

COMPASS

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COMPANY NEWS

FOR EMPLOYEES AND FRIENDS OF COLUMBIA

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FRONT COVER

AAL KEMBLA

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EDITORIAL TEAM

Dear Reader,

Welcome back to a new Compass.
In this issue we are pleased to share
news from across our fleet and
international offices. It is our pleasure
to also announce that after 16 years
of trying, our CSM volleyball team
finally lifted the trophy! (page 36).

During our recent fleet questionnaire
about Compass we received many
good ideas - these will be followed
up at our next editorial team meeting.

Thank you to our readers who
continue to send in ideas and photos
of interest for publication. They are
received with pleasure. Let's keep
in touch.

Enjoy the read.

Kind regards,

The Editorial Team

FROM THE CHAIRMAN



Dear Reader,

Unfortunately, the shipping crisis is still continuing into its fifth year and is still suffering enormously under the worldwide financial crisis and the lack of growth in worldwide trade. It is the worst and the longest crisis in the history of the shipping industry and quite a number of shipowners eventually will not survive it.

At the moment, there is no real improvement to be seen. Consequently, we will have another very difficult year ahead of us in the hope of an eventual improvement.

It is also a consequence that we all have to see whether we can economise in the operation of our vessels, however, with the clear understanding that we will not compromise on safety and operational standards.

As you are aware, Columbia has introduced a very strict Environmental Compliance Declaration and Agreement which all joining crewmembers have to sign before they go on board the vessels and to which Columbia and all seafarers of Columbia are fully committed to. I am quoting here again the environmental statement:

OUR MISSION

*To keep our customers always satisfied by providing them the **HIGHEST QUALITY, SAFETY, ENVIRONMENTALLY FRIENDLY AND ECONOMICAL MANAGEMENT AND OPERATION** of their ships, in accordance with their needs and expectations and in full compliance with International and National Legislation, as well as other industry standards and guidelines, **FULLY COMMITTED TO ZERO ACCIDENTS, ZERO LOSSES AND NO HARM TO THE ENVIRONMENT.***

The detailed Environmental Compliance Declaration and Agreement between the company and its seafarers deals with machinery space waste streams, sewage, garbage, cargo related waste and ballast water management, covering all MARPOL requirements.

I would expect that Columbia's seafarers do not only sign this declaration but read it frequently during the term of their duties on board. It must be fully understood and adhered to.

Unfortunately, we had again a number of incidents where local pilots on board our vessels made navigational errors during berthing and leaving the port causing enormous damages to shore installations of the vessels.

We would like to draw the attention of Masters and Nautical Officers to the fact that pilots on board are only advisories and, with the exception of the Panama Canal, they are not in control of the vessel.

The Command of the vessel remains with the Master and he can interfere

at any time when he feels that there is a danger that the situation gets out of control and may lead to an accident and damages.

The newbuilding activities of Schoeller Holdings are gradually coming to an end. There are only three more 31,000 tonnes breakbulk heavy lift vessels to be built – one in July 2013, one in November 2013 and the remaining one beginning of 2014.

These vessels in total have attracted the interest of breakbulk heavy lift operators and a couple of them are chartered out to major operators with the rest being used in the liner service of Austral Asia Line and for special projects.

Wishing you always a Safe Sailing.

A handwritten signature in black ink, consisting of stylized, overlapping loops and vertical strokes, representing the name Heinrich Schoeller.

Heinrich Schoeller

COLUMBIA RECEIVES AWARD FROM CIPA (CYPRUS INVESTMENT PROMOTION AGENCY)

Columbia Shipmanagement Ltd was chosen as one of the recipients of a CIPA (Cyprus Investment Promotion Agency) International Investment Award which was presented to Mr Dirk Fry at the Presidential Palace in Nicosia on Monday, 19th November 2012.

These awards are given to companies and individuals who have contributed to the development of the island as an international business centre. They recognize not only companies that have created a value added element to the economy of Cyprus and have established operations and provide employment here, but

also their role in attracting foreign investment in Cyprus and making a significant contribution to other professional services sectors on the island.

The prestigious award ceremony took place under the auspices of the Cyprus Presidency of the Council of the European Union and was preceded by a Grand Gala Dinner for 300 guests comprising of government officials, business leaders, foreign investors, and professionals.

Anne-Marie Neokleous

Executive Secretary

Columbia Shipmanagement Ltd (Cyprus)



Captain Fry receiving the award.



Managing Director Captain Dirk Fry

DELIVERY OF HYUNDAI INCHEON HUANGHAI, CHINA

From the slipway, our new building 31000 MPV "Hyundai Incheon" faced towards the city of Incheon in South Korea.

This is the seventh multipurpose container vessel of the series for Columbia Shipmanagement Ltd, at the Huanghai Shipbuilding Company in China, where our Newbuilding group has been supervising.

To ensure high quality, each employee was involved in contributing their skills and energy despite the challenges that come with any shipbuilding.

Our team has worked together for several years under the guidance of our first CSM site manager Mr. Thackeray - we now work with Mr. Klaus von Glahn.



Together we have achieved our objectives, by successfully delivering Hyundai Incheon.

All work on her construction went smoothly and in due time the shipyard announced the completion of work and handed over the ship to the onsigning crew of Columbia.

Hyundai Incheon left the shipyard on the 24th January 2013 and went to



her first working course, reserving in our memory the pride for the work that had been done.

Valery Zorin
Paint Supervisor
Huanghai Shipyard



EU AMBASSADORS TOUR CSM CYPRUS OFFICE

Due to the significant role of the shipping sector to the economy of Cyprus, and within the framework of the Cyprus EU Presidency, EU COREPER Representatives (responsible for preparing the work of the EU Council and for carrying out the tasks assigned to it by the Council) and EU Commercial Policy (Services and Investment) Attaches were provided with the opportunity

to visit a number of shipping companies on 21 and 25 September 2012, in Limassol.

EU COREPER Representatives visited Columbia Shipmanagement Ltd on the 21st of September 2012. During the visit the EU delegates received a presentation about our company by our Managing Director Captain



Dirk Fry. Later our guests were given a tour of the company's premises and learned about our activities and services. The visit ended up by offering our guests drinks and snacks in the gardens of Columbia Shipmanagement Ltd.



Viola Hadjichristodoulou
Officer (Quality Documentation)
Columbia Shipmanagement Ltd (Cyprus)



CREWING NEWS

CSM ATTENDS 29TH ANNUAL CRUISE SHIPPING MIAMI EXHIBITION

Peter Busch, Olaf Groeger and Norman Schmiedl attended the 29th annual Cruise Shipping Miami conference and exhibition at the Miami Beach Convention Center.

The annual cruise industry gathering usually attracts around 11,000 attendees and more than 900 exhibiting companies from 123 countries. Major country pavilions included Italy, Spain, Germany and France. It is not only a trade show but also a conference where recent industry subjects are discussed with delegates and industry experts. The conference

sessions have covered four categories:

- Shipbuilding, Operations and Technology
- Destinations and Ports
- Market Segments
- Product Development

It was the first attendance of COLUMBIA Shipmanagement representatives at the Cruise Shipping Miami and the aim was to make contacts with cruise companies to further expand the growing number of passenger vessels under CSM management.

Norman Schmiedl

Human Resource Manager
of Seagoing Personnel

Columbia Shipmanagement (Deutschland) GmbH



Olaf Groeger (Fleet Manager) and Peter Busch (Crewing Fleet Manager) at the exhibition

CREWING NEWS

CSM NOROROSSIYSK UPDATE

We are pleased to advise that twenty Cadets passed their training practice onboard CSM ships during the last six months. Twenty junior Officers became Officers under our flags.

Strong seas, wind and cold weather, financial crisis and low freight on the market should not make us disheartened. Our CSM Novo pool consists of more than 400 Officers who well understand the reality of the situation and are ready to help our company by all means. The CSM Novorossiysk office has well trained

staff who aim to always keep the CSM flag on top. Our offices have the opportunity to increase their theoretical knowledge and practical skills on equipment in the Marine State University,

I wish our seamen onboard patience and endurance until they return home to their family. To the seamen ashore I wish stability and more sunny days ahead.

Captain Sergey Panyushkin
Director

Columbia Shipmanagement Novorossiysk



Pictured here is Norman Schmiedl, Human Resource Manager of Seagoing Personnel.
Location: front of the entrance to Marine State University.

TANKER NEWS

SUCCESSFUL VETTING - MEETING CHARTERERS EXPECTATIONS

Vetting can be defined as follows;
“to subject somebody or something to a careful examination or scrutiny, especially when this involves determining suitability for something”

Ship vetting is an in-depth assessment of the ship and the ship manager's qualities and suitability for chartering the vessel in question for a specific voyage.

For those of us involved in the day to day operations of our tanker fleet the subject of vetting is without doubt one of the key issues that links us all together.



The Vetting Inspector at work.

The Background

Over the years our industry has experienced a number of high profile casualties, from the TORREY CANYON in 1965, EXXON VALDEZ in 1989 and more recently the ERIKA in 1999, and PRESTIGE in 2002. With each of these incidents there has been extensive media coverage, newspaper headlines and television programmes showing oil soaked sea birds and what was once golden sand beaches covered in oil.

As a result of these and other similar incidents the Oil Majors and their industry representative body the Oil Companies International Maritime Forum (OCIMF) have become acutely aware that where they have an involvement in such incidents their reputation and subsequent commercial success can be put at risk, and so developed the Vetting Process.

The Vetting Process

This commenced in the early 1990's with the introduction of formal oil tanker inspections conducted by specially trained inspectors and continues to evolve and develop today. The latest initiative is the Tanker Management Self Assessment (TMSA) scheme which was introduced in 2004; this was developed by the OCIMF with the aim of giving guidance on best industry practice and encouragement to ship operators to achieve the highest standards of ship management through continuous improvement.

We at CSM are actively involved in this scheme since its launch and this will play an important part in the continued development of our safety and quality culture. The overall aim of the vetting process is to provide the Oil Majors and our other charterers with the assurances that the risks involved in moving their cargo on our vessels has been minimised as far as possible and we are committed to following best industry practice. In order to reach this decision the vetting process examines many factors, the most significant as follows;

- Ship inspection history. During 2012 our tanker fleet underwent 262 OCIMF SIRE inspections, this equates to every 33 hours one of our tankers going through a SIRE inspection. The majority of the inspections on our fleet are conducted by BP, SHELL, LUKOIL and STATOIL.

Also;

- Our company reputation and management assessment. In 2012 EXXONMOBIL, BP, CHEVRON & SHELL visited our offices to conduct assessment and audit.
- Our vessel incident history and statistics.
- Port State Inspection performance and history.
- TMSA input, as noted above the most recent initiative.
- Commercial and oil terminal feedback on the performance of our vessels.
- Classification Society structural inspections and reports.

The Commercial Importance

It is estimated that the Oil Majors are involved in approximately 70% of all seaborne oil movements, whether as suppliers, shippers, receivers or terminal / facility owners.

With such a market share the Oil Majors cannot meet their transportation demands with their owned fleets and therefore must work with other ship owners and operators to ensure their cargoes can be safely transported across the oceans of the world.

With a choice of over 800 ship owners and operators the Oil Majors are extremely cautious when choosing their industry partners, using the vetting process as a tool to ensure those operators they select to do business with meet with their required standards and share common values for health, safety and environmental performance.

Therefore to ensure our tanker fleet is successfully employed in the market it is essential that our vessels are acceptable to all Oil Majors all the time, only with this flexibility can we trade our vessels to their full potential.

The vetting process is the key to this success, as can be seen from the list of components that make up this process we all have our part to play.

I hope the above summary has given those of you outside our tanker operations an insight to the purpose and scope of vetting and for those directly involved in our tankers an update on how crucial vetting is for our continued and future success.

Captain Evan G Mackay
Vetting Team Leader

Columbia Shipmanagement Ltd. (Cyprus)

SEA RESCUE - A PART OF GOOD SEAMANSHIP

I have been requested by our Captain to write an article about the Search and Rescue operation our vessel, Cape Denison, was involved in during early January 2013, assisting a sailing vessel and her skipper. For the first time I was out of words. Some stories have action, others an interesting person as centre piece.

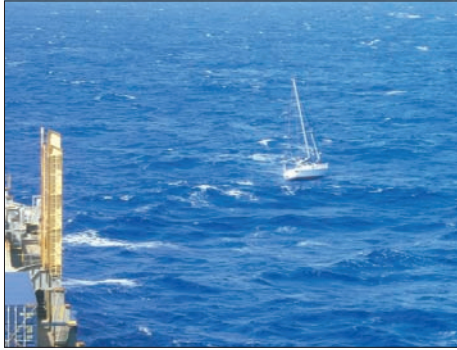
The key word of this story is seamanship. Someone who has never sailed on ships, describes seamanship as a cumulus of skills and knowledge of a sailor.

For us, the sailors, it is not about what we can do, but what we will do, beyond our ordinary limits, to achieve our goals in whatever circumstances. It requires soul, courage, a bright and imaginative mind and a capability to keep smiling.

It was evening time when we received a call from MRCC Fort du Martinique to render assistance to the sailing yacht. The only person onboard was without food and water.

We quickly revised the passage plan,





deviated from our course and by next morning we found the yacht rolling powerless in the Atlantic Ocean's swell.

The yacht owner was weak but happy to see us. He was already out in the sea since 6 weeks and had not eaten in the last 2 days - his destination was Martinique. His hands were trembling, and he could not fast our given lines. O/S Ritual ("Noli" for us) did not hesitate to join the yacht, and to fast the lines, helping the skipper to receive and store the provisions and water.

The story has not much subject, just as there is no story in helping a blind man to cross a street, or an old man to descend the bus stairs.

Helping someone is part of our education, and we should do this as normal, ordinary things.



The story is about seamanship. After receiving the call, everyone knew what had to be done. No questions about overtime, extra works, if this is our job or not. The assistance for a lost man in a sailing vessel was not only in our capability and skills, but in our wish and desire to help.

We left the skipper with a smile and the sailors' wish "Bon voyage!" Looking back, it was an easy job. I would like to take the opportunity to thank our Captain, all Officers and crew on board of M/V Cape Denison, for their good job and good seamanship, which gave me a story to tell, and made me proud of being a seaman !

Messman FIEL Paul Sherwin Loquenario
On behalf of the crewmembers
of M/V CAPE DENISON

AAL KEMBLA AN UNPARALLELED SHIPMENT

Don Quixote is the main character in Cervantes' seventeenth century Spanish novel of the same name. The scene in which this anti-hero perceives windmills as giants, gave rise to the modern expression "tilting at windmills" which means to waste time dealing with imaginary problems.

Ironically, what was once an unreal obstacle, represents today's unquestionable object of wind power that has the entire energy industry in a whirl and is blowing a gale of opportunities to project sites, manufacturers and transportation companies. While there seems no shortage of interest from different



regions and industries willing to service the growing wind industry, the list of enterprises that can cater to the industry's transportation needs is shorter. Along with the promising growth developments of the wind power industry, the design of wind turbines has drastically changed since the beginning of the 21st century.

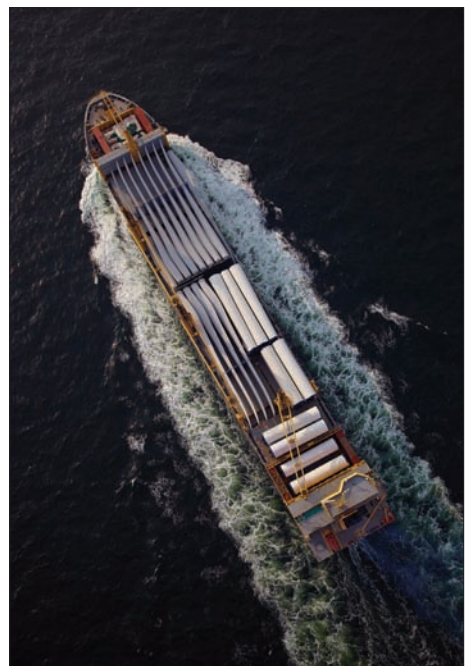
Basically the turbines and their components have increased in size in order to maximize the output of these turbine giants.

AAL is not fighting windmills when they meet the challenges that the offering of transport solutions



entails for the industry's heavy but delicate, over-sized high-tech material components.

On the 10th of September 2012, Austral Asia Line delivered 12 complete wind turbines with a total volume of 55.685 cbm from Bayuquan in China to Valencia in Spain. The AAL Kembla, geared with cranes offering lifting capacity up to 700 metric tonnes, proved to be up to the task that



required the highest quality standards in its handling for traffic of this kind. While it has been recorded as the largest-ever unloading of wind energy equipment from a single ship in a Spanish port, the shipment was also reported, off the record, to be the biggest of its kind in Europe. Offering superior transport solutions to the wind power industry is not just about deploying a modern fleet with

A-class vessels that can carry many of the heavyweight sub-components or S-class vessels that are close to tailor-made for the monopile foundations for offshore wind turbines. It is the dedicated team of qualified personnel, behind AAL, that is the key to such real-time success stories.

Oona Dierick
Marketing Manager
AAL (Singapore office)



A WEDDING ONBOARD CAPE FALSTER

It may look like there is no room for romance on container vessels, but we will prove you wrong.

On the 26th of February 2013, 2nd Mate on M/V Cape Falster, Mr. Zdenko Knafel married his fiancée Miss Klaudia Sokota. Their story started around ten years ago, but the real love.... few years later in Kostrena, the small city near Rijeka in Croatia, widely known for its long maritime tradition.

Since their ancestors were closely tied to the sea, the decision to marry on board of the cargo vessel was not shocking at all, at least not to the groom's father Captain Davor Knafel, a Columbia Master since 1995.

Thanks to Captain Babic Zdenko and the enthusiasm of his crew, the idea of having the wedding ceremony on board became a reality. After receiving the approval of Mr. Schoeller and our





Columbia office in Cyprus as well as flag state authorities, Captain Babic Zdenko contacted Columbia Rijeka office with a kind request to assist with arranging details of the event which included synchronising of all formalities required by the local legislation, obtaining permits from authorities and finally arranging embarkation of the bride, guests and "safe loading of the wedding cake".

The wedding ceremony took place on the bridge of M/V Cape Falster



during her way from Rijeka to Koper. The crew were in the role of bridesmaids and the Chief Mate Vladimir Brozovic Cico together with 3rd Mate David Katkic were witnesses. The ceremony started after the bride made her appearance on the bridge accompanied by her father to the sound of Wagner's Bridal March playing in the background.

As the couple said "I do", they exchanged their wedding rings which had been made by engine staff under the



supervision of Chief Engineer Music Miroslav. Captain Babic held the ceremony in such a professional manner it was as if he had conducted hundreds of weddings! For those who were not on duty, the party could start. After the vessel berthed in the port of Koper 24 hours later, the guests left the vessel while crew remained on board together with the newly married couple on their planned fortnight honeymoon (Venice – Ancona – Mersin – Port Said – Damietta – Rijeka).

Being a part of this one of a kind romantic event was a unique pleasure and proved it is possible to experience



romance on board of container vessel. This rare story was also recorded by the national TV station and local media.

We wish the young couple calm seas in their voyage of life.

Captain Mario Stipanovic
Crewing Manager
Columbia Shipmanagement Rijeka



PIRACY UPDATE

'SOS SAVE OUR SEAFARERS' CAMPAIGN UPDATE



In our last issue of Compass (edition 34) we reported on the SOS SaveOurSeafarers campaign – an international, not-for-profit, anti-piracy campaign which was launched in March 2011 by a group of five influential maritime associations. SOS SaveOurSeafarers is the biggest ever grouping of the international maritime industry organisations. They've joined together to raise awareness of the human and economic cost of piracy via the media. The number of maritime bodies subscribing to the campaign has risen to thirty-three; comprising ship owners, operators, insurers, trade unions and regulators.

We would like to share the below update we received from the SOS SaveOurSeafarers campaign with our readers.

Changes to the SOS website

Changing circumstances suggest that some adjustment to the Saveourseafarers.com campaign are appropriate.

We're delighted to say that;

- * the massive media interest in maritime piracy that has been generated and
- * the 33,000 letters which our website visitors have sent to their governments

appear to have had the desired effect. Public and political awareness and interest in the piracy problem has soared around the world and numerous governments have responded very positively to our calls for action. Massive resources have been poured into combating piracy.

These efforts from the industry, SOS member organisations and the naval forces have produced a dramatic reduction in attacks on shipping and as a consequence, the number of hostages being held is down to about a quarter of the number held two years ago - although every seafarer being held against their will by criminal extortionists is one too many.

We are therefore dispensing with the 'letter to government' feature of the website from December 20th 2012. It's done its job. A very sincere thank you to each and every one of you who sent a letter. Your voice HAS been heard. Visitors will still be able to register their support by adding names to the on-site list.

Nevertheless the fight against Somali piracy is by no means over and ship operators, the shipping industry and the naval forces are all maintaining their levels of watchfulness, and preparing and training for possible pirate attacks.

Our news, social media and video channels will stay live. We will continue to strive to meet all our declared objectives. The industry will not rest until Somali piracy is defeated. We will not be dropping our guard now or at any time in the future.

Thanks for your support.
SaveOurSeafarers

www.saveourseafarers.com



DRYDOCK MODULE UPDATE

Dear Colleagues

We would like to provide you with another update from shore in regard to the progress of our CAPE application. The development of CAPE in general has turned out to be a marathon with the special feature that whenever one thinks that kilometer 30 has been reached, it is actually only kilometer 10 that was just passed.

Taking this analogy along, let us take a look at the CAPE marathon stage between kilometers 25 and 30, called the "dry dock module development stage". The dry dock module is intended to assist the Technical Department in preparing, tendering, comparing and executing dry docks for the sake of a better overview and monetary efficiency during this capital intensive period of a vessel's life cycle.

The start: In our context a marathon is no single runner event, it is much

more a team relay where single individuals continuously pass the baton to the next colleagues in an effort to design a tool that shall help its users in better managing their daily work – in this case a dry dock. At the start of the dry dock module stage in the 1st quarter of 2011, we saw Christian Obst, Fleet Manager at CSM Deutschland, and his Superintendent Vjaceslavs Zubkovs, preparing for the race.

Christian is our most experienced runner, serving the development team of Blue Dynamics as primary contact for technical innovation aspects for many years. After the race started, both participants conducted the first full tests for the CAPE dry dock module.

The module had been designed solely based on CSM specs, and therefore expectations were high. Shortly after the start, both were joined in the race by Technical Superintendent Richard Bos and the Cruise Group based in Cyprus.

The first stage: With CAPE developers cheering the runners on from the side of the track, the results of the first real world tests seemed to slow the runners down significantly. After they had completed the first test, the reason for the slow down was identified rather quickly: our dry dock module still had a long way to go, particularly in respect to budgeting and financial reporting, as well as a mobile component for the time in the dock, where a stable and fast internet connection is not always secured.

Preparing for the second stage: Together with our pilot users, we took our lessons learned, returned to the development room with Blue Dynamics in Q2 and Q3 of 2011 and included the following main improvements: more depth in the user's ability to split cost while maintaining a better overview over the more complex budget structure, better project management functionality for better daily reporting, a gross/net discounting functionality and various other features. Also

based on user feedback, the tender comparison, validation and owner's report functionality was enhanced.

The second stage: In Q4 2011 we returned to our CSM-D running track with the hope of having prepared our runners better. This time, other athletes took on responsibility, namely proven marathon runners Dieter Rohde, Maxim Kolesnikov, Jan Gerwatkowski, Sven Dingedahl, Jan Dethlefsen, Barbara Woltron and Andrea Bachmann. Equipped with their improved CAPE dry dock module, the runners got off to a better start, but shortly thereafter, the runners looked at the CAPE developers unamused as they were slowed down during their work with every additional meter.

Due to low quality internet connections in some of the Far East yards, the recording of data and upload of data took large amounts of time and resulted in more pain than gain for the users. After months of diligent work, this was a frustrating result for users, as well as developers.

We returned once more to the development room.

Trying to master stage three: In the following months, extra focus was put on the development of a stable and easy-to-use mobile client to enable offline work during the docking, as well as more role-based information for superintendents, assistants, fleet and commercial managers ashore. Furthermore, the budget module was enhanced, largely based on an eventful test run (docking) under the leadership of Dieter Rohde, in which the need for a better overview for the superintendent during final budget negotiations became apparent.

3rd and final stage: In Q4 of 2012 and after one year of development, the mobile client framework was made available for testing and indeed significantly improved user convenience in regard to daily progress and budget reporting as well as project controlling and management capabilities. The tests, now also with Superintendent Jhun

Vargas Jr. of CSM Singapore, proved very successful and user satisfaction and confidence finally were at a rewarding level.

Until the end: The large team of developers and runners had reached its goal of designing a dry dock support tool, ready for live use - only to realize that what looked to be the finish line was in reality only kilometer 10, with no end in sight. Why? Because many more rounds of user feedback, new ideas and possibilities will keep extending the length of the race.

We thank all runners involved for their passion, patience and continuous feedback. We also thank the development team of Messrs Oswald, Jacovides and Thyrotos for their ability to transform constructive feedback into a software solution. The same mobile client framework will in future also support Marine and Technical superintendents during their vessel visits, providing more information and convenience.

Timothy Scheller

Business Development Manager
Columbia Shipmanagement Ltd. (Cyprus)

WHO IS WHO - CHRISTIS MARCOULLIS



I was born in Limassol, Cyprus in July 1973, about a year before the Turkish led invasion. During those years there was a lot of turbulence and unrest on the island. As a child I grew up in a neighborhood near the St.Nicholas church and I was lucky enough to still be able to play with friends in nearby fields.

Contrary to today's customs, at that time the few things that you had available to play with meant a lot and were utilized even more. My memories of my childhood are still to date the best I have.

Looking back during those years I am still wondering how I managed to survive the wrath of my parents and school teachers. Finally I finished school in 1990 and a twenty six month

army service followed which brings us to the end of the summer of 1992.

In September 1992 I went to London and commenced my studies in shipping at the London Institute of Shipping and Transport. During my 1993 Easter holidays I came as a trainee to CSM in the Operations department. I spent a month in the department basically gaining knowledge which was my primary target. I then went back and completed what I thought was the first part of my studies. In June 1994 as I was about to continue further I was contacted by CSM whether I would be interested in becoming a permanent employee in the Operations department.

The opportunity given to me was too good to turn down and here I am eighteen years later...

My career with CSM started as an operator where I spent 5 years gaining a vast amount of knowledge and experience which later proved to be of great importance. In 1999 I was transferred for a couple of years to Schoeller Holdings before taking the known road back to the

Operations department for another 3 years. In 2003 I was promoted to Commercial manager in the Technical department with the primary responsibility to control the running expenses of a group of 6 chemical tankers. Soon the group from 6 vessels increased to about 20.

The Technical department was also a pool from where I gained a lot of knowledge and experience which were not directly related to my studies.

Since 2010 I am a Commercial manager in the Crewing department, making a change from machinery to crew!

This has proven to be an even bigger challenge than any of the previous ones, looking after crew members our most valuable asset, their wages and all sorts of other expenses related to them. However being such a big challenge it also returns an even greater satisfaction knowing that you have managed to positively contribute to the success of the company.

Challenges are always welcome and with very capable and cooperative colleagues around our department I am sure that we will strive towards success...

Looking back at my years with CSM I have always said that to be still here after eighteen years means that there must be something good about it or to put it in the words of a very famous song "regrets I've had a few but then again too few to mention". I can only feel grateful for the opportunity which was given to me to be part of this company and the way in which it has developed.

On a more personal note I am the younger of two brothers in the family, married and in 2001 became a father of a daughter named Constantina with whom I share a very special father daughter relationship. Since then it feels like being the father of three, not one!

I have to admit though that the birth of my daughter has made me take a different perspective towards life in general and recognise the things which are really important and worth fighting for.

In my spare time I very much like to play and watch football, travel abroad and especially follow my local and most successful football club on the island APOEL Nicosia on its European adventures.

I also like going out and spending time with friends as well as long weekends around the island especially during the summer time.

Last but by no means least always

remember that life is fun, we just need to find ways of enjoying it!

Christis Marcoullis

Commercial Manager
Columbia Shipmanagement (Cyprus) Ltd.

WHO IS WHO - CAPTAIN BERND SCHLARMANN



As the third son of a ships engineer I was born in Bremerhaven, the second biggest port of Germany. As long as I can remember our family always worked on ships and I also wanted to go to sea as early as possible. I started my career when I was seventeen as an apprentice for C.F.Ahrenkiel in Hamburg where I sailed on various types of ships until I finalized my apprenticeship and become proudly an A/B.

Due to the fact that my first daughter

was born at that time I tried to change my working area to be closer to my family and subsequently I worked a year in a shipyard in Bremerhaven followed by some years as part of the drilling crew on Oil Rigs in the North Sea. Here I made my first experiences with the positive impact of a well-established HSE system. Since the big oil-boom ended in the mid-eighties I returned to my basics and sailed as Boatswain on dry cargo, MPC and wood ships in order to have sufficient sea experience to commence my studies at the nautical college. I completed my studies end of the eighties and started my nautical career the same week on MPC vessels sailing worldwide as Third and Second Mate.

At that time I was already father of two daughters and one son which gave me always the necessary balance in my life and which was, of course, always a reason to improve my skills to move, step by step forward in my professional career.

Today I would say that the inquiry of my company, to change over to LPG and Chemical Carriers, about twenty years ago, changed my life and my professional career completely. From the first moment I was fascinated by the highly professional and cooperative way of working on these ships. Every new cargo operation included a detailed planning and professional arrangements, which I was a part of from the first moment on board. I sailed on these ships for several years and become Chief Mate. I went subsequently to St.Petersburg, beginning of 1995, to join the first ship of a new series of UCT Chemical Tanker. I sailed on this ship, the Multitank Iberia for two years as Chief Mate, followed by nine years as Captain which I really enjoyed. In 1992 my last daughter was born which completed our family and consequently we moved to the countryside where we still enjoy the nature and the quietness.

In 1997 my ship was one of the first vessels joining Martime, Elsfleth where I stayed until I joined UCT in Hamburg. As Captain for UCT I worked from time to time also as training Captain and Cargo Supervisor and participated on various cargo projects which were my first real training experiences. In 2006 I joined the UCT team in Hamburg as QA & HSE Manger and received also the responsibility for the Junior- and Senior Officers Tanker

training at Career in Manila.

The responsibility for the training of the seafarers was always some kind of a pet passion for me and I enjoyed having the possibility to create an effective and sustainable training.

In 2009, I became in the meantime Operations Director of UCT, we commenced to carry out annually the UCT-CSM Captains Seminars which we still continue successfully. Besides the training of operational subjects we established during the seminars also an intensive training on HSE subjects in order to promote actively the safe working practice on board of the CSM ships.

In 2011 the UCT ships were sold and Mr. Schoeller asked me to join the CSM team as Fleet Manager Chemical Tanker to give the ex. UCT ships the best support from the technical management side.

Another new field in my professional life, was joining the Technical Department of CSM Hamburg which I certainly enjoyed and where I made countless new experiences and met new colleagues. At the end of last year I have been asked by Mr. Sommerhage to join the training group as Training Manager Germany, in order to be fully involved in the training of the CSM seafarer which I

agreed to. Finally I am doing now what I have always had a passion for, with the possibility to support our crew by sharing my experiences, knowledge and skills.

Today I have already three wonderful grandkids and enjoying the time I have with my family, cooking something nice for them, cycling in our wonderful countryside and working in my garden.

I am looking forward to the new responsibilities and opportunities I have received within the CSM family and I will do my very best to give each of our seafarer as much support as possible to progress in his individual professional career within the CSM family.

Captain Bernd Schlarmann

Training Manager Germany
Columbia Shipmanagement (Deutschland) GmbH

WHO IS WHO - CAPTAIN YURY SMIRNOV



I was born in Leningrad, but you can not trace this name on the chart any more as the original name Saint Petersburg was brought back in 1991. There is no need to describe the city planned and built as a capital by Italian and Russian architects.

It's much better to visit and spent some days in museums, cathedrals etc.

I had my first birthday during a stormy winter in the Baltic Sea while on board of the vessel, because my father was a seaman. He had never pushed me to follow in his steps and left the final decision to me, but in my mind I wanted to work at sea.

That is why I visited probably all major ports on the Baltic coast as a boy. At that time I finished the secondary school in 1977 and took my steps to the Marine State Academy.

As per the Academy's program it was required almost 6 years to pass one by one all grades from OS to Officer plus assorted stevedore experience as well.

I graduated from the Academy in 1983 and started working for

Baltic Shipping Company. It gave me a great experience for timbercarrier, multipurpose, container and ro-ro ships.

I was assigned as a Master in 1997 on one of the biggest ro-ro vessels of ex-Baltic Shipping fleet M/V "Komsomolsk", where I spent the next 4 years working around the world under Grimaldi and Wilhelmsen Line.

My first contract with Columbia Shipmanagement Ltd. started in January 2002 when I took a command of 900 TEUs container M/V "Cape Cleaveland", then M/V "Cape Norman".

In 2003 CSM Management requested me to take the newbuilding from Wolgast mv "Cape Frio". I am still grateful for that opportunity given to me by CSM Chairman Mr. Schoeller.

It is absolutely another kind of experience to take the vessel from the yard and bring to the level of Columbia from "ground zero". M/V "Cape Frio" became the first vessel in the company which received the International Ship's Security Certificate from GL in Dubai. At that time nobody had such experience as it was new for everyone on board and in the office.

The "Cape Fraser" and "King Alfred" were brought to sea from Wolgast Shipyard

with my assistance as well as M/V "Cape Franklin" and M/V "Cape Felton". In 2008 I was requested to come to China to bring M/V "Cape Nelson", then in 2010 M/V "Cape Nassau" and M/V "Cape Nabil".

At the same time I was working under CSM Cyprus, CSM Deutschland and CSM Singapore and was always receiving support and understanding. At the same time I met new managers. It

is very important to know the people who are assisting you daily from the office side. The time was running very fast and it has been already more than 11 years and I am proud to stay with Columbia Shipmanagement Ltd.

The story would not be complete if I say nothing about my family. I am very grateful to my wife Olga who supported me practically all my life and to our lovely daughters: Anna and Tatiana. Maybe a grandson will follow in the footsteps of his grandfather? Who knows?

I wish all the best to everyone in the office and safe voyages to everyone at sea. Smooth Sailing to Columbia!

Captain Yuri Smirnov

NEW CSM WALL CALENDAR 2013



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

Our thanks to the following photographers for sharing their photos with us.

Captain Martin J. Taylor
 Captain Igor Konoryev
 Electrical Engineer Davit Tvaradze
 Oiler Tana Joselito Esguerra
 Deck Cadet Mikhail Kubynin
 Third Engineer Ricardo H. Supleo III
 Fourth Officer Fiona Noone
 Valery Zorin (CSM Paint Supervisor, Huanghai Shipyard)
 Captain Ivica Zupan

If you would like to submit photos that could be included in future CSM wall calendars for our fleet, please send on CD to our Columbia Cyprus office, marked for attention of the editor. We aim to select photos which best match the month or reflect the season.

OUR TRAINEESHIP IN CYPRUS



We, which means Benthe Menzfeld, Maria Kovaleva and myself, Marina Röhl, are third-year students in the undergraduate program, International Shipping and Chartering, at the University of Applied Sciences in Bremen, Germany. This University specialises in combining theoretical knowledge with practical experience where we were required to work abroad in the shipping industry for one semester.

The fifth semester started for us far away from the cold weather in Bremen on the sunny island of Cyprus. For us this was the big chance to change lectures for the exciting world of working which was not the only change we had to face.

The differences between Cyprus and our home in the north of Germany were quite impressive. Even from the plane you could see the Salt lakes and the desert like landscape of Cyprus below instead of blossoming landscapes of green. Upon landing you could actually feel the change in temperature, with nearly 20 degrees difference from home.

Our first days at CSM passed quickly for us and we were very grateful for our new colleagues who gave us kind assistance to become acquainted with our new tasks.

As we all spent our time in different departments - Benthe in the Technical and Operations Department, Maria in the Crewing and Claims department and myself in the Vetting department and assisting with the Compass magazine. We had the great opportunity to exchange our knowledge between ourselves which made it a lot easier for us to gain insight into the wide range of services offered by CSM.

Within our time here we all had the possibility to broaden our horizon and apply our knowledge due to different experiences. Thus I got the chance to attend a Marine visit on MV King Basil in Limassol to become familiar with the work of a Marine Superintendent. Maria spent one week in Pissouri at the Columbia Beach Hotel where the annual CSM Tanker seminar took place. Our major highlight was the opportunity to visit the passenger Vessel MV "Astor" in Limassol, where we were warmly welcomed by the crew members who spared some time to show us around the vessel.



Now that Spring has finally arrived in Cyprus and our semester is nearly finished, we can say that the landscape of Cyprus has really changed into a vibrant green colour. We now feel more comfortable in the workplace, having settled in well and even started taking Greek lessons.

At this time, we, especially want to thank our colleagues in the office and onboard for their kind assistance. Thanks also to our new friends here in Cyprus, who surprised us with their kind hospitality and made our time here unforgettable.

**Marina Röhl
Maria Kovaleva
Benthe Menzfeld**

CSM WINS VOLLEYBALL TOURNAMENT!

For the 16th consecutive year the Cyprus Shipping Chamber has organized the annual beach volley charity event with all proceeds going to the "MAKE A WISH" foundation for children suffering from cancer.

In October 2012 a new one day beach volley marathon was also organized with all proceedings going to the same foundation. Columbia once again participated with two teams: CSM BEARS which included Tasos Anastasiou, Andreas Chiratou, Christos Liassides, Andreas Mitsis, Kyriakos Georgiades, Panayiotis Aresti, Tasos Charalambous, Robert Voelzer, Marianna Charalambous, Rolf Slothower, Carsten Biel, Maurice Baker, Dmitry Chermenko.

CSM BULLS included Andreas Hadjipetrou, Ilias Christoforou, Marios Nicolaou, Kyriakos Panayides, George Papaioannou,

Stavros Stavrou, Eftychia Tsakou, Nikos Firilas, Julia Stylianou, Charis Asimenos, Petar Bubic and Nikolas Papados.

Expectations were high for both of our teams since our last participation in the Finals. Our hard work and dedication finally paid off. After an exciting Final, which was full of suspense, we won the tournament for the first time (15-12 , 10-15 , 15-14)!

We would like to thank our players for their hard work practising after office hours - thanks also to our colleagues for their loud support during the tournament! We promise that we will do our best to keep the trophy in our hands next year!

Marios Nicolaou

Accountant - General Accounts
Columbia Shipmanagement Ltd (Cyprus)







MATCH HIGHLIGHTS!

DID YOU KNOW?

THE HISTORY OF MARINE UNIFORMS



Have you ever wondered about how marine uniforms evolved? Let me start by taking you back to an era where most seamen went onboard barefoot and little effort was made to clothe them in anything resembling a uniform. Most seamen in the early 17th century wore pantaloons described as trousers which were loose and hanging in folds.

A jumper or shirt, neckerchief, short waisted jacket and low crowned hats were also worn. In those days the habit of outfitting the crew depended on the Captain's pocket, since there was no standard uniform implemented. Only the Captain's imagination and budget served as limits to how he outfitted the crew.

In the mid-17th century, uniforms were focused on Officers. The first uniform regulations were issued to commissioned Officers only, particularly in the British Royal Navy by Lord Anson in 1748. It consisted of a blue coat, normally worn with breeches and white stockings. In the early days some Officers also wore wigs to denote their social status, but this practice quickly disappeared due to the impracticality of wearing wigs at sea. The standard means of determining rank in those early days was the arrangement of buttons, as well as gold facing on the buttons and cuff bands.

As a general rule, the more buttons and gold facing a person wore, the higher their rank and position was. The next major changes occurred in the 1760's when the British Royal naval lieutenants wore designated special uniforms consisting of an open faced blue jacket with waistcoats, whereas the Captain wore a similar jacket yet often closed with gold laced buttons. By the 1770's, selected petty officers had been issued with some type of uniform as well. The most significant uniform regulation of the late 1700's was the creation of epaulettes (shoulder decorations) which were the primary means of determining Officer rank insignia, while the remainder of the petty Officers wore various blue coats with pipings and buttons to determine their various positions.

Despite the fact that seamen had no regular uniform issuance until the mid-18th century, the U.S. Navy made its first attempt at a prescribed uniform in



1817 for winter and summer uniforms but since the funding was limited, enlisted dress was rarely enforced and seamen added their own accessories such as buttons and striping as they wished.

In 1841, the first enlisted uniform regulations were formally announced describing the first grooming standards. The uniform was a blue woollen frock with white collars and cuffs, blue trousers, blue vests, black handkerchief and shoes. It also provided a distinctive mark for petty Officers. In 1856, sleeve stripes were introduced, thus ending the era of the shoulder epaulettes as a primary means of insignia becoming a pattern which has endured to the present day.

By the early 19th century, in 1917 a new requirement for enlisted uniforms was introduced for women. The first uniform was a single-breasted coat, blue in winter and white in summer, long gull-button skirts and a straight-brimmed sailor hat. Some women wore a neckerchief to keep some identity with their male counterparts. In 1973 the most sweeping change occurred when traditional uniforms were replaced with a suit and tie to correspond to the Officer uniform. However, this break with tradition was short-lived, when the U.S Navy re-issued the jumper-style uniform to recruits by 1980. The service also made a sweeping change to women's uniforms, making them more practical and similar to the men's uniform which has been adopted until this day.

In spite of the fact that today we are immersed in space-age technology and are light years ahead of our ancestors, it is worth noting that portions of our uniform have survived the test of time. Today we are viewed as a consummate professional, even called a hero in our country whose uniform reflects the proud tradition of generations of seamen before us.

What else do you think may change in future uniforms?

Jann Richel Tupa Collado
3rd Officer

LIFE ONBOARD - THOMSON CELEBRATION GURKHA CURRY LUNCH

The Thomson Celebration Gurkha security team proudly hosted a Gurkha curry lunch in the port of Larnaca, Cyprus on the 16th of June 2012. Many of the management team from the CSM office, Limassol attended the lunch; it was great to see so many faces, new and old, on board enjoying themselves for the afternoon. The food provided by the Gurkhas was an authentic Gurkha curry, hand cooked by the Thomson Celebration security team. Below is some information on the history of the Gurkhas and the traditional Gurkha curry.

Gurkha - History

Gurkha 'Nepali –Gorkhali is an ethnic community from Nepal. Their name derives from the Hindu warriors-saint Guru Gorakhnath (8th century)



Gorkhas are indigenous people mainly from mid-western and eastern Nepal. Well known for their history and their role in the unification of modern day Nepal.

Gorkha Paltan, (modern day Nepalese Army) the Brigade of Gurkhas (British Army) Gurkha Rifles (Indian Army) Gurkha units are closely associated with the Khukuri, a forward-curving Nepalese knife of formidable fighting power.

Former Chief of staff of the British Indian Army, Field Marshal Sam Manekshaw, once famously said about Gurkhas "If a man says he is not afraid of dying he is either lying or is a Gurkha."

Culture

After the conflict with the British, Gurkhas have enjoyed considerable fame in various battlefields. The name originally referred to people from central Nepal, but ever since the conquest of Nepal by King Prithivi Narayan Shah (Gorkha Rajya) the word 'Gurkha' is applied to those who speak Nepali.

Gurkhas in the modern world are now essentially a mixture of various mountain tribes from the Himalayas, e.g. Magars, Gurungs, Rais, Limbus, and Thapas etc. Every tribe has its own characteristics.

Almost all Gurkha tribes have their own Nepali dialect so anyone who has been to Nepal will realize that the Nepali spoken in western Nepal is considerably different than the Nepali spoken in eastern Nepal. The trademark Khukuri, ever since the dawn of the Gurkhas, has been made by a "Kami" (pronounced "Kah mee") a community of blacksmiths.

Many serving Gurkha soldiers order their custom Khukuri to be made by Kami while on leave. It is tradition that the blade is not to be taken out of its sheath unless it is to draw blood. Authentic Gurkha curry from the foothills of the Himalayas, the curries of Himalayan Nation Nepal are quite distinct from those of any other Asian country...

Typical special Gurkha curry ingredients for the preparation include (jeera) cumin seed powder, (Dhaniya) dry coriander powder, turmeric powder, ginger, garlic, onion and some extra spices according to the need of the

seasons or for health benefits e.g. nutmeg and saffron etc. helps the body to keep warm even in extreme cold conditions.

The real Gurkha curry dish is a refined form of the traditional curry, which was cooked by our ancestors with the fresh natural spring water of the Himalayas. According to beliefs it is considered that the curry tastes more delicious if cooked with the Himalayan water.

Since then curry, became very famous in the Gurkha communities and is equally loved by the foreigner as well. Back home, curry is prepared by expert Gurkha wives, chefs and also soldiers on vacation. The authentic real taste of curry is fragrant and full of flavor.

In addition, Gurkha Hot Sauce (Chutney) is an integral part of Gurkha curry - also equally popular and is prepared by mixing ingredients like fresh green chilli, garlic, tomatoes, fresh coriander leaves and other locally found ingredients.

The good thing about the curry is that it is a remedy in its own, which has numerous health benefits which may keep diseases at bay.

FRIED CURRIED CHICKEN
(BHUTEKO KUKHURA KO MASU)
SERVES 5-6 PERSONS

Ingredients

- Chicken 2x1.1kg
- Onion 200 g
- Tomatoes 200 g
- Cooking Oil 75 ml
- Garlic 4 cloves
- Ginger 25 g
- Garam Masala 50 g
(Nepalese Hot Spices)
- Coriander Powder 25 g
- Turmeric Powder 25 g
- Salt (as needed)

Method

1. Cut the chickens as for sauté.
2. Cut the tomatoes into pieces.
3. Wash and finally chop the coriander.
4. Peel and grind garlic, dry chilly and ginger (50 g. each) to a paste.
5. Sprinkle the chicken with garam masala.
6. Heat the oil to a blue haze, add the chicken and fry to a golden brown. Remove the chicken from the oil and keep warm.
7. Reheat the oil to a blue haze, add the onion, garlic and ginger paste fry for 5 minutes then add the tomatoes and salt and fry for a further 4 minutes.
8. Add the chickens and cook over a low heat until the chicken is tender and the liquid has boiled away.



Thomson Celebration Security team (L-R)

Security Gurkha Roshan Kumar Gurung, Security Gurkha Rana Jhag,
Staff Capt. Colm O'Shaughnessy, Capt. John Westgarth-Pratt, MNI,
Security Officer Kristopher Piper, Security Gurkha Hira Bahadur Gurung, Security Gurkha Devraj Limbu

CSM PHOTOGRAPHIC COMPETITION No.8 - RESULTS

This is our eighth year holding the Photographic Competition. It's been a pleasure receiving your entries from all parts of the world. We received a huge variety of fascinating photos.

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

CATEGORY 1 – Life Onboard

Winner:

Deck Cadet Mikhail Kubynin



Runner Up:

Electrical Engineer Davit Tvaradze



CATEGORY 2 - The Magnificent Ocean

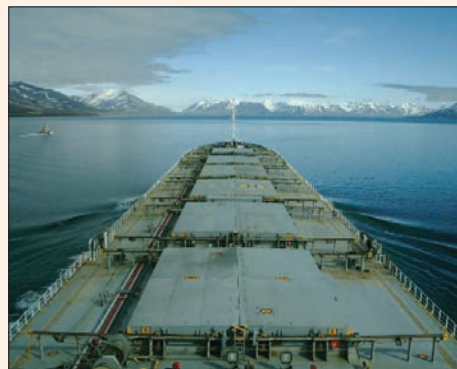
Winner:

2ns Officer Sergejs Rizkovs



Runner Up:

C/E Emmanuel S. Lat



CATEGORY 3 - Crew at Work

Winner:

Valery Zorin (CSM Paint Supervisor, Huanghai Shipyard)



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

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

Runner Up:

Captain Taylor Martin J.



future Compass issues, company brochures and CSM websites. Details of the next competition will be announced in the July 2013 issue. However, feel free to start taking photos from now!

Editorial Team

HELPING OTHERS THROUGH PHOTOGRAPHY

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

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

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

For more information please visit: www.HealingPhotoArt.org

TRUE TRAVEL

A CRUISE ONBOARD THE QUEEN MARY 2

When you think of the ultimate luxury experience, what images spring to mind? Skiing in the Swiss Alps perhaps or lounging on a private Caribbean island or maybe spending a week at the Burj Khalifa? The answer is none of the above. The ultimate luxury experience is second to none and is the prestigious ocean liner Queen Mary 2.

Yes, this breathtaking vessel is testimony to luxury at its finest where very little was spared in an effort to make this floating beauty a masterpiece equipped with state of the art facilities, impeccable quality control and highly motivated and

experienced staff to cater to your every need. Needless to say, when the opportunity arose for a holiday on board the QM2, we did not have to think twice!

Upon our arrival at the QM2 Terminal in Southampton, it was clear that we were about to embark on an unforgettable, lifetime experience. We were greeted by a host of smiling faces, all eager to assist us and make every moment memorable. Irina our housekeeper gave us a tour of our stateroom suite, explained various features and procedures and offered us her undivided attention for the next 7 days.



Columbia employs approximately 120 Deck and Technical crew onboard the Queen Mary 2.



As she left our cabin, we settled in and indulged in champagne and chocolates, compliments of Cunard. Before we knew it, our Captain was announcing our imminent sailing and off we went! Next stop... Manhattan!

The open sea was spectacular and relatively calm considering we were well in to November and crossing the Atlantic Ocean. The activities on board had us spoiled for choice ranging from Shakespearean plays to art exhibits and lectures by the great Rolf Harris himself to culinary food



styling and design. Our gastronomic experience was incredible. As the vessel boasts an impressive galley team of over 200 exceptionally talented personnel, it goes without saying that one of the highlights of the cruise was the superb dining. Whether pondering over freshly baked croissant or danish pastries for breakfast or American beef burgers grilled in your presence for lunch, succulent lobster tails and foie gras for dinner or sampling the finest heavenly desserts which were available 24 hours a day, each meal was beautifully presented and irresistibly good.

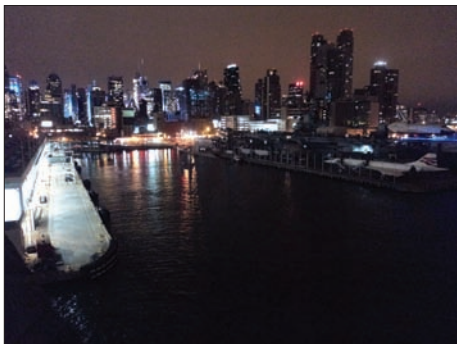
Evening entertainment was always chic and eventful. Each evening had a specific theme in which we were required to adhere to certain dress codes. In particular, the most extravagant events were the Royal Ascot Ball, Buccaneer Ball and Black and White Ball in which the attire was black tie



only. After a meal fit for a king, we would make our way over to G32, the ship's very own nightclub. From DJ's to house bands, we were guaranteed a great night of dancing and cocktails. The night certainly would not be complete without trying our hand at the Empire Casino...from Roulette to Blackjack and Poker, the night seemed endless!

Whether we were engaged in great discussions with new friends we made or shopping at the many boutiques or simply enjoying the facilities with a good book in hand, every experience was relaxing, comfortable and memorable.

As our cruise sadly neared to its end and we approached Manhattan in the early hours of the morning, we had yet to experience one of the most fantastic sights so far. As the regular dock in Brooklyn was undergoing



repairs, we were fortunate enough to be docking at pier 88 which meant we would be sailing under the Verrazano Bridge, past the Statue of Liberty and in to Manhattan Bay soaking in the lights, sights, skyscrapers and hustle and bustle of New York City.

We ended our cruise with the most picturesque scenery of NYC by night and it was a vacation to remember and look back on with happiness and the fondest of memories.

Julia Anastasiou
(wife of Tasos Anastasiou, Accounts Dept.)
Columbia Shipmanagement Ltd (Cyprus)



AVIATION NEWS

ACC COLUMBIA JET SERVICE GMBH



ACC COLUMBIA Jet Service GmbH - further extending its service portfolio

After the merger of AVIATION CENTER COLOGNE Flugzeugwartung GmbH of Cologne and COLUMBIA Jet Service GmbH of Hannover in the year 2009 creating ACC COLUMBIA Jet Service GmbH and the successful pooling of competencies in one company, the managing directors Joachim Taube and Karsten Schaefer are nowadays leading an excellently positioned company in the aviation industry.

By taking over the activities of the insolvent Flugzeugreparaturen Ralf Kohnen GmbH in August 2012, the company was once again able to broaden its



From left: Karsten Schaefer (Managing Director Hannover), Volker Busch (Head of ACJ Support) and Joachim Taube (Managing Director Cologne)

service portfolio. ACC COLUMBIA Jet Service GmbH recently took over the premises in Wegberg near Moenchengladbach (approx. 85 kms from Cologne), as well as tools and equipment and was able to retain the highly experienced staff. Being in business for more than 20 years, Flugzeugreparaturen Ralf Kohnen GmbH has established an excellent reputation within the range of aircraft overhaul and has particularly specialized in structure and airframe repair.

The personnel's know-how and skills are undisputed, their service, performance

and overall commitment is of superior quality. The team's experience ranges from sporting aircraft to airliner.

For many years ACC COLUMBIA Jet Service GmbH has been successfully cooperating with Ralf Kohnen and his team. By trusting in their capabilities and being supported in modifications and structure repairs we were able to carry out small, substantial and even critical up to manufacturer assisted extensive repairs. Today these aforementioned repair services and additional activities, such as e.g. temporary employment, can be offered



The advertisement banner for ACC COLUMBIA Jet Service features a blue header with the company logo (a stylized aircraft) and the text "ACC COLUMBIA JET SERVICE". The website "www.acc-columbiajet.com" and email "Info@acc-columbiajet.com" are listed. The main body contains three images: a hangar at Cologne Bonn Airport, a close-up of a hand using pliers on a metal part with a "NEW!" sticker, and a private jet at the Hannover Airport. Text blocks provide contact information for three branches: Cologne Bonn Airport (Hangar 7, 51147 Koeln), Wegberg (41844 Wegberg), and Hannover Airport (P.O. Box 42 01 20, 30669 Hannover). It also mentions stations at Luxembourg and Pafos Airports. The bottom section highlights "More than 35 years of experience in maintenance and modification of business aircraft" and lists services: "Flexible and cost effective engineering, certification and installation of all your needs", "EASA Part 145", "EASA Part 21", "CAMO", and "Temporary Employment".

www.acc-columbiajet.com

ACC COLUMBIA
— JET SERVICE —

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Germany
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Branch Hannover Airport
P.O. Box 42 01 20
30669 Hannover
Germany
Phone +49 300349-0

Stations at Luxembourg Airport and Pafos Airport

More than 35 years of experience in maintenance and modification of business aircraft

Flexible and cost effective engineering, certification and installation of all your needs

EASA Part 145 ■ EASA Part 21 ■ CAMO ■ Temporary Employment

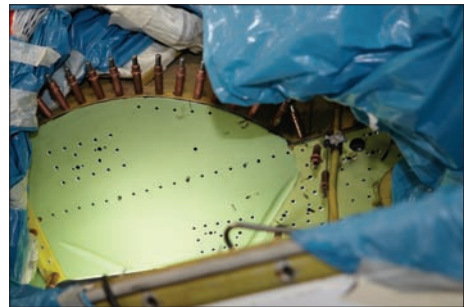
to customers as part of the new business division ACJ Support. This new business division represents an ideal complement to the existing service portfolio and capacities.

The combination of tradition, experience and progress and the flexible reaction on constantly changing demands within the aviation sector is the successful proceeding of ACC COLUMBIA Jet Service GmbH. Certainly the new service will be offered with the support of the staff that has been taken over. Thus the focus will be to further develop and expand the branch in Wegberg in line with the existing structures and conditions, whereupon ACC COLUMBIA Jet Service GmbH relies on the new as well as on the already existing manpower in order to react even faster on individual customer needs and to strengthen the company's excellent market position.

In case of further questions regarding the new services, please get in touch with following contact persons in Cologne, Hannover and Wegberg:

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HOTEL NEWS

COLUMBIA BEACH RESORT BEST SPA HOTEL, CYPRUS SPA RESORT WINNER WORLD TRAVEL AWARDS, 2012 - 2013

The Columbia Beach Resort, the luxury five star hotel in Pissouri Bay Cyprus, has been recognised by the year's World Travel Awards (WTA), winning Cyprus' Leading Spa Resort. This is the fourth time this hotel has received this award from WTA, first in 2008 and then again in 2011 and 2012. It also received the World Travel Awards Mediterranean's Leading Spa Resort 2009.

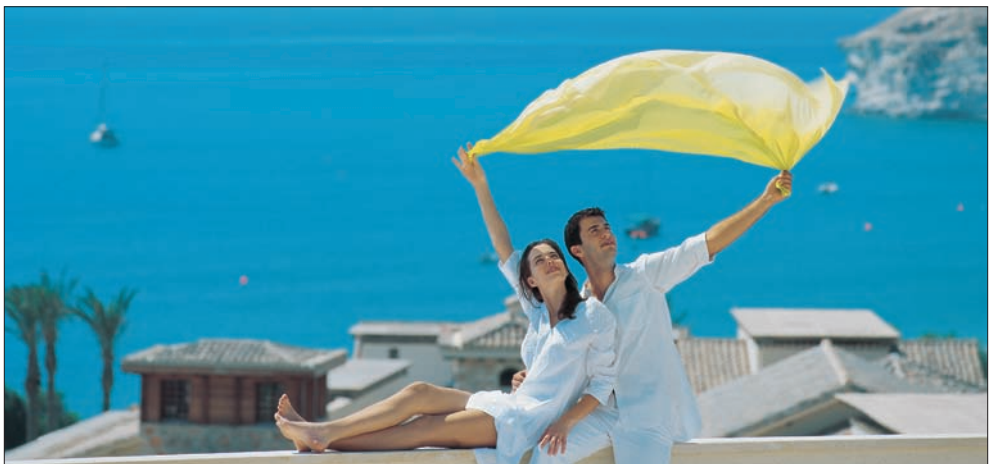
At the WTA's European Gala Ceremony the Columbia Beach Resort was awarded the distinctive travel industry trophy in front of a host of top professionals. The WTA is now in its 19th year and aims to promote excellence in the travel



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

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

Mr. Stelios Kizis, General Manager of Columbia Hotels and Resorts in Cyprus



commented, "We are delighted that our success as a first class spa resort has again been recognised by the WTA. Hébe Spa is at the very heart of the hotel and an important feature of our luxury facilities enjoyed by guests. Our exclusive relationship with Daniele de Winter Monaco spa and beauty, here in Cyprus, as well as with Elemis spa range has contributed to Hébe Spa's popularity."

Columbia Beach Resorts has also won Best Spa Hotel, Cyprus 2012-2013 from the International Hotel Awards. These awards are operated by the organisation which has run the International Property Awards for the last 18 years. Its aim is to seek out the best hotels from each country including

those that have been purpose-built for conventions, spa, airports or resorts. Hotel projects are chosen for their green credentials, excellent architectural merit and design.

A select number of hospitality companies were rewarded for their excellence. The European Hotel Awards 2012-2013 were judged and Columbia Beach Resort was among the winning entrants. Top scoring winners from the European Hotel Awards also competed against other winning companies from Asia Pacific, the UK, Africa, the Americas and Arabia to find the ultimate World's Best in each category.

For further information on the Columbia Beach Resort, please contact:

www.columbia-hotels.com



HOTEL NEWS



Kevin Fehling

"La Belle Epoque" at COLUMBIA Hotel Casino Travemünde achieves the highest gastronomic rating for the first time

The gourmet restaurant La Belle Epoque at COLUMBIA Hotel Casino Travemünde led by executive chef Kevin Fehling has received the third star in the Michelin Guide as the first and only restaurant in Schleswig-Holstein.

Kevin Fehling, who is only 35 years old, crowns a remarkable career in the world of sophisticated gastronomy with this award. After his years of apprenticeship and travel, which he spent with Harald Wohlfahrt in Baiersbronn and as executive chef of the world-famous cruise ship MS Europe, amongst other things, he took over the position of Chef de Cuisine at La Belle Epoque restaurant in Travemünde at the end of 2005 at age 28.

The Michelin Guide admitted Fehling into the ranks of star-rated chefs as

early as 2008. Three years later the testers already awarded him the second star. Kevin Fehling – the "avant-garde Northern Light" – received the coveted third star for the first time at the official presentation of the Germany edition of the 2013 Michelin Guide.

As a result, Fehling has become the German shooting star among chefs, says the Michelin Guide editorial staff, adding: "He was able to convince the inspectors with impressive know-how. His absolutely harmonious compositions are evidence of intelligence and maturity in the combination of aromas, combined with a distinctive personal touch."

The Michelin Guide thereby ranks Kevin Fehling among the 10 best chefs in Germany, and as a consequence he is among the 100 best chefs worldwide. Fehling, born in Delmenhorst, is the first chef to receive this rating in the federal state and holiday region Schleswig-Holstein. Never before have three stars shone above a restaurant between the North Sea and Baltic Sea.

Fehling is aware of the distinctiveness of this award: "Of course, I have always pursued this goal. Once you have arrived in the league of star-rated chefs, naturally you want to be better, make the most of creativity and always keep the satisfaction of guests in mind. I am extremely proud of my

team in the kitchen. With my congenial ambassador in the service department, sommelier David Eitel and his team, the work is not only successful, but is also a source of tremendous enjoyment."

Directors Ralph and Katrin Hosbein are among Kevin Fehling's promoters. The collaboration began as early as 2005.

The two directors recognised Fehling's string and consistent manner as well as his manual and creative potential at a very early stage. "The pleasure is immense. It is unbelievable that we are able to celebrate such successes together with Kevin in such a short time. The third star which he has earned by cooking with his team is unique in our region and an important magnet

Current awards for La Belle Epoque

Michelin Guide: 3 stars

Gault Millau: 17 points

Der Feinschmecker
restaurant guide: 4 F

GUSTO: 9.5 pans

VARTA guide: 3 diamonds

ARAL Schlemmer Atlas
restaurant guide: 4 spoons

Der große Hotel &
Restaurant Guide:
4 chef's hats

for the future. Fehling is the person who brought the third star to Schleswig-Holstein and redesigned the gastronomic map", says director and mentor Ralph Hosbein.

According to the Michelin Guides definitions, the restaurant named La Belle Epoque with a wonderful panoramic view of the Bay of Lübeck has earned three stars and is "one of the best kitchens" and now also officially "worth a journey".

About COLUMBIA Hotel Casino Travemünde:

The hotel in the historic building of the former "Conversation House" from 1914 was opened in 2003 and is located right next to the Travemünde promenade on an 80 metre wide sand beach. In addition to 71 rooms, the five-star superior hotel features two restaurants, a spa and beauty area, a ballroom as well as other rooms for events. The Lübeck old town is about 15 minutes driving time and from the Hamburg inner city it is also barely 90 kilometres to COLUMBIA Hotel Casino Travemünde.

<http://www.columbia-hotels.de>



It has been 2 years since our last update in Compass issue 31 when I was Entertainment Manager of the 7Seas, however in 2012 I gladly accepted the post of 7Seas Manager and have been busy with many changes and upgrades.

For those that didn't have a chance to read our last article, the 7Seas bar is located at the Columbia Plaza which was launched in 2008 in

parallel with the Columbia Steak House, La Boca Italian Restaurant and the Venue Centre (a multipurpose conference center). The 7Seas has hosted some of the world's most prestigious musicians, bands and DJs. It has a capacity for about 500 persons.

Over the years, regular 7Seas events such as New Year and Carnival parties have become favourites on the



Limassol social calendar.

As we enter our 5th year in operation we continue to look forward to an exciting year ahead. The reason for our growing success is how we have adapted to accommodate the changing trends. For example, one main change we made was the reduction in live music events and more DJ events which was something the guests have been asking for.

Although live music was highly appreciated amongst the ex-pats, there has been growing demand by locals for DJ events and therefore we have changed direction slightly. This year we hosted DJs from leading Clubs in Dubai (Peppermint), London (Gatecrasher UK) and Ministry of Sound to name a few.



We upgraded our service by increasing the amount of staff on all sections and providing regular service trainings to all staff members. This has resulted in more regular customers who come back time and time again. Customers have also commented on how much they enjoy the smoke-free environment and have congratulated us for adhering to the indoor Smoking Ban.

In 2012 we also featured some of our most exciting themed nights, which saw the 7Seas transformed into something completely different from our usual concept. The very popular Hawaiian night brought in people from across the island dressed up in flowery necklaces and straw skirts. Cocktails were served from whole coconuts, pineapples and grapefruits and the walls were covered with palm trees



and palm leaves. The music was purely Beach party hits and Reggae style.

This was later followed by an even more amazing theme, 'Chicago Night'. This night brought in locals and ex-pats dressed up in 1920's outfits with the ladies wearing sequinned dresses and hats with feathers. Meanwhile the men wore the famous Fedora gangster hats and pinstripe suits. The music was a mix of swing funk and a mash up for old remixes, which complimented the entire decor of drapes from the ceiling, to white feathers on all the sofas and island bars.

We produced a video of the night which we invite everyone to check out on our website and our Facebook page.

The 7Seas is also proud to have a very active Facebook Page with close to 10,000 Likes and over 20,000 Photos & Videos of different events from the very beginning. For more news about upcoming events, please join our Facebook page on facebook.com/7SeasLive.

We look forward to seeing you soon!

Eddy Nassar
7Seas Manager



THE NEW BUILDING SCENE

The number of ships being overseen by Columbia Shipmanagement continues to fall as no new orders are being placed. This is a worldwide situation whereby some of the new orders published by shipyards are in many cases cancelled orders transferred to a new buyer at a lower price.

2013 will see many deliveries of New Buildings, but these are the back logs of vessels ordered before or in the first 8 months of 2008, again many are still to be delivered as buyers extend the delivery dates.

Except for a small project in Germany our remaining 2 projects are in

China, container ships of 3400 TEU at Wenchong and Heavy lift ships in Huanghai.

The container ships are built at the State owned Guangzhou Wenchong Shipyard and this Yard is obtaining some work from the Chinese Government. It would also be a strong contender to convert to ship repair as it adjoins the Guangzhou Dry-docks. These 3400 TEU vessels are extended versions of our Cape Male class 2800 TEU. One of the main changes will be fitting of a Ballast Water treatment plant on the starboard side lower platform alongside the main engine.



On these ships there is plenty of space to fit this plant and modifications to the ballast water pipe work are not too complicated. The first delivery of the extended 3400 TEU vessels will be 3rd week of March. The delay is created because the buyers wanted cranes to be fitted whilst the vessel was almost 50% completed in the building Dock.

At Huanghai we have the last three 31,000 DWT Heavy Lift vessels to complete with one delivery so far this year on January the 23rd. This vessel will go on Charter to Hyundai and is now named Hyundai Incheon. She joins her sister the Hyundai Seoul on this Charter.

Despite the overall depressed worldwide economy there appears to be a continuous request for heavy lift project cargo vessels. Large projects are contracted over a considerable number of years and thus are not as badly affected by market cycles.



Overall the outlook for New buildings does not look too good. There are too many ships and too many Yards. China will be affected badly in the shipbuilding market as so many new Yards were built during the boom time of 2006-2009.

It is expected that many of these Yards will close or have to diversify into other areas of construction such as Bridges, rail roads etc where steel manufacturing skills are needed on a large scale. In China we see an almost exact repeat of the Shipbuilding down turn in Japan at the start of the 1970s.

The next few years will see realignment of ship building to meet worldwide trade. Ships do not last for ever so Ship building in a few years will once again increase, but hopefully in a more cautious manner than in 2005-2008.

Edward Bucknall
Technical Director

Columbia Shipmanagement Ltd. (Cyprus)

SHIPPING INDUSTRY

THE SHIPPING MARKETS - Market overview (January 2013)

Gladly another bad year for the Shipping industry has gone by; the fourth consecutive year that caused the industry more distress and struggle to survive. Uncertainty still holds strong in the horizon with all eyes still focused on the two open fronts; on the Euro crisis that holds back the economic growth, as well as on the shipyards' orderbook that maintained the supply front at record heights, although it improves through time. The traditional sources of fresh new cash are shrinking further and the Industry is left with limited options. On a positive note there is growing interest from institutional investors alike (mainly from the US), making a new entry into Shipping and banking on good returns in the future.

Tanker Markets:

Overall, Tanker earnings had a better year in 2012 in comparison with the previous year, with the exception of the Suezmaxes experiencing a drop in their demand:

Average Spot Market Earnings \$ Per Day:						
	Avg.	Avg.	Avg.	Avg.	Avg.	Avg.
Sector	2007	2008	2009	2010	2011	2012
VLCC (modern)	55,488	92,511	32,009	37,929	16,856	20,440
Suezmax	42,595	76,634	28,211	31,259	19,217	17,738
Aframax	35,185	49,944	15,483	19,792	13,528	14,885
Product Tankers						
Handy & "MR"	26,016	22,336	8,194	10,180	10,255	11,374

Source: Clarkson

Crude tanker demand is now projected to increase by 2.8% y-o-y in 2013. On the other side, the crude tanker fleet is projected to expand by 3.4% y-o-y in 2013, reflecting the high levels of new tonnage contracted before the recession that remain to be delivered. Therefore, supply growth is projected to outpace demand growth for a third consecutive year. Although the VLCCs have seen a considerable increase of 21% in their w/avg earnings last year, 2013 has not started well for them; at the time of writing, their spot rates touched bottom, landing at the lowest rate since last recorded during the Asia crisis in 1997 (below \$7,000 p/d).

Product tanker demand is projected to increase by 4.2% y-o-y in 2013 to 99.6m dwt. The product tanker fleet is projected to increase by 2.3% y-o-y in 2013, creating a

supply/demand balance; justifying the old underlying optimism in this market that given time demand will catch up with supply.

On another note, IEA recently stated that global oil demand increased by 1.1% y-o-y in 2012 to stand at 89.8m bpd (2011 recorded a 2.6% growth y-o-y). They project same performance to be also experienced in the year ahead; to increase by 1.1% y-o-y again to total 90.8m bpd. There is still uncertainty in the OECD macroeconomic environment, in particular Europe, where oil demand is projected to decline by 1.7% y-o-y in full year 2013.

Dry Bulk markets:

The bulk carriers' earnings in 2012 dropped to opex levels; in particular the bigger tonnage of Capesize and Panamax spot earnings were chopped to half the levels of the precedent year. The total bulk carrier fleet has increased in capacity by 64% since the start of 2010, and the impact of this supply growth is now being firmly felt by all bulk carrier sectors:

Average Single voyage Charter Earnings \$ per day:						
	Avg.	Avg.	Avg.	Avg.	Avg.	Avg.
	2007	2008	2009	2010	2011	2012
Capesize	103,097	90,481	36,605	30,587	18,078	8,356
Panamax	47,603	41,498	14,132	20,221	11,340	5,838
Handymax	45,082	38,679	15,827	12,798	10,884	7,852
Source: Clarkson						

The seaborne dry bulk trade closed the year 2012 by reporting a growth of 6% y-o-y (better than last year of 4.5%). Despite the healthy growth levels, the segment still suffers from over supply. The bulkers fleet (>10,000 dwt) grew by 571 vessels in 2012 to reach a total of 9,475 vessels at the end of the year. In terms of dwt, the fleet grew by 10% (down from 14% in 2011) to reach a total of 679m dwt.

The current low earnings are expected to maintain the pace on the demolition activity. 2012 has seen vessels with a total 33.6m dwt or 5% of the fleet, going for scrap. On the other side, although the orderbook has further declined to stand at around 1,700 ships aggregating around 130m dwt, this still reflects 19% on the current fleet (down from 33% last year), with the uncertainty on future balance between supply and demand still holding strong.

The Container Market:

The containership charter market touched bottom in 2012; the table below is self-explanatory:

Container fleet's earnings (\$/day):								
	Average							
	2005	2006	2007	2008	2009	2010	2011	2012
Container vessels (\$/day)								
Feedermax, 725 teu grd.	12,775	8,900	9,054	7,563	3,558	4,535	5,479	4,383
Handy, 1.000 teu grd.	17,700	12,350	12,500	10,346	4,075	6,133	7,729	5,358
Handy, 1.700 teu grd.	27,146	17,079	16,613	14,108	4,754	6,800	10,142	6,292
Sub-Panamax 2.000 teu g'less	28,750	18,392	19,696	16,313	5,054	7,467	10,688	6,408
Sub-Panamax 2.750 teu g'less	34,813	22,646	26,292	21,958	5,638	9,942	13,388	6,742
Sub-Panamax 3.500 teu g'less	38,427	26,583	29,958	26,125	6,575	13,250	14,871	7,173
MPP Tonnage (\$/day)								
Liner 17.000 dwt, grd	14,983	12,083	14,792	17,792	9,101	9,604	9,729	8988

Source: Clarkson

The dark grey clouds prevailing in the Eurozone with the austerity measures in place, forced to see the European container import volumes contracted by 3.5% y-o-y. Obviously this had a negative impact on the global container trade which recorded just a 3.7% growth in 2012, down from a remarkable growth of 8.9% in 2011. At the same time on the supply front, the fleet (fully cellular containership) grew by 5.9% to 16.2m TEU in 2012.

Consequently this imbalance in supply and demand, led to push the charter rates at bottom, as well as to experience an astonishing demolition activity. A total of 178 ships of a combined 322,380 TEU were sold for scrap last year; with a remarkable 114,118 TEU capacity scrapped in Q4, making record for the highest ever quarter for containership scrapping. 62% of the capacity scrapped in 2012 was seen in the size range of 1,000-2,999 TEU, contributing to an overall contraction of the sub-4,000 TEU fleet in 2012. Analysts now expect an estimated 6.1% growth in global container trade for 2013, whereas the container capable supply is projected to grow by 6.6% through 2013; indicating that we should expect a roughly balanced situation in 2013.

On a positive note, the orderbook numbered 476 vessels of a combined 3.42m TEU at the start of 2013, its smallest size in terms of capacity since 2004. VLCS (8,000+ TEU) capacity constitutes 73% of the total orderbook in TEU terms. In total just 0.6m TEU is scheduled for delivery beyond 2014, indicating that capacity growth may gradually begin to slow.

Kyriakos Panayides FICS
Manager
Schoeller Holdings Ltd

Welcome to the Lighthouse Corner page.

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

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

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SUDOKU

Sudoku is a game which has become popular internationally.

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

MEDIUM

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

HARD

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

Answers on page 69

A MARINE TALE



We were sailing back to Europe and Los Angeles was our last port in the USA. After dinner, the Watch Officer (2nd Officer) reported to me, that a visitor had arrived and wanted to speak with me.

I went down to the deck and the Watch Officer pointed overboard, where I saw a fur seal. So, as we are Slavs and understand the language of animals (this is a gift from our forefathers), I asked him:

"What do you want?"

The seal replied, that he had found out from our crew, that we were sailing to the Mediterranean sea and from childhood he had dreamed of making a visit to Italy and Spain, as well as to the Columbia hotel in Cyprus, where there is a nice pool for him to swim in. I answered him, that I had no objection and he was welcome to settle on the bulb. The seal was filled with joy! Then he told me, that he had more than once attempted to go for a ride on other CSM vessels:

On mv"NYK TRITON" he sat on the bulb, but the crew sent him away; On mv"NYK ATHENA" he had taken cover on the rudder, but the crew found him and pulled him off by his flippers. But not long ago a dolphin told him, that on mv"CAPE MELVILLE" there worked some kind and welcoming seamen, therefore he applied to us. Then the seal thought and asked:"Is it possible to take my family with me? "I answered him: "Yes bring them, if your family don't mind travelling on the bulb."

The seal was glad and dashed into the ocean. After half an hour, all of the seal's family were seated on the bulb. Just before unmooring I asked my crew: "How are our passengers on the bulb?"

The Bosun answered that the seal family had left, because they had found out that some crocodiles lived in the Panama Canal and they were afraid of them. That's a nice thing that happened in Los Angeles.

Captain Igor Petrov
M/V Cape Melville



Photos by: 2nd Officer Sergejs Rizkovs

DESIGN INSPIRATION – THE SEA

The deep blue sea has always influenced the world of fashion. Here are some outfits and accessories which were inspired by life at sea.





COMPASS Submission Guidelines

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

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

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

We look forward to hearing from you.



SUDOKU ANSWERS

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

MEDIUM PUZZLE - ANSWERS

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

HARD PUZZLE - ANSWERS

Answers to SUDOKU PUZZLE from page 65

“BRAVO”

TO OUR COLUMBIA VOLLEYBALL CHAMPIONS!





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COLUMBIA
PLAZA