

## EDITORIAL



Dear RHL captains, officers and crew members,

Although the year 2011 started some weeks ago, I would nevertheless like to wish you all, onboard and ashore, a very healthy, happy and prosperous New Year.

According to the Chinese calendar, the New Year started on February 3rd and 2011 is the year of the rabbit. The rabbit is associated with gentleness, harmony, enjoyment, friendship and diplomacy. Looking at this laterally, one could say that Chinese astrology is forecasting an overall relaxed atmosphere in 2011. What a great and encouraging prospect after 2009 and 2010 – two very difficult years of worldwide economic turmoil that all of us – and especially HAMBURGER LLOYD – had to endure.

We all hope that the Chinese mythology will prove right – some positive signs can already be seen on the horizon e.g. supply and demand have more or less balanced out, and the number of idle containerships has decreased from 581 vessels in January 2010 (equates 11.6 % of the worldwide Containership fleet) to 110 vessels end of January 2011. In the autumn, RHL is taking delivery of two more newbuilds. The M/V "RHL CONSCIENTIA" and M/V "RHL CONCORDIA" will be joining the fleet making the RHL fleet 14 vessels strong, and increasing its total capacity to 39.600 TEU and 487.308 TDW respectively. This will give all of you, our seafarers on board, the excellent opportunity to sail on big and modern vessels. The newbuilding programme is going to be completed by the end of 2012 when another pair of the so-called "widebeam design" vessels will be delivered.

In this issue of the Bridge magazine you will read about the importance of the bridge

team management when navigating in pilotage waters, the cooperation with Blue Manila Inc. (our manning agency), about who signs on at the RHL office, plus a whole lot more. As we are celebrating a sort of jubilee – because this is the 10th edition of the Bridge Magazine – we have included some extra pages. There's a picture puzzle. Solve the puzzle and send your answers to The Bridge. The first ten correct entries will receive a nice prize.

Enjoy reading the 10th edition of the Bridge and we wish you all smooth sailing.

Yours truly

Harald Block



## Pilot on Board – Working Together

### A shipowner's perspective of pilot/crew communication

Since Hamburger Lloyd took over the four Ice-Class container vessels MV "EILBEK", MV "BARMBEK", MV "REINBEK" and MV "FLOTTBEK", the number of reported navigational incidents, especially in pilotage waters, has increased by 100 %. This automatically leads to the following two questions: Had other RHL ships simply neglected to report any near misses and collisions or has the number of incidents in pilotage waters really increased? And what could be the reasons behind such an increase in nautical errors?

Of course near misses and collisions had

always been reported in accordance to the companies ISM system, but apart from one MV "RHL FELICITAS" near miss, no incidents had occurred in the past except for those reported by the BEK-Types. For three years the four vessels have been trading in pilotage waters along the European coastline and navigating on rivers and canals almost on a daily basis. Could that be one of the reasons? But, when taking a deeper look we see that four BEK-types had two near misses and two collisions in 2010, and just recently one grounding and another collision. Beside this we have learned of some similar incidents

happened the years before, while all the four vessels were under the management of "Wappen Reederei". Much to our surprise all the incidents, recent as well as later ones, occurred under pilotage and in places where an owner can expect well-trained and experienced pilots.

Since the ISM systems' implementation, the master now has a team supporting him – a trained Bridge team which integrates the pilot as a team member when maneuvering vessels. Keywords like a detailed "pier to pier passage plan" and *continued on page 2*



CSAV VENEZUELA   RHL AUDACIA			HEINRICH HEINE   RHL ASTRUM			MATTHIAS CLAUDIUS   RHL AURORA			RHL AGILITAS		
Rank	First name(s)	Surname	Rank	First name(s)	Surname	Rank	First name(s)	Surname	Rank	First name(s)	Surname
Master	Ljubomir	Karabaic	Master	Herman	Apuyan	Master	Josif	Zultanovskij	Master	Igor	Taran
Chief Officer	Andrija	Franic	Chief Officer	Salvador	Apuyan	Chief Officer	Konstantin	Panshin	Chief Officer	Ricardo	De Castro Jr.
Second Officer	Erick Balagtas	Rodriguez	Second Officer	Peter	Batin	Second Officer	Vitaliy	Davidenko	Second Officer	Roberto	Nioko
Third Officer	Neil Kent	Tencahvez	Third Officer	Eduardo	Buenaventura	Third Officer	Ramon C	Mendoza	Third Officer	Chenvie	Go
Chief Engineer	Niko	Kiecak	Chief Engineer	Jesus	Gagtan	Chief Engineer	Andriy	Petrukhin	Chief Engineer	Genadijs	Filins
Second Engineer	Henry Hupido	Brillo	Second Engineer	Dan	Babiera	Second Engineer	Dmitry	Abramov	Second Engineer	Vladimir	Nazarenko
Third Engineer	Nelson Paclibar	Panes	Third Engineer	Hampre	Ruiz	Third Engineer	Zdravko	Radovic	Third Engineer	Dennis	Villarama
Electrical Engineer	Sherwin Roy Alcantara	Dalu	Electrical Engineer	Igor	Khytryk	Electrical Engineer	Eddie E.	Baladjay	Electrical Engineer	Moises	Bautista
Fitter	Lobert Albinda	Cabanado	Engine Cadet	Ron Joseph Pitao	Solanoy	Fitter	Reynaldo G	Mangabat	Fitter	Expedito	Taleon
Cook	Ronwaldo Jimenez	Gelle	Fitter	Harry Caldino	Clamonte	Cook	Darwin Octia	Lupena	Cook	Dennis	Ignacio Jr.
Bosun	Julius Abagat	Cabanero	Cook	Alexander Cristobal	Mangabat	Bosun	Virgilio Jr. Agraviador	Laurea	Bosun	Jessie	Bueno
Able Seaman 1	Isabelo Mahinay	Pioc	Bosun	Torcuato Jr Laureno	Jomolo	Able Seaman 1	Timoteo D.	Silan	Able Seaman 1	Will	Lambo
Able Seaman 2	Darwin Calaguim	Goboy	Able Seaman 1	Andy Crisfel Veloso	Repolido	Able Seaman 2	Giovanni Sartagoda	Langamon	Able Seaman 2	Gemer	Bautista
Able Seaman 3	Ruben Leono	Lavalie	Able Seaman 2	Michael Acorda	Pelias	Able Seaman 3	Jose Vencer	Pacumba	Able Seaman 3	John Wilbert	Torres
Ordinary Seaman 1	Aurelio Bascos	Andres	Able Seaman 3	John Marvin Lozada	Bolivar	Ordinary Seaman 1	Kevien Ripdos	Sapio	Ordinary Seaman 1	Elmar	Quimno
Ordinary Seaman 2	Ryan Carredo	Chu	Ordinary Seaman 1	Michael Abesamis	Sapiter	Ordinary Seaman 2	Christian F.	Deloy	Ordinary Seaman 2	Emmanuel Ron	Bruzola
Oiler 1	Jasper Riel Ngujo	Soliano	Ordinary Seaman 2	Jay Karl Martin Jr.	Hernando	Oiler 1	Patrocio Jr. Lagat	Viernes	Oiler 1	Edgar	Montero
Oiler 2	Ali Trinidad	Monje	Oiler 1	Ricky Cabos	Waniwan	Oiler 2	Alfredo Jr. Jolo	Decripito	Oiler 2	Rhey Salvador	Villanueva
Wiper	Reggie Barte	Estepa	Oiler 2	Adonis Patron	Bajon	Wiper	Joel Loque	Luna	Steward	Noel	Quinopa
Messman	Joan Dela Rosa	Dela Cruz	Messman	Ronald Diga	Radovan	Messman	Jegan Cañete	Barredo			

Pilot on Board – Working Together *continued*

“careful handover” as well as detailed explanations of a pilot card are compulsory and routine nowadays.

However, an accident can happen even before the pilot boards the vessel, before he or she becomes an integral part of the bridge team.

We remember a case when the master of a modern container vessel was directed aground by the captain of a pilot tender. The pilot, on his way to serve the vessel, was sitting on the bridge of the pilot tender (a modern SWATH tender) and witnessed the maneuver but did not interfere. Of course the master dutifully followed all the instructions given to him by VHF, but the maneuver itself was not necessary and it turned out to be wrong from the start. But neither the duty officer on-board the pilot cutter nor the pilot on board the tender reacted – silence of the safety network. The consequence turned out very good for the repair yard located nearby, as well as for the tug operators; collectively they raised bills amounting to almost USD 3 million. Fortunately nobody was injured nor was there any environmental damage caused.

RHL’s P&I-Club, The Steamship Insurance Management Services Limited, London, keeps a record of claims in excess of US\$100,000 that have arisen whilst under pilotage and where the fault of the pilot is believed to have either caused or contributed to the

incident. In the last twelve years since 1999 the Club has experienced 82 such incidents that have given rise to liabilities amounting to over US\$275 million, however the vast majority of that figure is attributable to the M/V “COSCO BUSAN” incident, for us the most frightening one:

*“On November 7, 2007, the Hong Kong registered, 901-foot-(274 m) long container ship MV “COSCO BUSAN” allied with the fendering system at the base of the Delta tower of the San Francisco-Oakland Bay Bridge. Contact with the bridge tower created a 212-foot-(64.5 m) long by 10 foot-(3.05 m) high by 8-foot-(2.4 m) deep gash in the forward port side of the ship and breached Nos. 3 and 4 port fuel tanks and the No. 2 port ballast tank. As a result of the breached fuel tanks, about 53,500 gallons (202 metric tons) of fuel oil were released in to San Francisco Bay. No injuries or fatalities resulted from the accident, but the fuel oil spill contaminated about 26 miles of shoreline, killed more than 2,500 birds of about 50 species, temporarily closed a fishery on the bay, and delayed the start of the crab-fishing season. Total monetary damages were estimated to be USD 2.1 million for the ship, USD 1.5 million for the bridge, and more than USD 70 million for the environmental cleanup.”*

As probable contributing factors leading to this accident, the National Transportation Safety Board determined that failure to safely navigate the COSCO BUSAN in restricted visibility was (1) the pilot’s degraded

cognitive performance from his use of impairing prescription medications, (2) the absence of a comprehensive pre-departure master/pilot exchange and a lack of effective communication between the pilot and the master during the accident voyage and (3) the master’s ineffective oversight of the pilot’s performance and the vessel’s progress.

Numerous maritime accidents have been caused by obstacles to communication. Even though English is the standard language used worldwide (in aviation as well as in maritime), a heavy accent or poor understanding of terminology can result in misunderstandings which could lead to, for example, the crew moving the engine telegraph ahead instead of astern, or the helmsman turning the wheel to port instead of starboard. Even different regional dialects within the same nation might cause problems. For instance, a helmsman from the south of Germany may not properly understand the pilot’s command yelled out in a Hamburger accent. Such mis-



standing of terminology can result in misunderstandings which could lead to, for example, the crew moving the engine telegraph ahead instead of astern, or the helmsman turning the wheel to port instead of starboard. Even different regional dialects within the same nation might cause problems. For instance, a helmsman from the south of Germany may not properly understand the pilot’s command yelled out in a Hamburger accent. Such mis-

RHL AQUA			RHL FELICITAS			RHL FIDELITAS			RHL FIDUCIA		
Rank	First name(s)	Surname	Rank	First name(s)	Surname	Rank	First name(s)	Surname	Rank	First name(s)	Surname
Master	Marinko	Milotic	Master	Antun	Dlacic	Master	Jurij	Savliukevic	Master	Knut	Wolters
Chief Officer	Zoran	Brkovic	Chief Officer	Leonardo Jr. Alberca	Villaester	Chief Officer	Mykhaylo	Ostroglyad	Chief Officer	Igor	Goloborodko
Second Officer	Roan Remo	Gozanga	Second Officer	Zoran	Luksic	Second Officer	Igman	Jelicić	Second Officer	Jakov	Maric
Third Officer	Oleksandr	Vorobiov	Third Officer	Vincent Jay Migabon	Antigua	Third Officer	Ramonito Veric	Tipawan	Third Officer	Oleksandr	Nastov
Chief Engineer	Milova	Bozovic	Chief Engineer	Ernst Friedrich	Raap	Chief Engineer	Gerd	Helmers	Chief Engineer	Sergey	Semenov
Second Engineer	Slavko	Mandekic	Second Engineer	Jose Novelozo	Valmonte	Second Engineer	Eldaras	Mustafajevas	Second Engineer	Alexey	Shelkoplyasov
Third Engineer	Rene Falco	Huervana	Third Engineer	Allan Pelobello	Ibabao	Third Engineer	Mudiyanselage	Ratnayake	Third Engineer	Manjula	Gunarathne
Electrical Engineer	Kasturi	Achchillage	Electrical Engineer	Martin Picol	Duatin	Electrical Engineer	Jayaweera Arachige	Seneviratne	Electrical Engineer	Dehiwalage	Perera
Fitter	Carlito Flores	Bautista	Junior Electrician	Bruno	Tadej	Fitter 1	Ram Najar	Chauhan	Fitter	Marlon	Villamante
Cook	Sergio Fernando Lunas	Oreta	Fitter	Bienvenido	Ampon	Fitter 2	Jacob Ordales	De La Cruz	Cook	Fernando	Adriano
Bosun	Catalino Jr. Taban	Millado	Cook	Geovanne Obuyes	Bialen	Fitter 3	Esteban Selga	Oguilla	Bosun	Mario	Manigbas
Able Seaman 1	Jovie Palencia	Panes	Bosun	Torsten	Taataa	Cook	Rayman Trovela	Arguelles	Able Seaman 1	Joseph	Collado
Able Seaman 2	Ferdinand Sapon	Bacton	Able Seaman 1	Eric Manzan	Cardines	Bosun	Joselito Gapas	Fortades	Able Seaman 2	Ruben Sapon	Bacton
Able Seaman 3	Crisostomo Allan	Monakil	Able Seaman 2	Reynaldo Rizade	Tolete	Able Seaman 1	Edzel Cajigas	Sapinosa	Able Seaman 3	Reynaldo	Arpon
Ordinary Seaman 1	Wilfred Mirafuentes	Ang	Able Seaman 3	Randy Sagadal	Laguisma	Able Seaman 2	Carlito Jr. Guimalan	Villalon	Ordinary Seaman 1	Jose Vermon	Ortega
Ordinary Seaman 2	Felix Ryan Jr. Andres	Ancheta	Ordinary Seaman 1	Roger Pelicano	Ortega	Able Seaman 3	Nelson Dalangin	Escalona	Ordinary Seaman 2	Fernando	Josoy
Oiler 1	Reynaldo Deocampo	Lozada	Ordinary Seaman 2	Jaime Matunog	Fiel	Ordinary Seaman 1	Wendell Tagalog	Calog	Oiler 1	Jovic	Espino
Oiler 2	Chris Terante	Matarong	Oiler 1	Menandro Nielo	Domingo	Ordinary Seaman 2	Jemar Ruiz	Raymundo	Oiler 2	Allan	Maranon
Wiper	Rolly Guzman	Galletes	Oiler 2	Romeo Castillo	Barnachea	Oiler 1	Elias Jr. Cavan	Revilla	Wiper	Alejandro	Biago
Messman	Ariel Heta	Alzona	Wiper 1	Sunny Jr Zeta	Raquel	Oiler 2	Henry Olaguer	Orbeta	Wiper	Luigi Dean	Ledesma
			Messman	Pedro Alcaide	Mamac	Wiper	Joselito Gaitan	Castillano	Messman	Mark Vincent	Casibu
						Messman	Jimmy Jr. Patoc	Alonzo			

understandings could direct a ship out of a channel and run it aground.

A helmsman is required to repeat wheel commands word for word so that the navigational officer, master and/or pilot is certain that their orders have been understood. That's also why many pilots generally punctuate their port and starboard rudder commands by using their left or right hands.

But also the communication amongst pilots, like on the MV "FLOTTBEK" in November in Antwerp, can lead to danger. Two pilots had agreed, via VHF and in their mother tongue, to pass each other green/green – and suddenly one pilot did the opposite. A collision was avoided by a distance of only 20 m, thanks to Captain Dallego's quick reactions. Only six weeks earlier, the M/V "BARMBEK" encountered a near-miss situation whilst under pilotage to Bremerhaven. The pilot was overtaking another vessel and again due to non-communication a collision was induced. Captain Ivanovs intervened and he saved the day by taking over command.

Although the M/V "FLOTTBEK" was already in position when entering Brunsbuettel locks in August 2010, the pilot insisted on going ahead by another 10 meters. Unfortunately the M/V "FLOTTBEK" slightly hit the gate and the pilot afterwards orally apologized for his error, and RHL had to pay for the lock-gate repairs.

In June 2010 the M/V "BARMBEK" collided

under pilotage when passing Southampton locks. The damages were later repaired during her dry-docking in Bremerhaven. The repair costs had to be borne by the owners as well. M/V "FLOTTBEK" grounded on entering Brunsbuettel locks under pilotage on February 3rd. The pilot had obviously altered course from the fairway towards the lock-entry too early and had not considered the flood tide and wind which had swept the vessel towards the shoal and caused her bow to ground in the bank slope. Only 24 hours later M/V "BARMBEK" collided with the lock chamber at Antwerp. The pilot had also underestimated the



influence of wind and current. Off hire times, shifting costs and damage repairs will cost us at least around EUR 50,000.


We all have to realize – pilots are generally liable only for damages caused if gross negligence can be proven. However, under most jurisdictions it is almost impossible to find evidence for that. Let's remind ourselves, the pilot is on board to assist in navigating and maneuvering. The exchange of

information between master and pilot does not shift the responsibility for the vessel's safety from one to the other. The master always remains responsible for what the pilot, linesmen and tug boats do. The pilot may have done a particular maneuver or passage hundreds of times and the master – not having been there before – may have made his own assumptions on how the approach should be done. On the other hand the pilot needs to remember how it was entering a new and/or complicated port.

When asking ourselves how all the accidents described above could have been avoided, we found three answers: 1. communication 2. communication 3. communication.

In our opinion, language barriers, fatigue, a master doing his administration whilst navigating under pilotage and last but not least, cellphone calls from the pilot's family are threats to ships' safety. As is common practice in air traffic, all VHF communication amongst pilots, traffic control centers' and crews should be conducted solely in English, using standard phrases.

One final question: What happens when the bridge team management work well? The answer: Nothing!

"Welcome on board, Mr. Pilot." 

(source: Marine accident report of NTSB, dated 18.02.2009, The Steamship Mutual Underwriting Association, Capt. E.Blom)



EILBEK			REINBEK			FLOTTBEK			BARMBEK		
Rank	First name(s)	Surname	Rank	First name(s)	Surname	Rank	First name(s)	Surname	Rank	First name(s)	Surname
Master	Igor	Ishchenko	Master	Tomislav	Jurakovic	Master	Nathaniel	Debad	Master	Diosdado	Rivera
Chief Officer	Jovito	Balabat	Chief Officer	Viktor	Volkov	Chief Officer	Sergey	Makarov	Chief Officer	Dimitrij	Secin
Second Officer	Mark	Cortez	Second Officer	Danilo	Alolor	Second Officer	Enrico	Marullano	Second Officer	Sandro	Uljarevic
Third Officer	Jayron	Montuerto	Third Officer	Emiliano	Novo	Third Officer	Vladimir	Vakhomchik	Third Officer	Michel	Formeloza
Chief Engineer	Yevgen	Yerchenko	Chief Engineer	Igor	Guriakov	Chief Engineer	Igor	Mukhamadeev	Chief Engineer	Ferdinand	Monakil
Second Engineer	Ireneo	Abuyen	Second Engineer	Dimitriy	Kireev	Second Engineer	Andrejs	Murmanis	Second Engineer	Alexander	Voronkov
Third Engineer	Antonio	Pilapil	Third Engineer	Jose	Sarmiento	Third Engineer	Sofronio	Tribunsa	Third Engineer	Enrico	Medina
Electrical Engineer	Dennis	Korostelev	Electrical Engineer	Jose	Leonen	Electrical Engineer	Adrian	Lemnaru	Electrical Engineer	Mircea	Capota
Fitter	Primo	Panes	Fitter	Romeo	Mendoza	Fitter	Antonio	Dolor	Fitter	Eduards	Jocus
Cook	Ronaldo	Valdez	Cook	Serafin	Ceguerra	Cook	Justo	Barce	Cook	Dominador	Salazar
Bosun	Antonio Jr.	Melegrito	Bosun	Richard	Gubi	Able Seaman 1	Nicolas	Alutaya	Bosun	Noel	Collado
Able Seaman 1	Erwin	Failadona	Able Seaman 1	Richard	Zaraspe	Able Seaman 2	Geronimo	Sustento	Able Seaman 1	Joseph	Ryan
Able Seaman 2	Restituto	Corpuz	Able Seaman 2	Manuel	Barral	Able Seaman 3	Heriberto	Tumaca	Able Seaman 2	Russel	Equina
Able Seaman 3	Henry	Cordova	Able Seaman 3	Jesus	Umlas	Able Seaman 4	Gedion	Del Rosario	Able Seaman 3	Charlie	Guevarra
Ordinary Seaman 1	Brian	Paradero	Able Seaman 4	Randy	Quimba	Able Seaman 5	Keith	Nini	Able Seaman 4	Percival	Gargantiel
Ordinary Seaman 2	Ramyther	Tutong	Ordinary Seaman	Loyvir	Natuno	Ordinary Seaman	Nathan	John	Able Seaman 5	Arnelito	Tanglao
Oiler	Ramon	Patricio	Oiler	Yosie	Jomoc	Oiler	Ransom	Flores	Ordinary Seaman	Ricardo	Gallentes
Messman	Amaldo	Atienza	Messman	Rodrigo	Navaja	Messman	Melandro	Espuelas	Oiler	Abelardo	Navarro
									Steward	Christopher	Tiantes

# Cooperation with Blue Manila International

## A successful journey

An old saying states that all problems become easier to solve when we have good friends and partners. We, WLCM/RHL, are quite fortunate to have such a partner working with us in Manila.

At the end of October, Mr Pane and I visited the offices of Blue Manila International (BMI). We had the honour of meeting two pioneers of the crewing business, Capt. Blum and Capt. Mangabat, and of talking to each staff member in the office there.

During the first day, I grabbed the opportunity to audit BMI by visiting all desks in the offices (as most of our officers and crew from the Philippines have done in the past prior to joining one of our vessels) from the interview, medical appointment, PPE equipment and uniform and finally my prep talk with Madam Francis. The second day was filled with a management meeting where we discussed the challenges facing us, outlined steps going forward and openly looked for improvements.


At the end of the second day we had the pleasure of giving a short presentation of the WLCM company, and dining with BMI staff and our officers on leave. Going from



table to table, we had the chance to not only exchanged anecdotes and tales, but also to listen to proposals on how to develop our presence and services in the Philippines, and to strengthen the relationship between us.

Like any good visitor, we had come bearing gifts. We transferred the crewmanagement of three F-Class vessels (RHL Felicitas, RHL Fidelitas and RHL Fiducia) and the Matthias Claudius to BMI. With that, Blue Manila has now become our sole representative in Manila. and man all of the 25 ships under WLCM Crew Management.

WLCM is very happy with this development. We are sure that by joining forces and with BMI as an exclusive agent in the Philippines, we can best offer our 3 major clients RHL, Wappen and you our officers and crew, the service and quality required.

The first step in the right direction has been taken. Nonetheless we are fully aware that, as in every cooperation between two entities, we must carry on working towards making each day a better one. 

**John Goes**  
Managing Director WLCM

# Shanghai – we have arrived

## The Schindler family start their new lives in China

**Firecrackers go off in the background. The children play happily with their recently acquired old toys, and we finally start living our new life in Shanghai, China.**

Just over a month ago now, our plane touched down on Pudong International Airport, Shanghai. It was cold and frosty, but ten degrees warmer than in snowy Hamburg, which we had left behind twelve hours earlier. We were collected by Lucy, a colleague from West East Marine, our Shanghai employer, and taken to our serviced apartment in a hotel in JinQiao (“Golden Bridge”), an international part of Pudong, Shanghai, which was to be our home for the coming three weeks. We slept off our jetlag over (Western) New Year’s Eve, exploring the little bubble of China around us, before launching ourselves into our various new occupations.

Our boys had their exciting first day at the British International School Shanghai, Pudong, on a sunny and cold day.

Frederik, six years old, found a friend in his year 1 class immediately: a little German boy from Hamburg (!) who shares his passion for football, which they play every break time, as well as in a football club after school on Mondays. Frederik didn’t go to school in Germany, so he is having a hard time catching up his classmates’ head start. But he is doing a great job, and he has learned reading and writing in English really well after just one month. Jonathan, three years of age, didn’t want to go anywhere where he had to speak English, even though I have spoken English to both boys for all their lives (my mother is from Britain). But when he found that the routine was just the same as in his German kindergarten, that he had his very own coat hook with his name on, and that they have toys and sing songs just as always, he relaxed and joined his group without another backward glance. He still speaks a lot of German, and his nursery teacher proudly learns a new German word every day. But he also surprised us by suddenly starting to sing English nursery rhymes, remembering all the words correctly, so his anti-English opposition seems to be crumbling. His special little friend is from Denmark, and he enjoys life in the Nursery.

Stefan almost simultaneously started work on Shanghai Shipyard on ChongMing Island, in the Yangtze River estuary north of Shanghai. His colleagues from West East Marine are a bunch of competent, good-natured fellows, and they all spend their days fighting for quality work, which seems a little hard to come by at the moment, as they inspect ship sections (“blocks”), hatch covers



and parts of machinery. I am for now working from home on a half-day basis, sorting through inspection schedules, familiarising with the Specification and matching it with data and diagrams Stefan gets from the yard, and generally preparing paper work for his inspections and shipyard meetings.

Life took a turn for the worse when we caught a vicious influenza which sent all four of us to bed with a fever on one memorable weekend. It has taken us more than two weeks to shake it, Stefan and me only with the help of antibiotics, as my flu developed into pneumonia and his into sinusitis. But the children managed without medication, and we are all nearly healthy again.

Work, school and disease notwithstanding, we kept searching for a home with the help of William, our tireless estate agent. We have found a neat little house in a very nicely laid out compound, with shopping facilities and everything we need for everyday life nearby, and – best of all – it is just around the corner from the boys’ school, meaning they don’t have to go on a 50-minute bus ride every morning anymore, like they had to from the hotel.

We moved in after shopping for basics at IKEA Shanghai (a bit of a reverse culture shock), and our shipment from Germany arrived just a week afterwards. The boys enjoy walking to school here in KangQiao (“Bridge of Health”); we meet the same wild dreadlocked dog every day, and the same friendly gardeners. I enjoy having an actual study for working in. Stefan enjoys having a car with

a driver, which means he can put in some work on the long ride to the yard and back, checking and answering emails and preparing for meetings and inspections. And we all enjoy finally having a home, a real home, filled with our things, with the boys’ toys and books, and with our own photos, pictures and decorations.

So this is where we are right now. The Chinese New Year holidays are in progress; school, the shipyard and the country in general have been closed down for a week. Firecrackers have been going off on the streets for days now, and this evening, as from 11 pm, the festivities will truly begin and turn the night into one continuous bang, resulting in the weather changing to warmer as from tomorrow, as we have been told; a billion Chinese setting off fireworks have a climate-changing effect.

We hope you have a successful year of the rabbit and wish you 新年快乐, Xin Nian Kuai Le – A Happy New Year. 🇨🇳

**Margaret Schindler  
and her three men**

# Steel Cutting Ceremony

On the 15th of December 2010 Steel cutting was started for our 2nd 4,600 TEU container vessel (Hull No. SS1182) at Shanghai Shipyard on Chongming island.

Steel cutting is the 2nd major event in the production process of a vessel.

These major events are: Contract singing, Steel cutting, Keel laying, Launching, Delivery.

Steel cutting initiates the start of production of the building process of a vessel. At this moment large steel plates will be cut into designed pieces according the working drawings. Later these pieces will be welded together to become blocks. Blocks will be welded together in the dry dock to form the hull of the vessel.

Start of steel cutting is also witnessed by a Surveyor of the Classification Society (for our project it's Germanischer Lloyd). The




From left to right: Lu Wenrong (GL), Zhu Jialin, Ye Yong, Willem Geistdörfer, Chen Hao

Class Surveyor issues a formal statement of "Commencement of Production" to the Owner. Upon receipt of this statement the

Owner will release an agreed amount of money to the Yard.

As RHL Site Manager I had the honor to perform the official start of steel cutting of our 2nd vessel by switching on the steel cutting machine. At the ceremonial start the Yard released an impressive amount of fireworks to warn off bad omens during the production process of our 2nd vessel.

After the official part the Yard hosted an amicable lunch attended by our Site Office staff, Class and Shipyard staff. All in all an impressive ceremony. 

**Willem Geistdoerfer**  
Site Manager RHL Shanghai Shipyard

## Insight into life at sea

### Getting to know workaday life on board MV "Flottbek"

**Working in the office surrounded by terms for technical equipment, handling procedures and charter terms isn't that conceivable for an apprentice who has never been in contact with the shipping business before. It's quite hard to imagine how big an engine room can be, what a bridge looks like and what the atmosphere on board a vessel is like. That's why RHL offers their shipping business trainees the opportunity to spend some time on board one of its vessels and gain that experience.**

I'm Merle Snater, 20 years old and RHL's first shipping business trainee. My apprenticeship started in August 2009, and in May 2010 RHL offered me the chance to join MV "Flottbek" to get to know a ship and workaday life on board. I was very grateful for this opportunity and signed on MV Flottbek in Kiel-Holtenua at the end of May. My journey went via Antwerp to Bremerhaven.


At this time, Captain Knut Wolters was in command of the vessel and welcomed me very cordially on board. After visiting my cabin the 2nd officer, Mark Cortez, showed me round and I became familiar with the vessel's safety equipment. It was very exciting to climb into the lifeboat as it was sloping so steeply. During the voyage, the 1st engineer, Igor

Podvalnyj, guided me through the engine room and explained the different types of machines to me. As I had worked through the technical department I could relate the many things which I'd learned in the office to the equipment the 1st engineer was showing to me. Additionally, the 1st officer, Ilya Ryaposov, explained the loading procedure to me, and showed me which cargo we had on board. He presented their "Easeacon" program – a tool to help manage cargo stowage – and how he checks reefer container temperatures.

I spend much time with Capt. Wolters on the bridge. He told me many things about life at sea, explained nautical and navigational procedures, and answered all my questions. I accompanied every port of call and got to know the different pilots in the Kiel-Channel-, Schelde- and Weser-passage and the master's manoeuvring methods. Unfortunately I couldn't enjoy the day we anchored at "Shouvenbank" very much because I wasn't really used to more than slight motions of a vessel. That's why I became seasick for one day. But during dinner the other crew members cheered me up and after Capt. Wolters gave me with some medicine out of the medical cupboard I quickly felt better again.

During our stay at Antwerp I had the opportunity to leave the vessel and explore Antwerp. Antwerp is a very interesting and beautiful city and as the weather was very good I enjoyed the city trip very much. Back on board I took part in an inspection of the lifeboat carried out by the "Germanischer Lloyd" and afterwards I accompanied the departure from the terminal.

Arriving at Bremerhaven I observed the loading and offloading of the containers and marvelled at this procedure being carried out exclusively by the stevedores. I'd learned about this in the Chartering department, but I was nevertheless interested in seeing how strictly they observed regulations. Afterwards I enjoyed a last tasty dinner cooked by Chief Cook Ronald Valdez and messman Jesus Tubiera before leaving the Flottbek for terra firma.

In conclusion, my stay at the Flottbek was a very memorable one and I really enjoyed the kind atmosphere on board. The crew members and the master were very friendly and I gained a good impression of life at sea, handling procedures and container vessels. 

**Merle Snater**



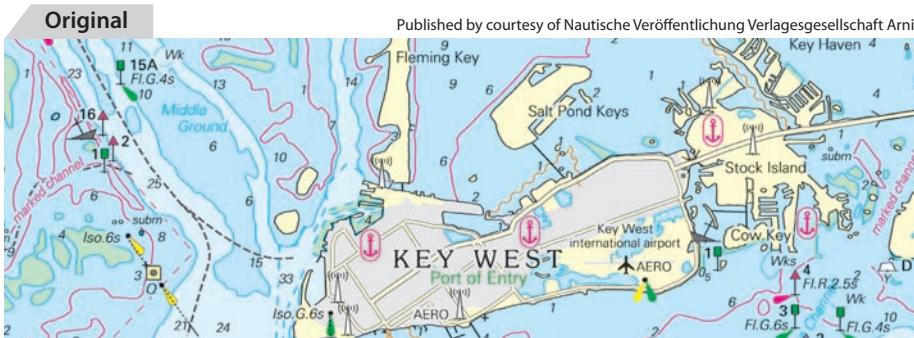
# Photoimpression



This photo was taken by Chief Eng. Yerchenko from M/V "Eilbek" in Gavle, south of Sweden.

# Original or fake

In the map section below are eight faults, who will find them?



The first ten who unraveled the mystery will get a memory stick. Please send it to:

[thebridge@hamburger-lloyd.de](mailto:thebridge@hamburger-lloyd.de)  
Deadline is 01. 05.2011.



## Welcome – Leaving – Birthdays

### Welcome aboard the RHL team

#### In technical department

**Hendrik Bußhoff**, Nautical Superintendent  
**Ronny Hartung**, Superintendent  
**Margaret Schindler**, Superintendent/  
Newbuilding Supervisor

#### Operation department

**Stephanie Bock**, Assistant Chartering  
and Operation

#### In finance and accounting department

**Luisa Rolletschke**, Accountant  
**Lysann Brunk**, Accountant

**Nicole Schulz**, Team Assistant

### Signed off

**Lars Rauche**, Assistant Chartering and  
Operation  
**Pasquale Christ**, Accountant

Both left our company and we wish Mr. Rauche and Mr. Christ a good start in their new employments and all the best for the future.

### We like to say happy birthday and best wishes to:

**Chief Mate Mr. Cayme**  
to his 35th birthday on 11.03.2011

**Chief Mate Mr. Yordanov**  
to his 30th birthday on 27.01.2011

**Chief Engineer Mr. Gagtan**  
to his 50th birthday 30.01.2011

**Chief Mate Taran**  
promoted to be a Captain and congratulations to the birth of his daughter Valeriva on 31.01.2011.





# Welcome aboard the RHL team



## Stephanie Bock

My name is Stephanie Bock and I joined the Chartering and Operations Department in January 2011.

After gaining some experience in the container liner business (Rickmers Line GmbH), and in competitive chartering (Ernst Russ GmbH und TWS Chartering and Shipbroking GmbH) I spent 8 years working as an operator in Peter Döhle Schiffahrts KG's Feeder division in Hamburg. After my son's birth in 2008 and 2 years of maternity leave, I started looking for a new challenge; and I'm very happy to now have the opportunity to work for RHL.

I live in a southern suburb of Hamburg and I always take a good book with me when travelling to work. I enjoy spending my spare time with my little family (son, husband and dog) and in the good company of my friends. I enjoy going out for dinner, going to the cinema or theatre but I also sometimes enjoy just spending time at home in front of the TV.

## Hendrik Bußhoff

Born and raised far from the sea in southern Germany, a strong interest in anything to do with shipping awoke in me from an early age. So, naturally, my path in life led me to navigation school. Having finished my studies, I spent a few years working at a Hamburg based medium-sized shipping company, where I spent time on shore in a technical department, ship-yards for repair and newbuildings and, of course, at sea sailing on the ships themselves. This great variety of work experience offered me ample opportunity to quickly gather a

broad range of experience in many on board operational tasks and issues.

When I felt the time had come to try something new, I happily accepted a job offer from RHL to work in the technical department from October 2010, where at the moment I'm mainly involved in creating and setting up a computerized planned maintenance system.

**Likes:** Motorcycling, Astronomy, Learning new programming languages

**Dislikes:** Having too little time for the things I like, Ignorant cargo planners, "Minimum requirements"

## Ronny Hartung

My name is Ronny Hartung and I was born in November 1975 in Arnstadt – which is far from the coast – but ever since I was young I dreamt of sailing in a ship over the oceans visiting different country's, cultures and people living overseas. The dream came true ...

In 1993 after finishing school I decide to become a seaman. My mother of course was not best pleased about my decision as she knew that I would be away from home quite a lot. I started my seafaring career by undergoing an apprenticeship as a ship's mechanic at a small shipowning company located in the northern part of Hamburg. Everyone here calls them "Appelbauer". I was employed on different kind of vessels; general cargo and small feeder ships. Of course at the beginning I had to fight seasickness and homesickness, as most of us do. During the first three years, my decision of where to go, deck

or engine, became clearer to me. I was born for the heart of the vessel. Due to a government regulation I had to be on board for a total of two years before I could start working towards obtaining my engineer's license.

In 1998, I went to school again; this time to sit my watch keeping/management exam as a technical engineer. After successfully graduating in 2001, I started out as a 3rd, then 2nd and finally a chief engineer on various container vessels.

At the end of 2005, I swapped my life at sea for a more "normal" life onshore. I found a job as a superintendent in the technical department at MPC Steamship where I supported the ships from shore. After exactly five years at MPC, in December 2010, I grabbed the opportunity to join Hamburger Lloyd where some of my previous colleges/friends had already found new employment. I'm looking forward to good and smooth cooperation with RHL fleet staff.

**Likes:** spending time with friends & family and especially with my daughter who is four years old, straightforwardness, good food & drink, my job



## IMPRESSUM

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