



MERRY CHRISTMAS

## EDITORIAL



### Dear Colleagues on Board!

A difficult year is almost over and Christmas is coming up – in Northern Europe but especially in Hamburg. Christmas markets are lit all over with sparkling electric candles. Hot drinks, pastries and snacks are offered, and people all over the world are busy now with Christmas preparations, shopping and planning of mostly affluent Christmas Dinners.

HAMBURGER LLOYD employs many nationalities on board of its ships and we know that Christmas is not celebrated all over the world. But the Management of HAMBURGER LLOYD decided that all Crews on board should enjoy and celebrate Christmas. Therefore all Masters' have been asked to organize a Christmas Party which will be hosted by HAMBURGER LLOYD.

Over the Christmas holidays the HAMBURGER LLOYD fleet will be dispersed all over the world. Most of the ships will be laying in

port: RHL AGILITAS in Puerto Caldera (Chile), RHL Aqua in Bremen (Germany), RHL AUDACIA presently trading as CSAV VENEZUELA in Lazaro Cardenas (Mexico), RHL Aurora presently trading as MATTHIAS CLAUDIUS in Cagayan (Philippines) and RHL ASTRUM presently trading as HEINRICH HEINE will be the only ship at sea, en route to Toamasina (Madagascar).

We know that many of you cannot be with their families over Christmas and we hope that, despite the daily routine on board, you will be able to find peace and quiet to think of your families and to look back on the past year. May the findings give you energy and joy for a successful year 2010? Despite the worldwide financial crisis we are in the fortunate position to say that we are well prepared to successfully manage the upcoming year 2010.

We expect the next year to be difficult again and it is therefore essential that we all fulfill our duties with utmost care and economic

efficiency. But first signals for a market recovery can be seen. The RHL fleet will be complemented next year by additional units, as of spring 2010 we expect a series of new buildings (5,100 TEU) followed by four 4,600 TEU ships by the end of the years 2011 and 2012.

We would like to thank you for the especially positive co-operation and for all your efforts this year. We hope to be able to continue both in 2010.

**We wish you all a Merry Christmas and a prosperous and healthy New Year.**

Yours

Dr Christian Olearius



## CREW LISTS



### RHL AGILITAS

#### NEWBUILDING SUPERVISION TEAM – JIANGNAN SHIPYARD CHINA

Site Manager	Mr Geistdörfer Willem
Machinery Supervisor	Mr Qiu Jing Tao
Machinery Supervisor	Mr Xie You Zhong
Electric Supervisor	Mr Ye Gui De
Hull Supervisor	Mr Ye Yong
Hull Supervisor	Mr Tian Long Fei
Hull Supervisor	Mr Cheng Yin Xiang
Hull/Paint Supervisor	Mr Zhou Ze Wen
Paint Supervisor	Mr Jiang Lei
Coordinator	Mr Chen Hao

CSAV VENEZUELA   RHL AUDACIA		
Rank	First name(s)	Surname
Master	Marek	Nosek
Chief Officer	Muhammad S.A.	Babur
Second Officer	Thishan Sanjeeve	Ruwanpathirana
Third Officer	Sanjiv	Rai
Trainee Nautical Officer	Kurian	Kurian
Chief Engineer	Rystard	Czaban
Second Engineer	Tariq Zia	Qaisrani
Third Engineer	Pascoal Frank Juliano	Antao
Electrical Engineer	Ram Chander	Singh
Fitter	Vikas G.	Telekar
Cook	Mahinder Singh	Sekhon
Bosun	Christine	Valerian James
Able Seaman 1	Mohammed A.	Bappaithotty
Able Seaman 2	Sureshchandra Naranbh	Tandel
Able Seaman 3	Jigneshbhai C.	Patel
Ordinary Seaman	Deepak	Vilakathara Ravi
Trainee Ordinary Seaman	Mohammed	Imitaz
Motorman	Bhaskaran S.	Meetammal
Motorman	Hamjed Daud	Pedekar
Motorman	Rahim U.	Nandgaonkar
Steward	Valappil Ajithkumar	Thekke

HEINRICH HEINE   RHL ASTRUM		
Rank	First name(s)	Surname
Master	Wladyslaw	Wawrzynow
Chief Officer	Deepak Vijayavenkata	Anne
Second Officer	Amit Kumar Arjun	Burman
Third Officer	Sanjay	Shaw
Trainee Nautical Officer	Arunbalaji	Palanikumar
Chief Engineer	Janusz Boguslaw	Lazowski
Add. Chief Engineer	Sudhan Kalyan	De
Third Engineer	Rajiv	Mansotra
Fifth Engineer	Jayan	Muthuraj
Electrical Engineer	Rajeev	Srivastava
Fitter	Kantillal Kalyanji	Tandel
Cook	Guilbert	Braganza
Bosun	Hasmukhlala Hadmat	Fulbaria
Able Seaman 1	Julians	Chinnathamby
Able Seaman 2	Sujit Vasant	Mungerkar
Able Seaman 3	Varzavan Dara	Palkhiwalla
Ordinary Seaman	Pushpangadan Sijith	Chulliparambil
Deck Trainee	Ashis Kumar	Baranwal
Motorman 1	Jitendrakumar Sakar	Kamalia
Motorman 2	Sanjaykumar Ramanlal	Tandel
Wiper	Faisal	Asadi
Steward	Mohammad Ashfaq	Syed

MATTHIAS CLAUDIUS   RHL AURORA		
Rank	First name(s)	Surname
Master	Krzysztof Andrzej	Mrozowicki
Chief Officer	Abhishek	Bhattacharya
Second Officer	Jayakrishna	Parameshwaran
Third Officer	Shyam Narayan	Gupta
Trainee Nautical Officer	Aniket Ashok	Pednekar
Chief Engineer	Gerd	Helmers
Second Engineer	Subramanian	Venkatasubramanian
Third Engineer	Kankanamge Chaminda Kamal	Wanniarachchi
Electrical Engineer	Jayaweera Arachching Anura	Seneviratne
Fitter	Ram Najar	Chauhan
Cook	Roshan Marshal	Dcunha
Bosun	Kavunga Valappil Bhaskaran	Vengayil
Able Seaman 1	Suil Joe	Albuquerque
Able Seaman 2	Veedu Ganesh Babu	Kottilamgad
Ordinary Seaman	Blaine Gerard Mervyn	Desouza
Ordinary Seaman	Vishalkumar Mangaldas	Mangela
Motorman	Subir	Podder
Motorman	Pareshkumar Sukkarbhai	Tandel
Wiper	Rashid	Imran
Steward	Ambujakshan	Bareyil

RHL AGILITAS		
Rank	First name(s)	Surname
Master	Nathaniel	Nanglihan
Chief Officer	Leonardo	Lauigan
Second Officer	Armando	Aquino
Third Officer	Chenvie	Go
Chief Engineer	Ferdinand	Monakil
Second Engineer	Magno	Fadrillan
Fourth Engineer	Dennis	Villarama
Electrical Engineer	Charolwen	Labit
Electrical Cadet	Reggie	Estepa
Fitter	Esteban	Oguilla
Cook	Ronwaldo	Gelle
Bosun	Richard	Navarro
Able Seaman 1	Ferdinand	Bacton
Able Seaman 2	Benedic Manuel	Ramos
Able Seaman 3	Richard	Lim
Ordinary Seaman	Rolly	Galletes
Ordinary Seaman	Ramyther	Tutong
Motorman	Sherwin Roy	Dalu
Motorman	Ranson	Saladar
Messman	Jayson	Garcia

RHL AQUA		
Rank	First name(s)	Surname
Master	Zbigniew	Klosowski
Chief Officer	Rony	Chowdhury
Second Officer	Madhusoodanan	Janardhanan Pillai
Third Officer	Khayyum	Mahaboob Ali Khan
Trainee Nautical Officer	Rohan Prakash	Mahadik
Chief Engineer	Andrzej	Mordak
Second Engineer	Muhammad	Hassan
Third Engineer	Swetank	Shastri
Fifth Engineer	Vendant Kamalkant	Choudhury
Electrical Engineer	Rajiv	Chand
Fitter	Suhail Salauddin	Zari
Cook	Harold Mario	Rodricks
Bosun	Xavier Nixon. F	Michael. Fernando
Able Seaman 1	Robinston	Xavier Machado
Able Seaman 2	Nareshkumar Bhagwanji	Tandel
Able Seaman 3	Carmel Valanathan	George Michael
Ordinary Seaman	Rajesh Antu	Dessai
Ordinary Seaman	Dixitkumar Bharatbhai	Tandel
Motorman	Tharthis	Antrias
Motorman	Kamlesh Hardas	Bariya
Wiper	Dinarkumar Devchandbhai	Tandel
Messman	Abhilash	Yerol

HEART DISEASES ACCOUNT FOR 30% OF DEATHS WORLDWIDE

# A HEARTILY INVESTMENT

## RHL Fleet will be equipped with AEDs

Coronary heart disease is caused by a narrowing of the blood vessels that lead to the heart. This occurs when fatty deposits, called atherosclerosis, form along the vessel walls. If these fatty deposits become thick enough to stop the blood flow, a heart attack or myocardial infarction occurs, which can lead to disability or death.

The risk of heart disease can be reduced through lifestyle changes – a healthy diet, physical activity and elimination of tobacco use. Risk indicators like cholesterol levels and high blood pressure can be monitored to assess the effectiveness of drug treatments and lifestyle changes in reducing the chances of heart disease. Diabetes and obesity are also heart disease risks. Confirmed diagnosis of a heart attack can be made in a hospital, by ECG recording or by analyzing the levels of various enzymes in the blood. But what do you do on board, when you cannot call an ambulance or a doctor?

HAMBURGER LLOYD has decided to fight against heart disease risks and to invest in the health and safety of all their crews on board and employees ashore. Although it is not mandatory, we will equip all vessels with

modern and easy to use AEDs (automated external defibrillators). With these portable electronic devices potentially life-threatening cardiac rhythms can be automatically diagnosed treated immediately with defibrillation, the application of electrical therapy which stops the arrhythmia, allowing the heart to reestablish an effective rhythm.

AEDs are designed to be simple to use for the layman, and the use of AEDs is taught in many first aid, first responder and basic life support classes. The AED defibrillators will be placed on the bridge and are easily accessible for all crewmembers. A video training on board will be held for all crew members. A detailed instruction has already been sent to all Masters.

Also, all members of the HAMBURGER LLOYD team ashore recently passed a training in the HAMBURGER LLOYD office and an AED has also been placed in RHL office.

### How to recognize a heart attack

- Heart attacks in most cases cause chest pain.
- The pain is located in the center of the chest, it is intense in its severity and most victims

describe it as the worst pain they have ever felt in their lives.

- The character of the pain is very difficult to describe accurately. Chest pain in a heart attack has been variously described as being crushing, tearing, binding or feeling like a heavy weight has been placed on one's chest.
- The pain lasts longer than a few minutes. In angina pectoris, a milder version of a block to the heart's blood supply, the pain typically stops within five minutes.
- The chest pain in a heart attack may spread or radiate to the neck, jaw, left arm and sometimes even to the fingertips or back.
- During a heart attack, in addition to chest pain, there may be associated nausea with or without vomiting, a sudden bowel movement, profuse sweating and an ashen pallor.
- In severe heart attacks, the heart's pumping action may be so badly impeded that the victim loses consciousness.
- Due to the decreased pumping capacity of the heart, the patient's pulse feels feeble and thready, and the heart rate is extremely fast.
- In rare cases, as in patients who are diabetic, the heart attack may not be very painful, and sometimes can even be entirely painless.
- Other disorders that could be confused with a heart attack include acute gallbladder infection, perforation of stomach or intestine, pulmonary embolism and aortic dissection.
- Confirmed diagnosis of a heart attack can be made in a hospital, by ECG recording or by analyzing the levels of various enzymes in the blood.

- Early emergency treatment is essential.

### But what do you do when you cannot call an ambulance whilst at sea?

- Immediately inform the OOW and make sure the Master will be informed.
- If victim is alert and oriented, have him or her chew an Aspirin tablet and drink an entire glass of water.
- Comfort & reassure the victim
- Don't panic. The casualty is likely to clutch the chest and fall over. Sit the person down if he is conscious, with the knees up and the back leaning on something.
- If the victim is unconscious then lie him or her on the back, check that nothing is obstructing the airways (could be tongue) and listen with your ear just over the person's mouth for breathing noises. DO NOT stick your fingers in the person's mouth unless you have positively identified a foreign object; if you CANNOT see it, DON'T grab it!
- If you are on the person's right, rotate his head to the right, so that you can watch for the rise and fall of the chest. If the victim is not breathing after you have listened for a count of ten, then give two breaths, pinching the person's nose to prevent loss of air, and breathing away from him to maximize oxygen content. To execute this procedure (called the head-tilt chin-lift) first place one hand on the forehead and the first two fingers of the other hand underneath the chin. Then tilt the person's



head back. Doing this will maximize air flow through his trachea.

- Check for circulation – if the person has an obvious pulse that's great, but any movement is a sign of circulation, and blueness and other discoloration is a sign of a lack of it. Pinching a digit (fingers) and watching for re coloring – if there is fast re coloring, this is a sign of circulation. A good sign of circulation is breathing.
- If there is no circulation, then start cardiopulmonary resuscitation ONLY IF CERTIFIED TO DO SO!
- The most important thing to remember is

that you should inform the OOW and make sure the Master will be informed, the second you suspect it is a heart attack, or if you have an unconscious casualty. Make sure the AED will be used.

(Source: Wikipedia, Internet)

The Management and Team of HAMBURGER LLOYD sincerely hope that none of the AED must ever be used. However, in case it is needed an AED can help to survive a coronary heart disease (heart attack). This investment has been made for you, your life and the lives of your families – we take it seriously.

# AUTOMATED EXTERNAL DEFIBRILLATOR

## Portable Electronic Device

An automated external defibrillator or AED is a portable electronic device that automatically diagnoses the potentially life threatening cardiac arrhythmias of ventricular fibrillation and ventricular tachycardia in a patient, and is able to treat them through defibrillation, the application of electrical therapy which stops the arrhythmia, allowing the heart to re-establish an effective rhythm.

AEDs are designed to be simple to use for the layman, and the use of AEDs is taught in many first aid, first responder and basic life support (BLS) level CPR classes.

### Usage

#### Conditions that the Device Treats

An automated external defibrillator is used in cases of life threatening cardiac arrhythmias which lead to cardiac arrest. The rhythms that the device will treat are usually limited to:

- Pulse less Ventricular tachycardia (shortened to VT or V-Tach)
- Ventricular fibrillation (shortened to VF or V-Fib)

In each of these two types of shockable cardiac arrhythmia, the heart is active, but in a life-threatening, dysfunctional pattern. In ventricular tachycardia, the heart beats too fast to effectively pump blood. Ultimately, ventricular tachycardia leads to ventricular fibrillation. In ventricular fibrillation, the electrical activity of the heart becomes chaotic, preventing the ventricle from effectively pumping blood. The fibrillation in the heart decreases over time, and will eventually reach asystole.

AEDs, like all defibrillators, are not designed to shock asystole (‘flat line’ patterns) as this will not have a positive clinical outcome. The asystolic patient only has a chance of survival if, through a combination of CPR and cardiac stimulant drugs, one of the shockable rhythms can be established, which makes it imperative for CPR to be carried out prior to the arrival of a defibrillator.

#### Effect of Delayed Treatment

Uncorrected, these cardiac conditions (ventricular tachycardia, ventricular fibrillation,

asystole) rapidly lead to irreversible brain damage and death. After approximately three to five minutes, irreversible brain/tissue damage may begin to occur. For every minute that a person in cardiac arrest goes without being successfully treated (by defibrillation), the chance of survival decreases by 10 percent.

#### Requirements for Use

AEDs are designed to be used by laypersons who ideally should have received AED training. This is in contrast to more sophisticated manual and semi-automatic defibrillators used by health professionals, which can act as a pacemaker if the heart rate is too slow (bradycardia) and perform other functions which require a skilled operator able to read electrocardiograms. Bras with a metal underwire and piercings on the torso must be removed before using the AED on someone to avoid interference.

#### Placement and Availability

Automated external defibrillators are generally either held by trained personnel who will attend events or are public access units which can be found in places including corporate and government offices, shopping centres, airports, restaurants, casinos, hotels, sports stadiums, schools and universities, community centers, fitness centers, health clubs, workplaces and any other location where people may congregate.

The location of a public access AED should take in to account where large groups of people gather, regardless of age or activity. Children as well as adults may fall victim to sudden cardiac arrest (SCA). In many areas, emergency vehicles are likely to carry AEDs, with some ambulances carrying an AED in addition to manual defibrillators. Police or fire vehicles often carry an AED for first responder use. Some areas have dedicated community first responders, who are volunteers tasked with keeping an AED and taking it to any victims in their area. AEDs are also increasingly common on commercial airlines, cruise ships, and other transportation facilities. In order to make them highly visible, public access AEDs often are brightly coloured, and are mounted in protective cases near the entrance of a building. When



these protective cases are opened or the defibrillator is removed, some will sound a buzzer to alert nearby staff to their removal, though this does not necessarily summon emergency services; trained AED operators should know to phone for an ambulance when sending for or using an AED. In September 2008, the International Liaison Committee on Resuscitation issued a ‘universal AED sign’ to be adopted throughout the world to indicate the presence of an AED.

A trend that is developing is the purchase of AEDs to be used in the home, particularly by those with known existing heart conditions. The number of devices in the community has grown as prices have fallen to affordable levels. There has been some concern among medical professionals that these home users do not necessarily have appropriate training, and many advocate the more widespread use of community responders, who can be appropriately trained and managed.

Typically, an AED kit will contain a face shield for providing a barrier between patient and first aider during rescue breathing; a pair of nitrile rubber gloves; a pair of trauma shears for cutting through a patient’s clothing to expose the chest; a small towel for wiping away any moisture on the chest, and a razor for shaving those with very hairy chests.

#### Preparation for operation

Most manufacturers recommend checking the AED before every period of duty or on a regular basis for fixed units. Some units need to be switched on in order to perform a self



check; other models have a self check system built in with a visible indicator. All manufacturers mark their pads with an expiry date, and it is important to ensure that the pads are in date. This is usually marked on the outside of the pads. Some models are designed to make this date visible through a ‘window’, although others will require the opening of the case to find the date stamp.

#### Mechanism of operation

An AED is external because the operator applies the electrode pads to the bare chest of the victim, as opposed to internal defibrillators, which have electrodes surgically implanted inside the body of a patient. Automatic refers to the unit’s ability to autonomously analyse the patient’s condition, and to assist this, the vast majority of units have spoken prompts, and some may also have visual displays to instruct the user.

When turned on or opened, the AED will instruct the user to connect the electrodes (pads) to the patient. Once the pads are attached, everyone should avoid touching the patient so as to avoid false readings by the unit. The pads allow the AED to examine the electrical output from the heart and determine if the patient is in a shockable rhythm (either ventricular fibrillation or ventricular tachycardia). If the device determines that a shock is warranted, it will use the battery to

charge its internal capacitor in preparation to deliver the shock. This system is not only safer (charging only when required), but also allows for a faster delivery of the electrical current.

When charged, the device instructs the user to ensure no one is touching the victim and then to press a button to deliver the shock; human intervention is usually required to deliver the shock to the patient in order to avoid the possibility of accidental injury to another person (which can result from a responder or bystander touching the patient at the time of the shock). Depending on the manufacturer and particular model, after the shock is delivered most devices will analyze the victim and either instruct that CPR be given, or administer another shock.

Many AED units have an ‘event memory’ which store the ECG of the patient along with details of the time the unit was activated and the number and strength of any shocks delivered. Some units also have voice recording abilities to monitor the actions taken by the personnel in order to ascertain if these had any impact on the survival outcome. All this recorded data can be either downloaded to a computer or printed out so that the providing organisation or responsible body is able to see the effectiveness of both CPR and defibrillation.

AEDs available to the public may be semi-automatic or fully automatic. Fully automatic units are likely to have few buttons, often activating as soon as the case is opened, and possibly just one button to shock, or in some cases this will be performed automatically. The user has no input in the operation of the unit apart from attaching the pads and following the prompts. Health care professionals and other trained responders may use a semi-automatic defibrillator, which is likely to have an ECG readout display, and the possibility to override the rhythm analysis software. This allows trained personnel to provide a higher level of care.

The first commercially available AEDs were all of a monophasic type, which gave a high-energy shock, up to 360 to 400 joules depending on the model. This caused increased cardiac injury and in some cases second and third-degree burns around the shock pad sites. Newer AEDs (manufactured after late 2003) have tended to utilise biphasic algorithms which give two sequential lower-energy shocks of 120 - 200 joules, with


each shock moving in an opposite polarity between the pads. This lower-energy waveform has proven more effective in clinical tests, as well as offering a reduced rate of complications and reduced recovery time.

#### Simplicity of use

Unlike regular defibrillators, an automated external defibrillator requires minimal training to use. It automatically diagnoses the heart rhythm and determines if a shock is needed. Automatic models will administer the shock without the user’s command. Semi-automatic models will tell the user that a shock is needed, but the user must tell the machine to do so, usually by pressing a button. In most circumstances, the user cannot override a ‘no shock’ advisory by an AED. Some AEDs may be used on children – those under 55 lbs (25 kg) in weight or under age 8. If a particular model of AED is approved for paediatric use, all that is required is the use of more appropriate pads. Some organizations, such as the American Heart Association, recommend that if paediatric AED pads are not available, adult pads should be used to determine if the child is in a shockable rhythm. There is insufficient evidence to suggest that a child, in a shockable cardiac arrest, can be ‘hurt’ by an adult defibrillation energy setting.

All AEDs approved for use in the United States use an electronic voice to prompt users through each step. Because the user of an AED may be hearing impaired, many AEDs now include visual prompts as well. Most units are designed for use by non-medical operators. Their ease of use has given rise to the notion of public access defibrillation (PAD), which experts agree has the potential to be the single greatest advance in the treatment of out-of-hospital cardiac arrest since the invention of CPR.

#### Liability

Automated external defibrillators are now easy enough to use that most states in the United States include the ‘good faith’ use of an AED by any person under the Good Samaritan laws. ‘Good faith’ protection under a Good Samaritan law means that a volunteer responder (not acting as a part of one’s occupation) cannot be held civilly liable for the harm or death of a victim by providing improper or inadequate care, given that the harm or death was not intentional and the responder was acting within the limits of their training and in good faith. 

(Source: Wikipedia, Internet)

# PIRATE ACTIVITY

London and Kuala Lumpur, 21 October 2009

Global piracy figures have already surpassed the total number of attacks recorded in 2008, according to the latest quarterly piracy report released today by the International Chamber of Commerce's International Maritime Bureau (IMB). The report also revealed that the total number of incidents in which guns were used had risen by more than 200%, compared to the corresponding period in 2008.

A total of 306 incidents were reported to the IMB Piracy Reporting Centre (PRC) in the first nine months of 2009, while in 2008, the total number of attacks for the year was 293. The increase in attacks is directly attributed to heightened piracy activity off the Somali Coast, where 47 incidents were reported compared to just 12 for the same period of the previous year, and in the Gulf of Aden, which had 100 incidents compared to 51 for the same period of the previous year.

Despite the overall rise in figures, there has been a decrease in the number of incidents recorded in the third quarter of 2009 (63 incidents) compared to the first and second

quarters of 2009, which recorded 103 and 140 incidents respectively. The decrease in piracy activity in that period in the Gulf of Aden and off the East Coast of Somalia can be credited primarily to monsoons.

Global piracy statistics reveal that in the first nine months of 2009, 114 vessels were boarded, 34 vessels hijacked and 88 vessels fired upon. A total of 661 crewmembers were taken hostage, 12 kidnapped, six killed and eight reported missing.

There has been a marked decrease globally, however, in the number of vessels hijacked in the first nine months of 2009, compared to the same period in 2008 – from an average of one in 6.4 vessels in 2008 to one in nine vessels in 2009. The third quarter report showed that Somali pirates have extended their reach, threatening not only the Gulf of Aden and East Coast of Somalia but also the southern region of the Red Sea, the Bab el Mandab Straits and the East Coast of Oman. This area still ranks as the number one piracy hotspot, with a total of 168 incidents reported in the first three quarters of 2009,

accounting for more than half of the overall number of reported attacks.

“The naval vessels operating off the Coast of Somalia continue to play a critical role in containing the piracy threat,” said IMB Director Captain Pottengal Mukundan. “Enhanced security measures by vessels have also made it difficult for pirates to succeed in their attacks.” Captain Mukundan added: “It is vital that regions in Somalia such as Puntland continue to take firm action in investigating and prosecuting the pirates. This will be a far better deterrent against Somali pirates than prosecution and punishment in a foreign country.”

A total of 32 vessels were hijacked by Somali pirates in the first nine months of 2009, with 533 crew members taken hostage. A further 85 vessels were fired upon and as of 30 September 2009, four vessels, with over 80 crew held hostage, were still under negotiation.

Nigeria remains another area of high concern. While only 20 attacks were officially reported to IMB in 2009, information received from external sources indicates that at least 50% of attacks on vessels, mostly related to the oil industry, have gone unreported. The IMB report noted that of the 20 incidents reported, eight were in the waters around Lagos.

Chittagong port in Bangladesh has also seen an increase in the number of incidents as compared to the same period in 2008. There have been 12 reported attacks so far in 2009 – 10 successfully carried out – compared to nine for the same period in 2008, when all the vessels were successfully boarded and looted.

The South China Sea has once again proven to be an area of concern and enhanced risk, with 10 incidents reported so far in 2009. This is the highest recorded number of incidents in the corresponding period over the last five years. Additionally, all of the attacks were successful and in some of the incidents the bridge of the vessel was left unmanned for some time.

IMB urges all ship masters, owners and managers, and others involved in the shipping industry, to report piracy or armed robbery incidents to its PRC. The PRC is located in Kuala Lumpur, Malaysia and is the only 24-hour manned centre able to receive and process reports of attacks from around the world. This timely, first hand information from ship masters enables IMB to identify high-risk areas to the governments concerned and is the first essential step in the attack response chain. ☒

## Piracy Prone Areas and Warnings

Mariners are warned to be extra cautious and to take necessary precautionary measures when transiting the following areas:

### South East Asia and Indian Sub Continent

**Bangladesh:** Although the number of attacks has fallen, the area is still listed as very high risk. Pirates are targeting ships preparing to anchor. Most attacks reported at Chittagong anchorages and approaches.

**Indonesia:** Anambas/Natuna island area, Belawan, Jakarta/Tg. Priok. Pirates normally armed with guns/knives/machete. Generally be vigilant in other areas. Many attacks may have gone unreported.

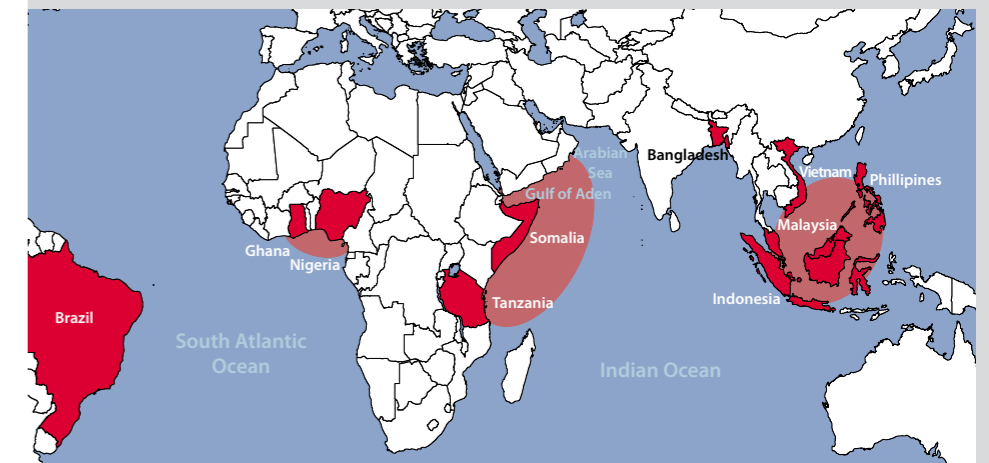
**Malacca Straits:** Although the number of attacks have dropped due to the increase and aggressive patrols by the littoral states Authorities since July 2005, ships are advised to continue maintaining a strict anti piracy watch when transiting the straits. Currently, there are no indications for how long the patrols will continue.

**Malaysia:** off Tioman Island/South China Sea

**Philippines:** Manila – Pirates target ships at anchor and surrounding waters.

within the area to best provide protection and support to merchant ships. Masters using the IRTC are not relieved of their obligation and should continue to maintain a strict 24 hour lookout using all available means to get an early warning of an approaching threat. Some vessels have been attacked/hijacked in the corridor. Ships/Owners are advised to register their details on the MSCHOA website [www.mschoa.org](http://www.mschoa.org) and obtain further information regarding the close support protection details for ships transiting the Gulf of Aden. Ships are encouraged to conduct their passage through the Internationally Recognised Transit Corridor (IRTC) in groups based on their transit speed.

**Group Transits** From 0001Z Sun 01 Feb a new Group Transit programme will be brought into force. This will have Group Transits for vessels proceeding at the following speeds: 10, 12, 14, 16, and 18 kts. Master are also advise to maintain a listening watch on VHF Channels 16 and 72 in order to hear the Maritime Advisory Calls from the warships in the area who will make general security broadcasts to announce their location and in turn will also listen for merchant ships calling them.



**Singapore Straits:** Vessels are advised to continue to be vigilant and maintain anti piracy watches. Pirates attack ships while underway or while anchored at OPL.

**Vietnam:** Vung Tau Africa and Gulf of Aden

### Africa

**Tema (Ghana):** Most attacks occurred while ship at anchor.

**Lagos & Bonny River (Nigeria):** Pirates are violent and have attacked and robbed vessels/kidnapped crews along the coast and rivers, anchorages ports and surrounding waters. Vessels advised to be also vigilant in other parts in Nigeria.

**Dar Es Salaam (Tanzania):** Pirates continue to target ships in port, anchorages and surrounding waters.

**Gulf of Aden:** Somali pirates are attacking vessels in the northern Somali coast in the Gulf of Aden. These pirates are firing automatic weapons and Rocket Propelled Grenades (RPG) in an attempt to board and hijack vessels. Once the attack is successful and the vessel hijacked, the pirates sail the vessel to the Somali coast and thereafter demand a ransom for the safe release of the vessel and crew.

All vessels transiting the area are advised to take additional precautionary measures and maintain strict 24 hours visual and radar anti piracy watch using all available means. Watch keeping crews should look out for small suspicious boats converging to own vessel. Early sightings/detection and accurate assessment will allow Master to increase speed and take evasive manoeuvres to escape from pirates and at the same time request for assistance from various Authorities/Agencies including the IMB PRC.

Since 1 February 2009, MSCHOA has established the Internationally Recognised Transit Corridor (IRTC). Military assets (Naval and Air) will be strategically deployed

**Somalia:** Recent attacks indicate that the pirates have resumed attacking vessels in the eastern and southern coast of Somalia. Some attacks have spread and taken place as far as off the Kenyan and Tanzanian coast. The Somali pirates are dangerous and are prepared to fire their automatic weapons and RPG (Rocket Propelled Grenade) at ships in order to stop them. Pirates are believed to be using “mother vessels” to launch attacks further away from the coast. These “mother vessels” are able to proceed far out to sea and launch smaller boats to attack and hijack passing ships. Some of these attacks have taken place almost 500nm from the coast.

The IMB in cooperation with the MSCHOA advises that vessels not making scheduled calls to ports in Somalia should keep as far away as possible from the Somali coast, preferably more than 600 nautical miles from the coast line and when routing north/south consider keeping east of 60E longitude until east of Seychelles. Mariners are advised to report any suspicious boats to the Centre. A 24hour visual and radar watch must be maintained as early sightings/detection and accurate assessment will allow Masters to take evasive actions and increase speed and at the same time request for assistance and escape.

**South and Central America and the Caribbean waters**  
**Brazil:** Although the number of reported attacks has dropped in Santos. Ships are advised to continue to be vigilant.

**Rest of the world Arabian Sea:** Sightings and calls from suspicious small boats. In some cases, boats chased ships with unknown intent.

### Advice to Masters

**General advice to Masters transiting thru/calling at ports of piratical/armed robbery: The best form of defence is to ensure that a threat of an attack is detected at an early stage – hence a proper all round lookout using all available means is of vital importance. In most of the incidents as soon as the pirates/armed robbers know that they have been spotted they will abandon the attack .**

- Follow company and ship specific procedures
- Follow advice in IMO circular 623/Rev 4

### In Addition:

- Be aware of the sea areas/and ports affected by piracy and armed robbery (the PRC broadcasts regularly to ships in the IOR and AOR regions).
- Brief crew: Inform them to be vigilant and inform bridge/duty officer of anything suspicious/not normal
- The attitude “this will not happen to me” should be strongly discouraged
- Conduct a drill prior to entering a high risk area. This will ensure emergency communication procedures are tested and contact information is readily available
- Ensure all crew are fully aware of alarm procedures and muster stations
- Keeping in mind multi national crews – all internal communications should be carried out in the working language of the ship
- Master to adjust ship routines prior to entering high risk area to ensure well rested and additional crew on watch at all times

- Ensure blind spots and dark areas are lit up (ensure lighting does not hamper safe navigation and lookout duties)
- Ensure the deck watch work in pairs at all times
- Ensure rounds on deck are taken at irregular intervals
- Reporting from deck to bridge at regular intervals (if reporting not done it is the first indication that there is something wrong)
- Be especially vigilant during watch change over times
- Keeping in mind watchkeepers on deck – access into the accommodation, bridge, steering gear room and engine room to be secured.
- Rig and pressurise fire hoses prior to entry into high risk areas
- Depending on ship type – engine room to be manned
- Keep security/urgency messages ready to transmit while transiting high-risk areas
- Keep important telephone numbers ready at hand especially those of CSO, Flag State and PRC
- Have a designated communications officer (this will ensure the master is able to concentrate and deal with the situation rather than being distracted by communication procedures)
- If applicable keep emergency checklist ready at hand
- Test the SSAS as required by manufacturer
- It is vital that all incidents are reported to the PRC (actual, attempted, suspicious)
- Masters should evaluate the situation and report the incident as soon as it develops, this will ensure that there is time for assistance to be made available.

### In the event of attack:

- 1 Raise Alarm, Muster Crew
- 2 Increase Speed
- 3 Commence evasive manoeuvres and use bow wave and stern wash to prevent the small boats approaching close to the ship
- 4 Identify the mother vessel and move away from it (if there is one)
- 5 Steam away from land
- 6 Head into the sea and swell: this makes it more difficult for boats to come alongside

**In the event of pirates boarding and gaining control of the bridge it is essential to try to keep calm and follow the instructions of the pirates in order to avoid physical confrontation. The master should at all times endeavour to keep the vessel in command to prevent collision.**

### Reporting of incidents

Ships are advised to maintain strict anti-piracy watches and report all piratical attacks and suspicious movements of crafts to the IMB Piracy Reporting Centre, Kuala Lumpur, Malaysia.

Tel: +60 3 2078 5763 / +60 3 2078 5763

Fax: +60 3 2078 5769

Telex: MA 34199 IMBPCI,

E-mail: [imbkl@icc-ccs.org](mailto:imbkl@icc-ccs.org) / [piracy@icc-ccs.org](mailto:piracy@icc-ccs.org)

### The Centre's 24 Hours Anti Piracy HELPLINE:

+ 60 3 2031 0014 / + 60 3 2031 0014

IMB Maritime Security Hotline The International Maritime Bureau (IMB) has also launched a dedicated hotline for seafarers, port workers, shipping agents, shipyard personnel, brokers, stevedores, and all concerned parties to report any information that they may have seen/heard/known etc relating to maritime Crime and Security including terrorism, piracy and other illegal activities. All information received will be treated in strict confidence and will be passed on to relevant Authorities for further action.

Maritime Crime and Security concerns us all and with your help, we can try to minimize the risks and help save lives and property.

**REMEMBER: Your information may save lives. All information will be treated in strict confidence.**



# Kirsten Rosorius

## Manager Purchasing (44)



**Kirsten Rosorius was born and grew up in Hamburg.**

After finishing school she went for a year to the States where she worked as an au pair girl. Back in Germany, she attended a language school and graduated as a foreign language assistance.

Following an apprenticeship in the commercial shipping industry with a long-established Hamburg shipowner she started working for an Austrian/German ship management company situated in Norderstedt, a suburb of Hamburg. Very soon, she became Manager of the purchasing department. Following the birth of her son Jannik in June 1997, Kirsten Rosorius stayed at home for 10 months, then she started working again for the same employer on a part-time basis.

Finally, she left this company after 13 years because, at that point, most of the business was done by the Cyprus office.


During the following four years Kirsten worked part-time for a Hamburg shipowner, where she was responsible for nine vessels. On 1st October 2009, she joined the Hamburger Lloyd and is responsible on a part-time basis for the purchasing matters of the vessels.

Kirsten is married and lives with her family and two cats in Norderstedt. In her spare time she enjoys sports like running, cycling and working out in a fitness club. She already participated twice in a triathlon and once in the Hamburg Cycloclassics which is a 50 km bike race. She likes to meet friends, enjoys reading and going to the cinema.

#### Likes:

- to spend time with her family
- travelling
- sports
- sitting in the garden and reading books
- her job

#### Dislikes:

- rainy weather
- a mess in the house
- gardening
- cooking
- requisitions from board which are not clear, because they were not described properly 

In the past Bridge editions we asked you to send us your delicious recipes and have already received the first replies.

Congratulations to the following recipe senders who will certainly receive as soon as possible a HAMBURGER LLOYD wind breaker:

1. Cook Mr. Ronwaldo Gelle (RHL Agilitas)
2. Capt. Nathaniel Nanglihan (RHL Agilitas)
3. Capt. Vincent Cofalka (RHL Aqua)
4. Capt. Krzysztof Mrozowicki (Matthias Claudius)
5. Cook Mr. Tarun Sarkar (Matthias Claudius)
6. Cook Mr. Guilbert Braganza (Heinrich Heine)
7. Third Officer Mr. Mahaboob Ali Khan Khayyum (RHL Aqua)

Many thanks for these first recipes and photos. There are four more wind breakers to give away (Capt. Cofalka relinquishes his wind breaker to someone else). So don't forget to send us your recipes, too!

As previously reported, we would like to publish an international recipe book with many different dishes and we have already received, among others, these delicious recipes:

- Chicken Curry
- Pawn Burger
- Pears, Beans and Bacon
- Goulashsoup
- Chicken à la Kiev
- Baked Lobster
- Cut-up and sugared pancake with raisins
- etc.

**We hope to receive more delicious recipes and look forward to your submissions!**

**As the first recipe was sent in by Mr. Ronwaldo Gelle, we would like to use this opportunity for a special thanks and congratulations!**



## IMPRINT



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