

COLUMBIACOMPASS



COMPANY NEWS
FOR EMPLOYEES
AND FRIENDS
OF COLUMBIA

39th EDITION SUMMER 2016

NEW MANAGEMENT BOARD
RESCUE NEWS
ADOPT A SHIP 10TH ANNIVERSARY
CSM HEALTH MONTH



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NEWS



50
CSM HEALTH
MONTH



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EDITOR'S NOTE

Dear Reader,

Welcome back to our Summer Compass. Since our last issue we have received an assortment of news from around the globe, from colleagues at sea and ashore.

The main news of this issue is the announcement of Columbia's new Management Board which can be found on page 6. Other highlights include 3 rescue operations by our vessels, seafarer interviews and business developments.

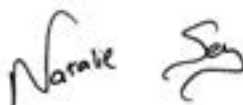
Long-time readers may notice that the Shipping Market news has now moved to the front part of the magazine, to better fit the business section. Between pages 25-29 our in-house writers present an in-depth analysis for the Tanker, Dry Bulk and Container markets.

In these busy days, a work-life balance deserves our attention. With this in mind, Columbia encourages all staff to aim for a healthier lifestyle both at work and home. You can read more on pages 52-59.

A big congratulations to our 10th annual photo competition winners. The winning pictures can be found on page 60.

As always, a sincere thanks to our contributors and editorial team for their input! Until our Winter issue, do keep in touch with your news and stories.

Enjoy the read.



Editor

FROM THE CHAIRMAN

Dear Reader,

It is not surprising that the markets have still not improved, neither in the Bulk or Container trade, nor in offshore business which is suffering from prevailing low oil prices. Only Tankers had a reasonable return in the past year or so.

There is already a discussion that we are possibly entering a fourth industrial revolution which will change world production, world logistics and consumption, resulting in a future with lower shipping demand and less growth. Some other people, however, are of the opinion that the shipping industry will be out of the doldrums in a year or two - in general, global value chains are expected to shorten, which means from raw materials to intermediate goods to finished goods. Overall seaborne trade was expected to grow between 1970 and 2025, with annual growth of between 3-4%.

However, we are also experiencing a much slower population growth, which is presently not more than 1.25%, meaning that the world population is ageing and consumption will be reduced.

Perhaps in the not too distant future we will come to world trade growth levels of just around 1%.

This is all speculation however at the moment, but at the present time, things are not looking too good. The opening of the expanded Panama Canal on the 26th June this year will be carried out by COSCO's 'Andronikos', a 9553 TEU compact-neo-Panamax type and this will open a new area in cross trade. The new Panama Canal rules require that vessels maximum overall length should be 366m, with a beam of 49m and they should not have bigger dimensions than the 13000 TEU maxi-neo-Panamax vessels have. The maximum draught is initially 12.5m, which will most likely be increased shortly.

The opening of the expanded canal will serve a severe blow to the classic Panamax market, which means vessels between 4000 and 5300 TEU with an overall breadth or beam of 32.30m. This sector is already mostly affected by the oversupply of Container vessels and those ships have already mostly been displaced from service over the



past six months or so. Vessels have been forced out of their trades with very limited alternative employment possibilities.

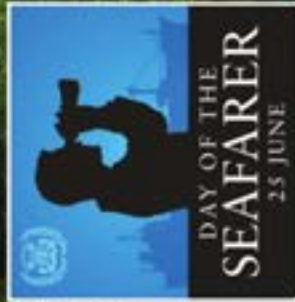
Charter rates for this class of vessel are as low as 4700 to 5400 US Dollars per day, which is well below the daily operating expenses for these vessels. In total, about 615 Panamax ships between 4000 and 5400 TEUs are currently afloat and most of these vessels, after the expiration of their respective charters, are expected to be redelivered or only taken on short renewals, so we will not see an improvement of these rates in the short term.

Although there are no further developments to add in my column, I do wish you always 'Safe Sailing'.

A stylized, handwritten signature in black ink.

Heinrich Schoeller

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



ANNOUNCEMENT New Management Board

On 23rd March 2016, Mr. Schoeller announced his decision to establish a Management Board for all COLUMBIA Shipmanagement companies.

Mr. Schoeller has entrusted a Management Board with the responsibility of the management and strategic development of the entire group of COLUMBIA Shipmanagement companies. Our Chairman has ensured that the Management Board will work according to his ideas and that they will continue the well-known culture of Columbia.

The Management Board will:

- Lead by example according to our values and policies
- Co-operate and transparently work together with the Board for the benefit of the company and to the satisfaction of the Chairman
- Take the required and appropriate measures for implementing decisions of the Board in the CSM Group of Companies
- Be responsible and authorized to advise the management of the CSM companies on issues falling into their area of responsibility and to follow up on implementation

For the time being, the following persons have been appointed to the Management Board:

Carsten Sommerhage
as CEO

Phivos Vakis
as CFO

Andreas Hadjipetrou
as Group Director
Commercial & Business
Development

Axel Schulz
as Group Director
Technical

Maurice Baker
as Group Director Marine
& Operations

Christis Angelides
as Group Director QSHE
& Management Systems

Mads Soerensen
as Group Director
Accounts & IT Systems

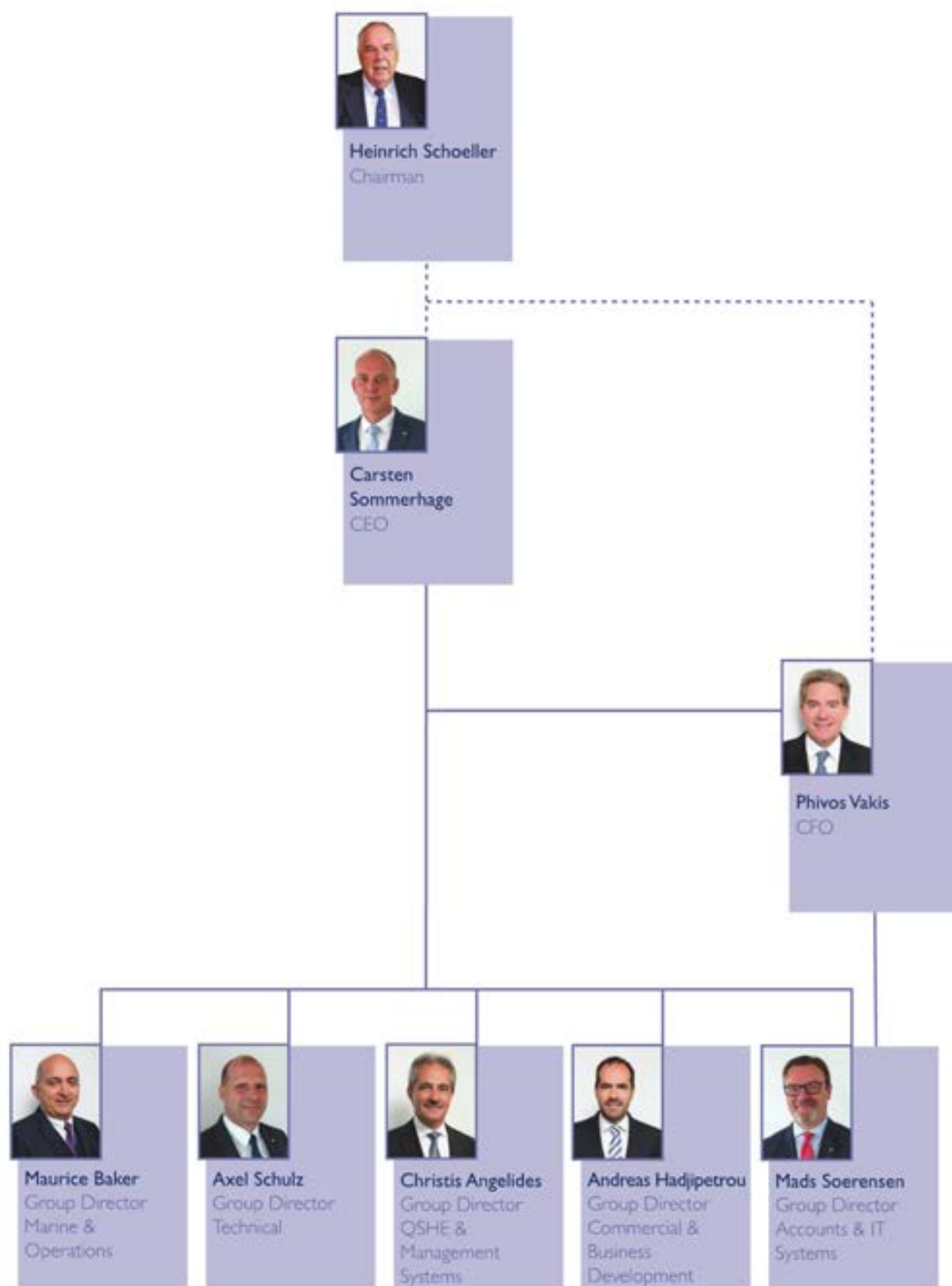
The Group Directors
will report to
Mr. Schoeller and
the CEO.

Mr. Schoeller will continue
to work and monitor the
fortunes of COLUMBIA
and personally lead
Schoeller Holdings and
other activities.



Aerial view of CSM Cyprus office

MANAGEMENT BOARD STRUCTURE



CAPE MAHON RESCUES FIVE

The 2nd June 2016 was a fine day in the Malacca Strait. We were heading south east from our previous port of Chennai (India) towards Port Klang (Malaysia) and 112 miles from our destination port.

At 0820, 3rd Officer Sherwin called the Master to the Bridge. He had received a call for help on VHF Ch. 16 from M/T Tenyo (9V9366) a VLCC involved in a Rescue Operation. We were about 12 nautical miles from M/T Tenyo.

The Master contacted M/T Tenyo who reported that they had spotted a person at sea holding onto styrofoam and plastic drums.

Due to poor maneuverability and constraints of the VLCC, she could not easily assist with the rescue. An immediate decision was made to proceed to help. We needed 40 minutes to arrive at the location.

The MOB (Man Overboard) Alarm was sounded. Crew members



Rescue boat approaches men in water



First survivors reach Cape Mahon



Assisting a survivor on deck

mustered and were briefed on the situation and then prepared for several rescue options. Additional look-outs were posted.

At 09:00 we spotted five persons in the sea. The ship's rescue boat was launched at 09:30 with crew members 3rd Officer Sherwin, AB Sandy and 3rd Engineer Christopher.

At the same time preparations were made on deck to receive the survivors. The rescue boat had to make two trips to rescue survivors but within 15 minutes, at 09:45, all survivors were safely on board Cape Mahon. Our crew provided them with all the required help such as medical checks, food, drink, clothing and rest.

The story behind the rescue was that a seven meter wooden boat named KM-BERSAMA with five crew members of Indonesian nationality was heading to the port of Tanjung Balai in Sumatera.

They had a cargo of six tons of onions and had left the port of Asa Niang close to Port Klang on the 30th May.

On the 31st of May, their boat started filling with water due to a leak underneath the cargo.

The crew tried hard to bail out water but a large wave capsized the boat. The crew managed to grab onto some plastic drums of 50 ltrs as they were thrown into the water.

They only had air filled

life jackets. Fortunately they were experienced sailors as they made their living trading at sea. They survived for almost two days in the water because of their strong survivor instincts.

Lesson to be learned:

**A proper
look out
can save
LIVES**

Cape Mahon arrived in port in Port Klang on 3rd June and the five rescued seafarers were handed to local authorities for medical checks and repatriation.

Thank you to our Crew for their excellent teamwork.

Captain Khan Alamgir
Master of Cape Mahon



Happy Cape Mahon crew and survivors



Master and Senior Officers farewell to survivors

RESCUE OPERATION OF 17 REFUGEES BY FSL TOKYO

Seventeen refugees have been rescued by a Columbia Singapore managed tanker, FSL Tokyo, on 15th January 2016. Whilst the vessel was on route to Kingston, Jamaica, the tanker responded to an alert from M/V Fast Titan requesting assistance with the rescue of seventeen persons from a raft.

Technical Superintendent Mr. Nizamul Islam was immediately notified, and

then remained in close contact with the Maritime and Port Authority of Singapore and the vessel's owner. At 10:58 a radio call was received on VHF 16 from M/V Fast Titan. At 11:00 all crew were mustered, psn 21 00'5 N; 084 17'9 W. The rescue mission was completed at 12:25, with all 17 persons: 5 female, 12 male, brought onboard in good health. The refugees were given food and clothing, after being at sea for 15 days on their raft. All refugees were disembarked in Kingston, Jamaica, by the local authorities on January 16th and were taken to a Red

Cross institution until further repatriation to Cuba.

Mr. Tan Suan Jow, Director of Marine Maritime and Port Authority of Singapore, expressed his thanks to Columbia Shipmanagement Singapore, "Please accept our commendations and appreciation to the crew of the Columbia managed tanker for their gallant deeds."

Columbia Ship Management would like to express its appreciation to Captain Robert Stanescu and his crew for their professionalism and good seamanship.

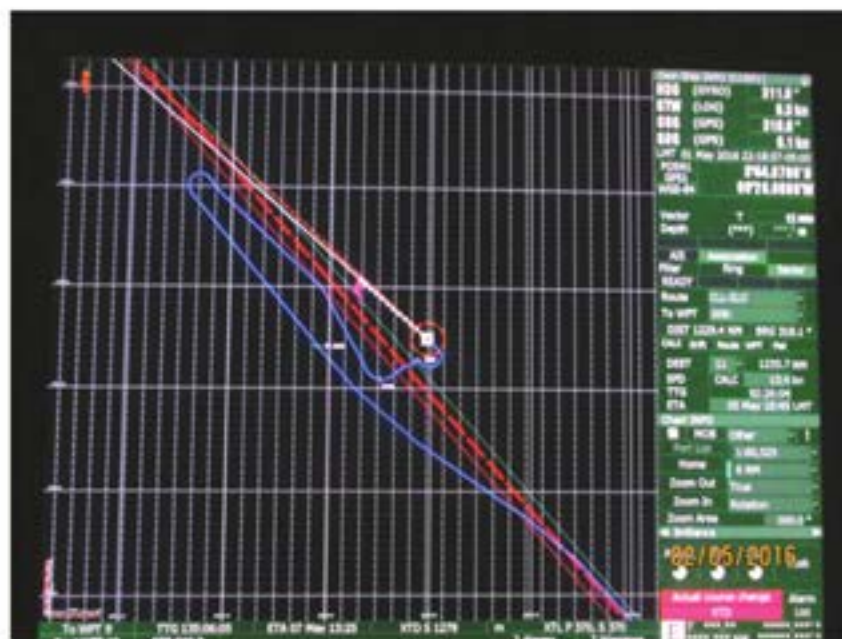
Editorial Team



NYK LIBRA ASSISTS THREE ECUADORIAN FISHERMEN IN DISTRESS

NYK Libra, a containership operated by NYK Line and managed by Columbia Shipmanagement Cyprus recently provided humanitarian assistance to three Ecuadorian fishermen sailing on a small fishing boat that had become lost from its mother boat.

On 2nd May 2016, the NYK containership was sailing between Callao, Peru, and Manzanillo, Mexico, when a small fishing boat was spotted 180 nautical miles north of



the Galapagos Archipelagos and approximately 620 nautical miles west of the Ecuadorian coast.

The fishing boat had lost contact with its mother ship when a towing line linking the two broke in rough weather. The crew of NYK Libra

provided food and fresh water to the fishermen and assisted with communication between the fishermen and the fishing boat's mother ship. Special thanks to Captain Nikolajs Poterjahins and his 24 crew for their professionalism and help.



DECK OFFICERS VISIT CSM DEUTSCHLAND

On Tuesday 21st June, eight Deck Officers from our Tanker Fleet visited our Columbia Deutschland office. The seafarers participated in Bridge Simulator training at one of our partner shipping companies 'NSB' in Buxtehude (close to Hamburg).

Each time our seafarers attend simulator training in Buxtehude, they spend an afternoon at the CSM-D office for a brief introduction, familiarisation with the office staff and to sit with Top Management for an hour.

The purpose of the Deck Officers' visit to our office was for our shore



Queen Mary 2 sails down the River Elbe

staff to get to know the seafarers in person and vice versa. Face-to-face discussions are always a huge advantage, as they simplify cooperation and strengthen working ties.

Furthermore, they received some additional briefings in our offices on important topics such as ECP

(Environmental Compliance Training), Energy Efficiency and Security. Last but not least, our Top Management took the chance to talk with our seagoing colleagues as well.

The visit coincided during UEFA EURO 2016, so the Crewing Department





**Enjoying the roof terrace
Deck Officers with Columbia Deutschland staff**

thought to invite them to a 'football viewing event' at the end of the day on the rooftop of our office overlooking the river Elbe.

Some traditional German food, potato salad with bockwurst (warm sausage) was prepared, drinks were served and the

stunning view from our rooftop terrace across the port of Hamburg was enjoyed by all. This opportunity was also appreciated by several shore staff who joined the social event.

Everyone had the chance to relax and have a pleasant break after the

intense training and briefings.

After watching the exciting match between Germany vs Northern Ireland, we ended the day by waving goodbye to MV Queen Mary 2, which happened to be leaving the port of Hamburg and sailed past our office. Queen Mary 2 is crew managed by CSM Cyprus.

We look forward to welcoming more seafarers to our office in the near future.

Hinrich Stegemann
Trainee
Columbia Shipmanagement
(Deutschland) GmbH



'ADOPT A SHIP' CAMPAIGN Celebrates 10 year anniversary

The 'Adopt a Ship' campaign has successfully completed 10 years of operation.

The campaign was started in 2006 by the Cyprus Shipping Chamber (CSC) in cooperation with Cyprus Marine Environment Protection Association (CYMEPA) with the aim of highlighting the benefits of shipping, whilst contributing to the next generation of youngsters.

The aim of the 'Adopt a Ship' campaign is to establish a link between a ship and a school, to help give pupils a better idea of life onboard, through an exchange of weekly e-mails and photos.

The 'Adopt a Ship' campaign started with the participation of 20 schools and today works with 70 schools. The target is to involve 100 schools.

Through educational activities such as 'Adopt a ship', job opportunities are highlighted within the shipping industry through visits and presentations at schools. Students are also given the chance to visit the premises of shipping companies.

Columbia Shipmanagement Ltd. has supported this program since the beginning, and for the year 2015-2016 has allocated ten full managed vessels to participate:

1. CAPE FAWLEY
2. CAPE FRANKLIN
3. FSL SANTOS
ex Cape Falcon
4. CAPE MAGNUS

5. CAPE MARIN
6. CAPE BACTON
7. CAPE BRADLEY
8. CAPE FULMAR
9. PETROLINA OCEAN
10. CAPE MARTIN

On Tuesday 31st May 2016, CSM Cyprus invited a group of twenty six teachers from participating schools across Cyprus.

Four school inspectors from the Ministry of Education and Culture also joined.

The day began with welcomes from Dr. Michael Ierides, Secretary General of CYMEPA, Mr. Andreas Hadjipetrou, Managing Director, CSM and Mr. Phivos Vakis, Chief Financial Officer, CSM, before three VIP speeches by:





• Mr. Yiannis Efstratiou, Acting Director, Cyprus Department of Merchant Shipping

• Mr. Alex Josephides, Deputy Director General, Cyprus Shipping Chamber & IMO Maritime Ambassador for Cyprus

• Dr. Andri Othonos Zachariou, Inspector, Ministry of Education and Culture

Also in attendance was Mr. Thomas Kazakos, Director General of the Cyprus Shipping Chamber, together with representatives of CSC and CYMEPA.

Following the speeches, Captain Demetris Matis, Claims Manager, CSM, gave a presentation where he spoke

about 'Life as a Captain', touching on his past experience.

Certificates were awarded by CYMEPA to participating schools, together with a wooden ship as a small gift for schools that were new to the programme.

A tour within the building was then given to the guests, explaining how each department operates.

Following the visit, all attendees were treated to lunch at Pizza Express, courtesy of Columbia.

Yiola Hadjichristodoulou
Quality Assurance Officer
Columbia Shipmanagement Ltd (Cyprus)

Here is some feedback from school children who took part in 'Adopt a Ship' so far:

- We had a chance to learn about a shipping company and what the staff deal with (Elena)

- We learnt about different type of vessels and what kind of cargo each vessel carries. You need to work very hard onboard to survive (Orestis)

- During our visit to the shipping company I have learnt about different types of shipping trading (Doxa)

- We were shown a program which displays the position of the vessels at any time (Iakov)

- This project gave us the chance to love the ships (Panayiotis)

- We learnt about different procedures of the jobs onboard (Demetra)

- The vessels are always ready for typhoons, rains and thunderstorms (Christiana)

- We were taught how they face the rough seas (Andreas)

- I learnt so much about the sea (Lucas)

TRAINING NEWS

CSM releases Training Activities Report 2015

Earlier in 2016, the Training Activities Report 2015 was released for our clients. The Report contained updates on courses presently held for our crew, as well as details on computer based training, cadetship and visit results.

Training aims at improving seafarers' skills, knowledge and attitude. Training that produces tangible, measurable results starts by changing behaviours, which ultimately changes attitudes.



Training Projects 2016

The following training projects have been completed so far this year:

- ECP-CBT developed jointly with Videotel in the VOD units onboard all ships;
- Revision of existing 'Bulk Carrier Safety course' and set-up scheduled training in the required locations.
- Developed a specialized Chemical Tanker Course jointly with reputable Tank cleaning and chemical tankers experts;
- Implemented the STCW 2010 Manila Amendments in CAPE;
- Installed a FURUNO NavSkills CAT for ECDIS type- specific training in CSM Costanza office;

Training Projects ahead for 2016:

- Continue the revision of the in-house training syllabuses;
- Maintain highest standards for the customized Ship Handling and Bridge Team Work courses in strategic locations;
- Upgrade training equipment and facilities in the manning agencies as per actual needs;
- Develop an online CBT for AMOS-2 training;
- Develop a Competence Management Application which will enhance officers and cadets career development;
- Develop a Catering and Hotel staff training program for Passenger ships;
- Implement the e-Learning and Webinar Technology for some of the in-house courses;
- Develop CBT for compatibility charts (Chemical Tankers)

Columbia's Training Cycle:



Crew Seminars

The Crew Seminars continue to be an important occasion to update our Officers with all changes to the Company's Management System, regulations and industry requirements.

Lecturers, presentations and workshops are also conducted during this time. During the seminars, the focus was on Maritime Resource Management (MRM), which was originally designed to minimise the risk of incidents by encouraging safe and responsible behaviours. It aims at developing positive attitudes favouring good personal communication, excellence in leadership skills and compliance with operating procedures.

Captain Faouzi Fradi
Crew Training Manager
Columbia Shipmanagement
Ltd (Cyprus)



CSM Novorossiysk Crew Seminar, 8th April 2016



Sweets enjoyed after Rijeka Seminar



Rijeka Crew Seminar, 17th March 2016

STUDENTS VISIT THE AAL BRISBANE IN NANTONG AT DRY DOCK

Columbia is not only very active in recruiting and training young seafarers, but conducts a lot of training for young people on the shore side as well. Besides the regular apprenticeships in corporation with the Chamber of Commerce, Columbia Shipmanagement (Deutschland) GmbH has cooperated with the HSBA (Hamburg School of Business Administration) for many years. As part of the fifth semester all students had the possibility to apply for a Study Trip. This time the excursion to Shanghai focused on the maritime and logistic area of the prospering city. Besides the visits to the Break Bulk Terminal in Shanghai, ZPMC and MSC, we visited the AAL Brisbane during her dry dock at COSCO Shipyard in Nantong, close to Shanghai. Due to many works going on, we decided to split the group.

On Monday 5th October 2015, we started early in the morning and crossed the Yangtzekiang River north of Nantong.

Upon entering the shipyard, we passed huge cranes, big steel parcels and many workers. Arriving next to the floating dock, two crew members welcomed us with safety helmets and guided us onboard. Due to ongoing sandblasting operations in combination with wind we felt like we were in a sandstorm entering the front site of the floating dock. Over the gangway, we safely got on deck and everybody was already very impressed by the appearance and the size of the vessel. After registration the Technical Superintendent and the Training Manager welcomed and introduced us to the Captain and the Chief Engineer. During a short briefing with the Captain, he made a short introduction to the shipping industry and shared some personal experiences. Later, the Chief Engineer took over for a tour through the engine room.

Although there were many maintenance works in progress, he took the time to stop by, to answer questions and to tell some anecdotes. Guided by the Training Manager, we went upstairs through the accommodations to the bridge. We stopped by the galley and the class room.



The AAL Brisbane is one vessel in the fleet that is equipped with facilities to train cadets. The cadets on board were from China and the Philippines for the deck and from Ethiopia for the engine department. From the bridge, we had a beautiful view over the vessel and the busy Yangtzekiang River. Then we went downstairs to go to the front of the vessel. From there we had another exiting view and an impression of how large the vessel was. After walking nearly 400m to the front and back, we had the possibility to climb up the construction of the cell guides to have a view into the deep cargo holds.

The next day I attended with the second group as well. The maintenance of the hull had progressed a lot.

Sandblasting works were finished and basic paint

was put on. This time I took the possibility to explore other spots such as climbing up the cargo cranes together with the Chief Officer and exchanged some experiences with the Training Manager. In the end of the tour we presented a bag of gifts

to the crew containing sweets and other Hamburg and HSBA related souvenirs.

The experienced crew enriched the tour with interesting personal stories. Many thanks at this point to the Technical Superintendent

Christofis Polykarpou, Captain Philipp Wessling, Chief Engineer Diethelm Berndt, Training Manager Captain Valentins Rakutins and Chief Officer Efrim Lozano!

Florian Stubbe
Student
Columbia Shipmanagement
Deutschland (GmbH)



CAREER SPOTLIGHT - FROM CADET TO CAPTAIN

Captain Gocha Tetrashvili was born in Georgia, Batumi. Coming from a family of seafarers, Gocha received all the support and encouragement he needed early in his career – his father was an electrician on a Georgian fleet, his brother is an engineer, and many other cousins and friends are still working at sea.

Before joining Cape Beale in Abidjan, Ivory Coast of

West Africa, Captain Gocha recently visited our Cyprus office for a pre-joining briefing on 20 – 22nd April 2016. Captain Gocha took the time to share some of his career highlights with Compass.

Gocha's first vessel was as a cadet onboard Cape Bacton.

His most memorable voyage was as a 3rd mate, sailing onboard a 160,000DW Suezmax Tanker from Chile to the Strait of Magellan .

"We were heading South,

and sailed into a strong storm that lasted three days. I remember the wind and how high waves were. We had a Chilean pilot onboard, and escaped the storm by entering undiscovered Fjords – soon we were sailing on smooth calm waters with beautiful views – we stayed there for two days. Everyone onboard breathed a sigh of relief. It reminded me how 'calm seas never made a good sailor'.

Gocha applies a centuries-old piece of advice (based on the foundation of chess technique) to his career: "The only way to get



Captain Tetrashvili meeting our Chairman Mr. Schoeller, accompanied by Mr. Hadjipetrou

stronger is to play against a stronger opponent". Gocha believes it's important to 'work with more experienced people than yourself'. From his experience of working with international crews, Gocha has learned that there is no separation of nationalities at sea, only one seaman, who is there to do his job. It's a symbolic full circle that the first vessel Gocha joined as a Captain – Cape Beale - is a sister ship of Cape Bacton, his first vessel as a cadet.

Compass asked:

How can we at the office better support our colleagues at sea?

By a deeper understanding of what's going on here, onboard. I know you have the good practice of sending an office employee onboard a vessel when there is an opportunity, especially if the vessel is close to Cyprus or Hamburg. Although 2-3 days onboard cannot fully assess the whole situation, it's still a very useful method for both 'sides' of our business. It is worth continuing this practice.

You have met Mr. Schoeller twice. What was your first impression of our Chairman?



Captain Tetrashvili onboard Cape Beale

I was lucky to meet Mr. Schoeller first in Columbia's Hamburg office and then recently in Cyprus. I think Mr. Schoeller is a perfect example for everybody on how to build up and manage your business in a professional way.

At the same time however, Mr. Schoeller has stayed so open to communicating with seafarers and colleagues onshore. I remember how Mr. Schoeller made us feel so free to discuss questions with him, during a meeting with him in Hamburg when I was 2nd mate.

The last word goes to Captain Gocha, "The one thing people aren't aware about seafarers is how deeply they miss their family when at sea. I am happily married for over 11 years, and I'm the happiest husband and the happiest father to my 8 year old son.

My advice for youngsters starting their seagoing career, Do not consider anything as impossible, until you try it. Work hard and be loyal to the way you have chosen.

**Captain Gocha Tetrashvili
CAPE BEALE**



COLUMBIA
CRUISE SERVICES

THOMSON CRUISES AWARDS M/V TUI DISCOVERY TO CCS

Thomson Cruises has awarded Columbia Cruise Services (CCS) with full management of its newest and biggest vessel M/V TUI Discovery.

Having undergone an extensive refurbishing at Navantia Shipyard in Cadiz/Spain the formerly named M/V "Splendour of the Seas" recently welcomed its first passengers on board cruising from/to the port of Palma de Mallorca.

"We welcome TUI Discovery into the CCS fleet" stated Olaf Groeger, Director of CCS. "We look forward to managing Thomson's newest and most modern addition".

New Ports for Summer 2017 include cultural Casablanca and Copenhagen, the culinary delights of the Tuscan Riviera and the spectacular scenery in Croatia and the Norwegian Fjords.

www.columbia-ccs.com

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DECKS	CABINS	RESTAURANTS	BARIS	POOLS	LIFTS



TUI Discovery on the blocks, ready for undocking

CCS MANAGED M/V BERLIN CALLS LIMASSOL

On Thursday 28th January 2016, a group of 16 colleagues from CSM Cyprus visited cruise vessel M/V Berlin in Limassol port. M/V Berlin is a small, traditional cruise ship under Columbia Cruise Services' full management, with a capacity for 412 passengers.

The group from CSM included our Managing Directors, Mr. Baker and Mr. Hadjipetrou, together with colleagues from our Crewing, Crew Wages, Technical, Marketing and Accounts departments.

The M/V Berlin had sailed from Hurghada, through the Suez Canal to Limassol, and was next due to call Rhodes.



L-R: Mr. Xanthos Kyriacou - Technical Commercial Manager, Captain Alberto Tarozzi, Mr. Andreas Hadjipetrou - Managing Director, CSM Cyprus

Captain Alberto Tarozzi welcomed the group and gave a short tour, which was then continued by 2nd Officer, Marcel Eilert.

Sotiris Hadjiathanasiou, Admin Assistant for Columbia Cruise Services (CCS) Technical Department, was one of the visitors and told Compass:

"This was a great experience for me. Every time I have the opportunity to go onboard I gain more knowledge about the ship. As a member of CCS, it was very useful for me to see in practice how all the items that I purchase are being used by the vessel."

Editorial Team



CSM PARTNERS WITH CAPITAL LINK CHINA SHIPPING FORUM

Columbia Shipmanagement is proud to have attended the Capital Link China Shipping Forum on Tuesday 10th May, as one of the event partners.

Taking place at the Grand Kempinski Hotel in Shanghai, the forum saw Chinese ship-owners, global maritime industry players and global

investors come together to discuss joint venture opportunities, demonstrate how to optimize ship management during difficult market conditions and show how owners can restructure their business.

Throughout the day, guest speakers and members of the panel explored topics such as how Chinese ship-owners and leasing firms can benefit from the latest trends in global financing, capital markets development and alternative

financing.

Columbia's Managing Director, Andreas Hadjipetrou spoke on optimising ship management in tough market conditions.

Editorial Team



Participants from CSM Cyprus, Singapore, Shanghai together with Chinese partner Singhai Marine and dinner sponsor DNV GL at the first ever Capital Link China Shipping Forum

SHIPPING MARKET REPORTS SPRING 2016



**TANKER
MARKET**



**DRY BULK
MARKET**



**CONTAINER
MARKET**

TANKER MARKET

Earnings have remained firm in the last six months in the tanker market, averaging \$30,090/day throughout the whole sector. VLCC earnings reached \$100,000/day in December 2015 for the first time since 2008, and averaged \$73,063/day in the six months from September 2015 to February 2016, up 30% compared to the previous six months.

While performance in the other crude tanker markets has been mixed over the last six months, this has still been another positive period. The tighter market conditions since late 2014 have been supported by low oil prices, which boosted seaborne crude oil trade in 2015 after several years of dropping. In addition, fleet growth has been depressed, with crude tanker fleet capacity going up by only 2% in 2015.

In the product tanker market, earnings increased in the first half of 2015, but have since subdued slightly.

While seaborne products trade also grew strongly by 6% in 2015, partly due to the lower oil

price, a speeding up of fleet growth did not allow the earnings to go up sharply.

Caribbean, West Africa and the Middle East to China and India. Although crude tanker market

Tanker Earnings in August 2015 - February 2016 period

Vessel's Size	Avg. \$/day
VLCC (c. 2010-built)	73,063
Suezmax (c. 2010-built)	45,599
Aframax (c. 2010-built)	34,219
Products (dirty)	24,916
Products (clean)	17,682
Weighted Avg.	30,090

Source: Clarksons

Global seaborne crude oil and products trade is estimated to increase 3.5% and 3.6% respectively in 2016. This is slower than in 2015, but still quite solid. Mostly, this is due to the expected Asian import growth: China is projected to remain a key driver of crude trade this year, as domestic refiners shift from processing of fuel oil to crude. The US seaborne crude imports, though, are expected to increase 5% in 2016 representing the first continuous rise since 2010, as shale oil production falls.

Deadweight demand for crude tankers is supposed to go up by 3.1% in 2016, compared to 5.3% fleet growth. Demand for larger vessels is expected to rise at the quickest pace, supported by projected further growth in crude shipments from the

basics currently remain positive, relatively rapid fleet growth may exert some pressure this year.

Meantime, the outlook for product tanker deadweight demand this year appears fairly positive - it is also forecasted to expand by 3.6% y-o-y, slightly slower than expected fleet growth. Overall, the product tanker fleet is expected to expand by 4.8% in 2016 taking the fleet to 145.2m dwt by the end of the year, with LR2 fleet capacity projected to increase 8.6%.

Whilst long-haul products exports from the Middle East are projected to increase due to expansions of refinery capacities, extension of Chinese exports to the other Asian countries may restrict

this, limiting product tanker demand growth.

In continuation of previous report please find below a self-explanatory graph reflecting historical movements of Crude Tanker Market Cycles.

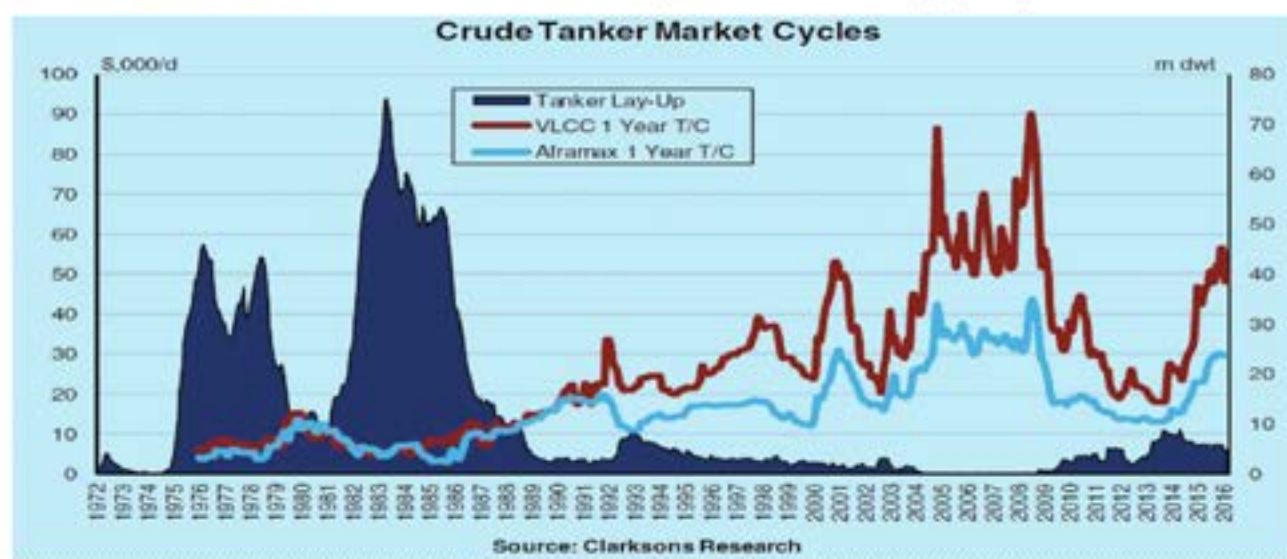
Following the strong markets at the end of

last year, the positive sentiment was carried over into the new year with generally active markets in most trading areas. Hopes were high for a solid first quarter of the new year.

Unfortunately, towards February and March the situation changed and

freight rates started to soften. Towards the end of Q1, rates became more volatile but overall remained at sound levels.

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



DRY BULK MARKET

2016 brings New Challenges for the Drybulk Market

While 2015 was a year which will not be recalled positively, with the Baltic Index falling below 500 points (it even fell under 300 Points at the beginning of this year). Hopefully it has now started to crawl out of the cellar with the BDI now a shade under 600 Points, giving some hope that we are finally starting

to have a better market - or might we all be wrong?

There are various positive and negative trends, allowing one to decide for themselves which way the Drybulk Market will head:

- a) China is rebalancing its economy
- b) Global demand is moving towards more services and less industry
- c) The circular (re-cycled) economy is growing which is negative for shipping

d) However, demand for construction/infrastructure materials should remain high

So far there are not too many signs that the market will return to levels which we have seen some years ago. This is especially true when looking at the Orderbooks, showing that from between March until December 2016 another unbelievable amount of 473 Supramaxes will be delivered from the Yards, not to forget the Capesizes/Panamax and

Handysizes to come.
This results below show the total fleet by the end of 2016:

Capesizes: 2080

Panamax: 1977

Supramaxes: 3886

Handysizes: 2317

Source: Alphabulk Weekly

Can one imagine how much cargo needs to be shipped in order to reach a more balanced freight Market?

Furthermore, the World Bank is forecasting a decline in commodity prices across the board in 2016, with a modest recovery expected in 2017 - providing another negative factor for the bulk market. In its latest Commodity Markets Outlook, the Bank is squarely placing the blame on three elements: oversupply, weak demand and the strong dollar.

For oil, the price outlook is likely to be negative for a while, due to introduction of extra supply from Iran, the likelihood of increased

Libyan exports, US production of shale which has proved more resilient than expected, and finally vast stockpiles of oil worldwide, as a result of weak demand.

As far as coal is concerned, the scenario is similar to shipping - a combination of oversupply and weak demand, a situation that will dampen prices further in 2016, according to the Bank.

The World Bank expects coal imports into China to continue falling, while Indian imports will not offset the loss. In addition, coal consumption will decline in the US and the EU, due to cheap natural gas and environmental issues.

When it comes to grain, the World Bank expects record wheat production in the 2015-16 season. However, it expects grain trade to decline during the period as a number of big wheat importing

countries enjoy good harvests. For fertilizers, there is also the prediction that the reform of subsidy programmes in large importing countries such as India could end up reducing demand.

Finally, metals (aluminium, copper, iron ore, lead, nickel, tin and zinc) are expected to see the second largest decline after energy commodities, with the World Bank predicting iron ore will fare the worst due to weakening Chinese demand.

Source: Alphabulk Weekly

So what will the future of the drybulk Market be? It is not predictable, although the clouds are more black than white. However, with the BDI rising slowly, the hope is there that a wind will blow the clouds away....

Sven Strohschein

Chartering MPP/Bulk

HANSE Bereederung GmbH

CONTAINER MARKET

Will humans never learn from the past? We have seen a 'mini boom' at the beginning of 2015 in the container market and the

immediate consequence was an increasing orderbook in the region of over two million TEU twenty foot equivalent unit = standard container. However, it was very clear at the time that there had been no change in the

fundamentals and that upward movement was wholly unsustainable and only driven by port congestion and speculative intra Asian start up services.

Due to the huge old order book we had some 62

vessels delivered only in the size of around 9/10,000 TEU. The slightly smaller size and former popular 8500 TEU size was fixed in the peak of last year up to USD 36000 per day and rates started to ease back in July step-by-step and crashed towards the end of the year to USD 7,500 only – and during 2016 the chartering activities for this size basically came to a standstill.

Ironically, the rate level of about USD 7,500 is nowadays still obtainable for the much smaller sized CSM-ships in the size of 1400 to 1700 TEU.

However, charter rates have in many cases fallen to (or exceeded) the same levels as during the last all time low. The 2500 geared and 2800 TEU gearless ships have seen in the peak of the last year up to USD 13250 per day but went down towards the end of 2016 to USD 6000 per day.

Also due to less scrap activities in 2015, prices fell from USD 475 in mid-2014 to an average of about USD 300 per lightweight in 2015, only about 190,000 TEU recycled in 2015 whereas 2014 and 2013 had seen 435,000 TEU and close

to 500,000 TEU

Consequently the imbalance of available tonnage and demand increased further, i.e. the fleet expansion in 2015 was in the region of 1.5 million teu or total available container tonnage increased by over 8%.

At the beginning of 2016, everybody was expecting (or shall we better say hoping,) a better market after CNY (Chinese New Year holidays in the beginning of February), but according to Lloyd's List Intelligence data, at the end of March, 317 vessels representing 4.2% of the global fleet were idle, this was up from only 3.6% at the end of February.

As per Alphaliner, this can be attributed to several factors, including scrapping, the return of ships to regular service following the void sailings implemented in February during and after the Lunar New Year holidays, the assignment of 8,000-13,000 TEU former east-west ships to north-south loops, and the upsizing of several loops, as well as the launch of a few new services using smaller ships of below 3,500 TEU.

Alphaliner continues,

whilst the panamax (abt 4500-5000 TEU) and overpanamax (abt 8000 TEU) sectors continue to be beset by overcapacity, medium-sized container vessels from 1,500 to 3,500 TEU are witnessing a gradual improvement in their trading environment, with oversupply receding slightly on the back of a sustained demand. The smaller 1,000-1,200 TEU sector is starting to see some tightening, as the number of open ships fell below ten units. Nonetheless, charter rates remain weak across all sectors, as the market remains generally imbalanced.

Most of the available capacity open in Asia, whilst the Atlantic is short of tonnage - except for the under 1,000 TEU segment.

All in all, the first quarter of 2016 has been miserable for both Owners and Liner Operators and although larger ships and lower fuel prices will bring down slot costs, the only term winner is likely to be shippers.

Michael Zankl

Director of Chartering,
Sales & Purchase
HANSE Bereederung GmbH



OPEN REPORTING SYSTEM

DEAR CONCERNED EMPLOYEE,

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

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

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

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

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

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

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

WE RELY ON YOUR COOPERATION.

The Management of Columbia Shipmanagement, January 2014

AAL NEWS



AAL
ADDS TO
PACIFIC SERVICE



AAL JAPAN
CELEBRATES
1st ANNIVERSARY



AAL'S NEW SPACE
SHARING
AGREEMENT

AAL ADDS STEWART WORLD PORT TO ITS PACIFIC SERVICE

With its inaugural sailing into Stewart World Port (SWP) on Friday 12th February, AAL is set to enhance its multipurpose trade with British Columbia's most northern ice-free trading point and provide increased choice and convenience for its mining, forestry, oil and gas and project cargo customers.

Opened in September 2015 and set in one of the most mineral rich areas of North America, SWP is not only a convenient gateway to North West

BC and the Eastern Yukon, but with its deep sea berthing facility and fast transit time from North Asian ports, it also provides a competitive advantage for AAL's global customers. Felix Schoeller, General Manager of AAL's Pacific Service, explained:

"A port call option at SWP, as part of our flexible and regular Pacific Service, gives customers a wider choice that can ultimately impact the efficiency, delivery and competitiveness of their logistics operations."

AAL's inaugural sailing into SWP featured the AAL Newcastle - one of AAL's owned fleet of 'A-Class' 31,000 dwt multipurpose, heavy lift vessels - delivering project

cargo. "The seamless berthing and cargo discharge was a success in every regard and a milestone for our new facility," commented SWP's President & CEO, Ted Pickell. "We couldn't be more pleased."

AAL's Pacific Service offers a monthly sailing frequency between North Asia and West Coast North America and deploys a fleet of three modern 'A-Class' vessels, each with a combined lifting capacity of 700 mt. These best-in-class vessels are designed and equipped to load and accommodate outsized project cargo alongside containers and break bulk cargo like steel and pulp.



AAL JAPAN CELEBRATES ONE YEAR ANNIVERSARY

On 4th April 2016, AAL celebrated the one-year anniversary of the opening of AAL Japan. A reception was held at the Meiji Kinokuniya conference facility and attended by over 180 guests, comprising some of Japan's leading shipping industry stakeholders.

Our Chairman, Heinrich Schoeller formally greeted guests along with Managing Director, Kyriacos Panayides and the event was further

attended by senior representatives of our sister company and ship manager of our fleet, Columbia Shipmanagement.

A prestigious speaker from Japan Gas Corporation, Mr. Furjita Tsyoshi san highlighted how pleased he was with AAL's performance and assured the continuation of his company's strong support in the future.

Congratulations to AAL Japan, Yuko Kimura and the team for their first year of business. We wish them every success in the future.

AAL Marketing Department



Mr. Heinrich Schoeller

More information is available
at www.aalshipping.com



powered by partnerships



AAL'S NEW SPACE SHARING AGREEMENT WITH SWIRE SHIPPING

To proactively combat economic challenges facing the Australasia region, AAL has taken the initiative to strengthen its popular Asia to East Coast Australia liner service, with a space sharing agreement with Swire Shipping that will ensure its customers continue to enjoy optimum service, capacity and efficiency on what is a key shipping trade for the local economy.

With 20 years in the Asia-Pacific trade and a loyal and growing customer base, award-winning AAL will continue to manage its Asia to East Coast Australia liner service from Brisbane with complete autonomy whilst, at the same time, sharing vessel capacity. This development will offer sustainability in the current economic climate and allow AAL to remain highly competitive - without compromising customer service quality.

The space sharing started on the 14th December 2015 and will enhance AAL's regular Asia to East Coast Australia liner service in a number of ways:

- A more comprehensive



Christophe Grammare,
Managing Director of
AAL's Liner Services Division

schedule will enable regular service to an increased number of convenient base ports (13 in total), connecting China (Tianjin, Qingdao and Shanghai), South Korea (Incheon and Pusan), Taiwan (Kaohsiung) and Vietnam (Phu My) with Australia's East & Southern Coast (Brisbane, Newcastle, Geelong,



Discharge of Oil & Gas Sector Pipe Racks

Melbourne, Bell Bay and Gladstone). Additional ports including Dalian, Kobe, Townsville, Mackay and Portland are available on inducement.

- Shortened voyages and focused port selection, will improve transit times on individual voyages.
- In line with customer requirements, sailing frequency is set to improve significantly from a number of key ports (Shanghai, Pusan and Kaohsiung) - from 30 days, to 20 days.
- AAL will continue to deploy two of its market-leading A-Class multipurpose heavy lift vessels on the route (31,000 dwt each and each with a 700 mt combined lifting capacity).

These vessels are lauded for their unrivalled flexibility - able to efficiently load and accommodate extremely heavy and outsized project cargo, alongside breakbulk, containers and bulk.

- Space can also be booked directly through AAL on two smaller vessels being deployed on the route by Swire Shipping - giving AAL's

customers increased choice and the same focused and competitive customer service standards they have come to expect.

Christophe Grammare, Managing Director of AAL's Liner Services Division explained: "Here in the Asia-Oceania, we are reinforcing a well established trade and demonstrating our commitment to local customers and the wider Australian breakbulk, project and heavy lift market - notwithstanding clear economic challenges in the region."

He added, "Our long-standing Brisbane team will continue to manage and oversee our Asia-Pacific liner operations, with complete autonomy to offer the most compelling and competitive solutions to AAL customers."



powered by partnerships

Furthermore, we will continue to build our service quality, sailings frequency and reliability and deploy the finest fleet in the market."

This Autumn, visit AAL at either Breakbulk Americas (Houston, 28-29 Sept - Booth 731) or Breakbulk Middle East (25-26 Oct - Booth C30) and find out how we can add value to your global ocean transportation logistics, with our unique combination of tailor-made Tramp and scheduled Liner services. Find out more about our growing portfolio of Semi-Liner services that offer the assurance of regular fixed route sailings on major trades and the convenience of highly flexible port calls.



Loading of 65m long Grain Shiploader

AAL WINS 'BEST SHIPPING LINE – PROJECT CARGO' AWARD FOR 3RD YEAR RUNNING

We announce with great pleasure that on 14th June, at a packed ceremony at the Fairmont Peace Hotel in Shanghai, AAL won the Asia Freight & Supply Chain (AFLAS) 2016 Award for 'Best Shipping Line – Project Cargo'! This is a record third consecutive time that AAL has won this award.

Beating out other shortlisted carriers, that included Intermarine and Wallenius

Wilhelmsen, the award was presented to our Deputy Managing Director, Wolfgang Harms. He attended the event on AAL's behalf with the General Manager of our China Office, Zhao Jin Hai.

Our Managing Director, Kyriacos Panayides said of this late achievement: "It was extremely hard to make it onto the nominated shortlist for this award back in 2014, when we first won it. It was then twice as hard to hold onto the award for a second year. But, to be nominated for a third consecutive year and to win again is an incredible achievement. We thank our peers within the global shipping industry

who voted for us and for their continued support and faith. This achievement is dedicated to all our AAL personnel who – despite the pressure from the recessive global markets – keep delivering a superior service at every level of our organisation and constantly strive to deliver to our customer first-class global transport solutions."

He concluded, "This award also reflects the unique expertise and invaluable contribution of CSM and our fleet's talented officers and crew, who ensure safe and efficient sailings and cargo operations for AAL across the globe, 24/7."



CSM DONATES TO LOCAL CHARITY

Since our last issue, the Staff Motivation Team of CSM Cyprus has once again, arranged two contributions to a local charity, 'The Social Grocery of the Municipality of Limassol'.

The beneficiaries of this charity can receive, at regular intervals, free foodstuffs (i.e. flour, cooking oil, pasta, biscuits,

canned foods, baby food and nappies as well as various household items).

A Christmas contribution was made on Friday 18th December 2015, followed by an Easter donation on 22nd April 2016. Colleagues contributed grocery items and monetary donations, based on the charity's requirements, and managed to collect a substantial amount of donated goods to which our company matched the value of.

A special thank you to all who contributed, as well as to our CSM Motivation Team for organising this initiative.

Pictured below are representatives from Limassol Municipality together with some of our CSM Cyprus staff.

Editorial Team

Peace like charity begins at home:

Franklin D. Roosevelt



ENVIRONMENTAL NEWS

Reforest Cyprus

The recent catastrophic forest fires that occurred in the Troodos area in June 2016 and lasted for four days, destroyed a total of 18 square kilometers of forestry area filled with pine trees and fruit orchards.

Despite the endless efforts of the firefighters and a number of volunteers, the fires were hard to tackle due to the difficult terrain, high temperatures, and strong winds.



HOUSE & GARDEN Ltd

This resulted in one of the worst ecological disasters to occur in Cyprus since 2007. Therefore Columbia Shipmanagement Ltd, House & Garden Ltd, Faloremo Trading Ltd., and Columbia Hotels & Resorts Ltd. have decided to actively participate in the reforestation program: 'Reforest Cyprus'.

House & Garden Ltd could not remain passive to such an incident and will be in the frontline aiding the reforestation program, in cooperation with the Department of Forestry.

The company will provide its services in preparing the area and planting trees, or any other activity required; as well as donating five hundred forest plants, in an effort to restore the burnt area, hoping for a quick revival of the region.

The company's main purpose is to protect and care for the environment and our forests; and will take all actions necessary to achieve that.

Andreas Pavlides
General Manager
House & Garden Ltd.



House & Garden Ltd.

House & Garden Ltd is located in Limassol, Cyprus since 1981. It specialises in imports of high quality indoor and outdoor plants at the best prices as well as production using sophisticated production methods, maintenance, landscape design and construction.

House & Garden has the experience, knowledge and talent to undertake any landscape project from the very beginning until completion including small residential areas to the largest of commercial plazas.

FROM CYPRUS TO SINGAPORE Our CSM office transfers

Compass recently spoke with colleagues Mariana and Robert, who shared their office transfer experiences.

Robert's new start at AAL

The change of guard from CSM to AAL has been relatively smooth. Despite now working in a different sector of shipping, in a new environment with new colleagues and different responsibilities, the work ethics remain the same throughout Columbia, be it in Limassol or Singapore. There are though some notable differences.

My previous 5 minute drive to the office in Limassol, has now been substituted with a 20 minute bus ride. Returning home is usually a choice between the MRT (subway), bus or taxi. Public transport in Singapore is generally very good and extremely cheap, which makes owning a car largely unnecessary. Working hours are more or less the same, although there is no more 'going home to mama', for me, during lunch breaks to eat.

The office, situated in Suntec City, which also hosts the largest fountain in the world (Fountain of Wealth), is situated on top of one of the biggest malls in Singapore, with a choice of 493 places to eat! Our Christmas party in 2015 was held at one of the beach bars in Sentosa. Dress code included shorts and flip flops, which made for an interesting change to the formal dress code of past CSM Christmas parties in Limassol.

My time with AAL has, so far, been a steep learning curve; and I continue to learn on a daily basis. The company is currently going through some restructuring, with new offices recently opened in Dubai, Seoul and Tokyo, making this a very exciting time to be part of AAL. No doubt, it is an experience I am thoroughly enjoying and I feel that I have adapted well with my new surroundings. Colleagues in both AAL and CSM SG have helped to make the transition as hassle-free as possible, which is something I am very grateful for. English is considered one of the official languages in Singapore. It is the



At a 'Cypriot's
of Singapore' BBQ

language used in schools, at work, and in government. But, in practice, many Singaporeans speak a hybrid language – Singlish.

Singapore's own animated colloquial slang, Singlish is a blend of the country's many languages and dialects. While some Singaporeans frown on Singlish as an embarrassing crime against grammar, others (including myself) see it as a colorful and unique expression of the nation's multi-culturalism.

Singlish also has an array of words that are simply invented, but dramatically alter the tone of what you're saying when tacked on to the end of a sentence.

For example: "I got the cat lah" is an assurance that you have the cat. "I got the cat meh?" is the puzzled realisation that you may have lost it. Spend enough time in Singapore and you sure get it lah!

One of the best ways to achieve some sort of immersion in a local culture is to start with food, and Singapore offers many such options. Anyone who enjoys food as much as I do, will soon realise that this Island state is a foodie paradise. Chinese, Singaporean, Malay, Thai, Korean, Japanese, Indian – take your pick, or just buy bigger size clothes. An array of exotic fruits are displayed in all local markets in a variety of shapes, colours and tastes.

If you are brave enough to handle the smell, some in Asia argue that the 'Durian' is the king of the fruits.

The smell of the Durian fruit is so unpleasant, that the government in Singapore has banned the fruit from all public places.

Robert Voelzer
Legal and Claims Manager
AAL



Robert and Mariana in the Reception area

Mariana joins CSM SG

I moved to Singapore around the end of October 2015. It was not an easy step to take, considering that CSM Cyprus had become a second home and a family to me over the years. Still, the decision to move was not a difficult one to take. Other than the challenge of working in a new country and environment, the opportunity to explore Asia, also appealed to me.

The move went very smoothly and we had support from CSM Cyprus, CSM Singapore, and AAL throughout.

Luckily enough, I was able to move into our new apartment straight away, and I started work from day 1.

At work everybody welcomed me in a very warm way. I had a good introduction into my new department and very soon I was ready to take over all my new responsibilities. Due to the harmonisation between our offices in Cyprus, Germany, and Singapore, I did not see any dramatic differences. As an experience, it is nice to work with colleagues with completely different nationalities to those that I worked with whilst in Cyprus. I am able to see their different approach to things in many situations, and their different working styles. On the other hand, I am trying to contribute in any way that I can.

Singapore is a very easy place to live and I had no difficulties settling into our new life here. Public

transport is very efficient and easy to navigate. Taxis are cheap and plentiful, with Singaporeans being some of the friendliest people I have ever met. There are almost no waiting times for using any public service, and, virtually everything, dealing with the government is done on the internet in an extremely efficient and friendly way.

Locals and expats alike love to go out in the evening, in groups with friends; and the whole city is buzzing 24hrs. It is a lively city and there are many things to do and see. Usually on weekends we explore the many different neighbourhoods. Different colours, different architecture, different nationalities and different places to eat.

Travelling is a big plus when living in Singapore, with the airport being a hub to travel to any country across Asia. Flights and accommodation are affordable, making frequent weekend getaways very tempting. I made it to Bali over Christmas, and to Kuala Lumpur over Chinese New Year. I just recently came back from a diving weekend in Tioman Island.



In Kuala Lumpur, Malaysia during Chinese New Year

All in all, I am very happy with life here in Singapore. The people and way of life are in many ways very different than back in Europe, but this is what makes the experience so special and most importantly is that people are very friendly and welcoming. The working environment is great, and I am looking forward for new challenges in the

world of CSM Singapore, and in Asia. Settling in was very quick and we are enjoying the experience immensely. I would encourage anyone, who is given the opportunity, to take the step and move between CSM offices

Mariana Charalambous
Purchasing Officer
Columbia Shipmanagement
(Singapore) Pte Ltd

A TRIBUTE TO MR. KAW JIT KEE – New Pacific Line



It is with deepest regret that we inform readers of the sad news that Mr. Kaw Jit Kee, Managing Director of New Pacific Line, passed away on 11th February 2016 after a long illness.

Mr. Kaw was well respected in the Singapore maritime community. He had 40 years of experience working in the container sector, with a strong network and knowledge of the Asia trades.

In a 2008 interview with Portview Singapore magazine, Mr. Kaw reflected on the early years of his career; "Containerisation had only come to Singapore in 1972. Having no clue as to what container shipping was all

about, I found my first job intriguing. I was eager to learn and prove myself".

Mr. Kaw joined New Pacific Line as Managing Director in 2008, when Schoeller Holdings transferred the headquarters of the company from Auckland, to Singapore.

Professional achievements

Mr. Kaw was elected onto the Singapore Shipping Association Council in 2007.

Mr. Kaw volunteered his services on the International Committee, which addressed, domestic and international policy issues affecting shipping and trade. Mr. Kaw was also on the General Affairs Committee which focused on the Secretariat administration and public relations.

Kyriacos Panayides, having worked closely with him over the years as Director of Newpac, remembers him as a true



leader, who worked with determination and always delivered results - even during difficult markets.

Mr. Kaw leaves behind a wife, son, daughter and two grandchildren. He came from a large but close-knit family of eleven siblings and will be deeply missed by his extended family, friends and colleagues.

Editorial Team

*I have fought the good fight,
I have finished the race,
I have kept the faith.
2 TIMOTHY 4:7*

Our father loved being part of the maritime industry. He greatly enjoyed his work and never stopped learning and improving himself. He believed in leading from the front and by example. While he never talked much about work at home, it was clear to us that he was very proud of all the talented and dedicated people that he had the privilege of working with, many of whom, over the years, have become treasured friends. He is greatly missed but never forgotten.

Nigel & Michelle, Son & Daughter of Mr Kaw Jit Kee



WHOISWHO



NORMAN
SCHMIEDL



NINA
NAUMANN



RANGEL
VASSILEV

NORMAN SCHMIEDL

1. How would you describe Columbia's company culture in 3 words?

Safety - Caring – Diverse.

2. Columbia invests in continuous training of its seafarers. What advice do you have for seafarers who wish to reach their career potential?

Next to the competencies and skills gained during trainings, another important aspect to progress in the professional career is a person's mindset or attitude towards work. It is important to be positive and to have the will to get the job done in a safe and efficient manner, the first time. If a person has the knowledge, the right attitude, and gets the job done, this will be recognised by superiors and will open the possibility for promotions.

3. Senior Officers' meetings are a two-way dialogue between CSM and their seafarers. Can you pinpoint any specific outcomes of past annual meetings that resulted in change within CSM?

There have been numerous actions initiated following the discussions during the senior officer conferences. The three most recent ones are the internet onboard project, the implementation of a new 'work and rest' software (WRH), as well as the implementation of the Maritime Resource Management, MRM training.

4. The CSM Crew Connect portal has recently been launched. What sort of feedback has been received from seafarers, so far?

So far, the feedback has been positive - our seafarers like having access to their personnel data, view their next assignments, receive regular updates, and much much more right at their fingertips from home.

5. Please describe the most interesting CSM project you have been involved in, so far?

It would be the development and implementation of our centralized crewing software CAPE. We have been able to eliminate duplicate tasks as, well as administrative work, throughout the organization. Soon the vessels will be connected via an on-board client, so these benefits will be brought to our Masters and Officers who spend a lot of time on general crew related administration.

6. What is the most challenging daily aspect of crew management?

The main challenge has always been to find a good solution for all parties involved.



Norman was born in Sulh, Germany and studied Maritime Economics & Port Management in Elsfler, and Shipping, Trade and Logistic at the New Zealand Maritime School, Auckland. Norman joined Columbia in 2003 as a trainee, and in 2005 became a Personnel Superintendent for CSM Deutschland. He was later promoted to Human Resource Manager Seagoing Personnel and in 2015 was appointed Crewing Director for the Columbia Group.

There is always a need to balance the personal wishes of our seafarers, the operations requirements of the vessels, together with the budgets we have available.

7. You first joined a sailing club at age 6 - are you still involved in any water sports?

Yes. This is one of the advantages of Cyprus; the weather allows you to be in the water more often than in Hamburg. Typically, I go 3-4 times a week at 6 a clock in the morning, for an hour of stand up paddling.

8. Your most memorable voyage ever?

It was a vacation trip with my wife from Auckland to Sydney. We spent three weeks cruising around New Zealand, had the chance to swim with Hector Dolphins, sailed to Whakaari island which is an active Volcano, visited vineyards of the Marlborough Sounds and finally enjoyed some really bad weather in the Tasman Sea. We simply had a great time together.

NINA NAUMANN

1. Your job entails working for two "departments". How does the nature of your duties differ?

The duties differ in that way that the areas of responsibility cover two completely different areas. The tasks I am dealing within the Insurance and Registration department are focused on shipping e.g. extension of bareboat registrations which was in the beginning a huge challenge for me considering the fact that I have no background in shipping. I am assisting Hendrik Stellamanns with diverse tasks including also non-shipping related tasks, for example contract management and translations. This is what I really like about my job – every day brings new tasks followed by new challenges.

2. How does the digital document management system (DMS) benefit users?

The DMS has many benefits for the users: documents can be retrieved easily and everywhere, many people can be working with the same document at the same time and by using the DMS the users contribute to promoting a paperless office to list only a few advantages the DMS has for the user.

3. Your office is directly situated on the River Elbe waterfront. What do you enjoy most about working at this unique location?

On the one hand, the view which you cannot get enough of even if you have been working in the office for years.



Nina was born in Reinbek a city nearby Hamburg. After having finished school she began her apprenticeship as office administration clerk with CSM on 1st August 2010. Once she successfully completed her apprenticeship Nina started working as administrative assistant in the I&R department and at Columbia (Deutschland) with Hendrik Stellamanns.

On the other hand, it is of course nice to see when a big vessel like the Queen Mary 2 is passing the office but it is even nicer when a vessel under our management is passing by and you can say "Hello" to the crew by waving and holding up the CSM flag – preferably from the roof terrace.

4. What has been your biggest lesson learned during your time at CSM so far?

When I joined CSM to start my apprenticeship I would have never expected that organisation is so important for being successful in your job. During my time at CSM I have learned how to organize and structure my tasks to finish them contemporarily. Being organised is a main part of working effectively and successfully.

5. What is your approach to time pressure?

Under time pressure it is important to keep a cool head and to focus on the tasks itself and to not get distracted by other things.

6. Where is your favourite place to spend summer weekends?

Since Hamburg is luckily quite near to the sea I like to spend summer weekends at the Baltic Sea enjoying the fresh breeze of the sea to escape from the heat of the attic storey flat I am living in with my boyfriend.

7. Do you have any hobbies or interests?

I enjoy travelling to get to know other cities and other cultures. My last trip took me to Sri Lanka – definitely up to now my most exiting holiday. The trip which impressed me the most was the trip to the Lion Rock. Climbing 2,500 stairs and being exposed to a humidity of approximately 80% demands everything from you. But the view was worth it!

RANGEL VASSILEV

1. As General Manager, can you share with us your short and long term vision for CSM Shanghai?

Columbia has a very good reputation in the New-building sector in China. Our short term goal is to achieve the same status in the Shipmanagement sector. In the long term, Columbia Shanghai is aiming to secure enough business to become one of the top Shipmanagement centers, as well as the ship manager of choice for Chinese ship-owning entities.

2. Please tell us about the combined experience of your CSM Shanghai team?

Currently Columbia Shanghai is a branch office of Columbia Singapore. There are six of us in Shanghai: two accountants,



Rangel was born in Bulgaria and grew up in Cyprus;

a technical superintendent TSI, a purchasing officer PO, a business development manager and myself. Everyone is pulling their weight to keep us heading in the right direction. Everyone understands the importance of our clients and strives to keep them satisfied in this difficult market.

3. What does it personally mean to you to be working as part of Columbia's international family?

We are truly a family. I am second generation Columbia. My father, Hristo, worked for Columbia in Cyprus, Hamburg and, lastly, Athens prior to retiring. For most of my career with Columbia I have been stationed in the farthest reaches of the world, and this would not have been possible without the sense of belonging.

he later graduated from the University of New Orleans. In 2005 he joined Columbia's new building team in Aker yards during the construction of the CAPE M vessels. In 2008 he was transferred to China. In October 2014 Rangel was appointed General Manager of the newly established Columbia Shipmanagement Shanghai.

4. What lessons have you learned from your time working in newbuilding supervision?

Shipbuilding is a very labor intensive process and, as a supervisor, one has the ability to affect the daily routines and sometimes livelihoods of hundreds, if not thousands, of people. Therefore, I would say that the most valuable lesson is to never forget that you are working with people and exercise authority with great care and consideration.

5. In today's shipping market, what does CSM Shanghai do differently compared to other shipmanagers in the market?

Except for the Hong Kong based shipmanagers, the major shipmanagement entities entered the Chinese Market through joint ventures with state owned enterprises. Our approach was different. We partnered with a manning agent for the inception of this office. This allows us to build the most fundamental part of our business – our pool of excellent seafarers, while growing our Shipmanagement office.

6. For the first time, CSM partnered for the Capital Link China Shipping Forum. What sort of feedback did you receive from attending industry representatives?

This was Capital Link's debut in China, made possible by arrangement of Columbia with our joint venture partner Singhai. The turnout was tremendous. The feedback from the attendees, specifically as related to the content of the conference, was very positive. This debut was our first cooperation with Capital Link, but it will not be the last.

7. How can shipmanagers better serve their clients?

We should never forget that we are in the service sector and we have to be very adaptive to our clients' expectations. Asians, particularly Chinese, are very demanding customers who often require great flexibility from us – the service provider.

8. Living in Shanghai, where do you like to take visitors?

Shanghai is the biggest and one of the most advanced metropolises in the world. But what makes it special is that traditional is intertwined with the modern. I make sure visitors get a taste of both.

COMPASS HEALTH – SHIP TO SHORE

Welcome to our new page. We aim to raise awareness on a variety of health related topics for colleagues at sea and on shore. Starting on a nutritional note:

Breakfast - how often do you skip it?

We have all heard the phrase "breakfast is the most important meal of the day" but how often do we skip this significant meal due to lack of time?

The reasons for skipping breakfast vary. We may not have enough time to

prepare breakfast as we begin work very early morning or late at night; we may not know what to eat for breakfast; or the reason could simply be not being ready, or able, to eat immediately after awakening.

Breakfast is defined as breaking the fasting period, which is the time between the last meal of the day until the following morning.

During this period, the body's energy and blood glucose levels drop significantly, and eating breakfast will immediately raise the body's energy levels and blood glucose to normal after the overnight fast. Here are some of the benefits of eating breakfast

1. Increased concentration and cognitive function

Due to the energy provided from the breakfast, our blood glucose levels increase, helping us to concentrate quicker, and for a lot longer, on our tasks during the day. Research has shown a direct link between breakfast and increased cognitive function, which can help our concentration levels on our tasks.

2. Supports weight maintenance

Eating breakfast decreases the likelihood of overeating during the day. People who skip breakfast are more likely to feel hungrier later on in the day, which



Fresh produce being delivered to Cape Mayor in Rotterdam port



can result in overeating, or choosing high energy foods, which both make us feel very full very quickly.

3. Helps to reduce the risk of certain diseases

Multiple scientific studies suggest that skipping breakfast can increase the risk of certain conditions, such as diabetes and hypertension.

4. Helps to meet our nutritional requirements

On a daily basis we all need to meet certain nutritional values, and research has shown that eating a nutritious breakfast, assists in obtaining the required nutrients and vitamins for the day. For those that skip breakfast there are less opportunities throughout the day to make up for nutrients and vitamins that were missed at breakfast. For example, a nutritious breakfast

can include pieces of fruit, which contain valuable nutrients, or breakfast cereals which contain added vitamins. However if breakfast is skipped then it is less likely to consume the nutrient or vitamin that was missed.

For most people worldwide breakfast is usually eaten between 7 and 11 am and different cultures have very different types of food for breakfast. Whichever type of breakfast you eat, some tips follow on how to make your normal breakfast much more nutritious:

Whether you are onboard or ashore, breakfast kick-starts our day by allowing our metabolism to begin working normally after the long period without food. Why not take control of your day by choosing to eat a nutritious breakfast?

- Add chopped up fruit to your oatmeal or cereal
- Boil or poach eggs instead of frying
- Add a vegetable slice (e.g tomatoes or cucumber) to your toast or sandwich
- Choose cereals without added sugar
- Grate almonds over a piece of toast, in your cereal or oatmeal
- Use honey or fresh jam, as studies have shown that eating these two condiments in the morning reduces our cravings for something sweet later in the afternoon
- Limit eating pastries for breakfast, these often have a high number of calories and are high in fat

Andrea Theokli

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



Cooking onboard Cape Mayor

COLUMBIA'S HEALTH AWARENESS MONTH 2016

In April 2016 Columbia Shipmanagement Cyprus launched a Health Awareness Month for staff to promote a healthier way of living, both inside the office and out. Staff were a variety of events to participate in.

All staff received a complimentary CSM sports water bottle and daily fruit bowls were introduced throughout all departments.

For the first time in Columbia's history their gardens used to host Pilates fitness classes and 'Krav Maga' self-defence lessons. Weekly Zumba lessons were also held at a nearby facility, whilst adventure-loving staff enjoyed weekend lessons at the beach



A HEALTHY OUTSIDE
STARTS FROM THE INSIDE

Health Awareness Month
2 - 23 April 2016

SUP (Standup Paddling) and Windsurfing. Some staff also took part in evening walks along Limassol seafront.

Presentations were given by medical practitioners on topics ranging from 'How to Increase Productivity Through Nutrition' through to 'Stress Management' and 'Office Ergonomics'.

Following the completion of Health Awareness Month 2016, Columbia Shipmanagement Cyprus was delighted by its success, and the amount of positive feedback from all its staff.

Speaking directly to the company, members of staff at Columbia commented: "We had something exciting to look forward to every day

At the same time, we have also learnt a lot of new tips and tricks driving us towards a happier and healthier lifestyle."

"All the sessions that I attended were very interesting, helpful and, most importantly, fun!"

"I found the lectures interesting and helpful, not only for my efficiency at work,





but also for my personal life – helping me to become more productive and open up a different way of thinking.”

“I loved exercising in the garden. After sitting within 4 walls in the confines of an office, there is something

freeing about exercising under an open sky.”

Editorial Team



SPORTS DAY ONBOARD RIO DAUPHIN

After a long stay in HRA (High Risk Area), and ahead of a long stay under the threat of West African pirates, the crew asked me to arrange a party, to release the accumulating tension. I decided not to do another 'eating-too-much party', but, instead, to arrange for our good crew some team bonding activities, since exercise is well known to relax physical and mental tension.



So I declared a 'Sports Day' onboard, on 28th February 2016 - a tournament to test our seamanship skills, such as heaving line throwing; rescue from an enclosed space against the clock; and donning an immersion suit against the clock. Other popular onboard games, such as pull up and darts, were included. We added a few games just for fun, without 'official' winners or losers - Ping Pong (table tennis), Tug of War (Line pulling, two teams), and Karaoke.

Each game of the tournament had its winner and, at the end of the tournament, we had the champion of the champions. I must thank Ch. Mate Zaramenskikh & Ch.Eng Kravtsov, 3rd Eng Logronio & Pampman Tedera for their special support, and all the crew for their sporting attitude!

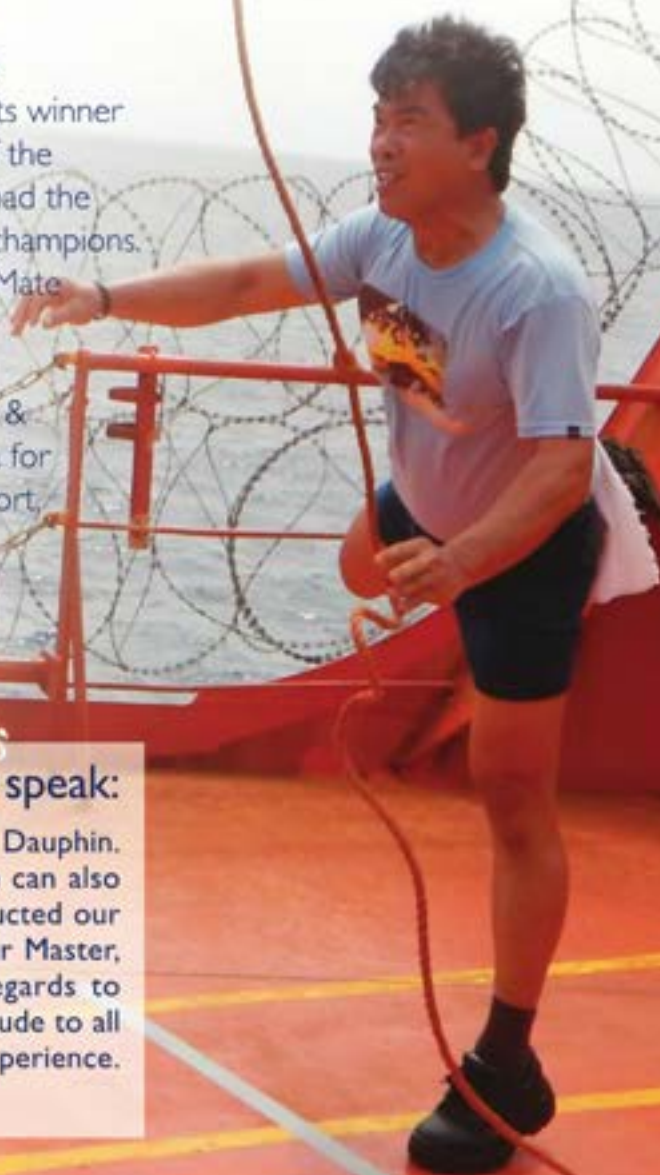


Tournament Champion,
Champion of the champions:
1st Place, Gold:
Pumpman/Bosun Jerr Tedera
congratulated by
Captain Keren

Let the champion of the champions speak:

I'm Jerry Tedera, Bosun and Pumpman of M/T Rio Dauphin. Seafaring does not merely mean all hardships, we can also enjoy it through our innovative ways. As we conducted our own Sports Day onboard with the concept of our Master, Capt. Keren, we enjoyed several games with regards to seamanship skills. I would like to express my gratitude to all the crew and to our Master for this wonderful experience. I'm proud to be a part of Rio Dauphin family.

Heavy line throwing (Distance)
AB Lorenzo takes his turn at heavy line throwing



The tournament games and the 1st place winners:

1. **Pull up bar**
Captain Keren Nimrod.
2. **Donning immersion suit (stopwatch)**
OS James Maligaya.
3. **Heaving line throwing (distance)**
Pumpman/Bosun Jerry Teder.
4. **Mop & Dry (water transfer)**
OS James Maligaya.
5. **Rescue from enclosed space. Heave up by pulley**
Pumpman/Bosun Jerry Teder.
6. **Splice Comp. (Back & Loop)**
AB Lorenzo Jr. Saquibal
7. **Dart. 3x3**
Oiler Apolonio Silang



Rescue from enclosed space - heave up by pulley. DC Ryan encourage by PM/Bosun Teder Jerry (left)



Pull up Bar
Oiler Silang Apolonio gives an effort



Tournament Championship Results:

1st Place, Gold:

Pumpman/Bosun
Jerry Teder

2nd Place, Silver:

OS James Maligaya

3rd Place, Bronze:

Oiler Apolonio Silang

Captain Keren Nimrod

Master of M/T Rio Dauphin

UPT'S FIT DAY

While healthy moments are nothing new to the employees of UPT Hamburg, the goal of the UPT Fit Day was to promote the benefits of a healthy lifestyle through a healthy work environment.

Sports bags under the desk, taking a walk by the river Elbe during lunch, or the smell of a freshly cooked meal from the kitchen can be observed on a regular basis in the UPT Hamburg office.

But, during the UPT Fit Day, held for the first time on April 7th 2016, such healthy moments occurred multiple times throughout the day.

As a kick-off, all 12 employees were invited to a healthy breakfast. On the menu was dark bread with toppings such as tomato paste, boiled eggs and basil, as well as an Ayurveda-inspired Mash.

Drink options included ginger-orange hot water, and a fruity spinach smoothie, for a morning boost. It was not long before colleagues started to discuss their personal perceptions of healthy food, and recipes were exchanged.

At noon, we were offered advice on healthy personal habits, e.g. drinking a sufficient amount of water throughout the day, or the way we use workplace equipment. Furthermore, a health expert offered an individual "biological age" test by means of a "body-scan-scale", and later discussed the results of the check-up. Some colleagues had a considerable mismatch between this age and what their passport said – in both directions!

An enjoyable afternoon followed, when a fitness instructor showed smaller groups how to improve their brain fitness by exercising whilst focusing.

The day ended with another highlight: a meditative hour of yoga, where even absolute beginners were positively surprised by the calming effect. The yoga session took place in the meeting room (desks were moved aside).

The UPT Fit Day proved to be an interesting and educational experience for all. It was a good opportunity to learn how anyone can start, or enhance, a healthy lifestyle.

Susanne Maßalsky

UPT United Product Tankers GmbH & Co. KG



TOP RESULTS FOR CSM UKRAINE RUNNERS

On Sunday 26th June in Odessa, two teams from Columbia Shipmanagement Ukraine participated in the Odessa Half Marathon 2016 run.

The event attracted around 1,600 runners from different countries, both professional sportsmen and amateur.

The first team of five colleagues ran the half marathon (21.0975 km) and won second place (in first place were a team of professional runners and in third a fitness club team).

The other team, consisting of eight colleagues ran the 8 km race and crossed the finish line in first place.

The weather on the day was hot with very high temperatures, but our

teams perfectly adapted to this extreme weather situation and managed to cross the finish line in top ranks. As for the main secret of winning, we should say – it was the company's common spirit and desire to be first!

A big 'congratulations' to our runners!

Sergey Maslov
Chief Executive Director
CSM Ukraine



At the start of the Half Marathon



Running through the center of Odessa



Entire team for both the Half Marathon and 8km

CSM DEUTSCHLAND PARTICIPATES IN THE HSH NORDBANK RUN 2016

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

On Saturday June 18th, a team of 25 employees from CSM D, Hanse Bereederung and Columbia Deutschland, together with spouses and children, participated in the HSH

Nordbank Run 2016, which took place for the 14th time in the new urban district of Hamburg, called 'HafenCity'.

In total, there were about 25,000 participants from 830 different teams, who all ran for a good cause. A sum of €155,000 of charity funds was raised through the day and given to an initiative that supports Hamburg's disabled children in need, by providing them sports and educational offers.

All of our participants tackled the distance of 4 km with ease, some a bit slower than others, but at the end, we all

crossed the finish line together as a team proudly presenting our CSM flag.

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

This was the 10th year that we participated in the run; we surely will be part of it again next year and are already looking forward to that!

Hinrich Stegemann

Trainee

Columbia Shipmanagement
(Deutschland) GmbH



© Jonas Walzberg

RUNNING WITH TEAM SENATOR

In celebration of the national Day of the Seafarer, the Filipino Association for Mariners' Employment, Inc. (FAME) held its 10th Fun Run with the theme 'Go Marino, Go! Healthy Body, Healthy Mind!' 'Marino' is Spanish for seafarer. The event is a continuing project of FAME helping to promote physical fitness consciousness among Filipino seafarers and industry stakeholders.

More than 4,000 men, women and children, with some as young as three years old, ran the 3K, 5K,

10K routes on 25th June 2016 at the IMAX Open Parking Area of SM Mall, Asia. Senator Crewing Manila staff and their families took part in the 3K route. This was our second time participating in this annual event.

The heat was intense and the air was humid, but we all had summer smiles, rushing to the finish line with the runner's high. All 29 participants finished safe and dry, except for the euphoric sweat from the run after painting the town white with the 'Team Senator' brand. We were not amongst the fastest runners of the race, but we were certainly the most fun.

During workouts as an aspiring triathlete, it became second nature to me to listen to my body and regularly check it for illness or breakdown, but we all know that a vast majority of men and women neglect to do this, due to the hectic lifestyle living in Manila and working in the crewing industry.

Senator promotes healthy and well-balanced living conditions, both in the office and to our dear seafarers on board.

Captain Gilbert G. Garcia
General Manager
Senator Crewing (Manila) Inc



COLUMBIA RUNS THE LIMASSOL MARATHON 5km Corporate Race

For the third year running, Columbia participated in the Limassol Marathon 5km Corporate Race, which took place on Sunday 10th April 2016. The President of Cyprus opened the official

marathon for 13,000 runners from 52 countries.

Columbia would like to congratulate its team of 13 race competitors who achieved 10th place out of 201 companies. Outside of the competition, 158 Columbia staff and friends enjoyed the scenic route, passing through the old town and Limassol marina.

Editorial team



COLUMBIA PLACES 2ND IN DRAGON BOAT CHALLENGE

Competing in the Dragon Boat Challenge for a second year running, Columbia Shipmanagement Cyprus is delighted to have come 2nd in the standard boat corporate category.

The event took place on Sunday 29th May at Germasoyia Dam in Limassol, Cyprus, with a total of 12 corporate teams competing across two categories.

Narrowly missing out on 1st place, the 200m race saw Columbia finish in a time of 54:95 seconds, with U.N Blue Berets beating CSM to the post with a winning time of

51:45 seconds. Completing the top three was KPMG Dragons with a time of 58:68 seconds. Bravo to our Columbia Dragons!

Editorial Team



CSM PHOTOGRAPHIC COMPETITION NO. 10 RESULTS

Ten years ago we started our Compass photo competition – since then we have received all sorts of fantastic images! We are pleased to announce the winners for our 10th competition.

Congratulations to all selected winners who were personally chosen by our Chairman Mr. Heinrich Schoeller.

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

Thank you to all seafarers and onshore staff who took the time to enter. Remaining photos may be used in future company presentations and CSM websites.

CATEGORY 1 – Life Onboard

Winner: 2nd Officer Lemvel Pedro



CATEGORY 2 – The Magnificent Ocean

Winner: Cook Alla Voroshkevich



CATEGORY 3 – Crew at Work

Winner: Captain Gocha Tetrashvili



CATEGORY 1 – Life Onboard

Runner-up: Captain Dennis Malana



Details of the next competition will be announced in our next issue. However, feel free to start taking photos from now.

A special mention goes to 2nd Engineer Vadym Borysenko who arranged this extraordinary photo shoot with our company flag for his "Magnificent Ocean" photo entry .

CATEGORY 2 – The Magnificent Ocean

Runner-up: 2nd Engineer Vadym Borysenko



The unique underwater location was set in Hikkaduwa, Sri Lanka during Mr. Borysenko's family vacation.

Speaking afterwards to Compass, Mr. Borysenko explained that due to bad sea conditions (strong, fast changing currents) the first and second photo attempts failed. Pictured left is the final third attempt which won the Runner-up prize.

CATEGORY 3 – Crew at Work

Runner-up: 2nd Officer Lemvel Pedro



Editorial Team

LIFE ONBOARD SURPRISE GIFTS FOR 'CAPE NATI' CREW

As seafarers, communication with loved ones (for all nationalities) is one of the important factors for harmonious living onboard.

Passing Philippine Islands is not out of the ordinary for the crew as it is just normal route when going south bound to Papua New Guinea and Solomon Islands. The crew were busy searching and waiting for signals.

The feeling of having the chance of roaming-off the sim cards for unlimited communication with our loved ones; families, relatives and friends is refreshing.

After passing Philippine Islands via San Bernardino Strait, I announced a surprise meeting to be held on the Bridge.

The crew were wondering about the agenda and proceeded to the Bridge at the time posted, without knowing the reason why.

I then presented each crew member with a surprise souvenir gift - customised t-shirts and mugs. I had ordered them in Shanghai, featuring the ship's picture, CSM logo and rank.

The next surprise was a surprise grill party for the crew as we sailed across the Pacific Ocean.

It's a nice feeling to see the crew happy after their hard work!

Captain Joel T. Gonzales
Master of M/V Cape Nati



1st Row L-R - Ch. Officer Reynold P. Mahinay, AB Roy E. Ruizo, AB Richard O. Durante, AB Christopher B. Olboc, Oiler Narciso M. Bornillo, Bosun Reynaldo C. Quimado, 2/E Konstantin Sannikov, C/E Faustino B. Rendon, Captain Joel T. Gonzales, 2/O Angelito B. dela Cruz, ECE Edgardo V. Furto, Messman Pablo P. Billones Jr., Ch/Cook Tirso B. Bensal
2nd Row L-R - OS James M. Simangca, 3E Dionisio A. dela Cruz, OS Romeo S. Real Jr. III, Oiler Roberto D. Marilao, 3/O Fredrik David C. Verzosa

LIFE ONBOARD UNITED NATIONS OF CSM

Thank you to Captain Zeljko Marega for sending in these multinational greetings from the crew of M/V AAL Brisbane, since our last Compass.

Captain Zeljko and his crew sent in the below greetings in response to the last issue of Compass, which included greetings to CSM seafarers in 16 languages.

Editorial Team

AAL Brisbane - truly a global workplace!

At sea:

CROATIAN	Master
PHILIPPINO	Deck Cadets
CHINESE	Deck Cadets
UKRAINIAN	Chief Engineer
ETHIOPIAN	Engine and Electr./Eng. Cadets

Supported onshore by:

BRITISH	Technical Director
CYPRriot	Technical Superintendent
GERMAN	Crewing Superintendent
GEORGIAN	Marine Manager
RUSSIAN	Marine Superintendent
TUNISIAN	Training Manager



DID YOU KNOW? THE HISTORY OF NUTRITION AT SEA

Please 'bait' for dinner

It's the 17th century, you've just finished your chores, the sea is raging wild, the Captain on deck is shouting orders, your stomach is rumbling. The cook, he is not your friend; he is dirty, with rotten teeth and probably hasn't bathed for as long as you have! Your body is protesting and you are famished - today's menu will consist of:

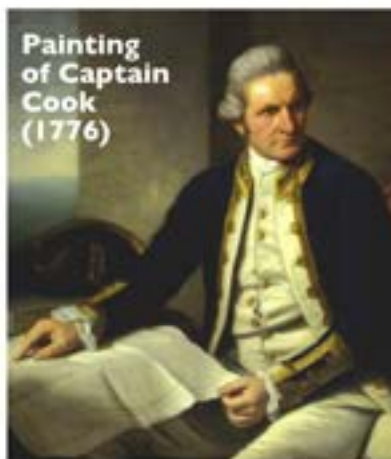
Roasted rat
Dried beef
Diluted wine
Succulent maggots
fried in pork drippings
served as a paste
on hardtack
soaked in water

You close your eyes and gulp everything down and feel to say the least... satisfied! Taking a journey through the last four centuries of dinner at sea proved to be more gruesome than expected. During times where cooking on board was a problem as most ships did not have galleys for preparation or refrigerators for storing food and cooking on deck could result in fire. We have tales of seafarers

having to resort to extreme measures to survive and records of terrible diseases wiping out entire crews. Scurvy was the disease that afflicted marine travellers until the end of the 18th century; symptoms included swollen and bleeding gums, the opening of flesh wounds and formation of spots especially on the thighs and legs.

Even though food was well stocked before departing, due to the lack of proper storage and the long lasting voyages, fresh produce would quickly rot leaving pantries empty and the drinking water would quickly become contaminated. The men on board would eat all the fresh food before it would spoil during the first weeks of the voyage and after that, would eat dried food and whatever was left, until sometimes there was nothing left! Luckily food could also be sourced from the sea. For example, there are known records of sea turtles and seabirds being eaten apart from fish. Of course, extra care was taken to avoid poisonous fish such as pufferfish or stonefish.

In order to preserve foods, meat and fish were dried,



Painting
of Captain
Cook
(1776)

salted, smoked or pickled in wooden barrels. Some ships had livestock on board which would be butchered along the way or chickens that would lay eggs. But, feeding hungry men for long periods of time can be tricky even if you have the best of rationing schemes. There were times where they found themselves in a 'pickle'.

During these voyages, a staple on board would be hardtack and dried meat. Hardtack was a biscuit made from flour and water which even though would last quite long, it would also easily become infested by weevils (little bugs) and maggots. In order to eat this, one would have to break up and soak the biscuit in liquid. It could not be eaten like a cracker, as its hardness could break teeth! A common recipe including hardtack was 'Lobscouse'; a stew with beef, ham and vegetables.

The dried meat was not what we would expect to find today in the local market, please consider that this dried meat was also carved and used as buttons on clothes. Such buttons were found and dated back to 1800; at first scientists believed the buttons to be made of wood until they were put under a microscope and saw that it was in fact salted beef!

Then again there were times of desperation, especially for the buccaneers of the day; and there are tales of people eating anything to survive... The stranded pirate Henry Morgan and his crew (1670) were forced to eat their leather satchels (bags) which they shredded and even fried. The female pirate Captain Charlotte De Berry's crew, who became shipwrecked and only after coming to an extremely desperate point, turned to cannibalism! They actually ate, among others, Charlotte's husband. Another practice when meat was scarce was that rats would be caught and fed in order to fatten them up for cooking. As per the written journals found, the meat wasn't too bad.

During Captain Cook's sailing career (1755-79) he and his crews also ate a

diet that was mostly dried, including hardtack and salted meat. However Captain Cook was among the first to realise that correct nutrition could keep his crew healthy. Whenever his ship made a call where fresh fruit and vegetables grew, he would stock up and when this was not an option, he fed the crew sauerkraut (pickled cabbage) which prevented scurvy, he insisted on cleanliness and forbid the crew from eating a lot of fat. Even though his crews were voyaging much longer than their predecessors, none died of scurvy. As we now know it was the deficiency of vitamin C that caused the disease.

Fortunately, nowadays, vessels are well equipped with galleys, with all the necessary cooking equipment and utensils. Refrigerators and deep freeze keep foods fresh for long periods of time and water is continuously checked and tested to ensure it's potable. Foods are separated between dry and cold and properly stored. Cleanliness is considered to be very important and basic personal and food hygiene principles are taken very seriously. The international guidelines and conventions ensure that all standards are kept to and are regulated by law.



We have come a long way since the time of ruthless buccaneers and explorers, but some of their recipes have followed us through time; this 17th century dish (pictured above) holds its origins from either England or France and was favoured among marine travellers, as one could mix anything available on board together and call it a meal. It is a tasteful concoction of meat, fish, vegetables and fruit.

Avast, me hearties!! (Pay attention, my dears!)

Salmagundi recipe

*1 head of romaine lettuce, cut into strips
8 hardboiled eggs, peeled and sliced
1 pound cooked chicken breast, cut in strips
1 pound smoked ham, cut in strips
1 cucumber cut in thin slices
3 celery sticks cut in small slices
1 can of anchovies, drained.*

Lay out the lettuce in an even bed on a platter. Cover with the other ingredients, laying them out in patterns!

Maria Theodosiou

Assistant Procurement
Commercial Manager
Columbia Shipmanagement
Ltd (Cyprus)



slh.com



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HOTEL & DINING NEWS



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AVLI TOU VASILEA

COLUMBIA BEACH RESORT AWARDS SEASON: HONOURED BY TRIPADVISOR AND WORLD GOLF AWARDS!

Columbia Beach Resort is pleased to announce that it has been recognised as a winner in the 2016 Tripadvisor Travellers' Choice awards for Top Hotels and Top Luxury Hotels, as well as emerging victorious in the World Golf Awards as Cyprus' Best Golf Hotel 2015.

For the 14th year, TripAdvisor has highlighted the world's top properties based on the millions of reviews and opinions collected in a single year from travellers around the globe.

Of the recognition – which ranks Columbia Beach Resort in the top 1% of all properties on Tripadvisor – marketing manager for Columbia Hotels & Resorts, Anthea Vikis, said: "We are immeasurably thankful for our guests' feedback. It is paramount in safeguarding the quality of the facilities and service we offer."

This is the fourth Travellers' Choice Award that Columbia Beach Resort has been bestowed. Meanwhile, the culmination of 2015 witnessed Pissouri Bay's five-star, all-suite Resort being honoured as Cyprus' Best Golf Hotel for 2015 at the World Golf Awards. Columbia Beach Resort competed against six other nominees in this category.

A new addition to the worldwide awards scene, this is the second edition of the World Golf Awards, which took place in Portugal. The World Golf Awards serves to celebrate and reward excellence in golf tourism, world class courses and golf destinations.

A short ride away from all four of Cyprus' esteemed golf courses, the Resort enjoys a fruitful collaboration with Aphrodite Hills Golf Course, Elea Estate, Minthis Hills, and Secret Valley, with many of its guests availing themselves of the property's dedicated Golf Packages, inclusive of complimentary transfers to select courses.

www.columbiaresort.com



COLUMBIA BEACH RESORT INTRODUCES THE BEE-LIEVE INITIATIVE

During the month of May 2016, departing guests were gifted a pack of Helianthus sunflower seeds, along with a small information booklet, in a bid to raise awareness of the role bees play in preserving our food cycle, and of the growing, worrying, condition known as Colony Collapse Disorder.

Nestled amongst the hills of Pissouri – alive with fruitfully growing crops spanning orchards, vineyards and herb gardens – Columbia Beach Resort is connected with its surroundings, respecting the full force of the land's capabilities to both feed its residents, and offer a source of income for local farmers and suppliers.

Supported by sound sustainability practices, the Resort engages with local producers to supply its team of chefs with seasonal, fresh ingredients.

It was the Resort's Executive Chef, Ioannis Giakoumidis who first brought the idea of raising awareness of the role

bees play in our food cycle, and of Colony Collapse Disorder to attention.

"Many people don't realise just how important bees are to the food chain," Chef Ioannis explains. "They are vital in pollinating plants, allowing the latter to grow, and therefore produce food. Current statistics indicate that at least 30 percent of the world's crops and 90 percent of our wild plants thrive - thanks to cross-pollination."

Colony Collapse Disorder
Colony Collapse Disorder is a new phenomenon whereby seemingly healthy bees are simply abandoning their hives en masse. In the United States alone, more than 25 percent of the managed honey bee population has disappeared since 1990 (Source: National Resources Defense Council). The reasoning for this has yet to be definitively ascertained. However, researches think that Colony Collapse Disorder is being caused by a number of interwoven factors, including:

-Global warming, which has caused flowers to bloom earlier or later than usual. When pollinators come out of hibernation,



the flowers that provide the food they need to start the season have already bloomed;

- Pesticide use on farms which-further to killing pests, can harm honey bees needed for pollination;
- Habitat loss brought about by development, growing crops without leaving habitat for wildlife, and growing gardens with flowers that are not friendly to pollinators.

Helianthus – also known as the Dwarf Sungold Sunflower – are well-loved by bees, as well as being beautiful to behold. With bright, rich, pollinator-friendly blossoms, planting these little sunflowers in gardens will hopefully both help to support and protect the world's bees, as well as serve guests as a sunny reminder of their time in Cyprus.



PIZZAEXPRESS CELEBRATES LIMASSOL CARNIVAL

In March 2016, PizzaExpress once again joined the Carnival fun with its annual Carnival party. The Pizza Express Carnival party has become a must-attend event, as tickets sold out within the first two weeks.

This year's theme was 'Join the Circus'. Guests arrived in all sorts of interesting costumes, from hippies, clowns and cowboys to a pharaoh, angel and Batman! The Phantom of the Opera also made an appearance, with first prize going to an Avatar.

Party-goers enjoyed a night of dancing, with fun entertainment provided by a stilt-walker and magician and performing tricks. A popcorn machine added to the circus atmosphere. As every year, the best dressed competition winners won prizes to eat at PizzaExpress and The Columbia Steak House, with the first prize of a one night stay at the Columbia Beach Resort. We can't wait for next year's party!

www.faloremo.com.cy



the true taste of greece

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

With a charming courtyard full of colour and scented with fresh herbs such as mint, sage, basil, oregano and rosemary, the garden setting is perfect for enjoying exquisite Greek cuisine under the stars.

Enjoy the popular Meze with its traditional dishes or choose from our A La Carte menu for an authentic dinner experience reminiscent of Greece and the Islands.



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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

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 PUZZLERS

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

SUDOKU

RIDDLES

1. What has a forest but no trees, cities but no people and rivers but no water?
2. What is it that given one, you'll have either two or none?
3. Name a country whose name makes you shiver.
4. At dusk I come without being fetched.
At dawn I disappear without being stolen.
I'm a poet's tears and a sailor's guide.
What am I?
5. They are protectors.
They sit on a bridge.
One individual can see directly through them,
while others wonder what they hide.



MIND PUZZLER ANSWERS

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

CSM FAITHFUL FRIENDS



Meet Kiara the retriever
Owned by Joanna Neocleous, HR, CSM Cyprus



DESIGN INSPIRATION NAUTICAL FRUIT CARVING

Combine food and art, as many cruise ships do, and you have a feast for the eyes and the taste buds. Fruit carving has become a popular form of decoration on board cruise liners, adding an element of elegance to a buffet. Some Food & Beverage departments onboard cruise liners employ a dedicated 'Ice Carver', whose role is to carve blocks of ice and fruit for display purposes. A good measure of artistic skill is required to create intricately shaped fruit, carving faces, animals and flowers out of any fruit or vegetable.

The first fruit carvings began in Thailand approximately 700 years ago, with fruit carving classes today taught in primary schools from the age of 11.

See opposite for ideas on how to get creative with your next watermelon, which are made up of 92% water and contains essential vitamins A, B6 and C.

Enjoy!

RIDDLE ANSWERS

A map.
A choice.
Chile.
A star.
Sunglasses (sit on the bridge of your nose).





BIRTH ANOUNCEMENTS

We are delighted to introduce the newest members of our Columbia family. All of these special babies were born in 2016. Thank you to the proud parents from Cyprus, Germany and Singapore.

Welcome to the world!

Louis Loh

Born: 4th March 2016

Mother's name:
Melissa Lin,
Senior Purchasing Officer

Father's name:
Bobby Loh

CSM Singapore



Christina Tsolia

Born: 12th March 2016

Mother's name:
Chara Pipa

Father's name:
Paris Tsolias,
Accountant

CSM Cyprus



**Greta Josefine
Stellamanns**

Born: 23rd April 2016

Mother's name:
Sarah Stellamanns

Father's name:
Hendrik Stellamanns
Authorized Representative

Columbia (Deutschland)
GmbH



Myra Vachhani

Born: 31st May 2016

Mother's name:
Panache Vachhani
IT Application Specialist

Father's name:
Umesh Vachhani

AAL Singapore



Styliana Nicolaou

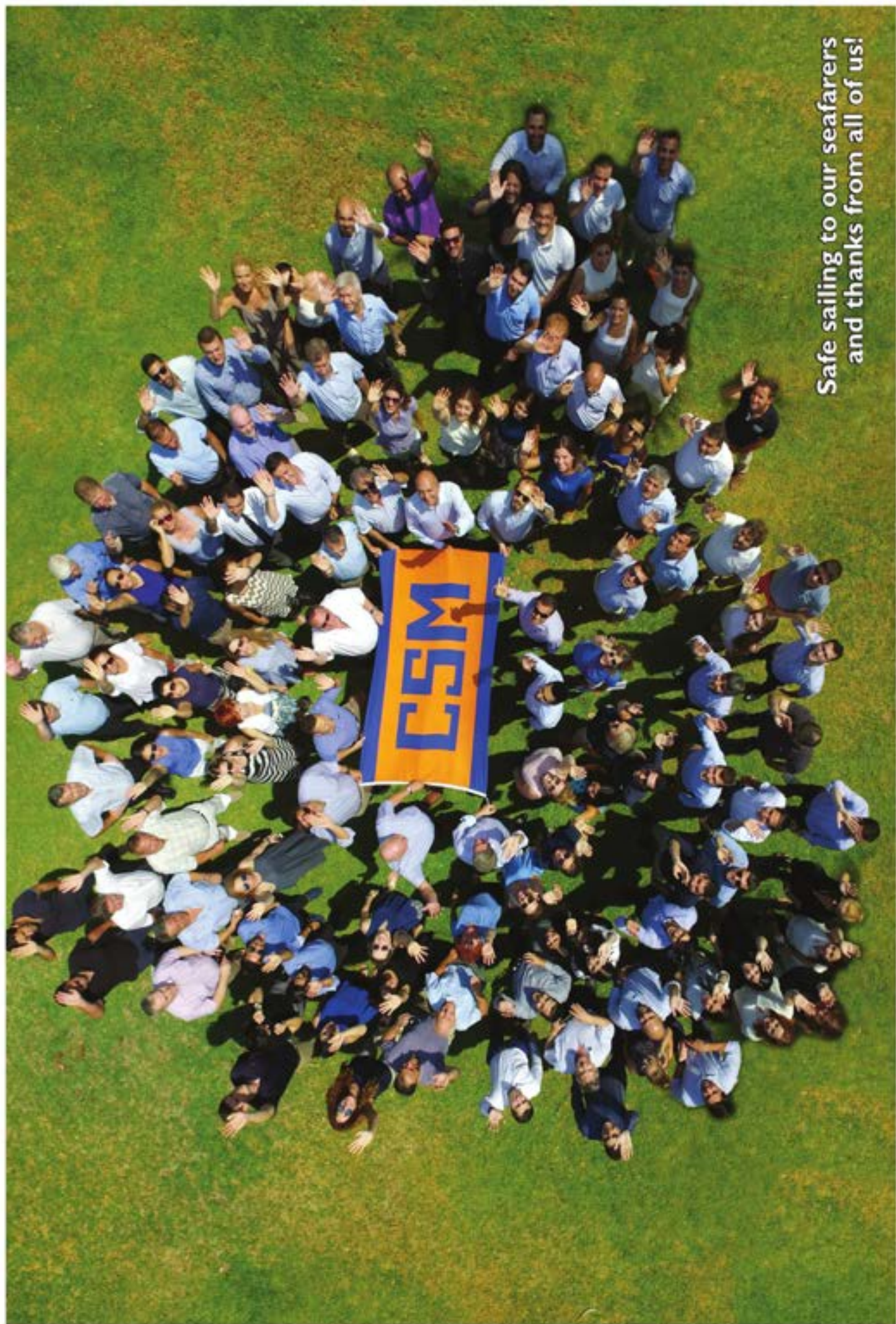
Born: 28th June 2016

Mother's name:
Yiota Frantzis
Assistant Crewing Superintendent

Father's name:
Michalis Nicolaou

CSM Cyprus





Safe sailing to our seafarers
and thanks from all of us!

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