



MERRY CHRISTMAS

EDITORIAL



Dear colleagues at sea,



how time flies! The year 2011 is nearing its end and seems to have passed in a blur; we will be celebrating Christmas in a mere few weeks. Christmas decorations are being

put up in Hamburg's inner city, and the opening of the festively lit Christmas markets, smelling of home baking and mulled wine, marks the beginning of Advent.

In this festive spirit, we have followed up last year's feature about different Christmas traditions and celebrations around the world. I was particularly touched by the account of Christmas on board, and think it will make for emotional reading for anybody who has

ever experienced this – or is, in fact, experiencing it now. Our other readers will, I am sure, love hearing how nice, yes, but at the same time how difficult it can be to spend Christmas far away from home, without family and loved ones.

Looking back on 2011, the year took a negative and difficult course, contrary to all expectations. After a promising development in spring, the trend on the shipping market is now, yet again, considerably downward. While the markets suffered from the global economic crisis in the years 2009 and 2010, the reasons for today's recessive development are over-capacities in tonnage and the resulting cut-throat competition. Furthermore, 2011 presented us with numerous technical and operative challenges. However, this past year also saw HAMBURGER LLOYD reach a number of milestones and successful results in the ever-ongoing project of building and running our company.

In the year 2012 – in which HAMBURGER LLOYD will celebrate its five-year anniversary – we hope for a swift stabilisation of the markets, and for a continued professional cooperation with all of you, based on mutual trust. Winston Churchill once said: "A pessimist sees the difficulty in every opportunity, an optimist sees the opportunity in every difficulty." Bearing this in mind, let us all continue to be optimists.

In the name of my partners and of the entire management team, I would like to wish you and your families a very merry Christmas and a happy and, above all, healthy new year.

We hope you will enjoy reading this 13th edition of our company newsletter "The Bridge".

Hauke Pane
Managing Director/Partner



MELL SENTOSA RHL AUDACIA			HEINRICH HEINE RHL ASTRUM			RHL AGILITAS			RHL AURORA		
Rank	First name(s)	Surname	Rank	First name(s)	Surname	Rank	First name(s)	Surname	Rank	First name(s)	Surname
Master	Leonardo C.	Lauigan	Master	Nathaniel P.	Nanglihan	Master	Nathaniel D.	Dallego	Master	Zoran	Radisic
Chief Officer	Florante I.	Nico	Chief Officer	Dubravko	Rumora	Chief Officer	Salvador A.	Damaso	Chief Officer	Vitaliy	Davydenko
Second Officer	Artur	Savelyev	Second Officer	Chenvie E.	Go	Second Officer	Plamen H.	Petrov	Second Officer	Anton	Semenas
Third Officer	Stjepan	Gracan	Third Officer	Vincent Jay M.	Antigua	Third Officer	Odelon M.	Elias	Third Officer	Elbert Jr. D.	Arriegado
Chief Engineer	Branko	Perovic	Chief Engineer	Ferdinand F.	Monakil	Chief Engineer	Mykhaylo	Ivashchenko	Chief Engineer	Ivo	Zec
Second Engineer	Elmore G.	Clavaton	Second Engineer	Henry H.	Brillo	Second Engineer	Rajapakse L.	Wijayasekara	Second Engineer	Ernesto	Perez Armendariz
Third Engineer	Ranushka P.	Siriwansa	Third Engineer	Antonio A.	Pilapil	Third Engineer	Jose D.	Sarmiento	Third Engineer	Thalapitiya Palle	Somaveera
Electrical Engineer	Kahandawala	Perera	Electrical Engineer	Fortunato S.	Cabal	Electrical Engineer	Jose Jr. R.	Leonen	Electrical Engineer	Dehiwalage L.	Perera
Fitter	Primo Jr. U.	Panes	Fitter	Patricio H.	Maranan	Fitter	Jose Jr. E.	Cardino	Fitter 1	Marlon A.	Villamante
Cook	Jeric Bimbo N.	Asuncion	Cook	Jesus P.	Tubiera	Cook	Fernando Jr. M.	Adriano	Fitter 2	Antonio C.	Dolor
Bosun	Jessie G.	Bueno	Bosun	Edilberto Jr. L.	Hautea	Bosun	Roberto C.	Franco	Cook	Fernandez J.	Sy
Able Seaman 1	Carlito Jr. G.	Villalon	Able Seaman 1	Joselito M.	Nualla	Able Seaman 1	Marlon V.	Pasigue	Bosun	Patrick D.	Romero
Able Seaman 2	Jay Karl Martin Jr. M.	Hernando	Able Seaman 2	Roberto T.	Cruz	Able Seaman 2	Noel C.	Labatorio	Able Seaman 1	Gemer V.	Bautista
Able Seaman 3	Shane E.	Sonogan	Able Seaman 3	Rizaldy M.	Alcaide	Able Seaman 3	Rogelio Jr. M.	Basco	Able Seaman 2	Russel G.	Equina
Ordinary Seaman 1	Michael L.	Lopez Dion	Ordinary Seaman 1	Gener B.	Diaz	Ordinary Seaman 1	Rowell G.	Motol	Able Seaman 3	Jayson P.	Cantimbuhan
Ordinary Seaman 2	Denver S.	Tanique	Ordinary Seaman 2	Christopher V.	Arandil	Ordinary Seaman 2	Emmanuel Ron C.	Bruzola	Ordinary Seaman 1	Mark Harold L.	Alviar
Oiler 1	Georgie D.	Plameras	Oiler 1	Oliver F.	Pepito	Oiler 1	Henry O.	Orbeta	Ordinary Seaman 2	Beltran A.	Dimzon
Oiler 2	Joart P.	Malicay	Oiler 2	Tito E.	Fernando	Oiler 2	Carlos Jr. G.	Gepanayao	Oiler 1	Alexander B.	Nunez
Wiper	Joselito G.	Castillano	Messman	Ronald D.	Radovan	Messman	Rabby C.	Matematico	Oiler 2	Patrocinio Jr. L.	Viermes
Messman	Nestor M.	Lumio							Wiper	Francisco A.	Dioso
									Messman	Edwin J.	Cabral

Simulator Training

Hamburger Lloyd's first Master & Officer Seminar

In the second week of November 2011, Reederei Hamburger Lloyd carried out its very first Bridge Team Resource Management Seminar, in close cooperation with Nautitec (Leer) and Transas Marine (Hamburg).



Eight Masters and Chief Officers of RHL, whose foremost assignment area is the North Sea and Baltic region, were invited to the Maritime Education and Training Centre (affiliated with the Nautical College) in Leer, Germany. Here they were prepared, in great detail, for the specific demands of their trade area.

Captain Georg Haase, pilot on the river Ems and BRM (bridge resource management) MRM trainer, with the help of some of his North Sea and Harbour pilot colleagues,

focused on topics such as cooperation with pilots, recapitulation of hydrodynamic elements, as well as navigation and ship handling during ice transit or in demanding pilotage areas.

With the dedicated assistance of Transas Marine (Hamburg), Nautitec (Leer), and Meyer Shipyard (Papenburg), an authentic simulator model had been created for RHL, which accurately represents the 1600 TEU vessels bought from Meyer in 2005.

These vessels, known internally as our "BEK" ships, were built in Papenburg and delivered to Wappen in 2005, and have been managed by Hamburger Lloyd since 2010. They trade between the North Sea (Hamburg, Bremerhaven, Rotterdam) and the Baltic, and traverse the Kiel Canal several times a week – MV "Barmbek" and MV "Reinbek" under time charter for Team Lines, and MV "Eilbek" and MV "Flottbek" for Unifeeder. We welcome a statistical number of 5000 pilots yearly on board our "BEK" ships. Thus, it is our firm belief that training professional risk assessment and complicated manoeuvres are indispensable in order to ensure optimised Bridge Team Resource Management.

Commissioning a new, authentic simulator model has two highly beneficial effects. On the one side, it helps coach our Masters and Officers under ideal circumstances. On the other side, it is a contribution towards quality nautical training. We realise that the Kiel Canal (German "Nord-Ostsee-Kanal", or "NOK") pilots are very interested in a simulator model of a "NOK Max" vessel, and we will therefore make it available for their training sessions in the college simulators of Leer and Flensburg.



Some of the simulator routines of our seminar included entering the Kiel Canal locks in Brunsbüttel and berthing at Bremerhaven's tidal riverside wharf "Stromkaje" under extreme wind and current conditions. Other training routines focused on ice transit, with special emphasis on entering St. Petersburg in severe ice.

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	Jurij	Savliukevic	Master	Zeljko	Asanovic	Master	Knut	Wolters	Master	Igor	Taran
Chief Officer	Atanas P.	Petrov	Chief Officer	Mykhaylo	Ostroglyad	Chief Officer	Dmytro	Smelsky	Chief Officer	Emil	Asenov
Second Officer	Ivica	Jurjevic	Second Officer	Enrico	Marullano	Second Officer	Jakov	Maric	Second Officer	Sandro	Uljarevic
Third Officer	Neil Kent P.	Tenchavez	Third Officer	Eduardo M.	Buenaventura	Third Officer	Artem	Glybin	Third Officer	Joraph M.	Tabal
Chief Engineer	Ilya	Shleynikov	Chief Engineer	Ernst F.	Raap	Chief Engineer	Adrian	Glomnicu	Chief Engineer	Sergey	Semenov
Second Engineer	Andrejs	Murmanis	Second Engineer	Dragan	Rosandic	Second Engineer	Slavko	Mandekic	Second Engineer	Antans	Ketlerjus
Third Engineer	Richard D.	Bondoc	Third Engineer	Dennis D.	Villarama	Third Engineer	Weligamage R.	Deeptha	Third Engineer	Zdravko	Radovic
Electrical Engineer	Igor	Khytryk	Electrical Engineer	Sherwin Roy A.	Dalu	Electrical Engineer	Francisco M.	Roberto	Electrical Engineer	Liyana P.	Pathirane
Fitter	Jacob O.	De La Cruz	Fitter	Ricky C.	Waniwan	Fitter 1	Eduards	Jocus	Junior Electrician	Bruno	Tadej
Fitter	Elmer S.	Aquino	Cook	Ronwaldo J.	Gelle	Fitter 2	Diego E.	Masiado	Fitter	Frenel A.	Calangi
Cook	Sergio F.	Oreta	Bosun	Estalin G.	Gabuya	Fitter 3	Expedito L.	Taleon	Cook	Albino P.	Morfe
Bosun	Catalino J.	Millado	Able Seaman 1	Randy S.	Laguisma	Cook	Nelson G.	Panganiban	Bosun	Wilfredo	Callo
Able Seaman 1	Roger P.	Ortega	Able Seaman 2	Ruben L.	Lavalle	Bosun	Nicolas A.	Batuhan	Able Seaman 1	Santiago C.	Gonzales
Able Seaman 2	Heriberto T.	Agustin	Able Seaman 3	Andy Crisfel V.	Repolido	Able Seaman 1	Richard D.	Zaraspe	Able Seaman 2	Ruben S.	Bacton
Able Seaman 3	Charlie B.	Guevarra	Ordinary Seaman 1	Michael A.	Sapiter	Able Seaman 2	Michael E.	Novicio	Able Seaman 3	Reynaldo R.	Arpon
Ordinary Seaman 1	Jaime M.	Fiel	Ordinary Seaman 2	Jose Edwin B.	Almenso	Able Seaman 3	Jay B.	Ballesteros	Ordinary Seaman 1	Jose Vermond D.	Ortega
Ordinary Seaman 2	Paul John P.	Launio	Oiler 1	Ramon Nonato Jr. O.	Patricio	Ordinary Seaman 1	Jeremias O.	Leopardas	Ordinary Seaman 2	Chito C.	Soriaso
Oiler 1	Darius B.	Jonatas	Oiler 2	Alfredo Jr. J.	Decripito	Ordinary Seaman 2	Peter Ryan D.	Ramos	Ordinary Seaman 3	Generlito C.	Calip
Oiler 2	Jonele V.	Constantino	Wiper	Sunny Jr. Z.	Raquel	Ordinary Seaman 3	Mark Ian P.	Flores	Ordinary Seaman 4	Johnson U.	Dulawan
Wiper	Rhian C.	Distor	Messman	Christopher Colombus	Tiantes	Ordinary Seaman 4	Ramil J.	Alejandro	Ordinary Seaman 5	Joerex E.	Ramillete
Messman	Pedro A.	Mamac				Ordinary Seaman 5	Christopher G.	Ramos	Oiler 1	Allan V.	Maranon
						Oiler 1	Rogelito N.	Pacada	Oiler 2	Crisanto W.	Maranon
						Oiler 2	Madizon O.	Villegas	Oiler 3	Jovic Q.	Espino
						Wiper	Eiaseo Oliver S.	Ramirez	Wiper	Salvador T.	Lapidez
						Wiper	Sheldon P.	Pagdato	Messman	Julius Ceasar V.	Simon
						Wiper	Felipe Jr. A.	Abellanedada			
						Messman	Laurence R.	Bautista			

In addition to the simulator training, MD Hauke Pane and TD Michael Brandhoff opened the three-day seminar by giving the participants an overview of the organisational structures and corporate philosophy of Hamburger Lloyd. Mr Wolfgang Görz added to this with a discourse on key points of the charter business, such as stevedore damages, going on and off-hire, or delivery and redelivery under time charter. John Heinrich Goes gave a detailed presentation about WLCM's crew management, and DP/CSO Captain Andreas Schepers finally took the opportunity to discuss innovations, ambiguities and questions concerning the Ship Security Manual with the participants, and gave them practical tips concerning its implementation.

But alongside all these theoretical and practical exercises and lectures, there was still plenty of fun to be had together. Two dinners in a relaxed atmosphere as well as an amusing little bowling tournament (for two teams with five bowlers each) rounded the seminar off very nicely. All in all, it was a successful, fun and instructive event, and we believe that all participants will benefit from the experience in their professional future.

The next seminar, for those Masters and Chief Officers currently on board, is planned for February.

We are looking forward to it! 

Rare encounter


Historic meeting in the port of Hamburg



On September 2nd 2011, it came to a historic meeting of four of our BEK-Ships during their respective port stays in Hamburg.

The laytimes of sister vessels "Barmbek", "Eilbek", "Flottbek" and "Reinbek" (1600 TEU each) coincided over a period of several hours. Three of them – the "Barmbek", "Flottbek" and "Reinbek" – were even handled simultaneously at "Container Terminal

Altenwerder", the fourth ship, the "Eilbek", at HHLA's "Athabaskakai".

The "Bek" sister vessels were built at "Jos. L. Meyer" shipyard in the north German town of Papenburg in 2005. The "Eilbek" and "Flottbek" are currently under charter by Unifeeder, the "Barmbek" and "Reinbek" by Team Lines. 



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	Gudziy	Master	Vadim A.	Shipilov	Master	Marinko	Milotic	Master	Konstantin	Panshin
Chief Officer	L. H. Sajith I.	De Silva	Chief Officer	Igor	Orlov	Chief Officer	Nikolay P.	Nakov	Chief Officer	Igor	Goloborodko
Second Officer	Josip	Perkov	Second Officer	Mark Giovanni H.	Cortez	Second Officer	Roan R.	Gonzaga	Second Officer	Dmytro	Kovtun
Third Officer	Yevgen	Glubokovskyykh	Third Officer	Vladimir	Vakhomchik	Third Officer	Dimitar Z.	Zhivkov	Third Officer	Hayk	Sarkisyan
Chief Engineer	Andrej	Mezencev	Chief Engineer	Aleksandr	Bychalov	Chief Engineer	Igor	Podvalnyj	Chief Engineer	Georgij	Cybulkin
Second Engineer	Alexander	Voronkov	Second Engineer	Ranulfo M	Tubog	Second Engineer	Ireneo	Abuyen	Second Engineer	Gerry T.	Tayamora
Third Engineer	Enrico T.	Medina	Third Engineer	Nelson P.	Panes	Third Engineer	Miodrag	Dudic	Third Engineer	Carlos Jr. D.	Torres
Electrical Engineer	Stephen S.	Sinloc	Electrical Engineer	Adrian	Lemnaru	Electrical Engineer	Gistex E.	Flojemon	Electrical Engineer	Alejandro Jr. A.	Biago
Fitter	Romeo R.	Mendoza	Fitter	Renato C.	Tornea	Fitter	Harry C.	Clamonte	Fitter	Rolando G.	Llanita
Cook	Justo B.	Barce	Cook	Joel T.	Ido	Cook	Darwin	Lupena	Cook	Alano M.	Lumanao
Bosun	Noel C.	Collado	Bosun	Dennis M.	Mangabat	Able Seaman 1	Amando P.	Torres	Bosun	Selderico III S.	Jover
Able Seaman 1	Jesus G.	Umlas	Able Seaman 1	Reagan S.	Villanueva	Able Seaman 2	Jovie P.	Panes	Able Seaman 1	Richard A.	Lim
Able Seaman 2	Robel J.	Panaguiton	Able Seaman 2	Rolando H.	Campos	Able Seaman 3	Elmar B.	Quimno	Able Seaman 2	Eddie A.	Laguisma
Able Seaman 3	Percival G.	Gargantiel	Able Seaman 3	Ricardo S.	Hijanda	Ordinary Seaman 1	Angelo D.	Paye	Able Seaman 3	Giovanni	Langamon
Ordinary Seaman 1	Tyrel G.	Natuno Loyvir	Ordinary Seaman 1	Mark John B.	Java	Ordinary Seaman 2	Virgilio B.	Catindig	Able Seaman 4	Ronnie R.	Basco
Ordinary Seaman 2	Enrique L.	Luarca	Ordinary Seaman 2	Fernando J.	Josoy	Bosun	Gedion C.	Del Rosario	Ordinary Seaman	Libby M.	Gadudo
Oiler	Jerry M.	Bag-Ao	Oiler	Lolinda A.	Rigodon	Oiler	Esmeraldo L.	Ersan	Oiler	Edgar N.	Montero
Messman	Leonardo P.	Laus	Messman	Rodrigo J.	Navaja	Messman	Arnaldo V.	Atienza	Messman	Roberto C.	Cipriano

Christmas Time in Russia

S Novim Godom! (С Новым годом!)

Christmas in Russia is widely celebrated on January 7th, according to the Orthodox calendar. New Year's Day, January 1st, precedes Russian Christmas, and is often celebrated as the more important holiday. This is because Christmas could not be celebrated publicly during most of the 20th century, and, in addition, many Russians identify themselves as atheists, so the religious observance of Christmas had faded out of fashion. However, more and more Russians have been returning to religion (Russian Orthodoxy) in the past years, and therefore the number of people celebrating Christmas as a religious holiday is steadily growing.

Some Orthodox Christian Christmas traditions mimic those in other parts of Eastern Europe. For example, a white tablecloth and hay remind Christmas Eve diners of Christ's manger. A meatless meal may be prepared for Christmas Eve, which is eaten only after the appearance of the first star in the sky. Members of the Orthodox Church will attend a Christmas service on Christmas Eve night.

The New Year is celebrated on January 1st, which is the first day in the Gregorian calendar. In former times, New Year was celebrated in the month of September, until this was

forbidden by Czar Peter the Great. In 1699, he decreed counting the years from the Birth of Christ starting on January 1st. Thus, this day became New Year's Day in Russia. It has since become a family holiday for the Russian people.

Amongst the most popular New Year symbols is a New Year's Tree, called Novogodnaya Yolka, which is topped with a bright star and decorated with various sweets. Czar Peter the Great implemented this tradition as a compulsory attribute of New Year and Christmas per decree. He had become acquainted with it during his travels to Germany.

Another popularly celebrated New Year's tradition is the arrival of Ded Moroz, or Father Frost, and his granddaughter Snegurochka, the snow girl. They bring Year presents for

the good children and put them under the New Year's Tree. They carry a staff, wear valenki (traditional Russian felt boots) and drive across Russia in a troika (a sleigh pulled by three horses). Children sing a song to make Father Frost happy.

The spirit of the Russian New Year's celebrations is most notable in family get-togethers, fireworks and delicious meals, the most important of these being a sumptuous family dinner with light music and champagne which will include meat, green peas, pickles, mayonnaise, onions, carrots and potatoes.

Russians also follow the tradition of listening to the President's New Year's Speech on New Year's Day. Another, of many, fascinating traditions at New Year is fortunetelling. Many people, especially women and unmarried



girls, are excited to know about their future and indulge in this activity.

New Year is a winter vacation in Russia. Schools remain closed from January 1st until January 13th. The main New Year celebrations begin in the night of December 31st. This New Year is considered the "New" New Year because it was first celebrated after Russia made the switch from the Julian calendar (or Orthodox calendar, still recognized by the Orthodox Church) to the Gregorian calendar followed by the West. During Soviet times, New Year was celebrated instead of Christmas, although Christmas has been regaining importance as a holiday once again.

People usually spend New Year's Day with their friends and family. Party clubs, hotels and discotheques are all jammed up at this time of year. The main New Year festivities come to an end on January 13th, when Russians have a second opportunity to greet the New Year, which falls on January 14th according to the old Orthodox calendar. This "Old" New Year (Старый Новый год) is spent with family enjoying a large meal, and is generally quieter than the New Year celebrated on January 1st. Svyatki, Russian Christmastide including both New Year's festivities, lasts until January 19th, the day Epiphany is celebrated. This two-week period is closely associated with pagan traditions such as fortunetelling and carolling.

If you are in Moscow on December 31st, you can head to the Red Square to experience the most popular public New Year's celebrations, but you can just as easily avoid the crush of people drinking Russian vodka or champagne and watch the fireworks display from another vantage point in the city. Remember, Russian winter is bitterly cold, and getting in and out of the Red Square to watch the fireworks' display can take hours. Private parties will feature traditional Russian food, and the hostess may set up a zakuska (snacks) table for her guests, so if you don't have any Russian friends, make some!

Captain Ivan Poleshko 

Christmas Time in Sri Lanka

Suba Naththalak!

Christmas in Sri Lanka has an interesting history. With the influence of Portuguese, Dutch and British colonial settlers from the 16th to the 19th century, its culture has managed to incorporate both Christian and Buddhist traditions. The settlers used to celebrate Christmas in Sri Lanka with great gusto, and this has continued to the present day.

Christmas in Sri Lanka is celebrated with much joy. Sri Lankans do not wait for the arrival of the 25th of December to start the fun and fiesta. Instead, they announce the advent of Christmas as soon as December begins. The streets get filled with small shops selling greeting cards, toys, decorations, fireworks and many other things. Santa Claus is seen almost everywhere, giving presents to kids. The hotels, shopping malls, department stores, restaurants, discothèques and bars are all decorated with streamers, Christmas trees and statues of Santa Claus. Sounds of carols and Christmas songs can be heard wherever you go. The recreation of scenes depicting the birth of Jesus Christ are quite common everywhere, accompanied by decorative lighting. In fact, there is so much rejoicing during Christmas that no one can feel that it is a Christian festival. That is because the non-Christian communities also participate in the merrymaking and partying during Christmastime, and it is one of the major festivals before the New Year.

By the time it is the 24th of December, the island becomes quite unrecognizable as a

tropical island of the East. Carol singers also enter the residences of Buddhists, Hindus, and Muslims, who treat the festival as their own. Parents in Christian and non-Christian families encourage their kids to adorn miniature Christmas trees with stars, bells, baubles, and angels. Christmas cards are given out to family members and friends irrespective of their religion.

After attending the mass on Christmas Eve, all communities gather to enjoy Christmas cakes and puddings, accompanied by glasses of cocktails and wine. This carries on until New Year. Inviting relatives, friends and neighbours for lunch, dinners and parties, and sharing the joy and happiness with them is quite common in this season. It is a festival that brings together the hearts of all.

In the month of April, Buddhists and Hindus celebrate their New Year in the same manner, but mostly with traditional food and events. Even though Sri Lanka is a tropical country, the central mountain regions have a cold climate and are covered with mist most of the time, although they are only 5 hrs drive from the country's largest city Colombo. April is the flower-blooming season in the mountain regions, where many families visit and enjoy themselves with their kids. Flower exhibitions, Horse Racing, Motor Cycle and Motor Car Racing are major events organised there during this season.

Other colourful celebrations in Sri Lanka are the Buddhist "Vesak" and "Poson" festivals in

the months of May and June respectively. Free food offerings are a common thing in the country during this season. No matter who we are or where we belong, everyone wishes to roam the lit-up streets and enjoy



the food freely offered by people everywhere, while watching the numerous light installations. Kandy, the capital of the mountainous Central Province, is well known for its "Esala Perahera" procession, consisting of nearly 100 elephants, fire dancers, drummers etc., which carries the Sacred Tooth relic of Lord Buddha, and parades the streets for whole nights for two weeks every year in the month of July. It is a tradition originating from ancient times.

Throughout the year, a large number of tourists visits this island of ancient kingdoms, which was ruled by many kings, to witness its amazing structures, monuments, reservoirs for the well-developed irrigation systems and many other things, built thousands of years ago, and also to enjoy its beaches and sunny weather.

Captain Sanath Mahanama 

Christmas Time at Sea

Christmas on board with a multinational crew

Dear readers of "The Bridge" magazine, I have been asked to write some words about Christmas in Croatia for this December edition. However, I decided to write about something a little different, but at the same time to stick to the subject.

By the nature of my calling, most of my Christmases are spent at sea – Christmas at home is something most of us on board usually only hear about. I will not write about Christmas at home, but about Christmas on board with a multinational crew. I hope this will be interesting for both the shore staff and all of my colleagues on the other vessels of this young and growing fleet.

For us on board, this occasion is more like a short breathing space between daily duties, port operations and news of distant fireworks, celebrations, family get-togethers, cakes and best wishes received by email. It is also a chance to remember those waiting at faraway homes, scattered over several continents. If we are lucky, Christmas will be at sea. If not, it will be in the heat of cargo operations, bunkering, ballasting and everything else that goes with the job description.



The preparations for Christmas on board start sometime in November in the form of a meeting with the Chief Cook, or "Mayor", as he is known among the Filipino crew. An order list is compiled: a suckling pig if Christmas is at sea, a turkey for roasting, a cake for baking, a dried Norwegian Cod to be prepared "in bianco", some sweets, some Parma Ham ("prosciutto") for starters, and – last but not least! – slopchest, wine and champagne. By mid-December, all the

logistics will have arrived, and will be tucked away safely in the provision chambers, carefully accounted for by our Mayor.

Without special notice, suddenly Christmas trees appear in the recreation and mess rooms. Alleyways and spaces are cleaned and made shiny and ship-shape. The floors are waxed. Special tablecloths and napkins are taken from laundry stores and washed and ironed by our silent service team, the catering crew. On the eve of the party, nice glasses, some wine, napkins and the best table linen are laid out by a self-motivated catering department, which needs no special instructions for this occasion.

On Christmas Eve, the pleasant part of which begins in the early afternoon if we are at sea, the suckling pig gets prepared for roasting on a spit, and the barbeque is commenced on the open decks abaft the accommodation. Beer and soft drinks, provided by the Master with owners' compliments, are much-needed refreshments near the hot, handmade barbeque grill. The stove itself is a master piece by a skilled fitter, and it is usually constructed out of an oil drum cut in half, welded and fitted with

angle bar brackets to house the coals. The grill is made of metal, or gratings, or sometimes of inox welding rods. The metalwork craft of experienced hands.

At about the same time as the fire is started, it gets lively on the Bridge due to visits from many crew members rarely seen there, who come up to make phone calls to their families. All calls completed, the festivities may begin. Dinner is tasty, jokes are told, the captain

may receive a word of reminder about the next crew change, and the barbeque masters are complimented on their skills.

As the food gets thinner, cakes and sweets find their way to the table, and the Karaoke player is heard in the alleyways. The mess room is alive with chatter, which slowly gets quieter as the hours pass.

Maybe the first one to quietly disappear will be the Second Mate, retiring early in order to get some rest before his midnight shift, the "dogs' watch". Before midnight arrives,



silence takes hold again in the alleyways. The mess rooms are empty and only a couple of glasses and plates remain to mark the event. But the tables will be ready and clean once again by the next morning, in time for breakfast at 7 o'clock. And at the same time as the ship slowly goes to sleep, fireworks go off in our various home countries, on more westerly meridians.

They say: "Silent Night, Holy Night". In the silence of the bridge, a position is plotted. A course is adjusted by a degree or two. The last signature in the log book is made for the day, under the dimmed light of the chart room table. Second Mate's AB stands in his corner with a coffee mug by his side, deep in his thoughts, his eyes glued to the dark horizon. The radar sweep may find a distant target. And the ever-present, gentle hum of the main engine accompanies the last thoughts of the crew going to rest.

It is a silent night indeed. But is it holy? It is a night at sea.

Captain Marko Weiner 

Blue Manila's Fun Run

The Officers and staff of Blue Manila, Inc., with BMI crew on vacation and their families, as well as the wives and children of sailing officers and crew, headed to the Mall of Asia in Pasay City, Philippines, on October 1, 2011, for the 5th FAME FUN RUN (FAME being the Filipino Association for Mariners' Employment, of which Blue Manila is an active member), called "GO MARINO GO – Healthy Body, Healthy Mind". 4,237 registered runners, comprised of seafarers, executives and employees of manning agencies and their families, representatives from different maritime associations, schools and unions, took part in the event.

BMI participants assembled as early as 5 a.m.; some even came from provinces 4 driving hours away from Manila. By 6 a.m., everyone was set to do the 3K, 5K or 10K run. While some were very eager to make it to the finish line like a true-blooded "runner", others



had fun simply walking briskly at their own pace. Never mind the time! What mattered was that we all made it to the finish line, sporting not only smiles, but even giggles and laughter. After the race, everyone had a taste of the refreshments prepared by Blue Manila for their runners. ... unmindful of gaining back those lost calories too soon!

The fun run was not merely a competition. Rather, it was more of an activity for everybody to enjoy the camaraderie, family bonding or

the sheer fun it offered. And fun we had indeed; everyone had a great time! The photos say it all. In fact, families and crew are already inquiring when the next fun run will be taking place!

Our thanks go out to WLCM Crewmanagement GmbH & Co. KG for sponsoring the inscription fee for the WLCM participants. Blue Manila was among the agencies that sent big delegations to the event. See you next run!

Francis Arcellana of BMI 

An Extraordinary Holiday

Sailing on MV "Reinbek" from October 7th to 14th 2011

I booked my trip at extremely short notice, and I had hardly done so that my journey to Finland on MV "Reinbek" began. At 5 p.m. on October 7th 2011, a shuttle bus collected me from the container terminal gate in Waltershof/Hamburg and took me to the ship, where I was greeted cordially by the Croatian Master and his international crew.

On the following day, a film team from North Germany's local TV station NDR, consisting of five people, joined me and took over the remaining passengers' cabins. It was a completely new experience for me not to be the only passenger on board a container vessel, as I had previously always been. After I had consented to being filmed, the adventure began right there in Hamburg. We shifted to altogether four different berths during our stay, but there was still time for safety and life boat drills, which were all recorded on film.

We left the port of Hamburg in the late evening of October 9th, on course for the Kiel Canal and, ultimately, Kotka in Finland. It took us just over one peaceful day at sea, and the film team and I enjoyed exploring the town of Kotka. We visited the Maritime

Centre Vellamo, located inside the one-time summer residence of Tsar Alexander III, erected in 1889. And from the observation tower Haukkavuori, we had a breathtaking view of Kotka and the skerries beyond.

We arrived in Helsinki on the following morning. We took a taxi into the city centre, which is 30 km away from the container port. Because we were not scheduled to stay in Helsinki for very long, we decided to take the tram for part of the way, which enabled us to get a very good impression of the city in a short time. We also visited a market and a market hall, and everything was filmed in great detail. In the end, we were nearly late for the vessel's departure, because its laytime was substantially reduced – but of course this is to be expected with a cargo ship.

Within the limits of the safety regulations, we were allowed to move freely on board the "Reinbek". Whenever it was possible, we spent our time on the bridge, where we felt we had the best overview. On sea voyage days, the Filipino crew kindly invited us to join them in their recreation room after work. We spent three wonderful evenings dancing,

singing Karaoke and having many an animated conversation. Passengers can be a welcome distraction from the crew's not always easy daily routine, and we in turn found it most



Ready for sightseeing, Sibylle Rothe (NDR) and Elke Janßen (left) in front of dome of Helsinki.

interesting to get to know them in their leisure time. I found it especially fascinating to watch the film team at work, and I enjoyed being an "actor" for their documentary.

When our journey was over, when we parted in the Kiel Canal locks in Brunsbüttel, we all agreed that we had just completed our most wonderful voyage so far.

Elke Janßen from Itzehoe 



Bettina Pane

"The Bridge"-Editorial Team



Bettina grew up in the north German sea port of Bremerhaven. After completing her "A"-levels, she moved to Münster, where she studied German language and literature. After a year, she decided to change cities and professions and moved to Hamburg, where she completed two apprenticeships in the medical sector and worked in different doctors' surgeries for 20 years.

Her initial interest in journalism and language never faded, however. And so it was not surprising that, after many happy years alongside a sailor – at sea and ashore – she decided to accept the offer to become editor-in-chief for "The Bridge". This job presented a welcome challenge for Bettina, who subsequently started working for Hamburger Lloyd in 2010. The current edition of "The Bridge" is her sixth. Central focus and starting point for all of Bettina's research is the reader and his or her interests. "The Bridge" is always at the back of

her mind when she reads, hears and sees whatever she can in her search for new articles.

Her further duties include initial uniform outfitting for RHL's captains and officers, the cruise portfolios for the passengers, as well as the general coordination of their cruises, together with a travel agency. She chooses which pictures go on the walls of RHL's newbuildings, organises the shore team's Christmas parties and other social events, and keeps the website's "press" section up-to-date.

Bettina lives in Hamburg's green southwest, the "Fischbeker Heide", together with her husband Hauke, her 18-year-old daughter Pauline and her Cairn Terrier Fiete.


Likes:

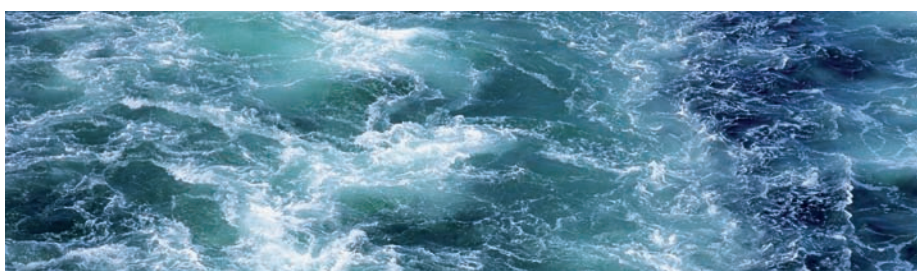
- her family
- society films
- good food
- animals, particularly dogs
- illustrations and reading
- going for walks
- travelling

Dislikes:

- insincerity
- arrogance
- unreliability
- sluggishness
- people who only talk to hear themselves talk

She dreams of:

- a safari in Botswana
- a dog-sledding tour 



Welcome – Leaving – Birthdays

Welcome aboard the RHL team:

- Crewing Company (WLCM)
Thorsten Hamann, Crew Superintendent

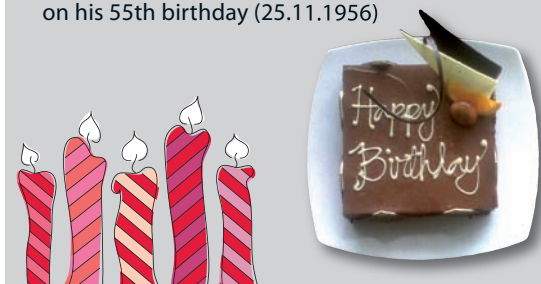
Signed off:

Mr Hendrik Bußhoff, Nautical Superintendent, will leave our company by 31. 12. 2011. We wish Mr Bußhoff a good start in his new employment and all the best for the future.

Birthdays

We would like to congratulate:

- Captain Mr Savliukevic
on his 40th birthday (10.12.1971)
- Chief Officer Mr Andres
on his 50th birthday (27.12.1961)
- Chief Engineer Mr Cybulkin
on his 55th birthday (25.11.1956)



IMPRESSUM

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