step to invest significantly in our management systems and tools, and improve further the quality and range of services we offer.

## SHANGHAI LUOJING TERMINAL THANKS AAL FOR CARGO TRADE IN 2016

At its first-ever formal ceremony held on 16<sup>th</sup> December 2016 at the Shanghai Guchun Park Hotel, the Shanghai Luojing Terminal – Shanghai's biggest and most important breakbulk cargo hub – formally named and thanked key partners for their contribution to the terminal's trade performance in 2016.

AAL, who has been regularly calling at the Port since its opening, and in 2016 carried over 400,000 freighted tons

of cargo through the port, was honored with a bronze medal from the Terminal's General Manager, Ren Sheng Hua.

Christophe Grammare, Managing Director of AAL's Liner Services Division, and from 2017 relocating from Australia to China taking the additional role of Chief Representative for China, explained: "Such positive recognition of our services is important, as China is the largest breakbulk market in Asia and we aim to offer our local customers the most convenient and competitive trade routes and services possible. The Terminal is conveniently located on the Yangtze Southbank close to the city and offers advantages that benefit

our outbound customer shipments of steel and heavy-lift project cargo. For this reason, it has been a regular feature of our Liner Services between Asia and the USWC & Oceania for almost a decade."

He added, "China's trade performance is of course hampered by global economic uncertainty. Nevertheless, with a projected growth of between 6.3% and 6.5% for the mainland in 2017 and its biggest industries challenging and competing on the global stage to grow this further; AAL will continue to provide the resources on the ground and the tonnage in the water to meet our local customers' demands and expectations - as we've done for the past 21 years."



**AAL Dampier sailing through Shanghai**

## AAL HOSTS MISSION TO SEAFARERS & CHANNEL 9 TV IN BRISBANE

On 17th April 2017 AAL was pleased to host the Mission To Seafarers and Australia's Channel 9 aboard the AAL Shanghai to celebrate volunteer Marcia Scholes' 70 years of helping seafarers in the Port of Brisbane.

Frank Mueller, General Manager of AAL's Liner Services Division commented, "We're delighted to help with this recognition of Marcia's amazing achievements. Seafaring is a fulfilling career, but it often comes with emotional and physical challenges that many land-based staff do not have to face. The Mission To Seafarers plays a huge role in providing the practical and pastoral support to seafarers and ports around the world and we're grateful for everything they do." The Mission To Seafarers works in more than 200 ports in 50 countries caring for seafarers of all ranks, nationalities and beliefs – over 1.5 million people. Through its global network of chaplains, staff and volunteers it offers practical, emotional and spiritual support to seafarers



Below: 3/O Aljohn Ranoa, C/O Johannes Hapke  
Marcia Scholes and Captain Branko Stojanovic

through ship visits, drop-in seafarers' centres and a range of welfare and emergency support services.

Ross Nicholls, Secretary at Mission to Seafarers, and Brisbane Marine Pilots, commented, "Seafarers carry out one of the most demanding jobs in the world, and the work of Mission To Seafarers' dedicated volunteers has a direct impact upon the quality of lives they lead, and their families' welfare. While the ships have changed over the years, the values of compassion,



inclusion, and teamwork that are central to our mission have not. Marcia Scholes has embodied these ideals for more than 70 years, and both we and the sailors who've visited the Port of Brisbane are enormously grateful for her service."

**AAL Marketing Team**

## AAL WINS TOP ASIA PROJECT SHIPPING AWARD 4TH TIME RUNNING!

AAL beat off intense competition from the sector's leading carriers, to win the prestigious 'Best Shipping Line Project Cargo' award at the high profile AFLAS Awards in Singapore on 29<sup>th</sup> June 2017 – the fourth consecutive year AAL has won this award.

Felix Schoeller commented, after collecting the award on AAL's behalf, "We'd like to thank Asia Cargo News and the AFLAS Committee for nominating AAL once again in this all important Project Cargo Shipping category and



we are immensely proud to have gone on to win the award for a 4th consecutive year. Even though AAL has expanded its project shipping capability to offer global coverage, Asia is still fundamental to ours and our customers' operations and this important award tonight is testament to the hard work of everyone in our organisation on land and sea."

The award was voted for by over 15,000 readers of 'Asia Cargo News' – shipping professionals, EPCs and project owners from across the world. This is an incredible achievement and not least considering that the other nominated carriers for this award comprised the biggest names in the sector.

**AAL Marketing Team**



**Felix Schoeller collecting the award**

## WHOISWHO



ANTONIO V.  
SALAUM



MARINA  
KAIRINOS



JAN  
DETHLEFSEN



THORSTEN  
THRONICKE

# ANTONIO V. SALAUM

## 1. Do you have any connections to the sea?

I was born into a seafaring family, which sounds good, but our family did not work on commercial vessels neither international trading nor local trading. Instead, we worked for a small time fisherman's family.

## 2. Your earliest memory of the sea?

My birth place is a kind of bay, and a shelter to a small vessels trading locally in the Philippines, mostly loading cement and timber. Instead of going to school we escaped with my childhood friend to swim from shore with just empty plastic gallons and broken styro foam as vest and swim to the vessel, hoping the crew would allow us to embark and offer food. Finally yes, they offered us huge parts of pork fat and rice from the bottom of the cooking pan. We were very happy as we only eat meat once a year in my village, during fiesta celebration. From age seven it was my dream to become seaman because as a child I believed that working on ships is good with unlimited food. After I graduated from college I went to Manila; there I encountered hardships but I counted it as another challenge towards to my dream to become a real seafarer.

## 3. Your first job?

I found Career ship management and started as wiper in January 1994 with my first vessel assignment onboard Cape Hatteras with Captain Torsten Olbrich. Since then, I have been assigned to various types of vessel from reefer seatrades, multi-purpose, and huge box ships. My first vessel as a CE was a bulk carrier (Asia Ruby I). I am very thankful to Technical Superintendent Dennis N. Frivaldo for a very smooth hand-over and unconditional support during entire contract. I am proud to have worked from Wiper to Chief Engineer.

## 4. What do you enjoy most about your job?

I enjoy my seafaring job, simply because this is my childhood dream. I remember those times when my father and me were rowing our small fishing boat as ships passed by. It made me think how to work over in that particular profession. Of course the financial aspect is one of the root causes, why we travel far away from our loved ones in return for their brighter future. But as long as you enjoy the rest, everything can be counted as a most enjoyable profession.

## 5. Why is teamwork so important on a vessel?

It is always in my head, the saying from former US president Abraham Lincoln "United



Antonio V. Salaum was born in the fishing village of Baybayon, Mabini, an island in the Philippines archipelago. He joined Columbia as a wiper in 1994 and has since been promoted to the position of Chief Engineer in Career Philippines.

we stand, divided we fall". I strongly believe good team work, regardless of position and department, ship to shore, makes a safe and sound work environment. You must not hesitate to seek advice from your colleagues, because others might have more experience than you.

#### **6. Most difficult moment at sea?**

Another company accepted me as cadet onboard their manned vessel. But after five months on board a nightmare happened. The ship sank, there were only two survivors out of 21 crew. I was lucky that I was one of them. It happened in Balintang channel way.

#### **7. In your opinion, what makes being a seafarer so interesting?**

I remember the slogan from the university I attended "Enroll now and see the world free". It is very interesting travelling around the world, which in fact, there is no other profession in this world to compete with our type of industry. Meeting new faces, different cultures, every country we have been though has undying histories from cultures to civilisations. All of this information we gathered through our time of sailing, may remain forever in our hearts and can be shared with our grandchildren. In the future, they will hear stories that their grandfather travelled around the world free, following in the footsteps of the great Portugese navigator Magellan.

#### **8. Any advice for new colleagues joining our company?**

Loyalty is the great foundation between you and the company, which will build a stronger relationship. May God bless you all.

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## **MARINA KAIRINOS**

#### **1. How did you join Columbia?**

I had just moved to Cyprus and was looking for work, so I went for an interview to another shipping company but they needed an experienced executive secretary and as I had just finished college, I had no work experience. The lady there was kind enough to let me know that Columbia was looking for a secretary at the time and so I came to Columbia for an interview the very next day and the rest is history as they say.

#### **2. Please describe a typical day at work**

Part of the reason I love this job so much.....there's no such thing as a typical day! Every day is different.

#### **3. In your opinion, what characteristics are needed to be an effective executive secretary?**

Being loyal, trustworthy, multitasking, organized and definitely being able to work under pressure are just a



Marina Kairinos was born in Klerksdorp in South Africa, and after studying Secretarial & Office Practice at college, moved to Cyprus in 1993.

Marina joined Columbia in

few characteristics.

March 1993 as a secretary in the top management department. Marina now works as Executive Secretary.

#### **4. Any advice for dealing with working under time pressure?**

Pressure is important. Good pressure, such as having a lot of assignments to work on, or an upcoming deadline, helps one stay motivated and productive. Try to remain calm and stay focused on what needs to be accomplished.

#### **5. How has Columbia changed since you first joined?**

Well Columbia has definitely grown in size. When I first joined there were around 120 employees whereas today we are more than 350 employees in the Cyprus office. Our main building was also extended in 1995 and then the annex was built in 2006 to accommodate everyone.

#### **6. Our Chairman is a known animal lover. Any unusual cat stories from the office?**

I'm an animal lover myself having grown up in 'the jungle' with so many animals around me (joking), so I can definitely relate with Mr. Schoeller. The one story I remember well was when one of the kittens fell into a deep underground drain – Mr. Schoeller arranged for a digger to dig a big hole and put a camera down to find the kitten. This rescue operation carried on from the afternoon into the night. The kitten was rescued and named Lucky.

#### **7. Memorable moments during your years so far at Columbia?**

Over the 24 years that I have been with Columbia there are many memorable moments, from the huge Maritime Cyprus parties we would have in our gardens, to the 25 year Columbia anniversary party we had at Notes Club (live bouzouki music), to the Christmas party weekends we would have at the Columbia Beach Hotel in Pissouri.

#### **8. Coming from South Africa, any favourite beauty spots you'd recommend visiting?**

The whole of South Africa is breathtaking but my favourite place is Cape Town. I definitely recommend visiting Cape Town - it has a beautiful coastline and winelands. Boulders Beach is the only place in the world where a colony of African Penguins are right under your nose. In fact, it's the only place in the world where you can get close to African Penguins - while you are lying on the beach sunbathing there are penguins waddling around amongst the people. The people are very laidback too.

#### **9. Do you have a favourite life motto?**

"Never get so busy making a living that you forget to make a life" and "Live for the moment because everything else is uncertain" are two of my favourite life motto's.

# JAN DETHLEFSEN

## 1. Can you share any advice for someone starting an apprenticeship with Columbia?

Not only for trainees but in general: Never say never! Some years ago, I hardly believed that I would leave my hometown Berlin after finishing school, but I did. Then I could not imagine working in the Technical Department because the apprenticeship in this Department was not my preferred time, but I later accepted the offer to work as an Assistant. I hesitated to study at university since it seemed too theoretical, but I finally did.

All such decisions in the end were perfect for my career and I am happy having explored this way. Always be open minded.

## 2. Please describe your typical day at work?

A typical day is that I can make as many plans as I like, and then suddenly one email or telephone call switches the whole plan again, every day. That makes it really interesting but one must be flexible. In general, I read my incoming emails and make a priority list and a plan of action for all tasks that are to be done. Having a good structure in the work routine is essential for efficiency.

## 3. Highlights of your time with Columbia Deutschland so far?

Being part of a dry-docking team was exciting. It combined many things from different departments. Attending a dry docking in Shanghai, China was my favourite highlight so far. Also visiting our vessels whenever possible is very nice in order to get in touch with our colleagues on board. Such visits bring a benefit for our daily work in the office.

## 4. Who has been your mentor during your time at CSM-D?

My mentor from day one is still definitely Dieter Rohde. He was supporting and challenging me every day and trusted me to accomplish new tasks and projects in the Technical Department. I would not be in the present position without Dieter's guidance.



Jan Dethlefsen was born in Berlin, Germany and later moved to Hamburg to join Columbia Deutschland in 2009 as a shipping merchant apprentice.

He was employed as an Administrative Assistant for the Dry Fleet in the Technical Department in June 2011, later promoted to Junior Technical Commercial Manager in December 2015 and in January 2017 offered the position of Technical Commercial Manager.

Outside of work, Jan spent a lot of time in a sailing club and participated in national and international regattas as well as working as a sailing coach for children.

**5. Before your first job, what was your perception of 'the shipping industry' and how has it changed since?**

The perception was a little like "it should be as easy as driving a car". But it's not. Every department and employee ashore and at sea forms one part of it and only through combined teamwork you can 'drive a ship' successfully. If one part fails, no one can proceed.

**6. In addition to your job, you are in the 4th and final year of a Dual Course of Studies in Business Administration. How do you apply your working knowledge to your coursework?**

It is more vice versa. I can use many of the structures, strategies and topics learned at university in my daily job. Especially the task of controlling, budgeting and organising is in my view positively affected by my studies. However, I can also see that many theoretical aspects learned do not fully fit into the real business. The combination of theory and practical work is very interesting.

**7. A number of colleagues are studying and working. How do you balance studying and working a full-time job?**

Good planning is essential in order not to waste time with unnecessary things. Honestly, the balance was quite often missing in the last 4 years, especially during the preparation time for exams. But a few days off from time to time to concentrate purely on the studies helped to achieve good results.

**8. Which place on earth would you most like to explore and why?**

I am planning to visit New Zealand in January 2018. It has been a dream for my father, sister and myself for a long time to see and explore the nature and people in NZ and now we will finally realise it. It is a present for my father's 60th birthday and a reward for my sister and I completing our studies.

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## THORSTEN THRONICKE

**1. Please tell us what attracted you to the shipping industry?**

My father who was a Master Mariner and also worked for Columbia. When I was a child I joined my father on various trips during my school holidays, so ever since I was six years old I wanted to be a seaman. Although my father was fond of explaining all the equipment on the bridge (back then there wasn't as much as there is nowadays), I found work in the engine room more exciting than working on the bridge. Therefore my career path followed the required steps to become a Marine Engineer: my first assignment was as 3rd Engineer onboard M/V Cape Horn in 1992.

**2. How does it feel returning full circle back to Columbia?**

When I decided to accept the position offered to me, Mr. Schoeller welcomed me "back to the family" and



Thorsten Thronicke was born in Stade, Germany and joined Columbia in 1992 as a 3rd engineer, and later

that simply felt great. I received a very warm welcome in the Hamburg, Cyprus and Singapore offices and indeed it felt like coming home again. It was great to see so many familiar faces, especially after such a long time.

**3. What do you enjoy most about your role as co-Managing Director at CSM Singapore?**

I really enjoy working with Ruben Oggel and Andrew Mackie as I personally consider it to be very beneficial that difficult topics can be discussed in a team. Looking at situations and challenges from different perspectives may lead to more constructive decisions and efficient solutions.

**4. Having worked in Germany, Cyprus and Singapore what similarities do these countries share?**

Cyprus and Singapore both have a small population compared to Germany with a large number of non-residents coming from different cultures. Both countries are multiracial and multicultural. This diversity of different cultures is reflected in the day-to-day business. Both countries have their own national language but the main working language is English. So if you start living and working either in Cyprus or Singapore it is quite easy to adapt and integrate into society.

became 2nd and C/E. In 1998 he joined the Cyprus office as TSI and left Columbia in 2000 due to relocation to Germany. Between 2000 - 2008 Thorsten worked as Fleet manager for DS Schiffahrt, and Fleet manager for Reederei Harmstorf during 2009 -2010. During 2010-2016 Thorsten worked as Managing Director for Reederei Harmstorf and in addition MD for Bremen-based Schluessel Reederei after the two companies merged. In 2016 Thorsten took over the position of Co-MD of the CSM Singapore office.

**5. In your opinion, what is the foundation of excellent customer service?**

Trust, consistency and transparency are the basis for excellent customer service. In addition being aware at all times of customer requirements and expectations and doing the utmost to meet and proactively exceed these expectations.

**6. How do you think customer expectations will change over the next 20 years?**

There will be a change from turning 'Big Data' into 'Smart Data' as customers will expect collected data to be used as the source of information for improvement of operational risk and safety. It will also be used for innovations that drive efficiency and reduce costs.

**7. What measure do you think should be universally adopted to attract new seafarers into the industry?**

Providing a structured career framework that supports the professional development of seafarers within the company could help attract new seafarers. The career path of seafarers should not only be restricted to their career on-board but should also identify the option to further develop their career ashore.

**8. Who is the most memorable Captain you've ever met?**

I have good memories of many Captains but certainly the most memorable Captain was my father who unfortunately passed away a long time ago. He would be very proud, seeing me working for Columbia again.

# COMPASS HEALTH - SHIP TO SHORE

## A Guide to Portion Sizes

It is important to eat a varied and balanced diet on a daily basis, ensuring that foods are consumed from each food group (Grains, Protein, Fruit and Vegetables). However how big should the portion be? Knowing the right portions to eat for each type of food serving can assist with maintaining a healthy weight or assist with weight loss.

It is important to note that the daily energy requirements of every individual vary significantly however it is often misconceived that Males require large quantities of food. Although Males do have a higher calorie requirement than Females, this misconception often leads to larger portion sizes which can result in weight gain over a period of time.

A portion is how much you choose to eat at one time. Scientific studies have shown that portion sizes have increased over time in recent years. The increase in portion sizes combined with more sedentary lifestyles has resulted in an increase in obesity worldwide.

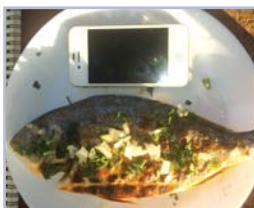
Below are a few examples of the average recommended portion size of each food group.

### Food Group - One Serving Size

**Fish** A serving is defined as 2-3 ounces or 56-85 grams of cooked fish which is around the size of a smartphone. International guidelines recommend at least 2 servings of fish a week including oily fish that contain Omega 3 fatty acids – this includes salmon, trout, herring, mackerel and fresh tuna.

**Meat** A serving is defined as 2-3 ounces 56 or 85 grams of cooked lean meat which is around the size of a computer mouse or a deck of cards. International guidelines also recommend limiting the amount of red meat and replacing it with lean meat such as chicken and turkey.

**Fruit and vegetable** International guidelines promote eating a mix of between 5-7 different servings of fruit and vegetable a day. An adult serving of fruit or veg is 80g. An easy way to measure the serving of fruits is to place them in the palm of your hand. For vegetables -1 cup of leafy vegetables or half a cup of any other vegetable (size of a fist).





**Carbohydrates - rice, pasta, breads, potatoes, cereal** When we eat rice or pasta it's all too easy to fill up a whole bowl. However 1 serving is defined as 1/2 cup of cooked rice or pasta which is equivalent to the size of a tennis ball. A serving of bread is 1 slice which around the size of a smartphone. A serving of cereal is around 1 and half cups.



**Dairy** A serving of cheese is around the size of a matchbox. A serving of ice cream is around the size of light bulb.

**Fats** A serving of butter is around the size of your thumb. A serving of mayonnaise and oil is 1tbsp

**Nuts** A handful of nuts defines 1 serving.



## CSM SUPPORTS FILIPINO NUTRITION MONTH 2017

This July Columbia supported the Filipino Nutrition Month 2017, organised by the National Nutrition Council in the Philippines. Our aim is to raise awareness about the

importance of eating a healthy balanced diet. A leaflet and poster were forwarded to our Filipino-manned fleet for distribution in the mess rooms.

### How can I eat healthier whilst on board?

Due to the shift work on board, it is at times difficult to take meals at "Normal" times. On these occasions the best solution is to take regular light healthy meals. The advice from the International Seafarers Welfare and Assistance Network is to eat a light meal at the beginning of the shift which is rich in protein such as lean meat and yogurt. Towards the end of the shift another light meal can be taken with a higher Carbohydrate content such as potatoes, bread, pasta fruit and whole grains.

In addition, the following healthy tips can also be used by every Seafarer to eat healthier whilst on board:

- Ensure to drink enough water throughout the day. Drinking 1.5 Litres of water is advised under normal circumstances however in areas with a warm climate and high humidity this should be increased.
- Limit eating foods high in fat, instead replace it with a healthy snack
- Limit putting extra salt on meals as prolonged use of too much salt can lead to hypertension

**Andrea Theokli** BSc (HONS) Diet and Health  
Assistant Crewing Superintendent  
Columbia Shipmanagement Ltd (Cyprus)

## CSM HEALTH MONTH 2017

For the second year running, our Columbia Cyprus office organised a Health Awareness month for staff. The aim was to encourage our colleagues to 'commit to be fit'.

A fitness programme offered employees a variety of classes to take part in, from windsurfing and SUP (Standup Paddling) to fitness sessions in the Columbia garden.

Presentations were also given inhouse by health professionals on topics such as healthy eating, skin care in the sun and how to quit smoking. Evening beach walks were also enjoyed along the Limassol coastline.

Thank you to all colleagues who participated. We hope to have motivated you with the various fitness sessions that were offered.



The health benefits accumulated from Standup Paddling (SUP) are numerous.

Most importantly, it improves your focus and balance, which is beneficial for any day-to-day activities.

Not only does it provide a full body workout - as the core, back and muscles are constantly working to maintain your balance – but it also reduces stress and allows you to connect with nature.



## CSM UKRAINE RUNS HALF MARATHON

On June 25<sup>th</sup>, the main running event of the city took place in Odessa - the ArcelorMittal Odesa Half Marathon 2017.

It was the second time Odessa International Half Marathon, brought together over 2,000 participants from 25 countries of the world.

7,000 people came to watch the race and to support friends and relatives. Another good thing about it is that the ArcelorMittal Odesa Half Marathon 2017 has collected not only inhabitants of Odessa, but also guests from other cities and even countries such as USA, Belarus, Estonia, Moldova, France, Spain, Italy and others states.

Already by tradition, employees of Columbia Shipmanagement Ukraine also took part in this brilliant event. In contrast to last year, the ArcelorMittal Odesa Half Marathon 2017 was attended not only by office workers of CSM UA but also by the crew. The second Engineer Mr. Aleksandr Pravedniy (ex FSL New York).

There were two teams in CSM UA: 8 ladies and 9 men including Directors of the company. Moreover the men's team of CSM ran the maximum distance - all half-marathon of 21,0975 kilometers.

The competition was held under difficult weather conditions. Participants started at 8 a.m. at a temperature of +20 °C, but very quickly became intolerable hot — literally, in an hour temperature increased to +30 °C.

About 200 volunteers provided participants with water; controlled work of so-called 'points of cooling', showed the way and carried

out other duties. The women's team of CSM won the 5-kilometer run, and showed good results in this distance.

CSM Ukraine is very glad to be a part of this great event. We are sure that running helps to cope with accumulated stress, fatigue and negative energy.

The management of CSM UA is sure that taking part in such events is not only fun, but also invests in the healthy lifestyles of our staff, their development and their desire for continuous improvement.

**Sergey Maslov**  
Chief Executive Director  
CSM Ukraine



## CSM DEUTSCHLAND PARTICIPATES HSH NORDBANK RUN 2017

Besides all the time we spend in the office, the staff in the Hamburg office is never averse to extracurricular events outside the office; especially when it comes to sports.

On Saturday, July 1st a team of 22 employees from CSM D, Hanse Bereederung, Columbia

Cruise Services and Columbia Deutschland together with spouses and children participated in the HSH Nordbank Run 2017, which took place for the 15th time in the new urban district of Hamburg, called "HafenCity".

In total there were about 25,000 participants from 830 different teams, who all ran for the good cause.

A sum of €155,000 of charity funds was raised through the day and given to an initiative that supports Hamburg's disabled children

in need by providing them sports and educational opportunities.

All of our participants tackled the distance of 4 km with ease, some a bit slower than others, but at the end, we all crossed the finish line together as a team proudly presenting our CSM flag.

The scope of this run was not to finish first, or being the best, but rather to have fun and raise funds for those who are not as fortunate as we are.



Our runners representing Columbia at the HSH Nordbank Run

## IRONMAN RECOGNITION FOR CSM SG's TECHNICAL FLEET MANAGER

Congratulations to CSM Singapore's Technical Fleet Manager Salvador Jr Respeto who was recognised as a 2017 IRONMAN Bronze All World Athlete awardee for finishing in the top 10% of his age group worldwide.

Triathlon is a sport that combines swimming, cycling, and running into one

continuous and sequential endurance race.

Speaking to Compass, Salvador explained, "For me, a triathlon is the culmination of our environmental compliance on a personal level. In open water swimming, we will appreciate the clean unpolluted waters for us and the future generations. Cycling is the absolute example of zero carbon footprints. Running is the final application of energy efficiency. There is no better example of energy management as every ounce of energy in our body will be valued.

Every seafarer who can do triathlon, is guaranteed to be disciplined, can multi-task, dedicated, motivated, and will never give up on any challenges, be it at sea or ashore".

Salvador completed IRONMAN Melbourne Asia Pacific Championships which is composed of 3.8 kms swim, 180 kms cycling, and 42.2 kms run. He has also completed various triathlon distance events in Singapore, Thailand, Vietnam and the Philippines. Well done Salvador!

**Editorial Team**



## CSM WINS FOOTBALL TOURNAMENT

On 26th June 2017, the Columbia team became the undefeated champions after 13 straight wins during the Elite Business League.

We all knew how strong the opponents were, but in order to win this match we needed to see something extra from our side. The game was well balanced and both teams attacked more as the game progressed. It was only in the second half where the teams started to show

the first signs of fatigue that we started to see the game gradually being set on fire. Both teams played very well and the team that was more accurate on goal was the one to take the win.

A win that would mean a Championship as well, since Columbia finally saw that their season's efforts finally paid off! Columbia still remain the only unbeaten side in the league! The final whistle was the start to the Columbia celebrations and the famous song "Campeones" was sang with great enthusiasm by the winners!



The final score was 3-1 to Columbia. Compass spoke to team Captain Xanthos Kyriacou who commented: "Our team played with great teamwork. Every player stayed focused, especially towards the last few matches of the season.

We played a very strong defence. Our coach Christos Liassides was with us every step of the way and we had excellent goal keeping by Christis Marcoullis.

Well done to our players!

**Editorial Team**



**Standing L-R:** Coach Christos Liassides, Tychonas Agisilaou, Stelios Kalopedis, Socratis Christofi, Andreas Myrianthis, Team Captain Xanthos Kyriacou, Yiannis Shittas, Aristos Savva, Alexis Psaras, Marinos Yiangou  
**Sitting L-R:** Marios Shittas, Marios Nicolaou, Elenos Chrysafi, Christis Marcoullis

## COLUMBIA PLAYS IN CHARITY FOOTBALL TOURNAMENT

On Sunday 28th May, Columbia took part in a charity football tournament arranged by Intership Navigation. The one day tournament took place at Valley Sports Arena in Germasoyia, with 20 local companies entering teams.

Columbia's football team drew 2 games and won



the 3rd one.

All proceeds from the tournament were donated to The Alma Foundation, a centre for the early

intervention of premature babies and young children with mental and physical developmental impediments. We were glad to support this event.

## COLUMBIA RUNS LIMASSOL MARATHON CORPORATE RACE

On Saturday the 18th of March a total of 180 runners representing CSM Cyprus took part in the Limassol Marathon Corporate 5km race. Thanks to

CSM's running team, Columbia was placed 5th out of 165 companies!

Well done to everyone who took part!



## COLUMBIA DRAGONS WIN 2<sup>nd</sup> PLACE

The Columbia Dragons first participated in the corporate dragon boat challenge in 2015. The beginning was overwhelming: gold at once. In 2016 the Columbia Dragons came in second.

This year the Dragon Race competition took place on the 21<sup>st</sup> of May 2017, with 22 teams participating. It was the largest corporate representation ever in Cyprus and it was tough.

During the race, the intensity of emotions in the boat was off scale; all trying to concentrate on the first bench to match their strokes and extract full power to the sound of the beating drum.



In the first heat we were second, having shown the 3<sup>rd</sup> best time amongst our competitors, which sent us directly to the semifinal. In the semifinal we placed second with our team record of 52.14 sec.

The final race was against the strongest gusts of the day (some tents blew away with the wind), but we fought to the very end. We left the Broken Paddle team behind us and came second to the RCB Naughty Paddlers.

The team was perfectly synchronised and did its best against strong competitors.

Well done Columbia Dragons!

Captain Vladimir Smirnov  
QSHE Marine Department  
Columbia Shipmanagement  
Ltd (Cyprus)



# 23 years of Compass



A pause  
to look at where  
we've come from...

## COMPASS 11TH PHOTOGRAPHIC COMPETITION RESULTS

Launched in 2005, the Compass photo competition has become a showcase for the very best in seafaring photography.

The objective behind this competition is to share images the shipping industry and encourage creative talent onboard our fleet.

We receive all sorts of powerful and thought-provoking images, as seen through the lenses of our seafarers and shore staff.

Congratulations to each of our winners and runner-ups, who were

### CATEGORY 1 – Life Onboard

Winner: Romeo Ramirez, 3/O



### CATEGORY 2 – The Magnificent Ocean

Winner: Jillvan Oliverio, EEO



### CATEGORY 3 – Crew at Work

Winner: Jillvan Oliverio, EEO



## **CATEGORY 1 – Life Onboard**

Runner-up: Captain Erdal Eris



personally selected  
by our Chairman  
Mr. Heinrich Schoeller.

The winners will receive  
a high end digital camera  
with runners up  
each winning a book on  
photography.

Do continue sending in  
your photos - details of  
our next competition,  
will be announced in  
the following issue.

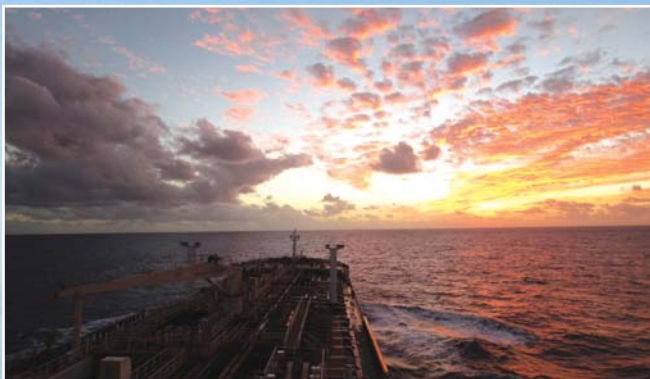
Thanks to everyone who  
took the time to enter.

Remaining photos may  
be used in future company  
presentations and  
websites.

Editorial Team

## **CATEGORY 2 – The Magnificent Ocean**

Runner-up: Captain Erdal Eris



## **CATEGORY 3 – Crew at Work**

Runner-up: Mart Miramis, Oiler



## LIFE ON BOARD

### PLATA PIONEER VISITORS

On 11th May 2017 I noticed some special visitors onboard Plata Pioneer at Long Beach anchorage. I was on the way to board the vessel via launch boat, and spotted a group of seals taking a relaxing break on the ship's bow.

At the time we were doing circles around the ship in order to check the

hull condition.

The view of the ship's bow was inspiring - I found that the combination of harmony between nature and a piece of floating steel was so nice. It was quite special to see that such amazing creatures chose our vessel to take a rest.

**Slawomir Drabik**

Technical Superintendent  
Columbia Shipmanagement Ltd (Cyprus)



## OCEAN BLANKET

Poem by Chloe Kozi Trainee - Columbia Shipmanagement Ltd (Cyprus)



If I could reach in with my palm  
And hold onto something  
a pearl, some salt, a little blue

I'd hold onto your persistence  
for you've not known land  
but through avid gulps  
yet you breathe again and again

I'd hold onto your rage  
smashing against the rocks  
where traces of your white tongue  
are sheltering new life

I'd hold onto your calm  
to the doldrums that held captive  
sailors abandoned by the winds  
who never gave up hope

I'd close my palm and cling to these  
for what fool could fail  
pulling the entire ocean over him

## RAINBOW AHEAD

The photo, pictured left was taken near the Greek island of Kithira which lies opposite the south-eastern tip of the Peloponnese.

I took the photo enroute from Trieste to Dardanelle strait. The rainbow lasted for around 10 minutes.

A seaman's life is not always easy - if we take notice of the interesting views around us in our daily routine we shall be refreshed.

**lashchenko Vadym**

Chief Engineer  
SKS Segura

## ART AT SEA

It took one week for two of us to complete a painting of our ship's small swimming pool. AB-OT Junaid Sumbillo and myself painted the mural in our leisure time onboard AAL Newcastle.

It was my second time experimenting with decorating an onboard swimming pool. I prepared by downloading an internet picture with a sea theme. We used paint from onboard, and I brought two brushes from home.

On the bottom of the pool we included a fengshui mark for water and wind. Another Ukrainian tradition I included



**A floating art exhibition**

was a painting of coins, where we throw coins into the water for good luck. Each painted coin represents the nationality of all onboard. On the rocks we wrote the names of all crewmembers onboard.

The crew's reaction was positive, with many taking selfies.



**Bosun Jesus Mojica (L) and myself**



**Artist at work: Junaid Sumbillo**

**Viacheslav Kotiukov**  
Chief Officer  
AAL Newcastle



## INSECTS AT SEA

It was summer time in Australia when I joined my assigned vessel Silver Emily. Back then, the weather was splendid, neither too hot nor too cold, with local folk enjoying picnics in the parks. People from other parts of the country travel to experience this great Australian summer season but the native Australian moth, called a Bogong, instead migrates and flies away. Bogongs are a natural phenomenon and are considered pests, causing problems to neighbouring countries. On-board a vessel they are actually a burden because if a swarm of them get caught in a ventilation system, they'll be crushed and scatter uncontrollably around engine room and also clog the air-conditioning systems. It's nonstop cleaning actually.

Bogongs cross over the vast ocean to colder areas just to

find the perfect weather for them to live. However, traveling between countries requires them to face a treacherous path of strong winds and rain - most of them cannot reach their destination. Numbers of them took a detour and made a short stop on our ship to 'hitchhike' instead.

One day while I was cleaning alternator filters, I found one unfortunate fella, lifeless, one of so many who fails to reach their journey lying peacefully in a corner. I took care not to destroy its fragile body and pondered what its life is like as a tiny little fella to endure crossing the vast wide open seas. I decided to use my camera with macro lens to study its detail.

To my surprise, they may be just a small insect but they are amazing. They have fluffy feathery like fur and have big brown eyes! Of course they maybe just insects, but their



bravery to face the challenge to cross treacherous open seas, if they don't just stop, make a detour, do something which they are not supposed to do or give up in between of their journey, they will never be caught up and crushed.

In our life these hitchhikers demonstrate to us a very good lesson. Each of us has our own journey to make and will surely reach our goals and dreams if we don't stop in between or make detours because of a wrong decision. Let's sail our dreams ahead unaltered... or end up as hitchhikers.

Many thanks to Captain Zaza Makharadze, C/E Kirills Budkevics, C/O William Alano, and especially 2/E John Henry Buisson for his encouragement and support.

**Jillvann Oliverio**  
EEO Silver Emily



# the true taste of greece

A beautiful listed old house in the historic Ayiou Andreou Street 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.



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## DID YOU KNOW? THE HISTORY OF LOTHAL

### The world's earliest tidal dock

In 1954 the ancient Indian city of Lothal in the modern state of Gujarat was discovered by the Archaeological Survey of India. The excavations took place between 1955 and 1962 and brought to light a marketplace, a warehouse and a massive for its time dock.

The city dates back to the 4400 year old Harappan civilisation and had what is considered to be the world's earliest tidal dock.

It is now known that the port of Lothal connected the ancient people and cities along the Sabarmati River during a time when it was a thriving trade route.

It is believed that navigation as a science actually originated from that area approximately 5000 years ago. Findings at the excavation site, a shell compass and relics that display how the horizon and sky were divided into 8-12 parts, suggesting the study of the stars, exhibit exactly this theory of advanced navigational skills.

Constructed around 2600 BC, when the Kutch desert as we know it today was part of the Arabian Sea, the dockyard was in the position to berth and service passing trade ships.

The location of the port is now actually several kilometres inland as the geological characteristics of the area have since changed.

The dock structure was located away from the main current of the river to avoid deposition of silt. Its structure was of a trapezoidal shape spanning an area of 37 meters from east to west and nearly 22 meters from north to south. The main inlet was 12.08 meters wide.

The dock also had a lock gate system in place; a wooden door with which one could control the level of water in the basin ensuring ships floatation even during low tides. The engineers had built a wharf which was made up of mudbricks and is estimated to have been 220 meters long with a ramp towards the warehouse. The warehouse was built on 64 cubical blocks and positioned close to the town's main acropolis for better supervision by the leaders.

The engineers must have had a good understanding

of maritime engineering and great knowledge regarding tidal effects and behaviours; this is estimated by modern-day oceanographers who evaluate the difficulty of building a dock on the river Sabarmati, with its continuously changing tides.

The materials used were also well thought of proving the competence of the architects and builders. The dock was constructed with fire (kiln) bricks, lime and sand. The fire (kiln) burnt bricks could withstand the force of the water currents and thrust, and some are still intact even after 4000 years. Seashells that were recovered from the basin of the dock as well at its floors high salinity prove that the sea did reach that region in the past.

Ships of 20 to 25 meters in length and capacity between 60-75 tons were able to enter the dock, while approximately 30 ships could berth. To modern day standards this is as big as the Vishakhapatnam port in India.

The Harappan people who arrived and settled in with the indigenous people took what used to be a small village next

to the river and uplifted it over time to a bustling trade hub. A flood around 2350 BC destroyed the village consequently giving the opportunity to the settlers to build a new town according to their traditional style and planning. The city had a well organised drainage system, both public and private baths, houses and roads; clearly an organised and advanced civilization.

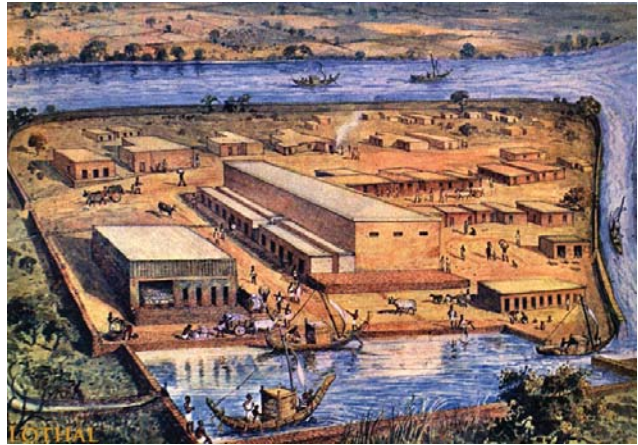
Their rich cotton, rice and bead making industries provided commodities which were in great demand in the West and helped the city flourish.

The Lothal beads, ceramics and gems were traded as far as to Mesopotamia, Qatar, Persia and Egypt.

Other goods that traded were spices, precious metals, fabrics, metal seals and weights, pearls, seashells, terracotta clay pots and flints -a hard rock used to make tools.

Historians believe that the first long distance trade between Mesopotamia and the Indus Valley region happened around 3000 BC. Proof of this claim is Indus seals found in Mesopotamia and scripts from Mesopotamian King

Sargon of Akkad (2334 to 2279 BC) who recorded visiting ships. Also, shards of Indus pottery have been found on the coast of Oman which could suggest that the ships sailing from the Indus to the Persian Gulf region stayed close to the shores.



Evidence indicates that some 300-350 years after the first minor flood, another flood affected the town, this time severely. This flood affected the entire region.

Cities and villages were washed away. Even though Lothal was surrounded by a massive mudbrick wall to protect it from floods, it unfortunately could not prevent the force of destruction.

Lothal's prominent rulers abandoned the city, without addressing any of the arising

structural problems, to its workers.

After the devastating flood and quite abruptly, a shift in the course of the river caused the dock to lose its strategic positioning and ease of access. The city was never repaired after that, consequently

leading to its ultimate decline around 1900 BC.

The documented findings by the dedicated archaeologists and scientists serve to remind us of the almost forgotten ancient maritime wonder tucked away in the Gujarat state we call 'Lothal'.

**Maria Theodosiou**

Assistant Procurement  
Commercial Manager  
Columbia Shipmanagement  
Ltd (Cyprus)

## LIGHTHOUSE CORNER



COFFEE BREAK  
READING



SUBMISSION  
GUIDELINES



MIND  
PUZZLERS



DESIGN  
INSPIRATION



## 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, Sports events) as well as company news. Due to increased enquiries, we are including our submission guidelines. Submissions from our colleagues are welcome at [compass@csmcy.com](mailto:compass@csmcy.com)

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

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

We look forward to hearing from you.



## MIND PUZZLES

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

## SUDOKU

## RIDDLES

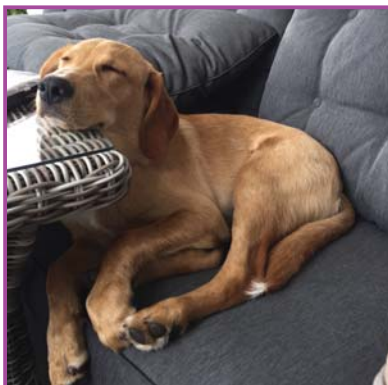
1. You will always find me in the past.  
I can be created in the present, But the future can never taint me. What am I?
2. A window cleaner is cleaning a window on the 25th floor of a skyscraper when, suddenly, he slips and falls. He has no safety equipment and nothing to soften his fall, and yet he is not hurt. How can this be?
3. What has to be broken before it can be used?
4. What has no beginning, end, or middle?



### MIND PUZZLER ANSWERS

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

### CSM FAITHFUL FRIENDS



Apollo enjoying a nap  
Owned by Dr. Matthias Westphal,  
CSM Germany



### DESIGN INSPIRATION HISTORY OF SHIP NAMING

Usually, after the launching of a vessel, a champagne bottle is smashed on the vessel's bow by its Godmother. After the naming ceremony (or christening), the name is revealed from under garlands and banners.

In earlier times, ship names were especially important for trading purposes as charterers and brokers who remembered a ship name were more likely to contact the owners for business.

Sometimes ship owners would recycle names of glorious, lucky or profitable ships, or name a vessel after their wife or daughter. A line of naming through family generations may also be preserved. Cruise ships often had alluring names to attract potential passengers dreaming of far-away destinations.

The next page contains some eye-catching names from around the world - enjoy!

### RIDDLE ANSWERS

History  
He was inside cleaning windows.  
An egg  
A doughnut





## BIRTH ANOUNCEMENTS

We are delighted to introduce the newest members of global Columbia family. All of these special babies were born in 2017. Congratulations and thank you to the proud parents.

**Welcome to the world!**

### **Bella Kluth**

Born: 23rd January 2017

Mother's name:  
Sandy Kluth

Father's name:  
Rene Kluth,  
Accounts Manager

CSM Hamburg



### **Harry Charalambous**

Born: 25th January 2017

Mother's name:  
Sonia Charalambous  
Administrative Assistant

Father's name:  
Vakis Charalambous

CSM Cyprus



## **Ellyson Ng**

**Born:** 8th February 2017

Mother's name:  
Low Chiew Peng  
Purchasing Officer

Father's name:  
Ng Kim Seng

CSM Singapore



## **Casper Fan Si Hao**

**Born:** 18th April 2017

Mother's name:  
Cao Xiao Lei

Father's name:  
Fan Yizhi,  
Operations Coordinator

AAL China



## **Giovina Poh**

**Born:** 9th May 2017

Mother's name:  
Anna Wong Lee Lin  
Operations Officer

Father's name:  
Steven Poh

AAL Singapore





**Greetings from all of us**

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## CSM Cyprus Headquarters

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