

COMPASS

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COMPANY NEWS

FOR EMPLOYEES AND FRIENDS OF COLUMBIA

CONTENTS

FROM THE EDITORIAL TEAM	3
FROM THE CHAIRMAN	4
CHRISTENING OF AAL FREMANTLE	6
TANKER NEWS	9
CREWING NEWS – VISIT TO KERCH MARITIME UNIVERSITY	12
CREWING NEWS – SOUTH AFRICAN CADETS	14
AAL BRISBANE CLASSROOM UPDATE	16
PIRACY UPDATE	19
M/T ELLEN ESSBERGER RESCUE	22
QA CORNER - COMPLACENCY AT WORK	24
WHO IS WHO PROFILES	26
COLUMBIA SPORTS NEWS	34
DID YOU KNOW?	40
LIFE ONBOARD – A SINGING COMPETITION	43
UNEXPECTED VISITORS	45
CSM PHOTOGRAPHIC COMPETITION NO. 7	46
CRUISE NEWS – O/B NATIONAL GEOGRAPHIC EXPLORER	47
TRUE TRAVEL – OUT AND ABOUT IN JAPAN	50
AVIATION NEWS FROM ACC COLUMBIA JET SERVICE	53
HOTEL NEWS FROM COLUMBIA HOTELS & RESORTS	55
A SPA AWAITS YOU	58
COLUMBIA PLAZA NEWS – A VENUE CENTRE LIKE NO OTHER	60
THE NEW BUILDING SCENE	63
THE SHIPPING INDUSTRY	66
LIGHTHOUSE CORNER	70

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EDITORIAL TEAM

Dear Reader,

Welcome back!

We have a variety of Columbia news
inside our summer issue.

For the first time, we are featuring
a Cruise News section and would like
to welcome Ms. Jamie Regan who
shares some insights into working
onboard the National Geographic
Explorer expedition ship. Our theme of
adventure continues in the 'Did You
Know' section about sea story classics,
by Captain Evan Mackay.

We are pleased to launch our new
photographic competition, which is now
in its 7th year. We do encourage our
shore colleagues to take part as well as
our seafarers.

Some of our readers have asked
about article submission guidelines
for Compass. We welcome new writers
and have included details on page 71.

Have a good summer, at sea or on land.

Kind regards,
The Editorial Team

FROM THE CHAIRMAN



Dear Reader,

As we already pointed out in the last Compass issue, the shipping market is still in a very bad condition. Tanker and Bulker markets are extremely down and only the Container market is gradually recovering. There has been no improvement in the general situation in the last 6 months which is still very worrying. The big Container lines who had a good 2010 with proper sea freights for their containers have gone to Far East

shipyards to order more and bigger Container vessels between 13.000 and 18.000 TEU. They claim that with these vessels they can reduce the slot costs even more but they are also fighting hard for market shares in their trade. The result is, that with all these big Jumbos coming out of the shipyards and being phased into trade, excessive tonnage is available and the freight rates for Containers are at a very low level on the main routes. Consequently, liner companies are losing money on their main routes.

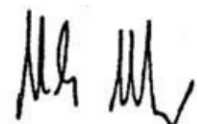
Piracy activity in the Arabian Sea has increased in recent months and this is still a major concern for all of us. As a general policy, wherever possible, Columbia engages armed guards during the passage in the Indian Ocean in order to protect the crews and the vessels. Only the big and fast Container vessels with a speed of 22+ knots trade without armed guards, together with

large tankers that have high free-board when they are in ballast condition, as there is no possibility of pirates hijacking them. However, all vessels including those without armed guards must register with the MSCHOA (Maritime Security Centre Horn of Africa) and keep close contact with them. All other vessels take armed guards in either Djibouti when trading eastbound, Galle when trading westbound and Muscat/Fujairah when they come out of the Arabian Gulf. Additionally they should be protected with razor wire and citadels. Vessels trading from the Far East to the Arabian Gulf are required to keep very close to the Indian west coastline where we do not have any incidents due to the watchful eye of the Indian Navy. Here, we also have no armed guards on those vessels.

We are gradually taking delivery of the new improved 31.000DWT Superflex Multi-Purpose Vessels built at Huanghai Shipyard which will run

in our Austral Asia Line (AAL) between Australia and North Asia. They are fascinating vessels and their trade is interesting and demanding. With a lifting capacity of 700ts for heavy lifts and project cargo, they also have a number of removable tweendecks which can be adjusted in height and have great flexibility in their cargo intake. If any of our seafarers are getting tired of sailing on container vessels, only seeing boxes, the Multi-Purpose vessels are a challenging but interesting alternative. The first two vessels, the "AAL Brisbane" and the "AAL Kembla" are also Training Vessels which are equipped to train 8 Cadets each (deck & engine) and have an additional Training Officer. Our Company believes in extensive training to ensure skilled and qualified seafarers onboard our vessels in the future.

Wishing you always Safe Sailing!



Heinrich Schoeller

CHRISTENING OF AAL FREMANTLE

On the 14th and 15th of April 2011, a number of colleagues from Cyprus, Singapore, and Korea attended the naming ceremony of M/V AAL Fremantle.

The vessel, previously known as hull number SK-127, was built by Sekwang shipyard in Mokpo, Korea. She is the first in a series of four 19,000 DWT multipurpose heavy-lift vessels ordered from the yard.

These vessels will join Austral Asia Line's West Australia service. The festivities began on Thursday the 14th of April 2011 with a dinner hosted by AAL at the Hyundai Hotel in Mokpo.

The actual naming ceremony took place the next day at Sekwang shipyard. Guests were seated facing the vessel, which had been decorated with flags and her name covered by



Left to right: Mr. Juergen Begemann – Director of Begemann Maritime Consulting GmbH,
Captain Viscovic – Master of M/V AAL Fremantle, Mrs. Hye-Sook Hwang – Godmother,
Mr. Heinrich Schoeller – CSM Chairman,
Mr. Jang-Hyun Choi – Ex-Vice Minister of Land, Transportation and Marine Ministry.



Sounding the horn for good luck.



Rope cutting on the bridge.

a large sheet. The yard workers were standing to attention alongside the vessel.

All over the yard, we could see pieces and sections of the other three vessels in various stages of construction, from steel plates to parts of the hull. It was a remarkable contrast to see these pieces of steel next to the finished product – the 148.5 meter long AAL Fremantle.



Mr. Heinrich Schoeller and Mr. Jea-Uk Yoo.



L-R: Mr. Kyriakos Panayides, Captain Viscovic, Mrs. Hye-Sook Hwang, Mr. Jang-Hyun Choi, Mr. Jae-Hong Kim.

A number of speeches were given in both Korean and English. The Godmother, Mrs. Hye-Sook Hwang, gave a speech wishing the vessel well.

The champagne bottle had been rigged to swing on a rope against the hull. When Mrs. Hye-Sook Hwang performed a ceremonial cutting of the rope, the bottle smashed against the hull with a fantastic splash!

Hundreds of balloons were released into the air, and the sheet covering the name was dropped: Hull no. SK-127 officially became M/V AAL Fremantle. After this ceremony, guests were given a tour of the vessel. Everything was clean and of high quality, which had been ensured by our excellent supervision team under the leadership of Mr. Costas Evagorou. Captain Viskovic welcomed guests to the bridge, and the Godmother sounded the horn for good luck. Her main engine is Wartsila 6RTA 48-B, giving the vessel a service speed of 16 knots. It is important to also mention the two NMF heavy-lift cranes on her port side, each capable of lifting 350 MT, and in twin operation can lift up to 700 MT. The tour was followed by a traditional Korean lunch in downtown Mokpo, hosted by the yard.

Registered in Singapore, the AAL Fremantle is under the management of CSM Singapore. With her heavy-lift cranes, she will be able to serve

the project cargo needs of Austral Asia Line very well. Also, with Captain Viskovic and CSM team on her maiden voyage, there is no doubt that the vessel is in good hands.

All in all, the future looks bright for the AAL Fremantle! I wish her smooth sailing and lots of cargo!

Alexander Schoeller
Operations Department
Columbia Shipmanagement Ltd. (Cyprus)



TANKER NEWS

CAPTAIN BAKER TALKS ABOUT TANKER VETTING AND THE CHALLENGES AHEAD

Columbia puts its reputation to the test each time a cargo is loaded on board one of its managed tankers. Due to the nature of cargo that tankers carry and the likely dramatic consequences of any accident, tankers continue to be under the spotlight by the industry in general.

With every major accident that results in a loss of lives or damage to the environment, oil majors raise their safety standard as part of their preventive measures to avoid similar accidents in the future.

As far as Columbia tankers are concerned, this means stricter vetting inspections on board our managed tankers and an enhanced vetting screening regime when a tanker is offered to one of the oil major companies for business.



The latest oil related disaster in the Gulf of Mexico which resulted from the damage to the oil platform Deep Water Horizon, has led to a loss of lives and damage to the environment. Wildlife and beaches were contaminated.

This accident has impacted on all of us as some of the oil major companies have raised the bar and made the vetting screening process even tougher.

New tankers continue to be built and delivered, and with the current and immediate future of depressed demand for oil, there continues to be a surplus of tankers available in the market. Therefore, oil major companies are in a very comfortable position as they can select only the best tankers available.

Best tankers are defined as those which pose an acceptable risk to them.

For us, those are the tankers that suffer no accident or incident, no previous detention, no or extremely low number of observations of which none must be of high risk, no

terminal complaint and no deficiencies during a port state control/United State Coast Guard inspections.

Many vetting observations which were regarded in the past by some oil major companies as “minor or low risk” observations have recently been upgraded to “significant or high risk” observations. Furthermore, the total number of minor or low risk observations which can result in vetting screening failure have significantly been reduced; each inspection must have fewer observations than in the past in order to qualify as a low risk vessel and therefore, gets cleared for an oil major’s nominated business.

For example, an observation such as a cap that has been lashed open (forced into an open position) from a fuel oil tank sounding pipe in the engine room had never in the past resulted in vetting screening failure as the only negative observation. Well, this sort of observation has recently been upgraded by some oil majors to a high risk observation and therefore, a vessel has failed a vetting screening even when this was the only observation in the vetting inspection report.

Each oil company has their own vetting screening criteria under which they would not only reject a vessel but they keep her on hold for a specific period. For example, some oil companies place a vessel on six months hold following a negative vetting inspection while others do the same following a detention by a port state control.

Our challenge is to meet all of these criteria for all of these companies.

As oil major companies continue to raise the bar, we too have to do likewise if we want to continue trading our tankers without restrictions in the future. What we have achieved so far has been very good indeed and a credit to all your hard work. Statistically, our vetting record has been much better than the average tanker operators’ record (Intertanko) in general.

However, we should not rest on our laurels as there is a great need to do even better in order to remain on top. There is always room for improvement. Our challenge is that of continuous improvement. This is not something we in the office can achieve on our own nor you at

sea can do alone, but together we can do it and there is no reason why we cannot meet the challenge and provide a world class level of readiness for our fleet.

Oil company inspectors carry out their inspections using OCIMF VIQ (Vessel Inspection Questionnaires). All tankers have been provided with a copy, together with full and detailed explanations as to what is required by each question.

Thus, we have made it very clear for Masters and officers on board to understand what inspectors are expected to see by each VIQ question.

As not all vetting inspections are planned, all tankers are expected to be in full readiness for a vetting inspection and in line with the VIQ requirements at all times.

Furthermore, we have also started sharing with the fleet all weekly observations that appear on all the company vessels. This helps our vessels understand what is happening on other company vessels and lessons can be learnt which will hopefully ensure that such observations do not appear on other ships in the future.

Columbia has an exclusive Marine Department with Marine Superintendents positioned in Cyprus, Hamburg, Singapore and the Netherlands. They are there to help and support the Masters in all marine, deck and cargo related issues and in particular to achieve the best vetting inspection results. I ask all Masters to use these resources both while the Marine Superintendents are in the office and when onboard, in order to answer any questions you may have.

Our challenge is simple and achievable: we know what the requirements are so why should we wait until a port state control officer or a vetting inspector brings a deficiency to our attention? Every Master and officer should make it their challenge to meet the requirement of Columbia and the industry before it becomes a deficiency/observation.

Finally, I would like to take the opportunity to thank you for your commitment and hard work to date. I look forward to continuing this with all of you.

As always, wish you all safe and happy voyages.

Captain Maurice Baker
Director, Marine & Operations
Columbia Shipmanagement Ltd. (Cyprus)

CREWING NEWS

VISIT TO KERCH MARITIME UNIVERSITY

On 22 March 2011, CSM representatives, myself and Mr. Manuylenko gave a presentation to approximately 250 students at Kerch state Maritime Technological University.

This was part of CSM's active recruitment drive to introduce young cadets to the opportunities available with CSM, such as growth within the company and support.

The students came from the deck, engine and electrical engineering

departments. We are searching for the best hardworking cadets for all three departments.

ICM Odessa (International Crew Management) regularly arranges such visits to educational institutes which are organized in order to give young people an insight into the way CSM works.

During the last 3 years CSM has employed 28 students from Kerch, in the positions of cadet, O/S and motorman.



Mr Maslov and Mr Manuylenko answering questions from the cadets of Kerch State Maritime University.

Some of them have already been promoted to officers rank.

During the presentation we answered students' questions, and spoke about the history of CSM. Later, together with the Dean, Professors and lecturers we took part in the graduation ceremony of awarding Diploma's to the students.

We wish the students success in their studies, and encourage anyone interested in exploring career opportunities with CSM to visit:



L-R:
Mr Maslov, Dean of the maritime faculty
Mr Golikov and Mr Manuylenko.

www.columbia-shipmanagement.com

Sergey Maslov
Director
ICM Odessa



Students during the CSM presentation.

CREWING NEWS

SOUTH AFRICAN CADET PROGRAM

Columbia Shipmanagement has embarked on a venture of assisting with the training of Deck and Engineering Cadets from South Africa.

These Cadets are placed on an Accelerated Cadet Training Program, and are required to do 18 months seetime before sitting their STCW Deck or Engineer Officer of the Watch COC. In total, it takes roughly 3 years for a Deck Cadet to qualify, and about 4 years for an Engineering Cadet.



South Africa is a respected source of quality seagoing Officers, and is on the IMO White List. To date, 2 Deck Cadets have been placed onboard the South

Africa calling vessel, "MV Red Cedar", which is a multi-purpose container vessel. On a recent visit to the vessel in Cape Town, the Designated Training Officer reported that the 2 Cadets have settled in well onboard, they show a genuine interest in their training, and have a good prospect going forward.



Two South African cadets about to join M/V Red Cedar.
Left to right: Luthando Skoti and Mhle Mdala.

This Cadet Training Program is sponsored by the South African Government, and is a capacity building initiative. Their intention is to place 60 Cadets for this year, and to continue in the years to come. Various shipping companies have indicated a willingness to participate in this initiative. The program is managed by the South African Maritime Training Academy, which is situated in Simon's Town (near Cape Town). SAMTRA offers 40 different courses which include simulation, non simulation, STCW, flag and various company specific courses.



Another core function is their Cadet Management Service. SAMTRA currently manages 130 Cadets, for a range of different companies.

Pieter Coetzer
Training Manager
SAMTRA



Columbia's first two South African cadets from SAMTRA onboard M/V Red Cedar.

AAL BRISBANE - TRAINING CLASSROOM UPDATE

M/V AAL Brisbane is the first CSM ship with 8 cadets, a training officer and a classroom fully dedicated to training. This was a special project of our Chairman Mr. Schoeller, who took an active role in the initial process.

We have five deck cadets and three electrical cadets, all from the Philippines. Four hours a day are spent in the classroom during navigation, with each voyage lasting about fifteen to twenty days. This depends on the ports of call between Asia

and Australia. Each cadet has a laptop secured to their desk and connected to the instructor's computer for classwork. We also have a 42" LCD TV, multi system/ Region HDMI for Powerpoint use and classroom discussions.

A white board is also available for teaching, and the classroom is equipped with a library including books on Navigation, Seamanship, Cargo, Ship knowledge and Electrical and Marine engineering.



The classroom is also used for Seagull Computer Base Training (CBT) for all crew after class hours.

With onboard teaching, we can produce good competitive future officers who can later apply for senior officer positions or work at management level. They will benefit from having a sound knowledge of heavy lift vessels as well as safety and environmental training. Our Electrical cadets will become the future Electrical/Electricians on board or crane engineers.

Daily lectures are given by Training Officers, as well as additional information from Officers on duty when on the bridge and with Safety Officers during drills.

Electrical cadets attend with the ships electrical engineer on all electrical and technical matters, to learn the jobs on hand. They are briefed about maritime security levels and during days in port, deck cadets are mainly assigned on the gangway controlling access of visitors coming on board.

Basic practical procedures are demonstrated and later applied when carrying out their bridge/deck watch keeping and deck works - this helps to build up experience.

We emphasise environmental protection, starting onboard with switching off lights when not in use, proper use of fresh water, paper for printer, proper segregation of garbage and disposal. It's important for cadets to understand all aspects of marine pollution.

Classroom discussions include topics from the Cadets Training Record Book published by the ISF Ltd. London covering from shipboard familiarization to International Regulation for preventing Collision at Sea 1972, Navigation, Cargo Handling and Stowage at Operational Level. We also study Controlling the Operation of the Ship and Care for Persons on Board at Operational Level.

Our daily routine during Navigation involves a lecture in the morning followed by actual practice on deck or on the bridge with assessment on a particular topic. In the afternoon deck cadets apply classroom knowledge



by watch keeping on the bridge. Day workers attend on deck with Bosuns to learn deck maintenance and operation. While in port where cadets are mostly needed on deck,

Here, I would like to say to our cadets, "Many thanks for your hard work and great interest so far. Enjoy this golden opportunity". To any future cadets reading Compass, "You

What our cadets say:

"I am glad and honored to be part of the pioneer batch of CSM training program. It's a wonderful experience and a great help to my career as an electrical engineer." Electrical Cadet - Loven M. Liwanag.

"Cadetship Training Program is the best way of preparation in becoming a good & responsible Officer." Electrical cadet - Emmanuel A. Ramiso.

"Prosperity to those who give opportunity and success to those who grab opportunity." Deck Cadet - Larry B. Abarquez.

"We cannot direct the wind, but we can adjust the sail so... sail on towards your goal, and may the wind of opportunities moves you towards it." Deck cadet - Arwin S. Virola.

"This opportunity that CSM has given to me is the best track to reach my destination "The Four Bars." Deck Cadet- Bryant O. Judavar.

"This is our chance to do something better in life and a chance to show our best skills for becoming a good future officer." Electrical Cadet - Marvin C. Encinares.

"I've got this great opportunity, so I'll treasure it." Deck Cadet- Darnell B. Dancis.

"Let's live a life that matters, that cares, that loves and live the most out of it." Deck Cadet- Vincent Paul B. Tamayao.

during cargo operations they have eight hours attending deck operation and deck watch keeping. I join the cadets when topics are related to deck operation.

are our future officers; someday, sometimes you need to replace me in my seafaring profession!"

Arnulfo B. Escaner
Training Officer, AAL Brisbane

PIRACY UPDATE

What do we need to do in order to perform a voyage safely? This is one of the most important questions we must ask ourselves in order to successfully pass High Risk Areas, such as the Southern part of the Red Sea, Gulf of Aden, Arabian Sea, Somali basin, Mozambique Channel and other piracy infested areas. Let's concentrate this time on Somali pirates and analyze a few important questions.

- Know your voyage
- Check procedures
- Obtain latest information
- Plan your routing and submit a simple drawing to Company Security Officer
- Perform Shipboard Risk Assessment and submit to Company Security Officer



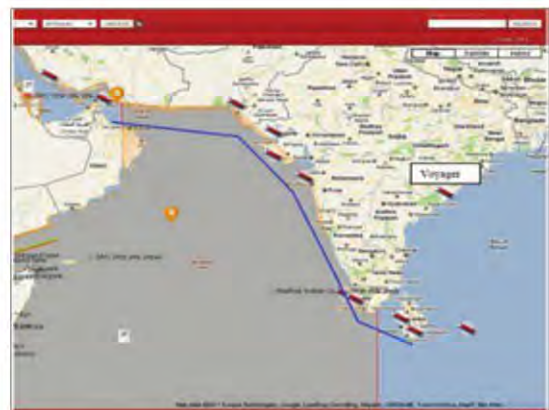
- Apply Best Management Practices and all Self Protection Measures
- Who is in charge

Know your voyage

By knowing your voyage well in advance, the Master and the Ship Security Officer will be in a position to prepare the crew and ship for her intended voyage. An understanding of the threat, including our knowledge, skills and abilities, as well as operations of the vessel, particularly its navigation and how it deals with security events is an important part of overall initial preparation.

Check procedures

Before conducting any planning, the Ship Security Officer should consult Ship Security Plan and Annex to Ship



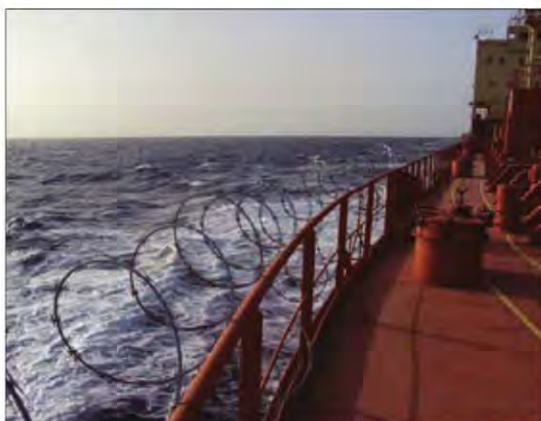
Security Plan. An understanding of the vessel from an engineering perspective is a very important part of self-protection.

Obtain latest information

It is very important to obtain the latest piracy information. By doing so the Master and Ship Security Officer will be able to plan an adequate route prior to the time of passage. Crew will build up an understanding and improve their ability to respond effectively.

Plan your routing and submit a simple drawing to Company Security Officer

This is a very important part of Risk Assessment. Such requirements are already in place by some Oil Majors. Along with route drawing, some photos of applied razor wires, dummies and other passive measures applied



should be sent via email to the Company Security Officer.

Perform Shipboard Risk Assessment with Ship's Security Plan Check list

When talking about Risk Assessment we should consider that this is a vital part of the maritime industry.

Vessel or Shipboard Risk Assessment will ensure preparedness of the crew and will prove that due diligence, duty of care and sound security practices were introduced.

- Protection of the vessels and early detection (preparation)
 - For effectiveness, keep up-to-date information.
- Deter, delay, deny; (response)
 - How do you protect yourself; how robust is the vessel?



- If a suspicious vessel is detected can you out-turn, manoeuvre, or navigate away?
- Ship's Security Plan Check List to be completed.

Apply BMP 3

All crew on board must be familiar with company procedures and Best Management Practices. Failure to follow Best Management Practices could mean that members' P&I cover may be prejudiced.

Who is in charge

The Master must remain in charge at all times. Article 3-4-1 of SOLAS states:

"The Owner, Charterer, the Company, operating the ship defined in Regulation 14/1 or any other person shall not prevent or restrict the Master of the

ship from taking or executing any decision which in the Master's professional judgement is necessary for the safety of life at sea and protection of the marine environment."

The ISPS Code states:

"At all times the Master of the ship has the ultimate responsibility for the safety and security of the ship."

When summarizing all activities it is evident that sound and appropriate judgments, including effective preparedness are essential in order to execute passage through any High Risk Areas successfully.

We wish you a safe voyage at all times.

Captain Daniel Musafia

Company Security Officer
Columbia Shipmanagement (Deutschland) GmbH



M/T ELLEN ESSBERGER (EX - UCT ELIZABETH) SEARCH AND RESCUE OPERATION



In the Atlantic ocean off the coast of Portugal, on 15th May 2011 at 11:20 Lt (09:20GMT) in psn Lat 41 17N Long 09 57 W we received a "May Day" from sinking vessel "VB Antartico" in psn Lat 41 24N Long 010 23W. We were 20 nm away so I changed the

course and proceeded for assistance. 11:20 EOSP, we commenced search and rescue operation under command Lisboa MRCC. 13:25- Lat. 41 22.9N Long.010 23,9W - 4 Cuban nationals were onboard the life raft. Fortunately none were injured. We provided assistance and settled them into the spare cabin.

The rescued crew did not have any ID or other documents on hand. The remaining 7 crew had been rescued, from second life rafts, by Gas carrier "Arctic Voyager" including their





Master. All documents were with the Master, who promised to send copies by e-mail. 14:15 The tug boat "VB Antartico" has been sunk in psn Lat.41 21,5N Long.010 23,2W.

Due to bad weather conditions, a



helicopter could not collect the rescued crew members. As per instruction of Lisboa MRCC, our vessel proceeded to next port Antwerp.

Captain Igor Govallo
M/T Ellen Essberger
(ex-UCT Elizabeth)



Captain Govallo with his crew and some of the Crew from VB Antartico.

QA CORNER

COMPLACENCY AT WORK

Analysis of incident statistics revealed that complacency is one of the main root causes



leading to incidents. In fact complacency is one of the greatest threats to our Seafarers.

Complacency is widespread in our industry, and this is eventually inevitable when we repeat our voyages again and again. When these conditions exist it is likely that incidents occur, as an unfortunate by-product of routine operation. The term 'complacency' may have negative connotations, but it is not intended to be disrespectful when used in incident investigations. We are referring to the natural



human response to a very familiar situation.

When we do something for the first time, we are vigilant about what we are doing and

aware about the hazards around us. By the time we have done it without harm a thousand times, we may have lost that awareness.



We have become confident that nothing will go wrong; and our safety guards are lowered. So complacency is not a criticism, but is an aspect of human nature – one that every experienced mariner will recognize.

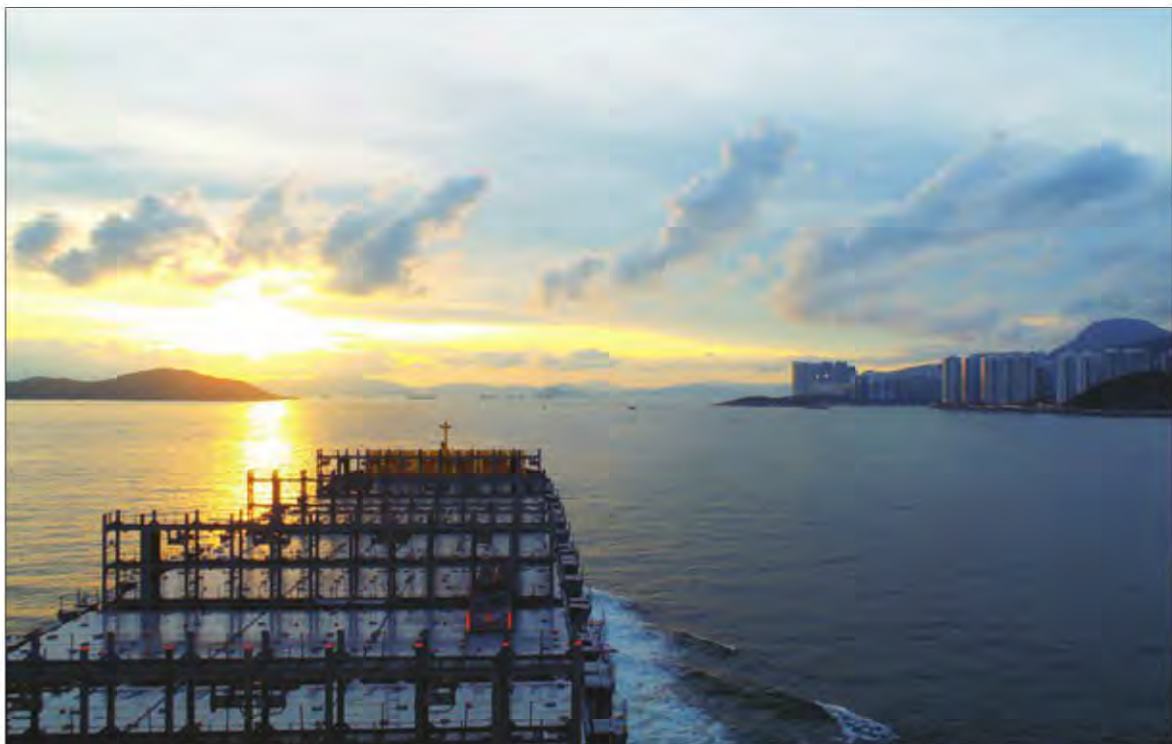
How does this manifest itself at sea? As mariners, we work in an unforgiving environment. Things do go wrong; people do make mistakes; equipment does fail. But consequences should be

mitigated by having safety barriers in place, so that one or even more failures do not result in a disaster. Increasing the Bridge Team while navigating in confined waters; testing controls after moving conning positions; isolating equipment before maintenance; performing work planning meetings; using a check list; testing enclosed spaces before entry; using waypoint alarms; these are some examples of safety barriers that should be in place, but which often lapse through complacency. People subconsciously

think that because they have not needed these safety barriers in the past, they will not need them in the future. Stay alert, think carefully about what you are doing and be prepared for the unexpected. This way we will stay safe with our teammates and return healthy to our families and friends.

Wishing you always Safe Voyages and calm seas!

Captain Dietrich Wulff
On behalf of QA Department
Columbia Shipmanagement Ltd. (Cyprus)



Cape Madrid during her maiden voyage, arriving in Hong Kong.
Photo by: Gilbert Garcia, Marine Superintendent, CSM Singapore.

WHO IS WHO - YIOLA HADJICHRISTODOULOU



I was born in Famagusta, and unfortunately had to leave my home in 1974 during the Turkish invasion. I was aged 13 when our family moved to Limassol as refugees. I finished high school in Limassol in 1978, and although I wanted to study in the UK I was not able to because of travel restrictions those days. Instead I studied business at a local college. My first job was working for a medical equipment trading company in Limassol and later a shipping company.

I found shipping very fascinating, so I moved to Columbia Shipmanagement 16 years ago, joining the QA department. I have had an amazing time working in the Columbia QA department since day one of my employment.

I have seen the different faces of

our Quality System change with a tremendous improvement along the way. I feel I am still learning. Each and every day is different - adrenaline is always at a high level, because of audits, preparation of quality documentation, answering queries, co-operating with our other CSM offices and supporting our fleet.

After some hard work and training I became an internal auditor for Columbia taking part in office internal auditing and occasionally visiting some of our passenger vessels for support. Being a member of the Compass editorial team, and representing Columbia in the PR committee of the Cyprus Shipping Chamber are other ways I keep involved. I like to keep my work hours full of excitement, productivity and I enjoy everything I am doing.

In my spare time, I love swimming and am passionate about the sea, which is why I'm involved in shipping. Apart from swimming I love to view the sea in all states, whether it is calm or wild and wavy.

I love dancing. I don't miss an opportunity to dance whether it is at home or at parties.

Cooking relaxes me after a hard days work with a glass of red wine with my family and friends. I'm happily married, with a 28 year old son who recently started working in Cyprus after his UK studies.

I would describe myself as a very positive person, approaching people always with a positive manner. I would like to thank my parents for the happy upbringing they gave me, as well as my family for their support during my years at Columbia so far. I'm very much looking forward to working here for many more

years to come. A very special thank you also to our Chairman Mr. Heinrich Schoeller, for maintaining one of the world's biggest Shipmanagement companies here in Cyprus and giving employment to all of us. We always wish Mr. Schoeller every health and happiness. Columbia has been a university to me. I have learned that with a combination of good will, hard work and loyalty, you can achieve a lot.

Yiola Hadjichristodoulou

Q.A. Officer - Q.A. Department
Columbia Shipmanagement Ltd. (Cyprus)

WHO IS WHO - CAPTAIN STALOVEROV



I was born on 16 August 1937 in Tiraspol, a town located just 90 km from the sea. In 1944 I went to school. During my childhood I often visited the beautiful city of Odessa, located on the Black Sea coast, where I

could admire snow-white majestic passenger vessels entering and leaving the port. At that very moment I made up my mind to be a seafarer. After finishing my schooling, I entered Kherson Marine College and graduated with honors in February 1957 and was assigned to work on the vessels of the Black Sea Shipping Company. My first voyage was on a tanker, 11000 dwt, and lasted 4 months. Once berthing in Odessa, I accidentally met the Dean of Kherson Marine College and he suggested that I continue studying as there were prospects for me to become a

Master in the future. I took his kind advice and entered St. Petersburg Admiral Makarov State Maritime Academy, and graduated with honors in 1962.

I started working for Latvian Shipping Company on tankers with various DWT as 3rd/2nd Officer. Finally, in 1967 I obtained the License of Deep Sea Captain, and in October 1970 I was assigned to a small oil tanker of DWT 4500 as Master. In 1974 I was assigned as Master on the tanker "Gurzuf", DWT 33 000, and in December 1975 joined the newly built tanker "Pablo Neruda" of DWT 40000. At that time, she was the biggest and the most modern tanker in Latvian Shipping Company. From 1975 to 1979 I worked as Master on different oil and chemical tankers as well as gas carriers. In 1979 I was chosen to supervise for Bredo Shipyard in Italy, for the new building of the LPG tanker of DWT 70 000 named "Mossovet", one of the largest gas tankers at that time. This ship was able to carry ammonia, propane, butane, and butadiene. She was the biggest gas carrier ever built for the USSR and due to complexity of the ship, I was sent to Venice to supervise the ship's construction from the moment first steel was cut until the ship's keel was laid

down in the shipyard. I got great experience and had the opportunity to scrutinise the vessel hull and machinery. Upon delivery, the "Mossovet" worked on a regular line between Yuzhnyy Port - New Orleans-Savannah. Soon, the ship was transferred to the management of Black Sea Shipping Company. At that time, seafarers could not be moved from one company to another, and I was forced to return back to my tanker "Pablo Neruda" of Latvian Shipping Company.

In 1989 Latvian Shipping Company bought 2 new tankers, "Zoya 1" and "Zoya 2", which were originally ordered by "ACOMARIT" at St. Petersburg Shipyard and I was offered a position of Master on one of them. Later, I took command over newly built tanker "Fili", DWT 47 000, managed by UNICOM. In December, 1995 I met Mr. R. Amirov, CSM Technical Superintendent, whom I knew from the time we both had worked for Latvian Shipping Company and who invited me to work for Columbia. CSM Chairman Mr. Heinrich Schoeller invited me for the interview and I received my first assignment with CSM as Master on MT "Karnia", and later on MT "Cape Blanc" and MT "Cape Benat". Since 2003, I have been working as a Marine Training

Superintendent in Columbia Shipmanagement (St. Petersburg) Ltd. Crewing Office.

Daily, I conduct numerous training courses including Safe Navigation Training and Vessel's Security Training. I read a lot of literature, legislation and technical books to always be abreast with the latest industry developments and to trace all possible news regarding fleet development as well as all new industry requirements and national legislation. CSM St. Petersburg Training Class is very well equipped. Our Training Library is constantly updated with latest industry publications necessary for a ship's daily safe operations. It is very satisfying to see a large number of seafarers attending our training class not only to pass in-house trainings but also to receive professional advice on how to improve the performance of their duties on board and to be prepared for a promotion to the next rank. We always try to accommodate everyone who is interested in getting deeper professional knowledge.

For hobbies, I like to go to the theatre, visit museums, read and go to the countryside to gather mushrooms and wild berries. My wife and I have

a house with a garden not far from St. Petersburg. My colleagues call us "green fingers" as some fruit and vegetables, grown there are taken to the office.

Whatever the weather, I prefer to walk to and from the office, it is approximately 10 km a day. This keeps me fit and gives me time to think about many things and to be prepared for the next day.

Time runs fast and despite my age I remain young at heart and still look forward to working with Columbia. I will do my best to pass my knowledge to the new generation of seafarers. My childhood passion about the sea and seagoing career keeps me going and I wish everyone who devotes his life to the sea Safe Fortune, Safe Sailing, Fair Wind, good friends and colleagues onboard.

Let all of them have their nearest and dearest waiting for their safe and happy return back home. Let our great Company provide us with voyages forever!

Captain Staloverov

Marine Training Superintendent
Columbia Shipmanagement (St. Petersburg) Ltd.

WHO IS WHO - CAROLIN RIEDIGER



I was born in Schwerin, a relatively small town about 120km away from Hamburg. It is a very beautiful town with many lakes and forests, a little beach in town and plenty of sights and cultural facilities.

During childhood I started "rhythmic gymnastics" when I was 3 years old and later changed to professional ballroom dancing. My dancing partner and I spent all our free time for "Standard and Latin dancing". We were very successful and able to reach the German Federal Executive (German squad) level. After school I started an apprenticeship as a qualified tax advisor assistant.

During my last years at school I always knew that I wanted to have a qualified job in an accounts department. The reason was that my father was self-employed as a real-estate broker and he always had a very chaotic accounting system. In my free time I often helped to organize the accounts - I had a lot of fun with this work.

After my apprenticeship I started working in the accounting department at Columbia Shipmanagement (Deutschland) GmbH in July 2000.

I was twenty years old, a newcomer to accounting and I knew nothing about shipping. It was a very adventurous period in my life. My experienced colleagues in the CSM Hamburg office were very friendly and helpful. I learned a lot about shipping and the accounting of Crew and Full management vessels. I would like to say "thank you" to

Ms. Schulz and Ms. Weichmann, Ms. Diercks and Ms. Gellers as well as Mr. Möller and of course Mr. Sommerhage. The last years passed so quickly and CSM Hamburg grew and grew. When I started we were approximately 30 or 40 colleagues all together. Now in our new office building, we are approximately 140 people. A lot of things have changed during my 10 and a half years with CSM. If someone can stay that long in a company, it certainly means something is right!

In the beginning I worked on accounting for some Crew and Full management vessels. For some years I am now handling the accounting of Columbia Shipmanagement (Deutschland) GmbH. At the moment we close the books each month for more than 75 full management ships and more than 65 Crewing vessels by our CSM Hamburg. I love this work - it is a very interesting and varied job. I like the fact it gives me so much insight into many different areas. My work

includes invoice control, management fee checking, cost calculations, bank liaison and payment initiation. We try to save money for our company. In accounts, it is our job to constantly ask for details and to clarify every "bagatelle". Many small amounts saved produce a larger sum at the end. Even in my private life, a lot has changed. In 2008 I gave birth to my daughter Betty. After maternity leave, I returned to my desk full time for CSM. I am still living in Schwerin, which is a very long way to travel to work (2 hours). The travel is sometimes stressful but we get by. Since July last year, I am happily married to my husband and enjoy a beautiful family life with our little daughter Betty. I love my family life but I also need the professional challenge and I hope CSM continues to provide challenging tasks.

Best wishes to all my kind and hard working colleagues.

Carolyn Riediger
Accountant

Columbia Shipmanagement (Deutschland) GmbH

WHO IS WHO - COOK SERGEY PEREHOD



I was born in Ukraine. From my childhood I was dreaming of the sea and exotic countries. My eldest brothers were seafarers and they strengthened my decision to become a Cook. This step was supported by two ideas: firstly, I could release my great desire for cooking and secondly, I would admire the sea view. So I graduated from Riga Cooking School after the military service.

Since 1980 I have been working in the Latvian Shipping Company until 1996 when I was offered the opportunity to work for Columbia Shipmanagement as a Cook onboard their vessels.

Cooking is a creative activity, that's why I love it so much! It's such a great feeling to create new dishes, mixing up different ingredients. I especially love cooking when I have lots of people to cook for.

My favorite recipes are Solyanka soup (a spicy soup of vegetables and meat or fish), pork with lime marinated onions and cheesecake.

During my sea going career I have experienced some funny cases. In Australia I prepared a cold soup and fruit compote for port pilots. They were extremely surprised about such dishes which they had never tried before, and enquired about the ingredients. I once put too much salt in the food, and all crew members were joking that I had fallen in love (there is such a saying in Russian- to put too much salt means to fall in love with somebody).

I like to experiment and prepare exotic dishes, including shrimps baked with garlic and laid on avocado and Thai beef baked with pineapple rings. It's incredibly tasty! We have a great tradition to celebrate crew members' birthdays onboard. Usually I prepare a festive cake and we enjoy the celebration!

This year is my 15th anniversary of working continuously for CSM. I decided to prove my cooking skills to our CSM office in Riga and prepared a delicious strawberry cake for them to try. I do hope the CSM Baltija office staff enjoyed it.

I would like to give advice to younger readers considering a career as a Cook at sea. Cooking is an art and you have to be patient to reach a "delicious result".

All cooking is a matter of time, the more time the better. Never give up on learning, try to overcome all the difficulties, doing everything from your heart.

The best reward for a Cook is empty plates! Don't forget that good Cooks never lack friends!

Bon Appétit,
Cook Sergey Perehod

Recipe for Solyanka soup

Traditionally, Solyanka soup is made of different kinds of fried or boiled meat like beef, veal, kidneys, tongue, ham and sausages.

1. Cut the boiled meat ingredients (approx 0.5kg) and add to boiling water.
2. Add slightly fried onions and tomato paste, slightly boiled cucumbers, and herbs of your choice - boil for 5-10 minutes.
3. When serving, add the olives (without stones), sour cream, a ring of lemon (peeled), and finely chopped herbs in a plate.

Your mixed meat soup, Solyanka, is ready!





ALL FOR ONE, ONE FOR ALL HANDBALL IN LIMASSOL



Four Columbia employees were recently celebrating their 2nd Division championship win as players of a new Limassol Handball team.

Initiated by a handful of former handball players and supported by the Agios Athanasios district, the project to set up a new handball team in Limassol started back in August 2010.

With the aim of enjoying competitive playing and promoting the sport of Handball on the island, the city of Limassol was 'screened' for additional

players by word of mouth advertisement through family and friends, notes on public information boards, shops and petrol stations, as well as the Internet.

Luckily, within a period of less than eight weeks, a coach and twelve players, ready to commit themselves to the club were found. However none of the participants at the first team meeting at the beginning of September last year could dream of what kind of success the following months would bring.

News of the new handball team



Instructions given by our Coach during the break.

named ENOSSE NEON AGIOS ATHANASIOS also reached our Columbia office in Limassol with the result of four of our colleagues (see p. 36) who had all played Handball in their home countries, signing up with the team by registration through an official International Players Transfer and passing the required medical examination.

The start for the preparation of the team's first season in the 2nd division of the Cyprus Handball League was set shortly afterwards and required great effort, discipline and commitment from everyone.

Similar to our crew's sailing onboard our vessels, one of the most important tasks was hereby to make the multi-cultural group of players (from Cyprus, Germany, Poland, France, Slovenia and Romania) function as a team, a substantial requirement for a successful performance.



Two defenders trying to stop an attacking player.

After another eight weeks of intensive preparations the first game of the season was played away on 14.11.2010 against Avgorou (near Larnaca) and was lost with 20:25.

The disappointment could be seen on all faces after the game. Nobody knew it would remain the only lost of the season. The second game against Trimifias (near Nicosia) was won by 28:24.

Over time, the team developed steadily and improvements on the pitch could be seen game by game.

After the last game of the season which was played at home on 02.04.2011 and won against Avgorou by 33:15 (only five months after the defeat against the same team in the first game!) the squad from Limassol found itself on top of the league table which qualified them for the promotion to the 1st division of the Cyprus Handball League next season.

Preparations for competing at the highest level of handball in Cyprus will be the challenge for the months ahead until the start of the new season.



Left to right: Bjoern Borbe (Crewing Supt.), Raik Garlipp (Crewing Supt.), Captain Dietrich Wulff (QA Manager), Jochen Niemann (General Manager, Londa Hotel, Cyprus).

Knowing that the first three teams will qualify for the European Handball competitions such as Handball Champions League, EHF cup and Challenge Cup will certainly be motivation enough for all involved.



This success would of course not have been possible without the support of our sponsors. Therefore, the handball team ENOSSE NEON AGIOS ATHANASIOS would like to take this opportunity to thank the Columbia family, namely CSM and the Londa Hotel, for the great support provided.

We invite all colleagues to follow the development of the team on its website agiosathanasios-handball.com

Bjoern Borbe
Crewing Superintendent
Columbia Shipmanagement Ltd (Cyprus)

CELEBRATION ALL STARS FC Vs COLUMBIA UNITED

On the 20th April 2011 the crew of Thomson Celebration came ashore to play a friendly 8-a-side football match against Columbia employees in Limassol, Cyprus.

The match was held at the Wembley football playing fields, and attended by Celebration supporters and Columbia staff. It was a highly contested and emotionally charged game. Goals were wildly celebrated, and highlights included Thomson the Dog invading the pitch to congratulate his team players!

Special thanks go to Entertainment Host, Lewis Standard Power and Spa Manager Jeremy Mitchell for scoring multiple goals. Columbia players also struck the back of the net six times. The final score was 6-4 to Columbia, after 60 minutes of fast action.

We look forward to another re-match in the near future. Meanwhile, congratulations to all who played and many thanks to the supporters who came out to cheer on the teams.

Nathan Mills
Staff Captain
Thomson Celebration





Celebration All Stars FC - above left to right, back line:

Jeremy Mitchell, Alistair Mackay, Joshua Gow, Lewis Standard-Power,
Kieran Starlight, Joshua Takacs, James 'Pinkie' Terry, Nathan Mills,
George Kelpie, John Berry, Reggie Mullins,

Above left to right, front line:

Benny Waluyo, Chippy Iovan, Anthony Hona,
Gilbert Gijon, Jesus Prudente





Columbia United FC - above left to right:

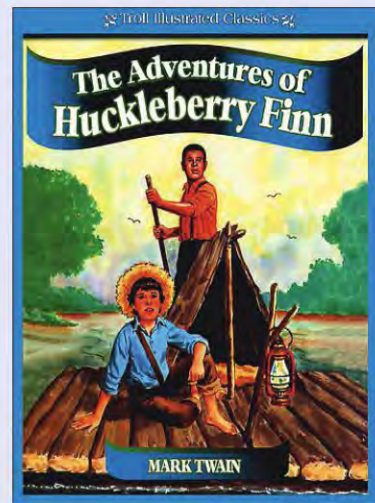
George Patsias, Christis Marcoullis, Marios Nicolaou, Gerasimos Tsiminos,
Herbert Mikesch, Olaf Groeger, Paul Wells, Xanthos Kyriacou,
Andreas Mitsis, Andre Bloemendaal, Thor-Erik Holt.



DID YOU KNOW?

CLASSIC STORIES FROM THE SEA

Growing up in the 1970's in a small village in the Scottish Highlands by the shores of the North Sea, I used to enjoy walking along the coast line and watching the ships sail past, wondering where had they come from? Where were they going? What cargoes were they carrying? What would it be like sailing on these ships? What travel and adventures lay before the sailors on the ships?



Those of course were the days long before the Internet and YouTube, so my imagination was fuelled by reading books about adventures on the high seas and stories about those living by the great rivers of the world and the shores of our vast oceans.

Nowadays, if you want to experience what it is like to be on a ship in heavy seas in a North Atlantic winter storm or watching the sunset in the tropics of the Pacific Ocean with a flat, calm, glass-like sea with a gentle swell, then you can immediately type into your Internet search engine and select from many videos and picture galleries. As a youngster, such images only came from reading books by authors which ultimately inspired me to follow their footsteps and seek travel and adventure as a Merchant Seaman.

I still today vividly remember joining my first ship in Singapore as an 18 year old; this was the first time I had ever flown and here I was flying from the north of Scotland on a winter's day, dressed accordingly, only to arrive in the heat and humidity of Changi airport before the days of the nice air conditioned gangways that hook up immediately to the aircraft gangway door. Then there was the ride in the taxi to find my first ship somewhere down in Sembawang, the sights, the sounds, the smells – this is why I joined the Merchant Navy – real adventure!

It was reading books that gave me this sense for adventure and I would like to share with you some of the authors and stories that inspired me.

You have probably heard of them, but if you have not read their stories it is never too late as the passion and atmosphere of their works is still as equally compelling today as it was when they were written.

The first book I remember reading was *The Adventures of Huckleberry Finn* by Mark Twain. I remember this book well for its colorful description of the people and places along the great Mississippi River detailing the mischievous adventures of Huckleberry "Huck" Finn and his good friend Tom Sawyer. The story begins in fictional St. Petersburg, Missouri, on the shores of the Mississippi River, sometime between 1835 (when the first steamboat sailed down the Mississippi) and 1845. The two young boys each come into a considerable sum of money as a result of their earlier adventures and so the fun begins!

From the banks of the Mississippi River, my reading adventures crossed the Atlantic to the Baltic Sea and to Poland, the birthplace of Joseph Conrad. Joseph Conrad was born on 3 Dec 1857 in Berdichev. Not only was he to become a Master Mariner serving in the British Merchant Navy, but also a great novelist writing his works in English. What is remarkable is that although he did not speak English fluently until he was in his twenties, he was eventually to become a British citizen. He wrote stories and novels based on his seafaring experiences, travels and adventures, depicting the trials of the human spirit, and the demands of duty and honour.



A monument to Conrad can be found at Gdynia, on Poland's Baltic Sea coast.

Of Conrad's novels, *Lord Jim* and *Nostromo* are the best known, both being made into films. Probably Conrad's most influential work is *Heart of Darkness*, set in the dark of the Congo wilderness where a group of English merchants struggle to come to terms with the elements and natives.

From the Baltic we move to the Pacific; *Kon-Tiki: Across the Pacific in a Raft* written by Thor Heyerdahl.



One of the many great Norwegian explorers, Thor Heyerdahl had a real sense of travel and adventure. His experiences about his expedition in which he sailed 4,300 miles by raft from South America to the Tuamotu Islands are carefully logged in his book where each day of his adventures are recorded in detail. Heyerdahl and five fellow adventurers went to Peru in 1947, where they constructed a pae-pae from balsa wood and other native materials, complete with sails and a small cabin.

The expedition was inspired by old reports and drawings made by the Spanish Conquistadors of Inca rafts, and by native legends and archaeological evidence suggesting contact between South America and Polynesia. After a 101 day journey across the Pacific Ocean, navigating only by the use of sextant, the sun and stars, and an understanding of the Pacific Ocean currents, the Kon-Tiki made landfall on the Tuamotu Islands on August 7, 1947.

What fascinated me about this adventure story was the fact that it was possible for a primitive raft to sail the Pacific with relative ease and safety, especially to the west, being driven along by the prevailing westerly winds. The raft proved to be highly maneuverable, and fish congregated between the nine balsa logs in such numbers that there was an almost endless supply of fresh fish for the crew onboard.

*"All books are divisible into two classes;
the books of the hour and the books of all time"
John Ruskin (1819 – 1900)*

Evan Mackay
Senior Marine Superintendent
Columbia Shipmanagement Ltd (Cyprus)

LIFE ONBOARD A SINGING COMPETITION!

Firstly, thanks to all at Compass for establishing a valuable link between the company and employees to support inspiration in one of the most courageous professions in the world.

Each seafarer tries to make life on board joyful, especially during long voyages at sea. That was why I decided to organise a singing competition for our crew. One of the most important terms of appraisal was considering not only the voice of singer but singing style and actions while performing. It was a really great show with the crew

trying to reach the Finals and win a Diploma. The winners Diploma was presented to Bosun Mendoza Jacinto Natividad from the Philippines who was recognized as the Best Singer of the Year onboard M/T Cape Tees.

The winning song was "My Way" by Frank Sinatra.

I wish our readers prosperity, health, peace and a safe environment at sea and ashore.

Gaga Lomouri
Chief Officer



Middle: 2nd place winner: O/S - Joseph Cristobal Tolentino



Bosun Mendoza Jacinto Natividad
Best Singer of the Year

3rd place winner:
3/Off - Toby Montalban Tobias

4th place winner:
4th Engineer - Jayson Buen Abat

All photos by Chief Engineer S. Kuzmenko.



UNEXPECTED VISITORS



**This pelican watchman
was seen onboard M/T SKS Sira**
Photo by: Sergey Slobodnyuk, 2nd Officer

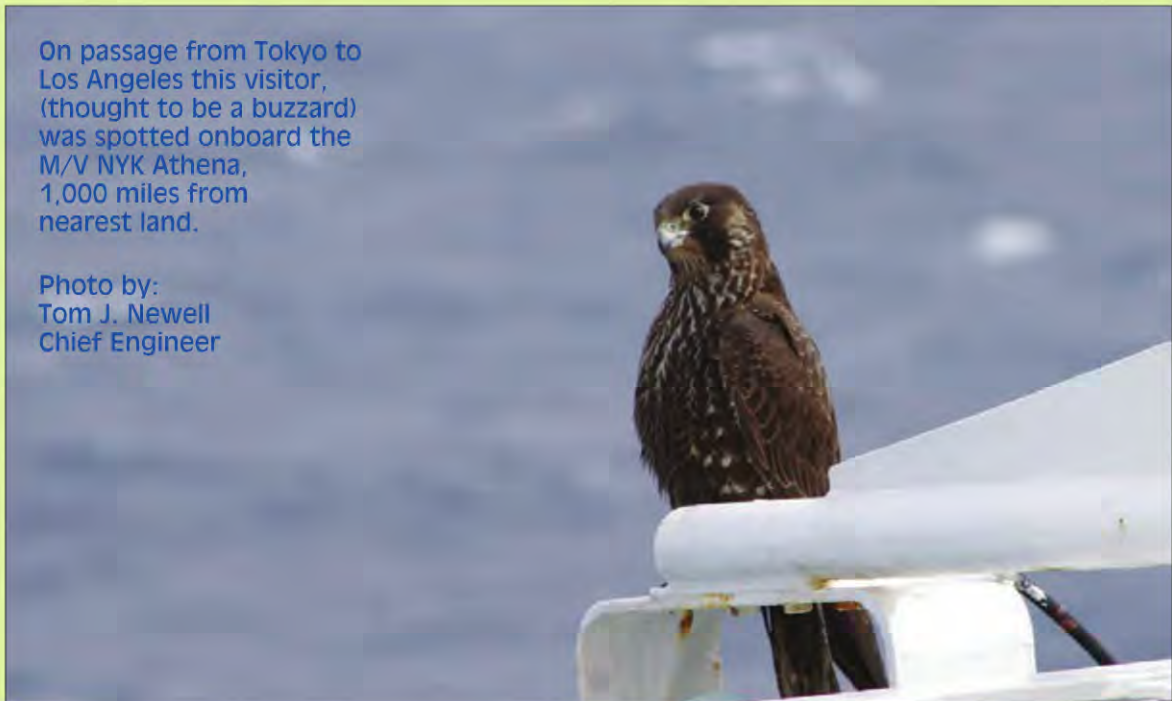


**A Golden Tree Snake was found
onboard M/V AAL Brisbane***
Photo by: Jose Mari Antonio, Chief Officer.

Captain Kresimir Biljan explains: **"In January 2011 this Golden Tree snake "signed-on" at Laem Chabang and thinking how it embarked, it could have only been possible via the stern mooring lines as the snake was found rolled up comfortably on top of the poop deck lighting (warm and safe place). The snake was discovered by our electrical Cadet. My fearless crew removed the snake from the vessel by broomstick. According to local agent, the Golden Tree snake was harmless to humans since it only eats insects."*

On passage from Tokyo to
Los Angeles this visitor,
(thought to be a buzzard)
was spotted onboard the
M/V NYK Athena,
1,000 miles from
nearest land.

Photo by:
Tom J. Newell
Chief Engineer





CSM PHOTOGRAPHIC COMPETITION No.7

We are pleased to announce our 7th annual CSM photographic contest. The competition is open to all Columbia employees ashore and at sea, excluding members of the Compass editorial team. The three categories are:

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

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

Rules

1. Entrants can submit up to two photos in any of the three categories including both in the same category.
2. All entries should be in JPEG format with a minimum of 3 Megapixel resolution - please submit on a CD to our CSM Cyprus office, attn: Compass Editor.
3. Each entry should be marked with name, address, contact details and the location where the photo was taken.
4. Images may be digitally enhanced to remove spots or scratches, but not manipulated.
5. Previous winners may not enter the same category 2 years running.

Images received for our CSM Photographic Competition may also be selected for use in future CSM poster campaigns, promotional literature or published in our yearly CSM wall calendar for the fleet. Note: by submitting your photos you allow CSM the right to re-use images for promotional purposes, Compass use and wall calendar publication. Where possible, the name of the photographer will be mentioned.

A panel of judges (one Editorial Team member, one Director) will select a shortlist of photos. Out of the shortlist, our Chairman Mr. Heinrich Schoeller will choose a winner and runner up for each category.

The closing date is November 30th 2011. Winners will be announced in the Compass January 2012 edition.

Good luck to all!

Editorial Team

CRUISE NEWS

FROM POLAR BEARS TO PENGUINS

Epic adventures aboard the National Geographic Explorer Expedition ship.

Working aboard the National Geographic Explorer is hard work. But with that hard work comes adventure, expedition and opportunities to see things that will change your life. Working almost a year on the ship, I have been able to visit far away places and experience many different cultures.

Working on a ship that is based on expedition is different from working on a typical cruise ship. The focus of our trips is to educate passengers about conservation, culture, customs, wildlife and the environment. These standards that are set by the company allow for true expeditions into parts of the world that a lot of people never experience. This is one of the coolest parts of my job as a bartender.



Penguins welcome the National Geographic Explorer in Antarctica .

One of our itineraries takes us to the Arctic, where we spend weeks looking for polar bears and sea birds. These trips lead to anticipation of close encounters with wildlife. In Svalbard, Norway, a juvenile polar bear approached the ship, curiously, and placed his paws on the rub rails to get a closer look. He roamed around the ship for a while before getting bored and moving on.

The ship visited Iceland during the time that they were having problems with the erupting volcano. What was interesting about this is how the rest of the world associates the volcano with travel issues. Visiting the small island of Heimeay, I saw firsthand how the locals were affected.

Part of their daily life is sweeping up ash and hosing off their cars that are covered in thick layers of ash. On really bad days, the children must wear masks and goggles on their way to school to protect them from the ash floating in the air.

While in the Norwegian Fjords, we heard a talk from a woman who still



Orca swimming near the ship.
Photo by: Mike Greenfelder

participates in the age old tradition of whaling. She brought whaling tools that had been passed down through the generations in her family and told stories of how the whale meat is distributed and the meaning behind all of it.



Myself and Baker Magnus Haard "heaving" the ship in the pack ice of Antarctica.
Photo by: Ignacie Mjarhaus



In the hot chocolate boat, which serves hot beverages to guests kayaking in the ice.
Photo by: Patrik Svårdmyr

In the Falkland Islands, I visited Stanley Growers, where what started as a hobby has turned into a full blown operation. Stanley Growers has changed the way locals eat in the Falkland Islands.



Porthole view of a passing neighbour.
Photo by: Richard White

Before the availability of fresh produce, citizens waited for a monthly shipment of fruits and vegetables, most of which were canned or frozen.

One of the most special places I have ever visited is South Georgia. The abundance of wildlife there is mind-blowing. From elephant seals to skua and albatross colonies to places where you can spot 150,000 pairs of penguins, everything there leaves you in awe. There is also a history of whaling in South Georgia as well as Sir Ernest Shackleton and his travels.

I could never learn in a classroom what I have learned working for the National Geographic Explorer nor could I ever have dreamed to have a job that allows me to see such spectacular things and work with such inspiring, talented people. Like I tell my guests, what other bartender can look out the window and see polar bears and ice flows passing by?

For more information, please visit www.expeditions.com

Jamie Regan
 Bartender
 National Geographic Explorer

TRUE TRAVEL OUT AND ABOUT IN JAPAN

In November 2010, I was asked to standby the building of the NYK Arcadia in Kure Japan. The Arcadia is the biggest container ship built for NYK and is 9500 TEU. Captain Krtica joined me in Kure at the beginning of December.

We learnt a lot about Kure while we were there: its population is approximately 20,000 and did not exist until the late 1800s. It was established by order of the emperor, and was chosen because when the British and Americans visited Japan, the locals were amazed at how advanced the British and American ships were. So with the help of the British, the Kure ship yard was built and the town with it. Now everything in Kure is centred around its ship yard. As well as a commercial ship yard, the Japanese navy use Kure as a base and some very famous ships have been built there, including the first two submarines ever built in Japan and the famous Yamamoto battle ship which was and still is the biggest battleship ever built. This was later sunk in the Second

World War by American aircraft. During the Second World War some of NYK Ships were commandeered by the Japanese government, one of which was a passenger ship. A top deck was added over the accommodation and this was used as an aircraft carrier.

During the Christmas holidays models of some of the above ships were displayed in the streets. The naval museum in Kure is a must visit. There, you will find a large model of the Yamamoto Battleship along with different weapons used in the Second World War by the Japanese and historical photos of what life was like at the start of the ship building town.



Flag ship of Japanese navy.



Up periscope!

The people are very proud of their heritage, and even have a full sized submarine in the town which everyone is free to visit. Needless to say, the Captain could not wait to get in the driving seat!



Captain Krtica on the bridge of the submarine.

All of the people were friendly and very helpful. We stayed at the Hankyu hotel, and although we saw very few people in traditional dress, the first Monday in January is when the young people of twenty years have a coming of age day.

At this age, they are allowed to vote, drink alcohol and smoke, and the majority of these young people can be seen around the town in their traditional dress, which was very nice to see.



Faces of the future.

Also, in the Hankyu hotel, there is a small chapel where couples can get married and usually they dress in traditional kimonos for their wedding day.

The Arcadia is a very sophisticated ship and has a total power of 71500 kilowatts. For those readers that are not technically minded the Porch 911 has a power of 150 kilowatts so the ship has the power of 477 Porch 911s!

The definition of Arcadia is an imaginary place of rural bliss, a place in which people are believed to enjoy a perfect life of rustic simplicity.

I would hardly call the NYK Arcadia rustic or simple, but it is a very good ship and I am sure it will be kept in top condition and a ship for both NYK and CSM to be proud of.

William Gibson
Chief Engineer

AVIATION NEWS

ACC COLUMBIA JET SERVICE ATTENDS EBACE 2011



ACC Columbia Jet Service participated in EBACE 2011, the eleventh consecutive annual European Business Aviation Convention & Exhibition, between May 17-19, 2011 in Geneva, Switzerland. This three-day event is the major event for Europe's business aviation industry, where

all relevant stakeholders exhibit their services and/or products. It also featured a Static Display of Aircraft, Education Sessions and Maintenance & Operations Sessions (M&Os). The event is hosted by Geneva Palexpo, which is located directly at Geneva International Airport.



Technical Coordinator, Viktor Jakobac (left) with Managing Directors Karsten Schäfer (center) and Joachim Taube (right) at the booth.



Managing Director, Joachim Taube, adding the final brush to the ACC COLUMBIA booth before the exhibition opens.

EBACE is jointly hosted each year by the European Business Aviation Association (EBAA), the leading association for business aviation in Europe, and the National Business



Entrance to the show.



Booth with customers and business partners during the exhibition.

Aviation Association (NBAA), the leading voice for the business aviation industry in the United States.

This year's EBACE was a success for the industry, which keeps recovering from the impacts of the financial crises, as well as for ACC COLUMBIA Jet Service. It was good to meet and talk with our customers and business partners and to develop potential future business.

We look forward to attending the next EBACE exhibition.

To learn more about EBACE and ACC Columbia Jet Service please visit

www.ebace.aero/2011
www.acc-columbiajet.com

Anja Berschet
 Assistant to the Management
 ACC COLUMBIA Jet Service GmbH

HOTEL NEWS

COLUMBIA Hotels & Resorts can be found on Facebook right now! The hotel division is expanding its social media activities and is presenting its official Facebook fan page.

facebook

Social networks – Facebook, Twitter, YouTube or Xing, for example – have become a firm part of the Internet and daily communication. The crucial difference in comparison with conventional communication is their dialogue capability. Users are no longer merely recipients of messages, but instead provide contents themselves: they discuss and spread messages within their network.

Social networks are also becoming increasingly important in the tourism and hotel industry. In particular, hotel evaluations or comments on the Internet are exerting an ever growing influence on booking decisions.



Today, for example, 52% of the 152 million adults in the USA are already using social networks to exchange details regarding their next travel destination with friends or to obtain information directly from travel companies (source: ITB World Travel Trends Report). And in Germany, 74% of all tourism industry managers consider Facebook to be an indispensable channel for marketing within the travel industry. 96% of decision makers in the tourism industry additionally assume that online sales will continue to grow (source: survey by the renowned Travel Industry Club). As a result of this, COLUMBIA Hotels & Resorts has also reacted and is now present with its own fan page on Facebook with immediate effect.

"We decided to launch our own page on Facebook because we can see that the entire online sector is becoming increasingly important in terms of travel information, travel evaluation and recommendations plus travel bookings. Our booking figures in the Internet have been on the increase for a number of years," says Enrico Noack, Director Sales & Marketing at COLUMBIA Hotels & Resorts. "Finally, we would also like to intensify our recommendation marketing in the Internet, binding existing customers and acquiring new ones in this way, in addition to personal recommendations and tips from families, friends and business partners," continues Noack, who works at the hotel division's corporate office in Lübeck-Travemünde together with his colleagues. The corporate office manages all seven of the COLUMBIA Hotels & Resorts domiciles in Germany and in Cyprus. As the central main office, it is particularly responsible for all commercial tasks, the hotels' external portrayal with a uniform corporate design, the

co-ordination of all national sales activities and for controlling the very successful Internet site (www.columbia-hotels.com).

Surveys show that Facebook is also developing into an increasingly important channel of communication during holidays and business trips. 37% of international travellers send information and photos to their friends and acquaintances via the social network during a trip (source: ITB World Travel Trends Report). Entirely according to the motto: Facebook instead of postcards with stamps.

The factors of credibility, reliability and actuality are the prerequisites of a company's successful portrayal in social networks. It is therefore important not to formulate pure advertising messages but instead to tell interesting and exciting stories. And to do so continuously, new status messages and comments are posted several times per week for the hotel group. Questions and

queries should also receive prompt replies – no fan wants to wait several days for an answer.

The topics are diverse: whether it be the Easter rally at COLUMBIA Hotel Bad Griesbach, the new chef de cuisine of the "Harbour View" restaurant at COLUMBIA Hotel Wilhelmshaven or Leo, the golden retriever at the Travemünde residence – plenty of interesting and amusing news is always available.

However, Facebook is also ideal for announcing events, recruiting employees or presenting new employees, for providing information on new opening times in the restaurants or simply for exchanging information on wonderful experiences at the COLUMBIA hotels. All relevant information and news are portrayed in compact form on the hotel division's official fan page – with the aid of general text information, image galleries, videos and links. Whoever would like to find out more about COLUMBIA Hotels

& Resorts on Facebook is cordially invited to do so: visit the official fan page now at www.facebook.com/ColumbiaHotelsResorts and share your thoughts! Of course, the Facebook fan page can also be accessed directly from the hotel division's web site at www.columbia-hotels.com Enrico Noack also anticipates that the Facebook site will impact the number of visitors to the web site in the long-term: "Facebook should optimally support the homepage and provide it with lots of new visitors. Besides this, however, visitors to the homepage should also be enabled to get closer to the COLUMBIA hotels via Facebook, to find out more about the residences or become their multipliers and therefore generate new visitors in turn." This leads to the creation of a cyclical flow in all directions.

"We are very interested to see what the response will be and are open to lots of suggestions," concludes Enrico Noack, who is now also looking forward to welcoming hotel guests, business partners, journalists and all of the hotels' friends in the virtual world.

A SPA AWAITS YOU AT THE COLUMBIA RESORT, PISSOURI

When was the last time you felt rested? A spa is somewhere that can offer relief from day-to-day stress; there are not many places left where we can step out from the human race and switch off our phones.

Fortunately, a peaceful retreat is not too far away. Set in the secluded bay of Pissouri, is the five star deluxe Columbia Beach Resort, designed

with the influence of Cypriot village architecture. At the heart of the resort lies the Columbia Spa which has won the Mediterranean's Leading Spa Resort award in the 2008 and 2009 World Travel Awards.

'Express' treatments are also available (including massage, body polish, foot therapy) as well as grooming treatments such as manicures, pedicures and nail art.



Water, wood and candlelight create a welcoming atmosphere.

Spa Facts

- The term 'spa' is derived from the name of the town of Spa in Belgium.
- A spa is associated with water treatment which is also known as balneotherapy.
- Spa treatments can treat conditions such as backache, or build up muscles after injury or illness.

The Columbia Spa is equipped with a jacuzzi, plunge pool, heated indoor pool, sauna and steam room. It also has tennis and squash courts (including private tennis coaching), a fully equipped gym and aerobic room with regular fitness classes and yoga classes.

With 5 treatment rooms, the spa menu includes:

- Reflexology.
- Celestial Maracuja Amazon Adventure.
- Molton Brown Bodynurture Mother-to-be Massage.
- Molton Brown treatments include the Global Treasures experiences.
- Relaxing massage to release built-up tension and help improve circulation.
- The Molton Brown Deep Tissue Body Massage uses targeted deep tissue massage therapy.
- Daniele de Winter facial and body treatments, for slimming, anti-ageing, decongesting and hydrating effects.
- The Monaco Hot Stone Therapy, using heated volcanic stones applied to the body with blended oils for relief to sore muscles.

If holidaying in Cyprus, or even taking an out of town break, you may want to book a spa treatment for a true Mediterranean spa experience. If you want to give someone an original gift, a spa voucher is the gift of time.

We look forward to welcoming you.

To find out more please visit our website:
www.columbia-hotels.com

Anthea Vikis
PR and Communications Manager
Columbia Hotels & Resorts, Cyprus

COLUMBIA PLAZA A VENUE CENTRE LIKE NO OTHER

Welcome to Columbia Plaza, Venue Centre, centrally located in the heart of Limassol, Cyprus. Our dynamic team consists of Andrie Panayiotou (Sales & Marketing), John Karl Politis (our Executive Chef), Catherine Buchet (our Banqueting Manager) and of course our professional trained chefs and stewards.

Combining modern comfort with the very latest in technology,

The Venue Centre is the perfect space for a plethora of functions, such as wedding receptions, christenings, private parties, dinners and art exhibitions.

The Venue Centre is adaptable to suit all needs, whatever the occasion or event. It consists of four separate rooms, and can transform into one large area of 400 square metres.



A wedding dinner awaits the couple and guests to arrive.

As our reputation has grown, the word is out that we do a lot more than conferences. We also provide catering to clients' homes, outdoor spaces, offices and grand openings. Our Venue Centre team will sit with the clients to discuss seating plans, decorations and menus – all the fine details to ensure that your occasion runs smoothly.

Conferences

There are a variety of conference layouts available: boardroom, classroom, U shape and theatre, depending on the size of the group. For all these events we offer a series of our signature coffee breaks which include Danish pastries and sweet bites, courtesy of the Pastry Chef from Columbia Hotels & Resorts.

Private Parties

Depending on what type of party the client requests, usually either a cocktail disco party or a sit down buffet dinner, cocktail disco parties are the most popular as our in-house Executive Chef has created an array of scrumptious finger foods, including a live sushi station. We provide open bars, cocktail tables, and a lighting system all to create the right ambience for any celebration.

Weddings/Christenings

For a sit down event we are able to cater for between 50-250 persons. Our culinary team promises your wedding or christening party an array of taste tantalizing dishes from canapés, to buffet or set menus. The Venue Centre's banqueting team will ensure that service is a professional and memorable experience.

There are so many other types of events; it's up to your imagination! We have also hosted a Salsa party – a CubaMiSalsa event was held at the Plaza last year and will be hosted



A professional place to do business in.



Food for all tastes.

there again in July 2011. This type of event takes place throughout the world - the dance shows create an exciting atmosphere throughout the whole Plaza.

The Venue Centre is like a blank canvas, awaiting to host your life celebrations!

For more information please visit:
www.columbiaplaza.com

Catherine Buchet
Banqueting Manager

Andrie Panayiotou
Sales & Marketing Manager
Columbia Plaza Venue Centre, Cyprus



A table set up for christening guests.

THE NEW BUILDING SCENE

2011 has seen nine vessels delivered in the first half with some sixteen vessels scheduled for delivery in the second half. At Guoyu Ship Yard, we completed the project of eight bulk carriers, the last of the series being Mare Tracer. The final vessel of the series shows a remarkable improvement in quality of both construction and finish, thanks mainly to the hard work put in by our supervision team lead by Rangel Vassilev.

The finish of these bulk carriers was noted by the yard's owner

and senior management and due to our efforts, we were awarded the supervision contracts of a further four of the series of these 57.000 DWT bulk carriers, to be built on the yard's account.

These contracts will incorporate all the design changes made by Columbia on the second and third vessels where we supervised the construction.

Our project for the 73.000 DWT product tankers from Hyundai in Ulsan was completed on the 30th April with



Owner, Mr. Tobias Koenig (right) with Guoyu shipyard owner Mr. Wang Weihe (centre) and ship broker Mr. Juergen Begemann (left) onboard Mare Tracer, the last vessel of the Guoyu shipyard project.



Ready for the launch of AAL Fremantle.

the delivery of the Rio Lillehammer. Both the Rio Luxembourg and Rio Lillehammer will be managed by CSM Deutschland. It must be acknowledged that these big yards in Korea are very professional to work with and the completed ships are a credit to Hyundai Heavy Industries.

Guangzhou Wenchong Shipyard will deliver by the middle of the year three 2.800 TUE container ships for Schoeller Holdings, Cape Moss and Cape Maas and early in June Cape Madrid. All vessels have departed the yard with an immediate charter and are generally employed in Far East services or Australia.

Our first Sekwang Heavy lift multipurpose vessel, the AAL Fremantle, was delivered at the end of April. She entered Austral Asia Line service with her first load Port Pusan. Shippers are showing great interest in these ships as due to their size and simple



Rio Luxembourg at Hyundai.

design they are ideal in the con/bulk, heavy lift market. Being small, there are few port restrictions and of course port dues are greatly reduced. This series of vessels will be managed out of our Singapore office.

The second six months of the year will be very busy with completion of our 110.000 DWT contract for product/crude carriers in Hudong and 80.000 DWT bulk carriers at New Century Ship Yard. We will also take delivery of one 73.000 DWT product carrier on bareboat charter from New Century Shipyard (N.C.S.).



Departure of Mare Tracer.

It will be a rather sad day when we finally close our office at N.C.S. as we have not only seen the yard grow and upgrade its facilities dramatically, but we have made many good friends along the way.

Huanghai will continue to deliver more 31.000 multipurpose vessels, as will Sekwang. From G.W.S. we will receive a further three 2.800 TEU container ships and last but not least there will be two 57.000 bulkers from Guoyu Ship Yard. In the future there will be the inevitable decline in new building contracts following the overall pattern of our industry. Too many ships were ordered in 2007 to 2008 and it will take some

considerable time for world trade to absorb them. What is certain is that there is no question that world trade relies on sea born freight to a very large extent.

Ships wear out and need to be replaced. It is only a matter of time before the scales turn, the balance shifts and orders for new buildings start flowing once again. In the meantime we can dwell on research to provide new forms of propulsion and more efficient ships for the future.

Edward Bucknall

Technical Director
Columbia Shipmanagement Ltd. (Cyprus)



Departure of our first 19000 DWT MPV from Sekwang.

SHIPPING INDUSTRY

THE SHIPPING MARKETS - Market overview (May 2011)

The shipping industry since its inception is directly affected by all types of major events that hit the headlines in the global media. Whether these derive from Mother Nature or are caused by the human factor (political arena), each and every event contributes to experience changes in the trends of seaborne trade.

Despite the fact that we are already surfing in an extremely volatile market environment, such effects land on top; this alone passes a message to those expecting the forecasting and budgeting in the shipping industry to be accurate and perform as initially planned!

Among others we experienced two major events the past few months with a substantial impact in the industry. The sunrise of 2011 brought also the sunrise in rebelling against the long established regimes of half of the North Africa and Arab nations in the Middle East. The political unrest in this hot region caused the rapid increase of crude oil prices, rocketing 40% (from \$80-90 to \$126/bbl) in just a few weeks. Consequently, the end consumers had to absorb this increase, and shipping companies were not exempted. Crude oil production from Libya ceased, thus sourcing from other OPEC countries with long haul voyages in transportation mode.

Then in March, it was Mother Nature's turn to show up again, this time with a record magnitude earthquake and subsequently a devastating massive tsunami hitting the Japanese coasts. This caused an immediate short term cease of trade with Japan with negative consequences for the schedules of hundreds of ships in all sectors involved in that trade. It took a while for the industry to return to normal trading levels with Japan, with some ports and cities in the northern part being under complete reconstruction. However,

the major impact on shipping from this natural disaster is yet to be seen and this lies in the energy industry and in particular on the nuclear front. In the wake of the Fukushima crisis in Japan, all nuclear producing nations are now re-assessing their nuclear policy prompted by mass protests. Germany just recently announced that all its nuclear power plants will be shut by 2022, reversing an earlier policy. Consequently it will replace nuclear with traditional energy products (oil, coal) with added emphasis on the renewable energy sector (wind turbines, solar panels etc). It is a matter of time to see who else will follow this path boosting the need of further sea transportation.

Tanker Markets:

Overall, Tanker earnings dropped further in 2011 as the imbalance between supply and demand still holds tight. However, some short term spikes were experienced during the year sparked by the political unrest described earlier.

Average Spot Market Earnings \$ Per Day:								
	Avg.	Avg.	Avg.	Avg.	Avg.	Avg.	Ytd	May
Sector	2005	2006	2007	2008	2009	2010	2011	2011
VLCC (modern)	58,024	60,829	55,488	92,511	32,009	37,929	23,085	14,438
Suezmax	50,700	49,590	42,595	76,634	28,211	31,259	25,048	18,275
Aframax	41,032	38,598	35,185	49,944	15,483	19,792	14,824	13,016
Product Tankers								
Handy & "MR"	31,123	27,174	26,016	22,336	8,194	10,180	12,721	12,747
Source: Clarkson								

In its latest report, the International Energy Agency (IEA) kept the projected global oil demand unchanged for 2011, at 89.4m bpd, slightly higher compared to 2010 (1.71%). The projected increased demand from Japan (following the tsunami disaster) is said to be offset by lower expectations from the Middle East and South America.

The newbuildings are still flooding the markets with the orderbook currently reading in excess of 900 vessels on order. In dwt capacity this is translated

to around 110m dwt or 24% of the existing fleet, reaching half of the record level of 48% in 2008. On the demolition front, single hull phase out has been progressing in an orderly way with records of some 400+ single hull vessels still afloat, representing 8% of the entire fleet.

Dry Bulk markets:

The bulk carriers' earnings in 2011 dropped further; in particular Capesize spot earnings touched bottom, performing well below their operating expenses. Surprisingly on the smaller tonnage, Handymaxes have been generating higher revenues than Capesizes.

The table below is self-explanatory:

Average Single voyage Charter Earnings \$ per day:								
	Avg.	Avg.	Avg.	Avg.	Avg.	Avg.	Ytd Avg.	May
	2005	2006	2007	2008	2009	2010	2011	2011
Capesize	47,475	41,710	103,097	90,481	36,605	30,587	5,884	5,389
Panamax	21,897	21,897	47,603	41,498	14,132	20,221	11,367	13,107
Handymax	21,268	21,478	45,082	38,679	15,827	12,798	11,440	11,916
Source: Clarkson								

On the demand front, seaborne dry bulk trade is currently projected to report a healthy growth of up to 6% y-o-y. Such a remarkable growth however is spoilt by a massive 12% growth expected on the supply front with newbuilds entering the market. Although the orderbook has further declined to stand at around 3,000 ships aggregating around 250m dwt, this still reflects 46% on the current fleet, giving some uncertainty on the future balance between supply and demand.

The Container Market:

The containership charter market had a good start in the New Year with rates heading upwards, thereafter stability prevailed in the second quarter.

Container fleet's earnings (\$/day):								
	Average							
	2004	2005	2006	2007	2008	2009	2010	May-11
Container vessels (\$/day)								
Feedermax, 725 teu grd.	9,888	12,775	8,900	9,054	7,563	3,558	4,535	6,100
Handy, 1.000 teu grd.	14,475	17,700	12,350	12,500	10,346	4,075	6,133	9,000
Handy, 1.700 teu grd.	23,108	27,146	17,079	16,613	14,108	4,754	6,800	12,100
Sub-Panamax 2.000 teu g'less	26,267	28,750	18,392	19,696	16,313	5,054	7,467	12,600
Sub-Panamax 2.750 teu g'less	33,850	34,813	22,646	26,292	21,958	5,638	9,942	17,750
Sub-Panamax 3.500 teu g'less	35,621	38,427	26,583	29,958	26,125	6,575	13,250	20.000
MPP Tonnage (\$/day)								
Liner 17.000 dwt, grd	11,321	14,983	12,083	14,792	17,792	9,101	9,604	10,000

Source: Clarkson

Orders for new containerships have picked up at a frenetic pace in the last 12 months. Following a dearth of new orders between October 2008 and May 2010, owners have returned in droves to the shipyards to order new containerships. Between June 2010 and May 2011, a total of 222 containerships have been ordered (not including undeclared options) for 1.48m teu.

Over the same period, containership deliveries reached 214 units for 1.35m teu. The orderbook currently stands at a healthy 28% of the total fleet, with an annual supply growth of 8-9% expected to be delivered over the 2011-2013 period.

The majority of container lines have reported losses in the year 2011. Although falling freight rates have not helped to improve earnings, in fact, it was the rising of the bunker costs that all blamed for their losses. Bunker costs, reflecting one of the major costs in the Liners P&L, experienced a rapid increase of up to 25-30%; that really hurts!

Kyriakos Panayides FICS
Manager
Schoeller Holdings Ltd

Welcome to the
Lighthouse Corner page.

Here is your easy reading section - take
a coffee break!

If you have something to share for
Lighthouse Corner, please contact us
at compass@csmcy.com

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CORNER

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

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

HARD

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

Answers on page 73



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.



UNUSUAL PHOTO SHOOT



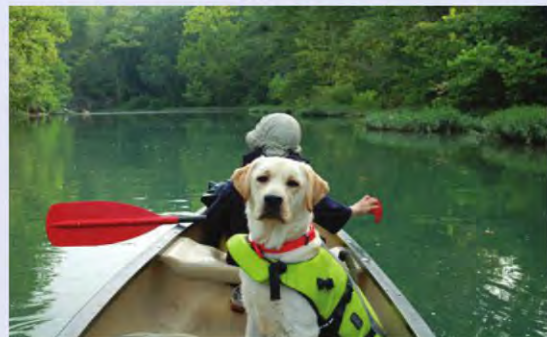
On 8th of April 2011, Newbuilding Cape Endless starred in this unexpected photo shoot at Hudong Shipyard, China. The vessel name seems to be symbolic for these young couples starting married life. Thanks to Mr. Daluta Marian, a CSM Supervision Team member for sending in this photo.

DESIGN INSPIRATION: THE SEA

Here are some more designs which made us look twice,
from floating food to aqua travel.

Jonathan Swift, author of the classic book 'Gulliver's Travels', observed:

"Discovery consists of seeing what everybody has seen
and thinking what nobody else has thought".



SUDOKU ANSWERS

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

MEDIUM PUZZLE - ANSWERS

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

HARD PUZZLE - ANSWERS

Answers to SUDOKU PUZZLE from page 70

GALLEY CUISINE



"And remember, the Captain loves exotic food..."

"Anyone seen my parrot?"

STAVROS FOKAS KAVALIERAKIS
Columbia Shipmanagement Ltd. (Cyprus)



'King of the Sandcastle' - Constantinos, son of Anthi Nicholas - CSM Marine Dept (Cyprus).



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MKL 01/09