

# COLUMBIACOMPASS



COMPANY NEWS  
FOR EMPLOYEES  
AND FRIENDS  
OF COLUMBIA

40th EDITION WINTER 2016

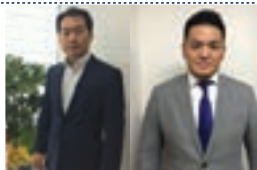
BTL 30TH ANNIVERSARY  
NEW FAR EAST OFFICES  
AAL AWARDS  
LIFE ONBOARD NEWS



# CONTENTS

- 03 EDITOR'S NOTE
- 04 FROM THE CHAIRMAN
- 05 CSM OPENS KOREA AND JAPAN REPRESENTATIVE OFFICES
- 06 CSM ATTENDS NAMING CEREMONY
- 08 CSM NOVOROSIYSK MOVES TO NEW OFFICE
- 09 CSM NOVO ATTENDS SEDOV INSTITUTE'S 140TH ANNIVERSARY
- 10 CREWING NEWS WELCOME TO OUR NEW VENEZUELAN JUNIOR OFFICERS
- 12 BALTIC CAPTAIN PUMPMAN PRESENTED WITH SPECIAL EDITION 'SAFETY T-SHIRT'
- 13 COLUMBIA Manning Agencies
- 14 WHEN THEORY MEETS PRACTICE: CSM's new Chemical Tanker Seminar
- 16 AMVER AWARDS FOR CSM & CCS
- 17 MARSHALL ISLANDS AWARD FOR NORDIC PASSAT RESCUE OPERATION
- 18 CSM HOSTS CONTAINER SHIP SAFETY FORUM (CSSF) AUTUMN MEETING IN CYPRUS
- 19 STUDENTS VISIT CSM CYPRUS OFFICE
- 20 CSM CYPRUS PARTICIPATES IN MARITIME EXHIBITION
- 21 MARE ACTION PRE-CHRISTMAS VISIT
- 22 'TUI DISCOVERY' NAMED AS BEST NEW SHIP FOR 2016
- 23 TWO YEARS OF GROWTH FOR COLUMBIA CRUISE SERVICES

- 25 CAREER SPOTLIGHT: FOLLOWING CSM FAMILY FOOTSTEPS
- 26 BTL'S 30 WONDERFUL YEARS!
- 29 SHIPPING MARKET REPORTS AUTUMN 2016
- 34 CSM SPEAKS AT CREWCONNECT CONFERENCE IN MANILA
- 35 **AAL NEWS**
- 36 GLOBAL FREIGHT AWARD FOR AAL
- 36 LLOYD' LIST AUSTRALIA AWARD FOR AAL
- 37 AAL BREAKS 'ASC' CARGO HANDLING RECORD
- 37 AAL ESTABLISHES RED SEA SERVICE
- 38 AAL & GEODIS
- 39 WHO IS WHO
- 44 RED CROSS AMBASSADOR SAILS ONBOARD CAPE MOSS
- 47 CSM PHOTOGRAPHIC COMPETITION NO. 11
- 48 CELEBRATING 10 YEARS AS EDITOR
- 50 COMPASS HEALTH – SHIP TO SHORE
- 52 CSM HAMBURG OFFICE HEALTH DAY
- 54 HOBBIES ONSHORE
- 56 SPORTS NEWS
- 59 LIFE ONBOARD
- 64 DID YOU KNOW? THE HISTORY OF ICE BREAKERS
- 66 MR. SCHOELLER PRESENTED WITH A COMMEMORATIVE PLAQUE
- 66 MR. & MRS. OGGE VISIT CSM CYPRUS
- 67 HOTEL & DINING NEWS
- 71 Lighthouse CORNER



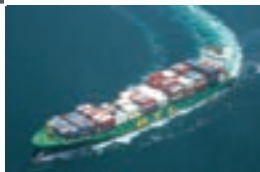
**05**  
CSM OPENS  
KOREA AND JAPAN  
REPRESENTATIVE  
OFFICE



**36**  
GLOBAL  
FREIGHT  
AWARD  
FOR AAL



**26**  
BTL'S 30  
WONDERFUL  
YEARS!



**59**  
LIFE  
ONBOARD



## **PUBLISHER**

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

**EDITOR** NATALIE SEY

## **EDITORIAL TEAM**

DINA CONSTANTINOU  
YIOLA HADJICHRISTODOULOU  
MARIOS NICOLAOU  
MARIA THEODOSIOU  
TASOS ANASTASIOU

## **CONTRIBUTION**

HEINRICH SCHOELLER  
CAPTAIN SERGEY PANYUSHKIN  
CAPTAIN GILBERTO MONTILLA  
CAPTAIN AKAKI DIASAMIDZE  
YIOLA HADJICHRISTODOULOU  
CAPTAIN ALEKS BOSOV  
OLAF GROEGER  
BILL SMART  
VICTOR SHIPILOV  
YURIY GARBOVSKYY  
SVEN STROHSCHN  
MICHAEL ZANKL  
ANDREA BACHMANN  
CAPTAIN LEONID ZALENSKI  
HANYUE QING  
TORBJØRN C. PEDERSEN (THOR)  
CAPTAIN GILBERT GARCIA  
ANDREA THEOKLI  
JENNIFER PILZ  
SERGEY GAVETSKY  
MATTI WURZEL  
VINCENT LENZ  
CAPTAIN FLORIN ANTON  
CAPT. JOEL T. GONZALES  
PUMPMAN OLEG SYDORENKO  
AB VLADIMIRS KUZEVANOV  
MARIA THEODOSIOU  
ANTHEA VIKIS  
CAPTAIN J. KNEZEVIC

## **EXTERNAL CONTRIBUTORS**

JURGEN SALOMON Salomon Communications

## **FRONT COVER**

PASSAT SUMMER & EUROMAX - sister 2700 TEUS  
vessels on BTL's Singapore/Chennai route

All editorial material is property  
of the Columbia group.  
Statements made and opinions expressed  
do not necessarily reflect the group's view.  
Articles may not be reproduced  
without permission from the Editor.

# **EDITOR'S NOTE**

Dear Reader,

Welcome back to our 40th issue of Compass. Its been an action-packed 6 months since our last edition. Inside this issue we have a round-up of news from across CSM including our participation in various conferences which you can read about on pages 18 and 34.

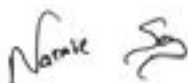
In our traditional 'Who is Who' section 3 colleagues talk about life inside and out of Columbia. Other highlights include training updates on page 14, industry awards, special anniversaries and some fantastic contributions from our seafarers who share their 'Life Onboard' stories on pages 59 - 63.

You can find our 11th annual photo competition on page 47 which opens once again. All crew and shore staff are invited to enter.

Special thanks to all who contributed to this issue. Do keep in touch – your comments, ideas and suggestions are always welcome.

Wishing you calm seas for the New Year ahead.

Enjoy the read!



Editor

## FROM THE CHAIRMAN

Dear Reader,

In the now expiring year, consolidation in the shipping industry has been gaining momentum and a growing number of shipping companies have joined forces to be prepared for a very competitive future and to give to its clientele an even better service. This can be seen to a great extent in the Container liner market where many alliances, joint ventures and mergers have been formed which offer more power but also diminishes the number of market participants. A growing trend of co-operation and consolidation can also be observed in the ship management sector. There are many reasons for this development such as market share, economies of scale and process optimisation which also gives a competitive advantage to the future requirement of more extensive training of seafarers, Officers and Engineers in the shipping industry which is a costly undertaking and mostly not really financially supported by various governments.

In this respect, we are glad to advise you that we are presently looking to extend our ongoing co-operation with MARLOW NAVIGATION.

Up to now, this co-operation was limited to crew training as well as the development of IT ship management software and it was, therefore, not widely publicised. However, a co-operation has proven to be very beneficial to both companies and their clients and has shown that there are many shared issues which would benefit from a joint approach. It was, therefore, decided to explore further areas of co-operation including a possible merger of both companies. Steps are presently well underway with good results although a number of hurdles still remain to be overcome. Both COLUMBIA and MARLOW NAVIGATION are proven, long established brands and leading players in the ship management market and by extending the services offered, further advantages can be achieved.

In the case of a successful conclusion of the ongoing negotiations, both COLUMBIA as well as MARLOW NAVIGATION will continue to operate as separate entities for the time being and all structures and contact persons will remain unchanged. For COLUMBIA, we can inform our crew that these discussions and negotiations will not effect the relationship between Career and COLUMBIA.



On the contrary, we will be able to offer even better training and employment opportunities and we will all continue to benefit from a larger fleet and a wider crewing office network. Career has been a major partner of COLUMBIA since the establishment of COLUMBIA and the relationship between both companies will certainly remain unchanged and is expected to improve further for our mutual benefit. We will definitely keep you well informed on positive further developments. We are all very enthusiastic regarding the opportunities arising out of this possible merger; the new services we are able to offer and at the same time securing very good career and employment opportunities for our seafarers.

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

A handwritten signature in dark ink, appearing to read 'H. Schoeller'.

Heinrich Schoeller



## CSM OPENS KOREA REPRESENTATIVE OFFICE



Columbia Shipmanagement is pleased to announce the opening of the Columbia Korea Representative Office on 4th August 2016.

With the establishment of our new office in South Korea, Columbia Shipmanagement aims to enhance its presence in South Korea, one of the

most developed shipbuilding industry centers.

This development will allow Columbia Shipmanagement to build mutually beneficial relationships with Korean ship owners, while maintaining and strengthening its relationship with existing Korean clients.

Mr. Kim Young has been appointed as Columbia's Korea Representative and will be based in Busan.

As a main focus for the new Representative office, Columbia Shipmanagement will ensure that all existing relationships, as well as those



**Mr. Kim Young**

made in the future, will receive the high quality service that Columbia is known for, helping to provide a significant platform to aid the South Korean market.

## CSM OPENS JAPAN REPRESENTATIVE OFFICE



In close cooperation with East West Navigation (EWN) and Mr Ikeda, who have served Columbia faithfully for over 20 years in the Japanese market, Columbia Shipmanagement is pleased to announce the opening of the Columbia Japan Representative Office on 1st August 2016.

With the continued support

and assistance of EWN, the Japan Representative office now positions Columbia more favourably to better serve existing clients in a market, which has traditionally been, and continues to be, very important for Columbia Shipmanagement. The newly established physical presence also provides the necessary platform to further develop the significant potential of the Japanese market.

Mr. Tomohiro Kotaki has been appointed as Columbia's Japanese Representative and will be based in Tokyo.

High on the agenda for the



**Mr. Tomohiro Kotaki**

representative office, is to ensure that Columbia Shipmanagement will continue building on its existing long-term and loyal relationships with Japanese ship owners.

## CSM ATTENDS NAMING CEREMONY FOR 'NORDIC STAR' AND 'NORDIC SPACE'

Columbia Shipmanagement Ltd took delivery of the 'Nordic Star', a Suezmax newbuilding tanker of 158,000 deadweight tons, built at Sungdong Shipbuilding & Marine Engineering Co. Ltd., South Korea.

The vessel was employed

in the tanker market immediately, loading cargo in Ulsan, Korea with destination to Ain Sukhna, Egypt. Another vessel, the 'Nordic Space', is under construction at the same yard and is expected to be delivered in January next year.

Both ships were built with our own supervision team managed by Mr. Ivaylo Georgiev.

The naming ceremony for both vessels was arranged on the same day,

24th August 2016 at Sungdong shipyard.

A large group of Norwegian guests of the owners Nordic American Tankers (NATS) Limited, the yard and our Chairman Mr. Schoeller and myself attended the ceremony.

We wish both ships smooth sailing for the years ahead.

**Victor Shipilov**  
Technical Fleet Manager  
Columbia Shipmanagement Ltd (Cyprus)



**Pre-naming dinner on 23rd August 2016 at Paradise hotel in Busan**  
(L-R), our Chairman **Mr. Heinrich Schoeller**, **Ms. Siv Helset** - Godmother of Nordic Space, **Mr. C. Y. Kim** - President & CEO of Sungdong, with **Mrs. E. I. Kim**, **Mr. Herbjørn Hansson** - Chairman & CEO of NATS, **Ms. Marianne Lie** - Godmother of Nordic Star, **Mrs. Solveig Hansson**, **Mrs. Hyun-Hee Chung**, **Mr. Dae-whan Chang** - Founder of Maekyung Medai Group



**Naming ceremony at Sundong shipyard on 24th August 2016**



**Group photo of guests including Godmothers wearing the traditional dress  
 Ms. Marianne Lie - Nordic American Offshore - Vice Chair (Nordic Star)  
 Ms. Siv Helset Helset/Langangen – Lawyer - (Nordic Space)**

## CSM NOVOROSIYSK MOVES TO NEW OFFICE

There are two Columbia Shipmanagement offices in the territory of the Russian Federation: in Saint-Petersburg and in Novorossiysk. The branch in Novorossiysk opened 9th June 2003. In the beginning it was a support office in the Southern part of Russia with a few Officers employed by CSM. The first director was Captain Oleg Fedorenko who at that time was also in charge of Genmar.

In 2004 CSM Novorossiysk was separated and Captain Sergey Panyushkin became Director of the Office.

Since then CSM Novo has grown to approximately 500 qualified, well-educated and reliable Officers. In addition, over the years the company has been expanding the scope of activities by setting good and stable partnerships with such clients as: Tsakos, Marlow, NSB, CPF and Martime. Qualified and hospitable office staff are always there to help and support on a daily basis as well as in case of emergencies.

Training Officers provide high-grade training in full compliance with CSM's qualification matrix.

A new modern office in Novorossiysk was opened 28 October 2016 and will be able to cover our daily work to full value. There are many advantages beside the space and expanding issue. Now the office is located in a more convenient vicinity with necessary institutions for our seamen: Marine University, diploma-passport department, licensed training center and approved medical centers.



**CSM Novorossiysk office staff L-R:Andrey Kisel, Sergey Panyushkin,Alexander Erokhin, Irina Berezina,Valentina Bagdasaryan, Georg Buseman (CSM Hamburg) , Evgenia Kuznetsova, Uwe Koerber (CSM Hamburg), Inna Fomenko, Olesia Bagmut,Alexander Bosov.**



And last, but not least - we now have company parking lot which is usually rare to find in our city. We have a strong cadetship training program and very good relations with the Marine State Academy. Cadets have an excellent opportunity to gain skills and knowledge under CSM management.

We are happy to provide the opportunity for cadets to become first class Officers. Every year we select the best cadets to help start their maritime career and build our reliable future with the Officers who represent our



company.

We highly appreciate this support and concern about our seafarers and office staff from the side of our CSM

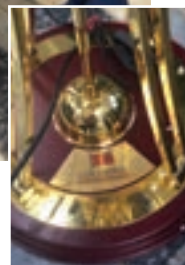
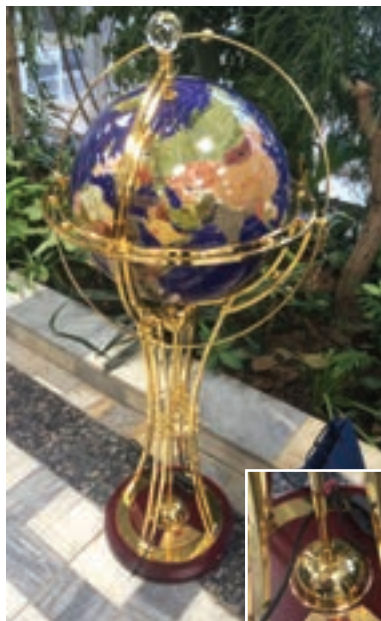
Management that helped us expand and move forward.

**Captain Sergey Panyushkin**  
Director  
CSM Novorossiysk

## CSM Novo attends Sedov Institute's 140th anniversary

For more than 10 years Columbia Shipmanagement has worked in close cooperation with the Institute of Water Transport which this year celebrated its 140<sup>th</sup> year anniversary at a ceremony held on the 18th November 2016. In appreciation of Columbia's long term cooperation Captain Panyushkin presented the Institute with a globe (pictured right).

CSM Novo coordinates the cadet program helping students after graduation to become highly qualified Officers who proudly represent Columbia Shipmanagement onboard our international fleet. The Institute is based in Rostov-on-Don which is now a modern educational center. It was named after G. I. Sedov and it is the largest branch of the South Russian State Maritime University named after Admiral F.F. Ushakov. Approximately 5000 cadets and students study in the Institute every day. We look forward to our continued cooperation with the Sedov Institute.



## CREWING NEWS - WELCOME TO OUR NEW VENEZUELAN JUNIOR OFFICERS

At the end of July 2016, our CSM Representative in Venezuela Captain Gilberto Montilla attended the graduation ceremony of our cadets Mr. Miguelangel Arenas, Mr. Domingo Navarro and Mr. Cesar Pena who received their 3rd Officers respective 4th Engineer license at The Maritime University of the Caribbean.

This important graduation ceremony represented the result of a patient step-by-step but professional process that introduces excellent Junior Officers into CSM's fleet.

The Public Nautical School for Merchant Marine officers in Venezuela was founded in La Guaira City-Venezuela on the 21st April 1811. Later in 1955 it was established as the Venezuelan Nautical School in Catia La Mar (a small town located on the north coast, about 20 Km distance from Caracas city). Later on 7th July 2000 it became the Maritime Experimental



**L-R: Junior Officer /Domingo Navarro, 4E Cesar Pena, Junior Officer Miguelangel Arenas, Capt. Gilberto Montilla**

National University of the Caribbean, presently training approximately 1,205 males and 435 females.

Captain Gilberto Montilla believes it to be a great honor to have Venezuelan cadets who completed CSM's cadetship program, now as new maritime professionals about to start their first contract as Junior Officers. Captain Montilla commented, "Since I started working as CSM Representative towards the end of 2011, this project of introducing qualified maritime professionals within CSM fleet has been assumed with a very high level of commitment and awareness of maintaining a high level of quality in the selection of new applicants for the recruitment process established by CSM". The 3 cadets studied for

4 years at the Maritime University with the final year at sea within the CSM cadetship program. Speaking to Compass, the cadets shared what inspired them to go to sea.

Cesar Pena: "I grew up in Margarita Island –Venezuela, this place is called 'the Pearl of the Caribbean' and home of a long tradition of seafarers. Therefore I decided to study in a Nautical school locally and had the chance for internship onboard a passenger vessel at the age of 18. It was the moment that made me realize that the sea has no limits and to become a seafarer was my real passion."

Domingo Navarro: "My father used to tell me many stories about my grandfather who

was a Spanish seaman, words that initially inspired me to be interested about sea-life, but also my older brother who was a seaman (R.I.P) told me many experiences and reasons as to take this decision of being a seafarer."

Miguelangel Arenas: "When I was a child, I grew up in front of one of the most important ports in Venezuela (La Guaira) and used to watch vessels entering and leaving the port fully loaded with goods. The art of navigation and science of moving cargoes safely from one port to another in the shortest time were a good reasons that inspired me to become a seafarer".

The new Officers were asked what makes them proud to be seafarers and to also share a final message.

Cesar Peña: "I am proud to be a Venezuelan Engine Officer and now part of a world class ship management company, CSM. Thanks to CSM for giving me the opportunity to join your fleet and receive good training from professional and competent crew have been the key tools during this training process".

Domingo Navarro: "I am proud to be on the bridge now as OOW, feeling the nature of the sea and ready to explore and learn all about this wonderful career. I have received excellent training from the CSM onboard Officers; it has allowed me now to become a man with skills that will help my future life at sea".

Miguelangel Arenas: "Now I'm proud to be part of the process of monitoring and transferring of goods by sea. Thanks to valuable lessons learned onboard CSM vessels and training received from the Officers now I will conduct all my responsibilities complying with the CSM operational standards. Perseverance, discipline, planning and hard work must be our main tools to develop in any maritime environment".

During the graduation ceremony cadet Mr. Miguelangel Arenas was awarded as Best Cadet 2015-2016 for his excellent performance during the entire 5 years training program. Mr. Arenas commented, "It was a real honor for me to have obtained the highest distinction awarded by the Maritime University of the



**Mr. Miguelangel Arenas**

Caribbean ('Cum Laude' distinction and winner of the Cup "Honor of Merit"). I also had the opportunity to be the keystone speaker on behalf of the graduates during the graduation ceremony."

In conclusion, Captain Montilla has this message for our readers: "Thank you very much to our CSM Team in all departments for your support and especially to our Crewing Director Mr. Norman Schmiedl for believing in this wonderful project with our Venezuelan Officers. We will keep on working hard and I expect to provide more excellent news in future from this side of the world in the warm Caribbean."

**Captain Gilberto Montilla**  
Columbia Shipmanagement  
Ltd (Venezuela  
Representative)



## **BALTIC CAPTAIN PUMPMAN PRESENTED WITH SPECIAL EDITION 'SAFETY T-SHIRT'**

During an October voyage from Tarragona to Taner; pumpman Mr. Archil Beridze was presented with a special 'safety t-shirt' for his contribution towards the improvement of the Safety Management System onboard.

Captain Akaki Diasamidze decided to reward the

results of their safety matters review, and found the best candidate who was nominated as holder of the Special Safety T-shirt.

It was in response to best practice of good notice observation made by the pumpman Archil Beridze.

The safety t-shirts are provided by Columbia Shipmanagement Deutschland - the idea came from Captain Fritz Lippert.

Mr. Beridze explained to

Compass why safety is an essential part of life for him onboard: "By staying alert I ensure continuous safety for myself and others around me.

In my opinion, if we permanently follow safety measures and use extra caution this would reduce the percentage of incidents that endanger lives at sea."

**Captain Akaki Diasamidze  
Baltic Captain**



**Master Akaki Diasamidze presents the special edition Safety T-shirt to pumpman Mr. Archil Beridze on 14th of October 2016**

# COLUMBIA Manning Agencies

## Logbridge Ltd

Tel: +44-23-8023 3060

Email: dennis.rhatigan@logbridge.co.uk

## Columbia Shipmanagement (Netherlands) B.V.

Tel: +31-181-614700

Email: rabiba@csmnl.com

## Columbia Shipmanagement (St. Petersburg) Ltd

Tel: +7-812-3202616

Email: columbia@csmru.com

## Columbia Shipmanagement (St. Petersburg) Ltd

Novorossiysk Branch

Tel: +7-861 7770377

Email: columbia@novocsmru.com

## Career Philippines, Shipmanagement Inc.

Tel: +632 8892020

Email: career@globenet.com.ph

## Columbia Crewmanagement (Shanghai) Co. Ltd

Tel: +86-21 68915726

Email: t.wang@csm.com.cy



## Columbia Cruise Services Ltd, Hamburg

Tel: +49 (40) 36 13 04 0

Email: CCS@columbia-cs.com

## Columbia Shipmanagement Ukraine Ltd

Tel: +380-48 7321133

Email: allstaff@csm-ua.com

## CSM Poland Doehle Manning Services Europe SP.z.o.o

Tel: +48-58-660 6099

Email: csm@doehle-mse.com

## LLC Columbia Shipmanagement Georgia

Tel: +995 422279040

Email: columbia@csmge.ge

## CSM Baltija SIA

Tel: +3716-7325007

Email: columbia@csm.lv.com

## Columbia Shipmanagement (Constanta) SRL

Tel: +40241-551331

Email: columbia@csmrom.com

## Columbia Shipmanagement Japan Representative Office

Tel: +81-3-6262-3640

Email: columbia@csmjpn.com

## Columbia Shipmanagement Rijeka d.o.o

Tel: +385-51-214701

Email: columbia@csmhr.com

## Senator Crewing (Manila) Inc.

Tel: +63-2-7229153

Email: scm@scm.com.ph

## Columbia Shipmanagement Korea Representative Office

Tel: +82-51-784-0805

Email: columbia@csm-kr.com

## WHEN THEORY MEETS PRACTICE: CSM's new Chemical Tanker Seminar

What is the most difficult and most challenging aspect of transporting chemicals: Loading? Transportation? Unloading? Don't forget tank cleaning. It may sound simple and straightforward in theory, but in practice it can present pitfalls – and all sorts of residues.

To avoid them, to assure safe operations and compliance with rules and regulations, selected management and operational level deck officers met in Constanta in early July to attend CSM's new Chemical Tanker Seminar. In conformance with the "International Convention on Standards of Training, Certification and Watchkeeping for Seafarers" (STCW) all participants were officially entitled to work on chemical tankers.

"Accordingly, improving the knowledge by providing background information is one of the seminar's key objectives", says Captain Faouzi Fradi, Crew Training Manager, CSM Cyprus.



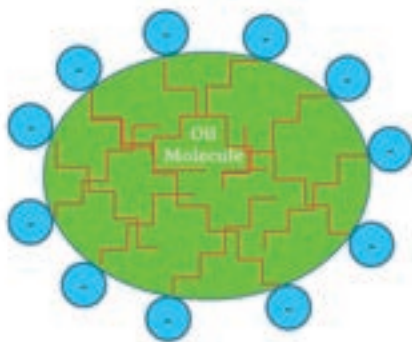
**A hydrocarbon test in progress**

Captain Fradi devised and refined the seminar's concept and content in close co-operation with recognised tank cleaning experts and chemists based in the UK.

### **Why a new seminar?**

"We answer all the questions that officers usually do not ask when they operate our vessels" explains Captain Fradi. "If you follow the steps detailed in the tank cleaning

guide this is sufficient: You carry out one and a half hours machine wash, two hours hot wash, and one hour chemical wash. However, we want participants to know why they have to carry out a hot wash for two hours, what happens if they do not follow these steps correctly, and what would happen if they fail to monitor one of these steps."



**Emulsion: bringing oil and water together**

The seminar starts with introducing the chemical families. "If you do not understand the background of organic chemistry, and what differentiates the aliphatic and aromatic hydrocarbons, you will not understand why it was decided that this particular cargo requires hot wash and the other does not. Or why it is necessary to use chemicals for one cargo but not for the other", says Captain Fradi.

### Learning by doing

As experience is the best teacher, practical training played a vital part in the new seminar. The classroom in the Maritime University of Constanta was equipped with a wall wash test kit, stainless steel plates, gas detection equipment, chemical protective suit with self-contained breathing apparatus, spectrometer etc. allowing participants to apply what they learned in the lectures. Using the spectrometer they understand how accurate the wall wash test has to be

and how to avoid misinterpretations. Walking around in a chemical protective suit with a self-contained breathing apparatus raises the awareness that attention has to be paid to every detail. Exchanging views, asking questions and sharing experiences also proved helpful to move further up on the learning curve. As one officer said: "All questions discussed during the training are very important to me, especially as my next assignment is on a chemical tanker."

Internal and external speakers covered additional topics relevant to operating chemical tankers, e.g. Port State Control, sampling, tank inspection and cargo measurement, vetting, master-pilot relationship, anchoring safety plus a case study about a navigation incident with a pilot on board.

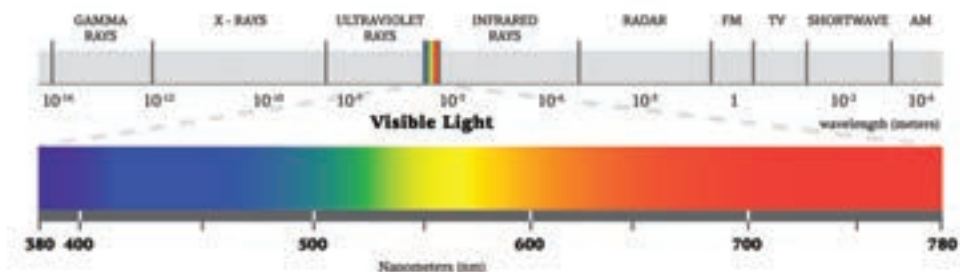
### Final test

The fourth and final day of the seminar ended with a tough test. "If you do not



**Participant wearing a chemical protective suit**

pass the mark you will not be allowed to work on a chemical tanker for your next assignment" says Captain Fradi. "You can only work on a tanker carrying clean petroleum products or on an oil tanker. But as we have two version of the test, it can be repeated within a week." In Constanta no officer had to repeat the test. "CSM is fully committed to zero accidents, zero losses and no harm to the environment" states Captain Fradi. "Our new Chemical Tanker Seminar is a practical example."



**The visible section of the light spectrum**

## AMVER AWARDS FOR CSM & CCS

The AMVER Awards Ceremony was organized this year in co-operation with the Cyprus Marine Environment Association (CYMEPA) and the US Embassy in Nicosia. The event took place during the Cyprus Shipping Chamber monthly members meeting on the 29th of November 2016 at the Amathus Hotel.

During the Ceremony, the US Ambassador Mrs Kathleen A. Doherty handed out relevant awards to ships owned or managed by companies based in Cyprus, in recognition and appreciation of their participation in the USCG's "Automated Mutual Assistance Vessel Rescue" (AMVER) System.

Twenty two Cyprus based shipping companies including Columbia Shipmanagement and Columbia Cruise Services received the US Coast Guard prestigious AMVER Award for Outstanding Achievements in the area of rescue operations at sea.

The Amver System which is sponsored by the United States Coast Guard, is a unique, computer-based

and voluntary global ship reporting system used worldwide by search and rescue authorities to arrange for assistance to persons in distress at sea. Merchant ship owners or managers enter specific information about their vessels into the Amver database. This information along with position reports sent by the vessels to the Amver computer centre allows search and rescue controllers to predict the position of each ship in case of an emergency. The nearest ship will then be diverted in order to respond to the rescue call.

The Amver Awards Program recognizes those vessels which regularly participate in the Amver system. Vessels with at least 128 days on the Amver plot in a calendar year are eligible for an award.



Our Technical Director Mr. Duncan McLennan attended the ceremony and received the awards for our vessels (pictured above).

**Yiola Hadjichristodoulou**  
Quality Assurance Officer  
Columbia Shipmanagement Ltd (Cyprus)



**AMVER Award recipients with  
US Ambassador Mrs. Kathleen A. Doherty**



## MARSHALL ISLANDS AWARD FOR NORDIC PASSAT RESCUE OPERATION

On 6th of December 2016 representatives of the Marshall Islands visited the CSM Cyprus office to present an award in recognition of Nordic Passat's rescue operation earlier this year. Captain Igor Komarnytsky, later visited CSM Cyprus on 12th December 2016 and received an award.

On 25th February 2016, the vessel Nordic Passat under the command of Captain Igor Komarnytsky, was en route from Basrah to Ain Sukhna. At 2236LT, when she received a Mayday call on VHF Channel 16 and VHF DSC channel 70. The position of the distressed vessel was approximately 7 miles from Nordic Passat. The Master took over the navigation of the vessel and headed towards the distressed vessel.

At 2241 VHF contact was established with the distressed vessel, a small cargo vessel named RAK-I carrying 3000 MT of bulk cargo, which advised that she was sinking in position Latitude 26° 03.74'N Longitude 050° 39.94'E.

Weather conditions in the area were poor, with a NNE wind of 30-40 knots, and moderate to rough seas. The sinking vessel and a nearby life raft were sighted at 2310 LT, and Nordic Passat manoeuvred to provide shelter for the life raft. The 12 survivors were picked up between 0012 LT and 0015 LT and by 0036 LT the life raft had also been recovered.

Nordic Passat then continued on her voyage, having advised

LAVA Radio (Iran) and a coalition warship in the vicinity, of the successful rescue. All survivors appeared to be in good condition, although somewhat shocked by events and rescued without any personal documents or effects.

They were given medical treatment as required and landed ashore upon arrival at Ain Sukhna in Egypt.

### Editorial Team



**L-R: Technical Director Mr. Duncan McLennan presents a token of appreciation to Captain Igor Komarnytsky**



**L-R: Mr. Vasilis Kamitsis (IRI), Mr. Andreas Andreou, Victor Shipilov, Mr. Theofilos Xenakoudis (IRI), Captain Theodore Lalas (IRI), Mr. Andreas Hadjipetrou and Captain Leonid Zalenski**

## **CSM HOSTS CONTAINER SHIP SAFETY FORUM (CSSF) AUTUMN MEETING IN CYPRUS**

On the 7th and 8th November 2016, Columbia Shipmanagement hosted the Autumn Meeting of the Container Ship Safety Forum at the Columbia Beach Resort in Cyprus. Launched in 2014, the Container Ship Safety Forum (CSSF) is a global business-to-business network aiming to improve safety performance and management practices in the container shipping industry.

To achieve this, CSSF members collaborate through measurement, reporting and benchmarking as well as sharing best

practices and engaging with industry stakeholders.

The Autumn meeting began with the CEO of Columbia Shipmanagement, Carsten Sommerhage, welcoming participants to the CSSF event which kick-started the highly successful two day meeting.

The key highlight was the approval of the CSSF Strategy Document which reflects the decisions taken during the Spring Meeting in Hamburg. Another main topic of discussion was development of the CSSF Best Practice Guidance Code for the container shipping industry, which is due for release end of 2017. Participants also gained latest industry insights through DNV GL's lecture on the topic "Latest container ship design and safety developments".

Commenting afterwards, Christis Angelides, Group Director QSHE & Management Systems, said: "The CSSF Autumn Meeting was extremely productive and we were delighted with the attendance.

Columbia was one of the first shipping companies invited to join CSSF after its establishment, so it's been encouraging to see its growth in the short time since inception. CSSF now represents more than one third of the TEU capacity of the global container ship fleet. Columbia is proud to be involved in such a forward thinking organisation and looks forward to the next CSSF meeting which is due to take place in Dubai (UAE) in early May 2017".

**Editorial Team**





## STUDENTS VISIT CSM CYPRUS OFFICE

In our ongoing attempt to promote the Shipping Industry to the younger generation, Columbia Shipmanagement invited a group of 25 students on the 29th of November 2016 to our premises.

The group came from the Limassol Lyceum Gymnasium of Petrou & Pavlou.

The students were aged between 15-18 years old, and were accompanied by their teachers Mr. Yiannakis Agridiotis and Mrs. Christoulla Liassidou.

The duration of this short visit was about one hour 9-10 a.m. Our Managing Director Mr. Andreas Hadjipetrou welcomed the group and briefed the students in general about Columbia's international operations and activities.

Mr. Hadjipetrou also discussed the shipping industry. A presentation was then followed by the undersigned and the visit concluded with a tour within our office explaining the responsibilities of each department.



**Presentation by Managing Director Mr. Andreas Hadjipetrou**



**Students touring the Columbia Cyprus office**

By sharing industry insights with the new generation, we hope that youngsters will be encouraged to explore maritime related career options in the future.

The maritime industry is one of Cyprus' most successful export services, and a global hub for ship owning and

shipmanagement services.

Small gifts were given to the students who left our office with most positive impressions.

**Yiola Hadjichristodoulou**  
Quality Assurance Officer  
Columbia Shipmanagement  
Ltd (Cyprus)

## CSM CYPRUS PARTICIPATES IN MARITIME EXHIBITION

The Cyprus Shipping Chamber, in cooperation with other stakeholders of the Cyprus Maritime Cluster, participated in this year's celebrations for the World Maritime Day by organising a number of activities and events during 'Week of the Sea'

entitled, 'Shipping is not only about ships', from 23rd September to 1st October 2016, with the overall aim to promote shipping and raise public awareness.

As part of these events, the Chamber organized for the first time a "Maritime Exhibition" with various maritime/shipping related exhibits and artefacts. The exhibition was held at the exhibition centre of the

Cyprus Ports Authority, at Limassol's Old Port area and was open to the general public with free admission. Marking the opening ceremony, the Exhibition was placed under the auspices of the Minister of Transport, Communications and Works Mr. Marios Demetriades, who also made the official opening on 23rd September 2016.

Columbia Shipmanagement Cyprus actively participated in the Exhibition by lending various ship models and pictures of different type of vessels and nautical knots.

Attending the opening from CSM were:  
Mr. Andreas Hadjipetrou Managing Director,  
Mr. Christis Angelides Group Director QSHE & Management Systems,  
Mr. Andreas Andreou Insurance and Claims Director and the undersigned.

The event began with the Maritime Scouts Parade which enhanced the effect of the opening ceremony. After the welcome speeches, the doors opened to the public, schools and universities.

**Yiola Hadjichristodoulou**  
Quality Assurance Officer  
Columbia Shipmanagement Ltd (Cyprus)



The Cyprus Maritime Scouts opening the event



Opening Ceremony of the Cyprus Maritime exhibition

## MARE ACTION PRE-CHRISTMAS VISIT

On Thursday 8th December 2016 the staff of CSM St. Petersburg went to the port to visit Mare Action and her crew. Despite the icy conditions, they received an interesting guided tour of the vessel. Later Captain Tsimbal and his crew were presented with gifts and a Christmas cake. The vessel was on route back to Rotterdam. Safe sailing to our Captain and crew!

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

**Pictured below staff with  
Master on the bridge**

**Left to right:**  
**Secretary - Mrs. Yulia Kosova,**  
**CSI - Ms Elena Solovyova,**  
**Capt. Vasil Tsimbal,**  
**CSI - Mrs. Elena Alifirenko**  
**Accountant - Mrs Anna Snigireva**



**St. Petersburg's port entrance canal from onboard of Mare Action**



**Captain Tsimbal and Crew receive a Christmas cake,  
presented by our office accountant Mrs. Anna Snigireva**



## **‘TUI DISCOVERY’ NAMED AS BEST NEW SHIP FOR 2016**

“We are proud to announce that TUI Discovery, one of the Thomson vessels which was recently taken under full management by COLUMBIA Cruise Services has been named as Cruise Critic UK’s Best New Ship for 2016 in the Editors’ Pick Awards”, says Olaf Groeger, Managing Director of CCS.

The award is chosen by a global panel of impartial cruise experts. The ship went through a major transformation in drydock, in Cadiz earlier this year and in summer 2016 was welcomed as the largest vessel in the Thomson Cruises fleet.

“We would like to congratulate our crew and all involved for their hard work” states Olaf Groeger. “It’s a remarkable achievement considering this award has been received before the first winter season.



**COLUMBIA**

**CRUISE SERVICES**

We look forward to continuing our long-standing relationship with Thomson, by managing the TUI fleet, which also includes Thomson Celebration and Thomson Dream with TUI DISCOVERY 2 following in April 2017”.

**For the latest  
CCS news please visit:  
[www.columbia-cs.com](http://www.columbia-cs.com)**





## TWO YEARS OF GROWTH FOR COLUMBIA CRUISE SERVICES

Two years have passed since COLUMBIA Cruise Services was established, during which time a branch office in Hamburg has been founded.

The number of employees has grown from 10 to 38, whilst the total number of vessels under management has increased from 3 to 10. Such strong growth in a

short time frame demonstrates CCS's understanding of the changing market and cruise product needs. CCS continues to provide high quality management and has launched a new program of change.

After taking over MVTUI Discovery in April 2016, the bonds between customer Thomson Cruises and COLUMBIA Cruise Services have been further strengthened.

Columbia Cruise Services has recently been recognised for their developments by

Thomson Cruises with the 'Award for Strategic Development'.

The award was presented to Olaf Groeger by Nick Hughes and Helen Caron during the annual Thomson suppliers' conference which was held on board Thomson Celebration in November 2017.

**Olaf Groeger**  
Managing Director  
Columbia Cruise Services



L/R: Nick Hughes - Technical Director, Richard Sofer - Managing Director, Thomson Cruises  
Olaf Groeger - Managing Director, CCS  
Helen Caron - Distribution & Cruise Director, Thomson Cruises



# 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](mailto: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](mailto: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

## CAREER SPOTLIGHT: FOLLOWING CSM FAMILY FOOTSTEPS

Captain Andrej Barbalic recently visited our Columbia Cyprus office on (29-30 Sep.) and spoke with Compass about his career so far. Captain Andrej Barbalic was born in Rijeka and grew up with a view of the whole port. Since the age of 6, he has been sailing with his father Captain Slobodan Barbalic who is also a Captain for the Columbia fleet since 1990.

He remembers how exciting it was as a child to help with small jobs onboard, when visiting his father during his summer vacation (restrictions were different then). Andrej's father was the first seafarer in his family. Later it was his own choice to become a seaman.

Andrej finished maritime high school 'Pomorska Skola Bakar' 1993-1997, then immediately after, joined as a cadet with a Croatian company. After Andrej finish his cadetship, he attended the maritime faculty 'Pomorski Fakultet u Rijeci' 2000-2004.



**Captain Andrej Barbalic**

Remembering his first voyage, Andrej said, "My first voyage was onboard an old but good multipurpose carrier in 1997.

The voyage was from Mediterranean to west coast of South America and back. There were a lot of jobs for a young cadet at that time and lots of new things which you don't learn in school. I joined together with my schoolmate, and all crew were from Croatia. It was tough but good at the same time."

He joined Columbia as a 3rd Officer in 2005. In an interesting turn of

events, Captain Barbalic first went onboard AAL Pusan on her maiden voyage from the shipyard. Now his first vessel he is joining as Captain is once again AAL Pusan!

Speaking about lessons learned from working with international crews: "Quality and the practical knowledge of the crew member is much more important than nationality". The best advice he ever received from his father Captain Slobodan Barbalic was, "Don't quit, see it through to the end".

**Editorial Team**



## BTL'S 30 WONDERFUL YEARS!

Our first sailing from Singapore to Kolkata was in October '86 and little did we expect the exciting journey we were about to embark upon - or that three decades later we would have become a major Regional Common Feeder spanning the Middle East to the Far East but with our main routes still remaining in INDIA.

Our success is something that can only be attributed to the dedication of the initial founders, Heinrich Schoeller and Joachim von

der Heydt, as well as loyal long term Clients and Employees who have given their support and time to BTL over the years – for which we are forever grateful.

That infamous inaugural voyage of m/v Auriga which arrived in Calcutta (as it was then known) on 1st November '86, was made all the more challenging a start as the only parcel loaded on-board was 10 x 40' containers belonging to US Lines which announced bankruptcy the day the vessel arrived in Kolkatta!

However with the Tiger's spirit we never flinched and endured the hardship of those



early pioneering days to establish a name and the 'shuttle' schedule reliability that was our early trade mark - and remains to this day.

Commencing with Bay of Bengal trade sectors, from which we derived our name, to our current geographical spread encompassing more than 60 port pairs, BTL has become synonymous with a great product, great service and indeed great people – both on our vessels and ashore.



Indeed in a service orientated industry it is the human resource and comradeship which really "makes the difference" and in which we can all be proud.

Associating the "Tiger Line" golfing expression in our name has also allowed us to promote some ever popular Golf events for our loyal clients and terminal partners with tournaments being hosted across the region where the Singapore BTL Masters hosted its 27th year last September.

Some spice on the course always livens up the game – our Tigresses refer!

Regretfully in today's World, history alone does not guarantee us anything so whilst we can reflect on a job well done, we need to rise together to the current challenges of our business where over tonnage and weaker markets are an industry phenomena which jointly we still have to overcome.

However it is a time for celebration and reflection on the 30 years achievement which we are honouring with some small functions in Chennai and Mumbai in November and December respectively.



**BTL Shipping House (above) in Colombo, inaugurated in 2009**

**(L-R) pictured below Mr. Heinrich Schoeller, Mr. Joachim von der Heydt, Mr. Ranjan Ratnasingham, and Mr Bill Smart at BTL Shipping House**





With regards from your friendly Tigers.

**Bill Smart**  
Managing Director  
Bengal Tiger Line

[www.btl-feeders.com](http://www.btl-feeders.com)



(L-R)  
**Mr Bill Smart and  
Mr. Joachim von der Heydt**  
- office moments and  
anniversary celebrations

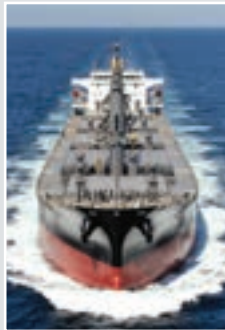
**BTL Cebu  
Golf Tournament 2016  
(below)**



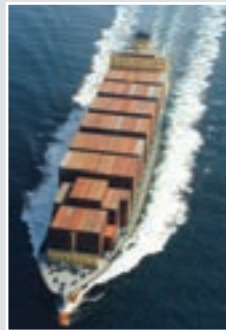
## **SHIPPING MARKET REPORTS AUTUMN 2016**



**TANKER  
MARKET**



**DRY BULK  
MARKET**



**CONTAINER  
MARKET**



## TANKER MARKET

Freight market conditions remain depressed in both the crude and product tanker sectors, having softened over recent months, although year to date average earnings are still relatively healthy. In the first week of September, VLCC average spot earnings stood at \$15,692/day, compared to over \$100,000/day at the start of the year. Meanwhile, clean MR average spot earnings stood at \$7,643/day in early September; the lowest level since September 2012.

The (product) tanker charter markets came under considerable pressure in 3rd quarter. The negative tendency, which started during the 2nd quarter, continued and even intensified at a very quick pace.

Apart from the LR sizes East of Suez in July and August, more or less all product tanker markets failed to

provide sufficient trading activity and earnings for owners.

Analysing the markets more in detail, further reasons can be mentioned. The problems in various countries continued: Venezuela's oil production figures remained below "historic" levels, the political and military situation in Libya including import/export disruptions was unchanged and especially the lack of West African business substantially hurt the product tanker markets West of Suez. Most West African local trading companies use crude oil exports as letter of credit security to finance products imports.

Due to the militant attacks by the NDA (Niger Delta Avengers), the infrastructure (pipelines etc.) in some places was severely damaged. The resulting lack of exports and available finance plus the deterioration of the Naira currency prevented traders from

importing products. On top of that, average waiting times for discharge in West African ports have gone down, meaning the demurrage element has become less supportive in times of weaker freight markets.

Last but not least, the high shore-based product inventory levels in the US, in Europe and in Asia - caused by the high trading activity in 2015 and the generally lower demand - led to closed price arbitrages for typical trading routes like UKC/TA or USG exports. According to the International Energy Agency (IEA) total Organization for Economic Cooperation and Development (OECD) commercial oil stocks reached a record 3.1 bn bbls in June this year, which meant a 6% y-o-y increase. The resulting non-availability of long haul cargoes kept ships in local short haul trades, which reduced tonne-miles demand and put considerable

Tanker size	Spot Average \$/day 2016					
	Mar	Apr	May	Jun	Jul	YTD
VLCC	56,003	50,263	42,230	34,591	23,154	42,700
Suezmax	30,818	32,138	25,185	26,364	16,791	27,271
Aframax	29,962	26,732	22,822	23,332	16,432	23,591
Panamax (dirty)	17,800	17,560	15,906	15,623	10,593	16,710
MR	15,742	14,493	13,130	10,686	11,155	13,627
Handy	8,191	15,021	7,454	8,151	6,169	9,852

pressure on freight rates. East of Suez naphtha demand shrunk considerably, caused by a closed price arbitrage. During the first eight months of 2016 a reported 8m tonnes of naphtha were imported from the West, which represents a 35% y-o-y decline.

The Dirty Petroleum Products (DPP) markets continued to suffer from slow demand and negative fuel oil trading margins. Furthermore, the weak Aframax segment took away the Panamax sector - one of

most crude shipments from the driving forces in 2015. The time-charter markets showed some activity, particularly on the MR tankers, however, the general tendency for charterers was to offload tonnage rather than to take on more units. Especially towards the end of the quarter the activity faded away and in line with the deteriorating spot charter markets, time-charter rates declined.

The difficult charter markets

had a noticeable impact on the asset markets. On a positive note (from an owners' perspective), no fresh newbuilding orders were placed in Q3. The 2nd hand markets were also relatively inactive, with only a few transactions in the Handysize and the MR segments.

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

References:

Clarksons SIN

TradeWinds

UPT United Product Tankers

## DRY BULK MARKET

### Does Drybulk Shipping benefit from a world built on sand?

If you look at the total production of iron ore, coal, grain, forest products, steel products and cement and clinker during 2015 you will reach an outrageous number of 20.8 billion tons during 2015 according to Alphabulk out of which 3.8 billion of tons were carried on drybulk vessels.

But this huge production figures will be minimized if you look at the numbers for aggregates, the collective term for

sand-and gravel-related products as the production of sand and gravel in the same period i.e.

**2015 was close to 40 billion tons representing around 70pct of all commodities mined worldwide... (source Alphabulk)**

Making concrete you need up to 2 tons of sand and 3 tons of gravel for every ton of cement which means you need 21 billion tons of sand and aggregates for the annual world cement production alone....just imagine...

Problem is that nobody has come up with a

solution to the growing scarcity of sand. Desert sand cannot be used for concrete, and seabed and beach sand require fresh water to remove salt.

As a result, concrete use will eventually have to reduce and with it, cement production. This could result in an increase in the use of steel or forest products to replace concrete and same will obviously translate into growth for the iron ore trade as well as forest trade which would almost certainly benefit the Capesize and Supramax Markets.

Let's cross our fingers....

With regard to the

present market we do see, presently, an upswing nearly on all markets and areas with today's BDI at 1204 points. Fyng an Ultramax (61000dwt) has been fixed at USD 29,000 for a timecharter trip from the USG to the

West Coast Southamerica - Spectacular...

We do hope that same will be a stable rise but with the holidays ahead and the Chinese New Year beginning next year coming up this might be

only a small flame but let's feed it so that a stable and long-lasting flame will be the result.

**Sven Strohschein**  
Chartering MPP/Bulk  
HANSE Bereederung GmbH

## CONTAINER MARKET

### Where is the light at the end of the tunnel?

Well, the high scrapping rate finally starts to have a positive impact on idle capacity. As per Alphaliner, the number of idle (unemployed) containerships of above 500 TEU has fallen to 363 units for 1.49 Mteu as at 14 November, down from a record high of 1.59 Mteu a fortnight ago, based on Alphaliner records.

The delivery of 50,000 TEU of container ships to scrappers in the last two weeks is responsible for half of the 100,000 TEU reduction.

The total capacity scrapped in 2016 is still expected to reach 650,000 TEU by the end of the year.

Fresh chartering activity has also helped to reduce

the number of idle ships, especially for vessels of between 2,000 and 3,000 TEU, which have seen idle numbers decline from 54 to 31 units within the space of one month.

With 90 classic panamaxs of 4,000-5,100 TEU currently idle, including 85 NOO units (Non Operating Owners) maintaining this momentum will however be difficult.

Compared to the record high of 92 units one month ago, the numbers have declined only marginally and a dozen more classic panamaxs are expected to be redelivered before the New Year.

The large number of idle panamax's is obviously related to the opening of the new locks on the Panama Canal.

The upshot is that more container ships in the 4,000 to 5,300-TEU range

are in lay-up and many of those would likely need to be scrapped in order to right the market balance, the industry researcher added.

It estimates 128 panamax ships are now in use for container services that transit the Canal, compared to 252 units that were employed prior to the opening of the wider locks.

Those ships have largely been replaced by the wider beam, neo-panamax ships in the 6,700 to 10,000-TEU range.

Clarksons data shows COSCO'S, Maersk, Seaspan, MSC and Rickmers Group as the top five owners of panamax vessels in that size range.

As per Drewry, a total of about 150 ships have been sold for demolition in 2016 with an average age of 19 years, significantly

lower than the average of 23 years recorded in each of the previous four years.

"It seems that more Owners, particularly of the non-operating kind, are deciding that scrapping is the least bad option available; over chartering out ships at historically low, and loss-making, levels or paying for idling costs until a hoped-for shipping recovery happens," Drewry said.

As well as being younger, the size of scrapped vessels is also rising sharply with the 2016 current average being 3500 TEU, up from just over 2000 TEU in recent years.

The last quarter has been dominated by the financial failure of HANJIN and the immediate fall out that has affected cargo interests, owners, terminals and other potential creditors.

From a charter market perspective there has been a short term hiatus as per Howe Robinson, as the market has had to address the issue of 100 ships or 3% of the world's fleet in capacity terms potentially coming onto the market.

Given the spot/prompt availability of around 250 container ships at the time of Hanjin's demise, the immediate aftermath saw a knee-jerk increase in freight rates as other lines attempted to exploit some short term advantage from shippers desperate to get Christmas stock onto the shelves.

Further, Howe Robinson is advising that the average charter rates are now approaching the low of November 2009, this suggests that the industry is in a similar position to where it was seven years ago, but the pricing relationships have changed significantly.

In late 2009 market pressure was principally focused on the spot charter market that consisted of ships up to 4000 TEU.

These smaller vessels consistently underperformed in absolute terms with geared 1100 TEU vessels earning around USD3900 p.d., geared 1700s at USD4100 p.d. and 2500s about USD4650 p.d. Larger vessels in comparison performed better and rates for a 4250 TEU ship were at USD6500 p.d.

and 6500s/8500s TEU vessels were earning USD8250/USD13000 respectively. This time around there has been a shift in the balance of power. Nowadays geared 1100/1700/2500 TEU vessels were at USD5500/USD6500/USD5500 while 4250/6500/8500 TEU vessels were earning just USD4300/USD6500/USD8750.

Meaning looking positively at it, charter earning for standard geared Wenchong built 1700's may have fallen from USD7400 earlier this year down to USD6600, but they are still earning similarly to the 6500 TEU units! Coming back to the beginning, the only light we see, is the increased amount of scrapping and less newbuildings are in the orderbook for the coming years, especially for the sizes up to 8000 TEU.

Just after writing the above, the 4,250 TEU India Rickmers is heading for the breakers beaches before it has reached its eighth birthday!

### **Michael Zankl**

Director of Chartering,  
Sales & Purchase  
HANSE Bereederung GmbH



## CSM SPEAKS AT CREWCONNECT CONFERENCE IN MANILA

CSM was recently invited to speak at the CrewConnect Global Conference held in Manila, on the 15-16th November, which focused on how the shipping industry treats seafarers. Captain Faouzi Fradi, Crew Training Manager, represented CSM during the event. On day 2 under the topic 'Recruitment and Retention', the session debated on 'How do we connect with seafarers and inspire company loyalty, respect and pride'. The panel discussed ways in which companies demonstrate respect towards seafarers.

Captain Faouzi was asked whether companies and shore based personnel should lead by example. In his reply he highlighted how respect is embedded within CSM's culture, being one of the 5 company values. The others are loyalty, competence, accountability and passion. Continuing, Captain Faouzi introduced CSM's recruitment approach which is based on attitudes towards work, and competence - regardless of one's nationality.

Columbia strongly believes in the importance of equality onboard and onshore.

At Columbia we have many long serving seafarers, some of whom joined us as cadets and have since reached the rank of Captain or Chief Engineer.

Our strong crew retention rate demonstrates loyalty from our crew. To keep our crew informed, our biannual company magazine is sent on board our fleet containing the latest company news as well as articles by seafarers. Also, shore staff is asked to pay attention to 'minor' details such as addressing our Masters and Chief Engineers by name in email correspondence. Our vessels receive visits from our Technical Superintendents at least once a year as well as from QSHE-Marine Superintendents on a regular basis. When CSM Superintendents visit our vessels, they are expected to lead by example by demonstrating a high level of professionalism. Transparent communication is encouraged through face-to-face meetings. We also connect with our seafarers in other ways:

through our specially designed Crew portal, via Crew Conferences and Training Seminars. Feedback from the seafarers is always encouraged and greatly appreciated. Visits to the office are another essential element – all new senior Officers are invited to our offices, and every 5 years to keep a close communication with the shore personnel. Another initiative we have in place is an office visit scheme whereby a rotation of Senior Officers (Deck and Engine) receives work placements in our offices in Cyprus or Hamburg for periods of 2-3 months in order to become acquainted with our shore colleagues and office work practices.

Captain Faouzi has this message for our seafarers: "We are here to support you. We should all remember; whether onboard or in office; that respect is treating people as you would expect to be treated yourself".

**Editorial Team**



## AAL NEWS



FROM ASIA'S  
BEST TO...  
WORLD'S BEST!



AAL BREAKS  
'ASC' LOADING  
RECORD



540MT CARGO  
UNIT RECEIVES  
AAL TREATMENT

## GLOBAL FREIGHT AWARD FOR AAL

November 3rd 2016, at a glittering ceremony in London, AAL collected the Global Freight Awards 'BREAKBULK OPERATOR OF THE YEAR 2016' – the first time these annual awards have featured a dedicated category for the breakbulk sector. Kyriacos Panayides, Director of AAL picked-up the award on our behalf.

He commented, "This is a tremendous honour and especially significant in that the award was independently voted for by the readers of Lloyd's Loading List – a readership comprising of our customers, partners and associates from all over the world. 'Breakbulk



**Kyriacos Panayides receiving  
'Breakbulk Operator of the year 2016'**

Operator of the Year 2016' is the fifth industry award for AAL in the past 2 years and is dedicated to all our teams on land and at sea, who work tirelessly to provide the 24/7 commitment to excellence that our global service is built upon and such industry honours recognise."

This latest win for AAL is recognition of a sustained period of growth and

development in which we have boosted operating fleet capacity and launched new added value services for our customers.



**Mr. Panayides and Mr. Schoeller**

## ...AND FOLLOWS UP WITH LLOYD' LIST AUSTRALIA AWARD!

Only two weeks later, AAL won the 'Excellence in Project Cargo Breakbulk / Heavy Lift' award at the Lloyd's List Australia 21st Shipping Industry Awards 2016 in Sydney. Frank Mueller, General manager of AAL

Australia commented: "We are truly honored with this fantastic and unique achievement and will harness this acknowledgement to drive us forward and achieve even more for our customers and partners all over the world. Thank you to the Lloyd's List Australia Committee for voting for us and to all our customers and partners in the region for their continued support. We dedicate this win to our brilliant Australia team!"



**David Church and  
Russel Smith  
on behalf of AAL**

## AAL BREAKS 'ASC' CARGO HANDLING RECORD

In 2016, AAL's Tramp & Liner Divisions cooperated to deliver a tailor-made and cost-efficient solution to transport 20 giant Automated Stacking Cranes (measuring 473 sqm each) on multiple shipments from Shanghai to Melbourne along its scheduled Asia to East Coast Australia liner service.

During these operations, AAL successfully loaded four ASC units onto single vessels, the

first time this has ever been accomplished by any carrier. Both ship-owner and operator, AAL quickly executed modifications to accommodate this huge cargo

and its in-house engineers plan and oversee operations, in perfect synergy with ground network and crew - delivering a seamless project solution safely, timely and efficiently.



## AAL ESTABLISHES RED SEA SERVICE

AAL has established a scheduled semi-liner service between the Red-Sea and Asia, following a major project undertaken for Siemens' Egyptian Megaproject.

The project commenced in August and saw giant modules for a heat recovery steam generator (HFSG) loaded aboard the AAL Dalian in South Korea and Shipped to the Beni Suef power plant in Egypt.

Commissioned by global

logistics provider the LPL Group, this was the first of a series of cargo shipments that AAL is undertaking between Asia and the Red Sea for the LPL and a project that includes the development of three 4.8 gigawatt turnkey combined power plants in Beni Suef, Burullus and New Capital.

Namir Khanbabi, Managing Director of AAL's Tramp & Projects Division, explained, 'This is an incredibly important project for Siemens and indeed Egypt - one that will boost power generation capacity for the country by 50 percent, to 16.4 gigawatts.

Accordingly, we are providing Siemens with a

comprehensive and dedicated solution that involves four of our owned 31,000dwt A-Class vessels being deployed between Asia and the Red Sea.'

It also gives our other multipurpose and heavy lift customers around the world a regular and highly flexible semi-liner service: Asia – Red Sea – Asia.'

These services harness the world's youngest mpp fleet - 7 classes of flexible multipurpose tonnage, designed to safely and efficiently load and transport heavy lift project and breakbulk cargo, alongside dry bulk.



## **AAL & GEODIS** **Join forces to** **deliver key stage** **in Nyrstar's** **Port Pirie** **redevelopment** **project**

On August 9th the AAL Dampier delivered a giant Electrostatic Precipitator (ESP) module to one of the world's largest primary lead smelting facilities, Port Pirie - located in Southern Australia and operated by Nyrstar an integrated mining and metals processing business. The 41m long and 21m high module weighed 530mt and is the largest component to be shipped for Pirie's ongoing Redevelopment Project which will convert the aged smelter into a modern multi metals processing and recovery facility. AAL's safe ocean transport of this module was part of a wider end-to-end logistics operation managed by the Industrial Projects division of international supply chain operator, GEODIS.

The massive ESP unit was shipped from the Yanda Module Yard in Jiangsu China and was lifted and loaded in the Port of Nantong using the 700mt combined lifting capacity of AAL's highly manoeuvrable 19,000dwt

S-Class vessel and the combined efforts of its in-house engineering and operations teams.

Marc Willim, General Manager of AAL's Tramp & Projects Division, explained, 'Our engineers spent weeks pouring over lift, stowage and discharge plans, to ensure safe and timely delivery. The result is a milestone for all parties involved. For AAL it reinforces our reputation as a trusted heavy lift specialist, with the right tonnage and expertise to meet any multipurpose shipping demands. For Geodis, it marks another successful stage in their seamless execution of this project and Nyrstar takes delivery of a component that will significantly improve the environmental performance of its site as part of the delivery of the Redevelopment Project.'

Maureen Brown, General



powered by partnerships

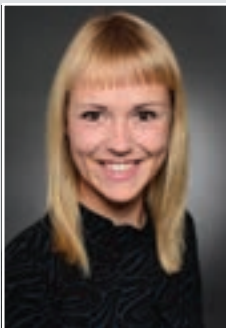
Manager AU/NZ, Industrial Projects, GEODIS added, 'The success of the project to date is due to the dedicated team based in Brisbane, Adelaide and Shanghai, and has brought a number of benefits to Nyrstar.'

The ESP unit is part of an innovative Off Gas System that will draw Sulphur Dioxide rich gas and fumes generated from the Top Submerged Furnace (TSL) and 'electrostatically' charge them, removing solid particles and enabling 'clean gas' to continue into the Acid Plant process. The system will have a significant positive impact on the environmental performance of Pirie's operations which will lead to improved community health.



**AAL loads 530m ESP Unit in Nantong**

## WHOISWHO



ANDREA  
BACHMANN



CAPTAIN LEONID  
ZALENSKI



HANYUE QING

## ANDREA BACHMANN

### 1. Your most memorable moment so far with Columbia?

It was during the dry docking of MT Voyager in Singapore back in the days, in 2012, Captain Vladimirs Kostenkos said goodbye with the words: "My chilli plant was about to die - since the day you came into my office and brought sunshine, it starts to bring out some fruits".

### 2. How have you developed professionally since 2010?

When I started with Columbia I thought I knew how a vessel looked like. After my first vessel visit to MT King Edwin in Wilhelmshaven; I was totally impressed about the size and all the equipment on board. I realized that vessels are much more than only small boats you can see the port of Hamburg. Considering the knowledge and experienced I gained during my time with Columbia I learned a lot about vessels, their management and the meaning of shipping. I was able to attend various dry docks and gathered a lot of knowledge during that time.

### 3. Complete this sentence in your own words: Teamwork is...

...respect and the ability to bring out the best in someone. Teamwork is when people aim for one target, similar to the harmony of different instruments which make music at the end.

### 4. Which aspects of working in the Technical Department do you enjoy most?

I do enjoy the daily changing challenges. No day is like the one before. Every day brings something new - new tasks, new experiences and new cases. It makes working in Technical Department so interesting. You never know what the day will bring to you.

### 5. Which city trips have you most enjoyed in Europe and why?

A recent trip brought me to Prague where I visited a friend. This city is full of charm, flair and ambience. Prague is one of the cities I immediately felt comfortable in. Down town has a lot of historical spots, buildings and places with great architecture. Besides touristic places it offers many small streets with fancy restaurants and bars. I will definitely return.

### 6. Do you have any hobbies?

I love riding my bike. It's an old race bike from the early 70's which means it is actually older than me. I ride every way, almost every day and every distance in Hamburg.

Regardless if it is raining or not. A friends of mine lent me his bike - as soon as I sat on it, I decided to buy my own. That was 5 years ago. Riding my bike means to clear up my



Andrea was born in Worbis, a small town in the middle of Germany. She moved to Hamburg in 2006 in order to finish her apprenticeship as an Industrial Clerk and joined the Technical Department of Columbia (Deutschland) in June 2010 as Administrative Assistant.

head and feel happiness.

### **7. What do you love most about living in Hamburg?**

I can't name only one point. Hamburg offers a variety of factors I felt in love with. The atmosphere of the harbor, action during daytime, calm during night time with the imagination of travelling. I also enjoy the green parks in my district, as well as bars and restaurants – not forgetting my friends which makes it feel like home.

---

## **CAPTAIN LEONID ZALENSKI**

### **1. How did you come to join CSM?**

I was invited by Columbia.

### **2. Please share with us your career in a snapshot.**

1979 - 1991 Deck officer.

1991 - 1999 Master

1999 - 2004 Managerial position in manning & training with an international shipping company.

2004 - 2007 Marine Superintendent in CSM

2007-2008 Senior Marine Superintendent (Tankers)

2008 - 2013 Marine Manager

2013 - 2016 QSHE Marine Manager DPA

2016 - Marine Director

### **3. As DPA, you have dealt with various emergency situations. What did you learn from these occasions?**

Acting as a Designated Person Ashore, I was involved in a number of situations which required concentration of professional knowledge and experience. Taking the human element and sometimes cultural differences in close consideration was a very important part of it which required development of different skills.

### **4. In your opinion, how can each of us better serve our seafarers and in turn, clients?**

The key element in providing quality services is customers satisfaction. It is an obligation of the responsible service provider to ensure that expectations of the customers are fully fulfilled, which can only be achieved with contribution and commitment of each employee on board and ashore. At the same time, seafarers serving on board of company vessels are internal customers, and maintaining close cooperation between shore based personnel and seafarers is an important pillar of success of any shipping company. Safe and effective operation of the fleet very much depends on cooperation of shipboard personnel and professional support provided by the office.



Captain Leonid Zalenski was born in Tbilisi, Georgia. He spent 20 years at sea on tankers including 8 years in command. He moved ashore in 1999 and joined Columbia in 2004 as Marine Superintendent. From then on, Leonid worked as Senior Marine Superintendent in charge of tanker fleet, Marine Manager, QSHE-Marine Manager-DPA until his current position as Marine Director.

**5. Excellence is a key word in the way Columbia does business. In your opinion, why does this make Columbia unique?**

Excellence is not just a nice word. Excellence can only be achieved when company values are shared by all within the organization. Loyalty, commitment and respect are amongst those important core values which have been a part of Columbia culture for years. Loyalty and commitment of personnel and respect of employees' needs by the management were always factors which differentiated Columbia from many other companies and played a significant role in the success of the company, even during the most critical times.

**6. CSM has a culture of continuous improvement. How can we better apply this to our daily work?**

Competent, loyal and committed employee - an employee who shares corporate values - shall move from thinking 'we haven't had customers complaint or an incident, we are doing fantastic' to thinking 'what else do we need to do to improve our performance, services we provide, the way we cooperate with colleagues and business partners?' We shall not rely on past success but shall encourage thinking out of the box and welcome new ideas.

**7. What is the secret of your success?**

Hard work, respect of colleagues and full commitment to the success always pays off.

**8. Do you have any hobbies in your spare time?**

Although not much time is left for hobbies, I enjoy training my dog and cooking barbecue for my family and friends.

---

## **HAN YUE QING**

**1. What were the highlights of your cadetship?**

I enjoyed training in all areas by our engineers and officers. During my first voyage, my training ship sailed to many places in one year - for example: tropical area, cold area, Pacific Ocean, India ocean, Atlantic ocean, Panama and Suez channels. I learned a lot from the experience.

**2. How do you deal with the challenges of your job as a 2nd Engineer?**

With more responsibilities there are more things to consider – being in charge of more machinery, taking care of crew members and machineries to support CE. For the ship, we have PMS, but I have my own plan - daily plan, weekly plan, monthly plan, or trading passage plan. I try my best to arrange my work properly and smoothly.



Yue Qing was born in Shandong Province China, and joined the Columbia cadet programme in 2008 at Shan Dong Jiao Tong



**3. In your opinion, which key characteristics are important to have as a 2nd engineer?**

Team work. As a 2nd engineer you have to make maintenance plan, manage time, be a bridge between chief engineer and crew members, accept other suggestions, make careful decisions and keep a peaceful and friendly atmosphere in the engine room. The 2nd engineer should ensure all works are carried out effectively and successfully, so cooperation is the most important.

University. He started sailing on his first vessel, Tasman Voyager, as an engine cadet in the same year. Yue Qing was later promoted to 2nd engineer in 2016.

**4. Most important lesson learned from working in a multi-national environment onboard?**

"Respect". With crew members from different countries, we have different cultures and religions. If you have respect for others, in return you will receive respect. At the same time, you can gain a lot of new knowledge and ideas.

**5. Please tell us about your most memorable voyage, so far?**

In February 2009, my cadet ship was sailing in the Somalia area. We had made a lot of preparation and training before entering the pirate area, when the security alarm sounded at 7am. I was shocked and hurried to get dressed and ran to a security station. We found that two pirate boats were approaching our ship, 2-3 miles away. At that moment, our ship was running full speed to escape - everybody was nervous and prayed quietly. About 30 minutes later, the pirate boats gave up when the distance between us became too far. Suddenly the crew started to cheer! Years have passed, but I still remember that moment very clearly.

**6. What are your career aspirations for the future?**

Fate has chosen me to be a seaman, now I am enjoying this. I am planning to sail for as long as I can, and achieve my goal of becoming a Chief Engineer. As the first Chinese 2nd Engineer in CSM, I hope my experience could be helpful for other brothers.

**7. Do you have any advice for others considering a CSM cadetship?**

Happiness always comes after a hard time. Be strong, brothers. You will feel fulfilled when you pass a hard time, and gain from the pain. Improve yourself, don't be shy to ask questions when you are a cadet.

**8. Favourite hobbies?**

Fresh water and sea fishing. The most interesting thing is fishing in an ice hole on a winter lake. Sometimes you can catch the fish without any hook and line when the fish comes up to breath in the dug hole. If you try it, just remember to bring your friends with you, because my experience proved that it is the terrible thing if you fall down into the iced lake.

# RED CROSS AMBASSADOR SAILS ONBOARD CAPE MOSS

**A diary of one  
man's journey**

'Once upon a Saga' is my one-man journey to visit every country in the world in a single journey, without the use of flight while traveling as a goodwill ambassador for the Danish Red Cross. My project begun on 10th October 2013 - on my travels I report on and promote the Red Cross, an organisation founded in 1863, throughout 190 countries in the world.

This will be a surface journey by scheduled ground transportation; that is primarily trains, buses and boats of different sorts. I am traveling the world on a \$20/day budget. It covers food, transport, where I sleep and visas. It's possible because a lot of the world is pretty cheap to live in if you buy local food and travel like the locals. The days slowly approached the date where 'Cape Moss' was due to arrive to Tamatave. 'Cape Moss' was the containership which was going to take me to the Seychelles from

Madagascar. For whatever odd reason I'd been told in Antananarivo that it's against the law to leave Madagascar by boat? Columbia Shipmanagement (CSM) to the rescue!! Yes! CSM invited me onboard the 'Cape Moss' and ended that myth.

I had a 14 day visa for Madagascar which eventually expired. I had thought I would be able to leave sooner. But it didn't turn out like that and I had to spend a lot of time with the very bureaucratic immigration.

Eventually it all worked out: The 'Cape Moss' arrived and I climbed onboard on July 19th 2016.

I had forgotten how big ships can be. I haven't been



near a sizable ship for a while.

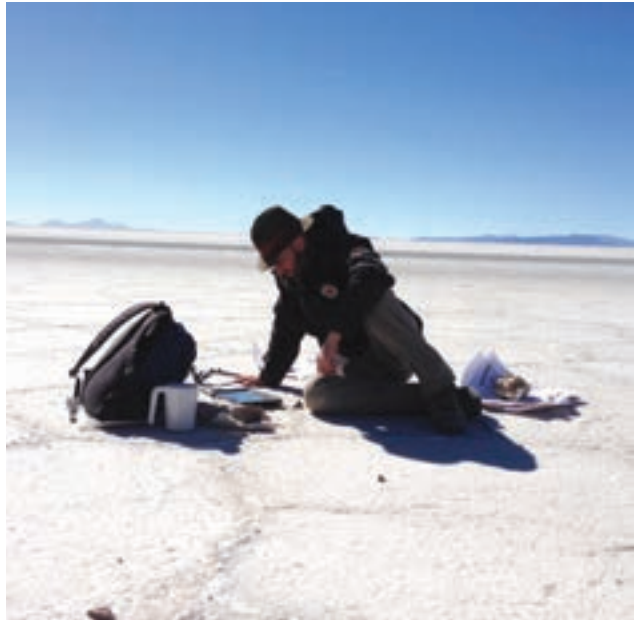
The 'Cape Moss' is the 7th containership I have boarded since the Saga begun. She is 212.6 meters long and can carry 2,800 20 foot containers - a sizable lady! I was greeted with respect as I climbed onboard and everything has been really easy since then! I was shown to my cabin which happens to be 'the owners' cabin.

It's huge!! Its on 'E deck' along with the Captain's accommodation and the Chief Engineer. The only thing above 'E-deck' is the bridge. So it's pretty classy!



I have been dining in the Officers mess where I sat at the table between the Captain and the Chief Engineer who were both great guys.

Food was served 3 times a day with snacks, fruit and beverages available in between meals. There's the crews' recreation room, where I was welcome to sit and watch movies or sing karaoke or whatever I was in the mood for. On the main deck I could use the gym, which I actually did. So now I can say I've been running for 25 minutes on the Indian Ocean!



**Pictured above Thor works on a video in Salar de Uyuni, Bolivia (salt desert). To date, 121 countries visited with 82 remaining.**



**Together with the volunteers of Benin Red Cross**

The 'Cape Moss' is a beautiful and well-kept ship, which was built in China only 5 years ago. So she is young as well. There is a very good atmosphere onboard which comes from having a good crew combined with good leadership. I've really enjoyed my time onboard. I've had the opportunity to sit and complete some work in my enormous onboard office.

That's excellent and I feel up to date on a lot of things. Something magical happened that day we left Tamatave. I had been told that it was the right time of the year to see whales. But this was ridiculous!! As we left the port around 3pm we set our direction towards the horizon and whales started appearing on both sides of us. You know the classical 'tail whip'? I saw that 10...20...30 times. There was a whale which was sort of rolling around quite near the ship and then there was my favorite! I saw a whale fully jump out of the water, turn 180 degrees in the air and crash back into the ocean! Gold!!

A modern ship like this one produces its own water from the ocean (desalination). So there's plenty of it!! And it's heated without extra



**'A stranger is a friend you've never met before'**

To read more about Thor's journey, visit  
[www.onceuponasaga.dk](http://www.onceuponasaga.dk)

**Deep in Greenland's snow**

cost by the enormous engines which push the ship forward, so it's really the place to be if you want to enjoy long warm showers without feeling guilty.

On this Saga journey I have so far found, that while the world contains horror, most of everyone we share this planet with are good well-meaning people with good intentions. Politics and religion are important to some people.

But often I find that these 5 things are far more important: family, food,

music, sports and talking about the weather.

Those people just want to carve out a small part of the world for themselves.

They ask for little more than to get by in life and to see their loved ones prosper.

My gratitude to Columbia Shipmanagement and the entire crew of 'Cape Moss' for taking part in the Saga and bringing us one country closer to making world history a reality. It's deeply appreciated! Fair winds and following seas to all!

**Torbjørn C. Pedersen (Thor)**

# CSM PHOTOGRAPHIC COMPETITION NO. 11

We are pleased to announce our 11th annual CSM photographic competition.

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

By entering our CSM

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

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

A panel of judges (one Editorial Team member, one Director) will select a shortlist of photos.

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

The closing date is 15th May 2017. The winners will be announced in our next Compass Summer edition 2017.

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

Good luck to all!

Editorial Team

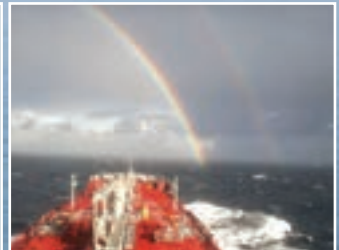
The three main categories are:

**1) Life Onboard**

**2) The Magnificent Ocean**

**3) Crew at Work**

Here are a few entries from previous years:





## CELEBRATING 10 YEARS AS EDITOR

**For her 10 year anniversary as Compass editor, Natalie Sey was interviewed by editorial team member Maria Theodosiou.**



### 1. How did you end up on the path of becoming 'editor'?

I love to read and write! Libraries, bookshops and magazines have always been part of my life. When I was a child my Dad would bring comics home every Friday on his way back from Waterloo station – always a treat! Whilst at Kingston college, my work placement at a London media agency opened my eyes to a 'behind the scenes' world of media. After moving from London to Cyprus in 1996, I bought a 'Teach Yourself Creative Writing' book and worked my way through it. I published some freelance writing and by chance was offered editorship for a European company newsletter from 1998-1999. I joined CSM in June 1999, where I worked in the NavCom department (within Technical) until 2015, when I transferred to our Marketing Group. I joined our Compass editorial team in 2000 and in 2006 was asked to become editor.

### 2. Tell us a little about your creative background.

I have enjoyed writing since childhood, often sending postcards or letters to family and friends. In my leisure time I used to write a monthly newspaper column for 2 years in Cyprus which taught me the importance of discipline. Joining a community theatre group was a good opportunity for learning interview skills, scriptwriting and producing radio ads. I wrote our CSM Cyprus company handbook during 2005 – 2007, as part of a CSM initiative 'High Seas' project. This helped me gain a wider overview of our company operations.

### 3. What do you do as editor?

My job is to bring out the best in each contributor, without changing their 'writing voice'. For some writers, English is not their native language – for this reason we edit lightly, bearing in mind that different nationalities have different ways of expressing themselves, so we try to preserve that. To ensure a fair content balance, we rotate articles by nationality and rank. Most importantly, our readers at sea are far from home and family, so I've always felt the magazine must highlight the human side of our company.

### 4. What qualities do you need as an editor?

Producing the magazine is a huge team effort, so the ability to coordinate is a must. As editor you need imagination, tact and perseverance with an eye for detail. Organisation is key to keeping track of multiple writers and guiding them, when needed, in their work. Surprises in the last stage are normal, which means you have to think on your feet (speed-editing skills become second nature). Above all, a love of communicating! My time in NavCom helped me sharpen these skills because I was in daily contact



**Above - Enjoying books since childhood**

**Left - Celebrating with our editorial team**

with our Captains, Technical and Crewing Superintendents, overseas CSM offices, crewing agencies and newbuilding supervision teams. I enjoyed connecting with my colleagues!

#### **5. Being an editor carries a lot of responsibility. How do you relieve the stress?**

Time pressure before printing drastically increases because we juggle 40-50 'live' articles (all writers approve their final layouts). To decompress, daily walks with my dog Mo are relaxing. I also love reading books because you can escape into other worlds, with a cup of Earl Grey and chocolate digestive biscuits. I find that being anywhere by the sea also clears my mind.

#### **6. What main differences have you noticed between editing a 'land magazine' and a seafaring publication?**

On land, I found that editing was mostly predictable and straight forward. Articles came in, communication was easy, surprises were minimal. With the sea element, suddenly there is an added dimension of adventure! For example, communicating with writers through time zones in remote parts of the earth. Seafaring writers may sign off and go on vacation before approving their final page layout and need to be urgently found or we may receive breaking news of a CSM rescue at sea to report on. Article deadlines may be authentically delayed due to typhoons or other unexpected events which occur in the action-packed world of shipping.

#### **7. Tell us a little known fact about Compass.**

Our Chairman Mr. Schoeller is closely involved with each issue, and personally reviews the content planning and final draft before going to print.

#### **8. A final word?**

To Mr. Schoeller – thank you for trusting me with creative freedom. To our wonderful editorial team – you rock! To all of our contributors, my sincere thanks for your time. To our graphic designer Kristiana who created the magazine in 1994 – it's a pleasure working with you! To you, dear reader, we shall try to make each issue better than the last.

## COMPASS HEALTH – SHIP TO SHORE

**By popular request, here are some exercise that can be done onboard and at home. Prepared by Captain Gilbert Garcia who has participated in an Ironman triathlon, and 6 triathlons of a half Ironman distance.**

### MOUNTAIN CLIMBERS

1. Assume a press up position so your hands are directly under your chest at shoulder width apart with straight arms
2. Your body should form a straight line from your shoulders to your ankles
3. Lift your right foot off the floor and slowly raise your knee as close to your chest as you can
4. Return to the starting position and repeat with your left leg
5. Continue alternating for the desired number of reps or time



### PUSH UPS

1. Put your hands on the ground directly below your shoulders. Turn your hands out slightly. Your elbows should be at a 45° angle to your body.

2. Straighten your body behind you. Keep your feet as close together as possible, and always keep your hips low. Imagine that your body is a board. Tightening your abs and glutes will help you keep proper form.

3. Tuck your head in. To keep your spine in a straight line, the pushup should be led with your chest, not your head. You should also avoid looking up.

4. Create a routine. Do 10 pushups and then take a 15 second rest time. Repeat. Increase the number of pushups (and with them, your rest time) as you get better at them. Do your routine every other day to allow your muscles to rest.





## PLANKS

1. Lie face down in a pushup position. Keep your palms on the floor next to your shoulders and your feet flexed with the bottoms of your toes on the floor.
2. Take a deep breath and press up into a pushup. Your body should make a straight line from your heels to the top of your head.
3. Draw your navel toward your spine and tighten your buttocks. Look at the floor to keep your head in neutral position and breathe normally.
4. Hold for at least 10 seconds and lower yourself back to the floor.

**Don't forget the most important rule: just do it and enjoy the exercise. No matter how slow you go, you are still better than the people sitting on the couch!**

---



## NUTRITIONAL TIPS FOR EXERCISING

**Food** - Be sure to avoid fatty foods before working out - fat leaves the stomach very slowly, which means you'll feel full and sluggish and could cramp up easily.

Although carbohydrates are good, you should not get them from raw sugar or candy. Either of those foods will cause a sugar rush-and probably a crash-while you're mid-workout. Also, don't overeat before you work out. Eating too much can cause indigestion, sluggishness, nausea and vomiting.

### Captain Gilbert Garcia

General Manager Senator Crewing (Manilla) Inc.

**Drink** - Keep hydrated during exercise by drinking 2 cups of water within the two hours before exercise. Water is best for keeping hydrated however if your activity lasts an hour or more, diluted fruit juice with water will provide carbohydrates for energy plus minerals to replace lost electrolytes (sodium, potassium, magnesium) in your sweat.

During exercise drink small amounts of water every 15-20 minutes however increase the amount if the temperatures are high and there is humidity.

### Andrea Theokli BSc (HONS)

Diet and Health Assistant Crewing Superintendent  
Columbia Shipmanagement Ltd (Cyprus)

## CSM HAMBURG OFFICE HEALTH DAY

On the 29th November 2016 a special 'Health Day' was arranged for employees of CSM-D, with a focus on 'Back health'. The event was initiated by our EMS Office Team. Employees were asked in our last online survey: "Do you have a field / topic to support preserving your personal health or which is the topic most important to you?" The majority voted for 'back health'.

The following program was offered in cooperation with health insurers Barmer GEK:



- **Modules:** stress management, spine screening, body composition analysis
- **Moving Break**– short workout in the workplace
- **Presentations** 'Sitting is killing you' and 'The monster hunter in you – mental stress and back pain'
- **Ergonomics in the workplace**

Top photo

### **Stress measurement -**

With a heart rate variability measurement it is possible to explain in a comprehensible way what happens during stressful situations and how the level can be reduced.

Middle photo

### **3D Spine screening-**

This helps to assess the patient's condition of spine.

Bottom photo

**Presentation-** the effects of sitting, and how back pain is linked to mental stress.





## Tips for Perfect Posture

Good posture is important for keeping your back, neck and other joints healthy. Try the following tips to improve your posture – especially if slouching at your desk has become a habit.

- Sit with your bottom right at the back of your seat and rest against the back of your chair for support
- Rest your forearms on your desk with your elbows at a 90° angle
- Relax your shoulders, don't allow them to elevate or round
- Make sure both of your feet are flat on the floor, and your knees are level with your hips
- Adjust your chair and use a footstool or other support if needed
- Imagine there is a piece of string coming through your body and out of the top of your head to the ceiling. This will prevent slumping and help you keep upright.

Source: Chartered Society of Physiotherapy (UK)



**Body composition analysis -**  
a healthy body composition is the basis for performance and concentration in the job.

We were pleased to receive positive feedback from our staff.

**Jennifer Pilz**  
Environmental Officer  
Columbia Shipmanagement  
Deutschland (GmbH)



Moving break – a short workout in the workplace

## HOBBIES ONSHORE Hang gliding by Mr. Bucknall

On a blue December skied day I was invited to watch Mr. Eddie Bucknall hang gliding at Curium, Cyprus. Mr. Bucknall is the former Technical Director of CSM Cyprus who remains a consultant for Columbia.

We drove to The Hill at Curium, west of Limassol together with Mr. Roger de Coverley who taught Mr. Bucknall to fly in Cyprus 25 years ago. Upon arrival the hang glider, a Light Speed model, was brought down from the roof rack, and carefully assembled on the ground. Mr. Bucknall explained the engineering design as he put the glider together. The parts consisted of an A frame, keel, Dacron sail, parachute and harness.

At The Hill there is an old faded carpet on the ground and a few plastic chairs for spectators underneath an old tree. The wind was picking up! Some passing tourists stopped to watch and

take photos as Mr. Bucknall stepped into his harness and put on his helmet. Mr. Bucknall took position on the carpet with Roger holding the frame to steady the glider. Roger made the final checks and then waited for the right wind conditions. At exactly the right moment, Mr. Bucknall gave the special command "Release!" and stepped forward...



The wind lifted the glider upwards as Mr. Bucknall soared into the sky, flying further away until he was a silhouette in the distance, above a sparkling sea. After ridge soaring, Mr. Bucknall searched for an air thermal and gained more height as he rose to

660 feet above sea level. The glider stayed up for approximately an hour in the air. We then drove down to the landing field to watch Mr. Bucknall safely land.

Over many years, Mr. Bucknall has hang glided in Cyprus, England and South Korea. The longest cross-country distance Mr. Bucknall has flown is from Stavrovouni to Vassiliko (20-25 km).

The highest height Mr. Bucknall has flown in Cyprus is 6,400 feet which is the same height as Mount Olympus in Troodos. For 35 years Roger was a Chief Flying Instructor for the Joint Services Hang Gliding Club on the Sovereign



Bases and remains active at the Curium Soaring Club. Roger also coaches at weekends. Speaking to Compass, he said: "No matter how experienced you are, every time you go up on a glider, you're learning." Hang gliding is a strictly regulated sport - you can only take off from registered flying sites.

Afterwards, Mr. Bucknall shared some of his hang gliding adventures including the time he landed in an apple orchard and received a complimentary bag of apples from a Cypriot farmer! Another time, our then Director was hang gliding after work and received a phone call from Mr. Schoeller up in the air. It was a brief conversation, including the puzzled question: "What's that noise in the background?" (it was the wind).

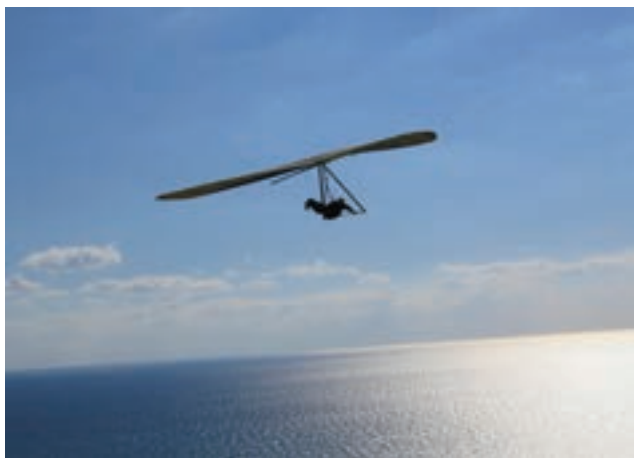
Hang gliding is the closest man can get to flying like a bird. Mr. Bucknall described it best upon landing, with a huge smile - "When you're up in the air, it's just magic!"

**Natalie Sey**  
Compass editor

**Top photo:**  
Setting up the glider

**Middle photo:**  
A leap of faith...

**Lower photo:**  
Up and away!



## CSM HAMBURG TSI's SCORE 2<sup>nd</sup> PLACE

Besides travelling to vessels and their busy schedules, some of our Columbia Technical Superintendents based in Hamburg still make time to participate in sports.

A football team was established almost 10 years ago which brings together players from different shipping companies.

Specifically 3 of our CSM Hamburg Technical Superintendents took part in a yearly Football Tournament held in Hamburg, the LSVFußball, which is open to



persons playing in amateur football teams from various companies. This year's tournament took place on Saturday 9th July 2016 at the Hamburg Lufthanasa Sport Club (LSV) facility.

Our participating Technical Superintendent's were Andrejs Naidenko, Igors Stepanovs and myself representing Columbia.

Our team placed 2<sup>nd</sup> which was the highest rank achieved in the past years.

Well done to all players!

### **Sergey Gavetsky**

Technical Superintendent  
Columbia Shipmanagement  
Deutschland (GmbH)





## NSB SPORT CUP 2016

On the 2nd of September the NSB Sport Cup celebrated its 25th Anniversary. The idea of the NSB Sport Cup is to compare the fitness of the NSB staff with their counterparties like ABB, Frachtkontor Junge, DNV GL, Jotun and Siemens.

As one of the main sponsors, Columbia proudly took part in this event once again. Like every year the Columbia team were highly motivated.

To do so, you need to pass

one discipline in each of the four categories of speed, strength, coordination and endurance.

The day started at 10 am in the "Jahnstadion" in Buxtehude with a group warm up. After a short welcome speech the first speed, strength and coordination runs started. The entire team participated in all track and field disciplines and scored well. After the first field competitions were carried out, the first sprint period started. After the 50 and 100 meter sprints were finished, the first 3000 meter run started, where the CSM team did outstanding in every class. After a long day at

the athletic ground, participants were invited to the after-party at the NSB compound. This year's party had a 70's theme. After a casual get together in front of an NSB hall, the award ceremony started with a speech by Mr. Tim Ponath who gave an overview of the 25 years history of the NSB-Cup. After all winners were awarded, the buffet opened. The evening faded away with nice talks, cool drinks and good music.

**Matti Wurzel**

**Vincent Lenz**

Trainees

Columbia Shipmanagement (Deutschland) GmbH



Left to right: A. Bachmann, R. Kaye, H. Stegemann, M. Sakina-Kilian, N. Poggensee, M. Schuldt, J. Ruether, J. Lee, H. Stellamanns, C. Boekeler, F. Kunze, M. Wurzel, V. Lenz, M. Gerdes and S. Maslov.



## CSM ROCKETS REACH 2ND PLACE IN BEACH-VOLLEY TOURNAMENT

Congratulations to the CSM Rockets for coming in second place in the Cyprus Shipping Chamber's annual Charity Beach-Volley Tournament.

Held at the Cyprus Volleyball Federation in Limassol, the event saw a friendly

competition among colleagues, with CSM entering two teams; CSM Rockets and CSM Warriors. Under the auspices of the Minister of Communications and Works, the competition has been running since 1996, providing a great way to raise money for charity, as well as being a fun social event for Chamber members.

Proceeds from the event were donated

to the 'One Dream One Wish Children's Charity Association, which fulfils the wishes of children suffering from cancer and related diseases.

Well done to our players!

**Editorial Team**



## LIFE ON BOARD

### Asia Emerald II's basketball team - The Warriors

Greetings to our Captain Florin Anton and crew o/b M/V Asia Emerald II who sent us the below photo of their basket team, 'The Warriors' in full kit.

At the time of the group photo below, the ship was sailing underway from Subic Bay, Philippines to Phu My, Vietnam.

Captain Anton told Compass, "My crew work really hard to keep healthy, and arranged their own basketball kit. The t-shirt logo was designed by 2nd Mate Rodriguez P.Jaworski.

His wife later liaised with the printing company. The inspiration behind the selected logo was to feature a bridge to symbolise a connection between people, ports and countries.

The crew mostly play one-on-one, and train

(although not all at the same time). We have not played any external games yet but we will be ready for any team coming our way!

Our sports motto is, "Even if we play basket one-on-one, we stand united as Asia Emerald II team. Basketball - a democratic game, where rank and stripes have no place. Let's play ball Team!"

**Captain Florin Anton**  
**M/V Asia Emerald II**



Left to right standing: Fitter/Bulilan M.Venerando, Bosun/Gicaraya G.Noel. Oiler/Mananquil F.Elmer, Chief Cook/Opiana B.Diomedes, 2nd Mate/Rodriguez P.Jaworski, Master/Anton Florin, OS/Estalilla S.Loreto, 3rd Mate/Festijo D.Bernard, AB/Laurio J.Arnel, Elec./Davis R.Ricardo, 3rd Eng./Micmic G.Joselo, AB/ Calumpang R.Reynold Ryan II

Left to right sitting: AB /Sioson D.Orlando, Ch.Mate/Fediurko Oleksii, Ch.Eng/Rabang.G. Edgardo, Messman/Pedroso B.Gemme, OS/Matorres I.Michael, GPT/Delapunta M.Rodel, 2nd.Eng/Carpio S.Jaymie.

## LIFE ON BOARD:

**Wan Hai**

**281 Navigators**

It took 3 voyages to arrange this advance Christmas gift for my crew, our vessel was trading in China - Hongkong - Vietnam - Thailand, enquiries to different makers in different ports but refused due to small order and complicated design with logos; Philippine Flag - left arm, CSM - right arm, anchor at right breast and Wan hai Lines logo at upper back until one maker accepted and we finalize the order.

The vessel had a quite tight schedule in this trade with long maneuvering and short port stay especially in China ports and Hongkong; considering

the unpredictable weather; fog nowadays, extreme traffic of thousands of fishing boats and vessels of international and domestic trade either at anchor; sea passage and maneuvering for docking and undocking the vessel.

Every seaman has to overcome the homesickness, stress and fatigue (the rest hours of the crew are monitored) by the management on board and at shore. One way of overcoming such conditions is socialising on board and not to isolate oneself from their colleagues.

Physical fitness activities are the hobbies of the crew on board "Wan Hai 281". During free time our crew

play basketball when sailing south bound (whenever the weather is favorable), on Sundays and whenever space free of containers on Bay 36. Basketball, gym and grill parties each month are some of the social activities we hold onboard to relieve stress and homesickness as well. It's vital to stay physically and mentally healthy which helps us perform our jobs well and safely, and helps towards a harmonious working atmosphere.

Working in CSM together with Wan Hai Lines is an unforgettable and a lifetime opportunity.

**Capt. Joel T. Gonzales**

Master / MV Wan Hai 281



**L-R Standing:** 4/E Merson T. Papco-o, 2/O Joey M. Candelaria, C/E Elmer P. Tadena, Capt. Joel T. Gonzales, AB/OT Sandy Bernido, 3/O Oliver V. Capalihan, D/Ftr Victoriano C. Ferrer, ECE Marcelo D. Carteciano

**L-R Sitting:** AB Michael C. Navarro, Dave Michael L. Parpan, Oiler Julito R. Perales, Bsn Marvin Glenn M. Del Mundo, 3/E Jerome Francisco L. Antonis Jr., 2/E Japhet G. Solutan, Ch/Cook Carlos M. Laurio, Messman Kevin G. Ramirez, AB Adam Ray A. Meniano, C/O Ernesto A. Tario Jr.



## LIFE ON BOARD

### BIRGIT KNUTSEN CREW EXPLORE BERGEN

On 16th September 2016 Birgit Knutsen was sailing from Slagen to Bergen, and called at Skaalevik Terminal. The vessel delivers different types of gasoil and gasoline from Esso refinery in Slagen to the Norwegian ports of Bergen, Trondheim and Harstad.

Despite the Birgit Knutsen being in port for 6 hours only, three off-duty crew members Pumpman Oleg Sydorenko, AB/Vladimirs Kuzevanovs and 3rd Officer Aleksandr Rodin decided to spend their afternoon off, climbing the second highest rock of the Bergen area named Fossen, which has a height of 420 meters. Fossen is a local tourist attraction, with people from all over the world visiting to enjoy the wonderful landscapes of the Bergen area. The most amazing part is the presence of lake 'Orfallet' situated in the crater at a height of 420 meters above sea level.

On average Bergen has had 244 days of rain for the past five years therefore most citizens carry an umbrellas or raincoats in their bags. But despite that we caught a sunny day!



**Pump man Oleg Sydorenko (right) AB Vladimirs Kuzevanovs with Lake 'Orfallet' in the background**



**Birgit Knutsen at Esso Skalevik Terminal  
Photos by 3rd Officer Aleksandr Rodin**

Our climbing efforts started off fast and light at the beginning but with each higher meter the road becoming winding and the climb steeper.

Norway is a beautiful country with unique landscapes.

High rocks dominate along the western coast. It took around 60-80 minutes to reach the top.

As time was limited, the crew hurried to climb the mountain take the photo and run back. Thank you to Captain Svatkov for helping with this article.

**Pumpman Oleg Sydorenko  
AB Vladimirs Kuzevanovs  
BIRGIT KNUTSEN**

If you have a story to share please email us:  
[compass@csmcy.com](mailto:compass@csmcy.com)

## **LIFE ONBOARD**

### **Favourite ports from the crew of King Robert**

**Compass spoke with Captain Ernesto J. Villena and his crew, to find out their favourite ports.**

My favourite port is: **Capt. Ernesto J. Villena/Master:** Nouadhibou, Mauritania because of its good fishing ground and free from stressful port inspection.

**Hanson B. Bercilla/2nd Officer:** Venezia, Italy because my dream to visit Venice turns into reality.

**Lorenzo Ruiz L. Lim/3rd Officer:** Fiji Island because I visited the famous Blue Lagoon.

**Sancito C. Manzanero/Chief Engr.:** Undecided due to many memorable ports visited, North Cape above, Falkland Island below, more in-between.

**Randy E. Agni/2nd Engr.:** Curacao because of its quiet and simple life.

**Cheng Jun/3rd Engr.:** Singapore because it was where I joined my first ship and lots of interesting places.

**Alexander D. Tangalin/ECE:** Haipong, Vietnam because of scattered small Islands, natural caves, floating restaurants and delicious local delicacies.

**Simplicio A. Cabaltera, Jr./Bosun:** Ushuaiao, Argentina because it's the southernmost place of the world I've reached, a nice adventure.

**Edwin C. Obido/AB:** Rio de Janeiro, Brazil because I visited the statue of Jesus Christ -The Redeemer.

**John Ray M. Manal/AB:** Miami, USA because it's a beautiful place and lots of big passenger and cruise ships.

**Leslie R. Magno/AB:** Kokura, Japan because I've seen lots of solar plant along the road near the mountain.

**Roward P. Lor/OS:** Singapore because of the ship shape garden on top of buildings.

**Jeson C. Gonzales/OS:** Santorini, Greece because it's a nice place and there's a lot of places for adventure.

**Allan P. Domanais/Engine Fitter:** Wellington, New Zealand because it's a nice place, beautiful places to roam and nice people.

**Napoleon B. Belbes/Oiler:** Puerto Princesa, Palawan, Philippines because it's a clean city with friendly people.

**Amena T. Assefa/Oiler:** Bali Island, Indonesia because it's a naturally adventure place.

**Jeffrey P. Sotelo/Oiler:** Australian ports because it's beautiful with strict law



**Approaching Shanghai port**



implemented to help preserve the mother earth.

**Reynan C. Reyes/Chief Cook:**  
Boracay, Philippines because of the beautiful white sand beaches and free unlimited wi-fi for internet.

**Cyrus S. Torres/Messman:**  
Bergen, Norway because of the green and refreshing environment.

**Pavel Gusev/Deck Cadet:**  
Reunion Island because it's a beautiful place separately from big Island and good for relaxing.

**Abinet S. Gebre/Engine Cadet:** Kingston town, Jamaica because of very nice people and where singer Bob Marley was born.

We invite our seafarers to send us photos of their favourite ports.

E-mail: [compass@csmcy.com](mailto:compass@csmcy.com)



**A CSM vessel at anchor in Barbados**



**The photo was taken at Singapore 'Eastern Special Purpose Anchorage (ESPA)' on 26 June 2016. We were passing Cape of Good Hope en route from loading port Nouadhibou, Mauritania bound to Singapore for bunkering.**

## DID YOU KNOW?

### THE HISTORY OF ICE BREAKERS

#### Wanting to break the ice

The powerful force of ice is something that is not usually at the forefront of important facts to know. Especially to those who live in warmer climates or have never needed to travel through ice.

However, when you are crossing icy waters such as those of the Arctic, Antarctica, Russia or the Baltic Sea this is immediately of major concern.

Fact: ice is dangerous to ships. For starters, a collision with a large mass of ice could result in the sinking of a ship and secondly when crossing sea ice, sheets of ice can freeze solid, trap and immobilize vessels for days and months on end - in the past we would also say 'for years'.

The specially designed purpose-ships that are used to assist vessels crossing ice are called icebreakers. Icebreakers are identified as ships that have a strengthened hull, an ice-clearing shape and the engine power required to break through ice, thus clearing paths for other vessels.

Evidence regarding navigation through ice can be found dating back to the 9th century thanks to polar exploration and Arctic trade.

On average the thickness of ice in the center of the Arctic Ocean is approximately 2.5 meters! There are places where it measures 4-5 meters thick! There are 15 million square kilometers of ice sea during winter and about 7 million square kilometers after the summer period in the Arctic alone. However there are times of the year when the ice thins to a point where at specific routes ice class vessels can cross.

Expeditions to the Arctic initially had a primary goal to find the "Northwest Passage," a shortcut through the Arctic from Europe to Asia that would serve as a commercial sea route. In 1831, the British naval officer and explorer James Clark Ross got trapped in the ice during an expedition to the find the Northwest Passage and spent the next few winters there.

In 1879 US Naval Officer Lt. George Washington DeLong was also trapped in the ice for two winters; his vessel USS Jeannette eventually got crushed

and sank in 1881.

It wasn't until Norwegian explorer Fridtjof Nansen decided to build for his expedition a beefed up ship - called 'Fram' – that ice breaking actually became an option. He designed a wooden ship with a strengthened egg shaped bottom which enabled it to rise up out of the ice as the ice sheets presses against her hull. She was launched in 1892. However, 3 months into the voyage, the 'Fram' became frozen into the ice and remained there for three years, during which the ship was carried by the ice across the Arctic.

However this was the dawn for specific ice vessel design.

Modern icebreakers are designed to ride up over and break the ice under their weight. Their special characteristics include amongst others:

- They are very heavy
- At the bow there is an upward slope
- The steel used to reinforce the hull is specially designed to withstand low temperatures
- Electric propulsion to the propellers
- An ice horn around the rudder and propeller to protect them in reverse
- They are equipped with

heated water jets under the water line which help break the ice

- Ballast water within the tanks can be shifted quickly to control the weight of the vessel
- The hull is divided in watertight compartments in case of a breach
- They are diesel with extra gas turbines or nuclear powered

Their function is to escort/lead the way through the ice sea, open lanes for the trailing vessel(s) and keep waterways clear of ice. Thus ensuring that crew, vessel and product reach their destinations safely.

Other uses include: rescuing trapped vessels, supporting scientific research in the

Arctic and Antarctic and supplying cargo and equipment to platforms located in ice covered regions. In the last few decades Arctic tourism also became popular, so some vessels were even adapted to accommodate visitors.

Of course the future of icebreakers has been under discussion for some time now mainly because of the escalating climate change. Whether the ice caps will completely melt and at what rate, we are unsure. However, if this unfortunate scenario does materialize we will have at our hands a whole new trade route to consider. Perhaps ordinary vessels will be able to trade – at

least some times of the year - between the Pacific and Atlantic Ocean thus connecting Asia, North America and Europe, without the assistance of ice breakers. The Northern Sea route used today by vessels trading between the ARA area and Japan is approximately 40% shorter than the route passing the Suez Canal. The hypothetical new route over the North Pole would be 20% shorter than that of the Northern Sea route.

However in the meantime the required need to explore and trade through icy waters remains. The strengthened hulls will continue to blaze through the ice sea and escort our vessels in safety.



**Maria Theodosiou**  
Assistant Procurement  
Commercial Manager  
Columbia Shipmanagement  
Ltd (Cyprus)

**An icebreaker vessel leading the way in the Gulf of Bothnia, Baltic Sea.  
Thanks to Captain Florin Anton onboard M/V Asia Emerald II for this photo.**

## **Mr. Schoeller presented with a commemorative plaque**

On 28th September 2016, Mr. Neoklis Antoniades (former President of the Community Council of Pissouri) presented a commemorative plaque to Mr Schoeller thanking him for his continuous contribution to the island of Cyprus.

**Editorial Team**

---



## **Mr. & Mrs. Oggel visit CSM Cyprus**

On 24th October 2016, Mr. Schoeller welcomed his long time friends Mr & Mrs Oggel from Career Philippines Shipmanagement Inc. who visited our CSM Cyprus office.

Established in 1974, Career Philippines Shipmanagement Inc. is currently manning around 300 ships of various types. Columbia has a close working relationship with Career Philippines for 36 years now and looks forward to continued cooperation for the years to come.



**Editorial Team**

## HOTEL & DINING NEWS








# COLUMBIA

RESTAURANTS

*Stay up to date with all of our news*

[www.columbia-restaurants.com](http://www.columbia-restaurants.com)

 [columbiarestaurants](#)

## THE COLUMBIA RESTAURANTS

  
**COLUMBIA**  
PLAZA



**MARZANO**

  
**7seas**



*la Boca*  
gusto • pizza • bar

  
AVLI TOU VASILEA

  
**Venue Centre**  
COLUMBIA PLAZA

*plazaCafe*

## MULTIPLE AWARDS FOR 2016

Columbia Beach Resort has been awarded with the following accolades:

### **Hat-trick win at World Travel Awards:**

Columbia Beach Resort emerged victorious at the 23rd edition of the World Travel Awards having received three awards from the World Travel Awards (WTA):

- 'Europe's Leading Luxury All Suite Resort'
- 'Mediterranean's Leading Resort'
- 'Cyprus' Leading Resort'

Mr. Costandinos Christofi, Sales Manager of Columbia Hotels & Resorts attended the European Gala Ceremony in Sardinia to receive the award.

### **Named 'Luxury Resort of the Year' by the luxury travel guide: European Awards 2017**

On 22nd August 2016 another award was added to the Resort's collection – The Luxury Travel Guide Award for Luxury Resort of the Year 2016. According to the Luxury Travel Guide,

"We are delighted to pay tribute to and commend all those who have excelled in the industry.

All winners of the Luxury Travel Guide Awards are subject to the same rigorous assessment criteria, carried out by our in-house professionals. This ensures only the most deserving firms walk away with one of these prestigious accolades and gain a place in our awards winners' guide, distributed to over half a million people around the world."

### **Columbia Beach Resort wins Seven Stars Luxury award!**

It is with great pleasure that Columbia Beach Resort has been awarded "Signum Virtutis", the Seal of Excellence, from the 2016 Seven Stars Luxury

Hospitality and Lifestyle Awards, in the Hotels & Resort sector

The Seven Stars Luxury Hospitality and Lifestyle Awards stated: "We select only the best candidates in order to identify and to separate the exceptional from the very best. Winning this extremely exclusive award is an extraordinary achievement and signifies that your property is in an elite class."

The 2016 Seven Stars Luxury Hospitality and Lifestyle Awards official Gala Ceremony took place at the Villa Padierna Palace Hotel in Marbella, Spain on October 15th 2016.

**Anthea Vikis**  
Marketing Manager  
Columbia Hotels &  
Resorts Ltd





**Pictured: President & Founder of the World Travel Awards, Mr. Graham Cooke (right) congratulating Mr. Costandinos Christofi, Sales Manager of Columbia Hotels & Resorts (left).**



Multifunctional venue  
for your private and  
corporate events

223, Ayiou Andreou Str.

Tel: (+357) 25 27 8000

  columbiaplazacyprus

email: [venuecentre@columbiaplaza.com](mailto:venuecentre@columbiaplaza.com)

[www.columbiaplaza.com](http://www.columbiaplaza.com)



## LIGHTHOUSE CORNER



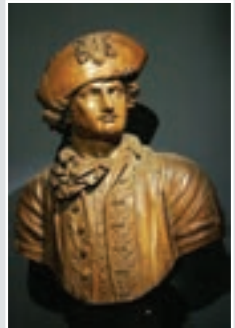
COFFEE BREAK  
READING



SUBMISSION  
GUIDELINES



MIND  
PUZZLERS



DESIGN  
INSPIRATION





## COMPASS SUBMISSION GUIDELINES

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

We share company news with our worldwide readership, the Columbia family. We seek input for our regular sections (Fleet News, Life Onboard, CSM Sports events) as well as company news. Due to increased enquiries, we are including our submission guidelines. Submissions from Columbia colleagues are welcome at [compass@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		4		
7				3	6		
			9	1		8	
	5		1	8			3
			3		6		4
	4		2			6	
9		3					
	2				1		

## SUDOKU

## RIDDLES

1. The more you take, the more you leave behind.  
What am I?
2. Tall I am young, short I am old, while with life I glow, wind is my foe.  
What am I?
3. If you have me, you want to share me.  
If you share me, you haven't got me.  
What am I?
4. This is as light as a feather, yet no man can hold it for long.  
What am I?
5. What is put on a table, cut, but never eaten?





### MIND PUZZLER ANSWERS

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

### CSM FAITHFUL FRIENDS



Meet Peris who is 13 years old  
Owned by Martha Chrysostomou, CSM Cyprus



### DESIGN INSPIRATION NAUTICAL WOODCARVING

Woodcarving is a creative and often cultural activity that is sought by many as a means of recreation. In ancient days major ship yards would employ a ships carver to carve figureheads.

The purpose of the figurehead was often to indicate the name of the ship in a non-literate society; in the case of naval ships, to demonstrate the wealth and might of the owner.

Although earlier ships had often had some form of bow ornamentation the general practice was introduced with the galleons of the 16th century. The Egyptians placed figures of holy birds on the prow while the Phoenicians used horses representing speed. The Ancient Greeks used boars' heads to symbolise acute vision and ferocity while Roman boats often mounted a carving of a centurion representing valour in battle. In northern Europe, serpents, bulls, dolphins and dragons were customary and by the 13th Century, the swan was used representing grace and mobility.

### RIDDLE ANSWERS

Footsteps  
A candle  
A secret  
Your breath  
A deck of cards



## UNEXPECTED VISITOR AT SEA

An owl embarked at the port of Sokhna in Egypt and travelled with us via Suez Bay, Red Sea, Indian Ocean, Malaca Strait and left the vessel on Singapore anchorage. Our unexpected visitor stayed onboard for around 15 days. I left some raw meat in the evening at two different points and the next morning it was gone. It's obvious that the owl was flying around, but only during night time so nobody saw the owl flying or 'fishing'.

When taking a photo I moved closer, to a distance of about 2 feet and the owl did not react. But it was moving its head in the direction to wherever I was moving.



**VIP onboard AAL KEMBLA**

Interestingly, it was also following my hands movements – it probably detected my movements only by air. Otherwise, the owl was unmovable like a monument of Admiral Nelson in Trafalgar Square. It was a nice experience at sea!

**Captain J. Knezevic**  
Training Officer  
AAL KEMBLA



**Spot the visitor**

## CSM's youngest artist draws AAL vessel

A big thank you to Luka, a budding young artist who is the 7 year old son of Silvija our Crewing Assistant in CSM Rijeka. Luka sent us his terrific vessel drawings of the A-Class 'AAL Shanghai' and S-Class 'AAL Bangkok' which earned him a goodie bag.

**Thank you, Luka!**







## BIRTH ANNOUNCEMENTS

We are delighted to introduce the newest members of global Columbia family. All of these special babies were born in 2016. Congratulations and thank you to the proud parents.

**Welcome to the world!**

### **Ji Won Park**

Born: 24th May 2016

Mother's name:  
Kim Ji Hye (Jin)  
Operations Manager

Father's name:  
Park Hyun Ki

AAL Korea



### **Fang Zhan Bo**

Born: 12th June 2016

Mother's name:  
Jessie Zhao Xiao Jing  
Customer service

Father's name:  
Fang Wei

AAL China, Shanghai



## **Zephyr Siew Ze Yu**

Born: 18th July 2016

Mother's name:  
Lim Yueh Wen, Accountant  
Full Vessel Management

Father's name:  
Edison Siew

Columbia Shipmanagement  
(Singapore) Pte Ltd



## **Melina Aresti**

Born: 6th September 2016

Mother's name:  
Aristi Ioannou

Father's name:  
Panagiotis Aresti  
Accountant, Finance & Treasury

CSM Cyprus



## **Hannah**

Born: 29th September 2016

Mother's name:  
Stephanie Dirsat  
Accountant, Full Vessel Managment

Father's name:  
Michael Trilck

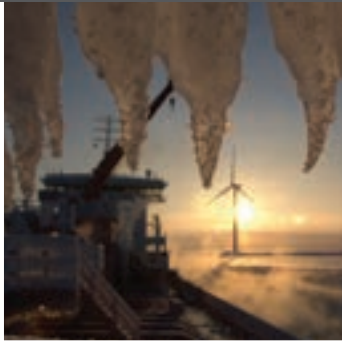
COLUMBIA (Deutschland) GmbH







COMPASS ARCHIVE



WINTER

FACES

RECENTS

# COLUMBIA OFFICES

## CSM Cyprus Headquarters

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

TEL : +(357) 25843100  
FAX: +(357) 25320325  
EMAIL: [shipmanagement@csmcy.com](mailto:shipmanagement@csmcy.com)  
WEBSITE: [www.columbia-shipmanagement.com](http://www.columbia-shipmanagement.com)

## CSM Germany Office

COLUMBIA SHIPMANAGEMENT  
(DEUTSCHLAND) GMBH

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

TEL : +49-40 361304-0  
FAX : +49-40 361304550  
EMAIL: [csm@csm-d.com](mailto:csm@csm-d.com)  
WEBSITE: [www.csm-d.com](http://www.csm-d.com)

## CSM Singapore Office

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

TEL : +65 6732 4144  
FAX: +65 6732 3769  
EMAIL: [shipmanagement@csm.sg.com](mailto:shipmanagement@csm.sg.com)  
WEBSITE: [www.csm.sg.com](http://www.csm.sg.com)

## CSM Shanghai Office

COLUMBIA SHIPMANAGEMENT  
(SHANGHAI) CO. LTD.

BUILDING 4  
600 MINSHENG ROAD  
PUDONG DISTRICT  
SHANGHAI 200135  
PR CHINA

TEL: +86 21 6891 1830  
FAX: +86 21 6891 1520  
EMAIL: [shipmanagement@csm-cn.com](mailto:shipmanagement@csm-cn.com)  
WEBSITE: [www.csm-cn.com](http://www.csm-cn.com)



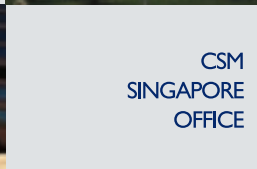
CSM  
HEADQUARTERS  
CYPRUS



CSM  
SHANGHAI  
OFFICE



CSM  
GERMANY  
OFFICE



CSM  
SINGAPORE  
OFFICE





[www.btl-feeders.com](http://www.btl-feeders.com)



*The Tiger Line...  
The Direct Line*

Bengal Tiger Line Pte Ltd  
200 Cantonment Road  
#13-01, Southpoint  
Singapore 685763  
Tel: +65 6692 1122  
Fax: +65 6225 2436

**30**   
**YEARS**