



MERRY CHRISTMAS

## EDITORIAL



Dear colleagues at sea,



We had expected the year 2010 to be a difficult one, and it did become difficult and very tough. But because of our very professional and close collaboration with our staff and partners we've sorted out nearly every problem and are looking forward to the upcoming year 2011.

The market is getting better and rates are

increasing. The RHL fleet will be complemented at the end of 2011 by two 4,600 TEU ships and a two further 4,600 TEU vessels by the end of 2012. Our fleet will increase to 16 vessels by the end of 2012 and we'll all try our best to keep them running well.

Hamburger Lloyd employs people from many different nations on board its ships and we realize that Christmas is not celebrated all over the world. We tried to look into how differently Christmas is celebrated in other countries compared to Germany. In this issue we want to give you a fleeting impression of how it's celebrated in Germany, China and Philippines. Also we are well aware that not all seamen have the good fortune to be together with their families at Christmas, most of them will be laying in port, but the RHL "Fidelitas", RHL "Felicitas" and the RHL "Fiducia" will be at sea. We'll be thinking

of all our colleagues, in the ports and at sea, who cannot be with their families and hope despite this they'll have the opportunity to celebrate Christmas with their team on board. To the ones who can be with their families we wish a warm, cozy and happy time.

Here in Hamburg we enjoy the Christmas markets and sparkling fairy lights and Christmas decorations everywhere and primarily to be with our families and to regenerate for the coming year.

**We would like to thank you all for your cooperation and your positive efforts this year. Lets continue in the same vein in 2011.**

Yours

A handwritten signature in black ink that reads "Hauke Pane". The signature is written in a cursive style.

Hauke Pane



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
<b>Master</b>	Marko	Weiner	<b>Master</b>	Orlando Valenzona	Atienza	<b>Master</b>	Abad Ramos	Iglesia	<b>Master</b>	Nathaniel	Nanglihan
<b>Chief Officer</b>	Andrija	Franic	<b>Chief Officer</b>	Salvador Apuyan	Damaso	<b>Chief Officer</b>	Konstantin	Panshin	<b>Chief Officer</b>	Ricardo	De Castro Jr.
<b>Second Officer</b>	Tomislav	Rakic	<b>Second Officer</b>	Constancio Biosano	Cubar	<b>Second Officer</b>	Joseph Renales	Cataneo	<b>Second Officer</b>	Roberto	Nioko
<b>Third Officer</b>	Neil Kent	Tencahvez	<b>Third Officer</b>	Eduardo M.	Buenaventura	<b>Third Officer</b>	Jerome Ballon	Lapido	<b>Third Officer</b>	Chenvie	Go
<b>Chief Engineer</b>	Aleksandr	Bychalov	<b>Chief Engineer</b>	Tirso Jr. Hernaiz	Balmonte	<b>Chief Engineer</b>	Andriy	Petrukhin	<b>Chief Engineer</b>	Pasko	Dabovic
<b>Second Engineer</b>	Magno Jr. Ruelo	Fadrillan	<b>Second Engineer</b>	Ranulfo Mira	Tubog	<b>Second Engineer</b>	Jose Jeremy Eliver	Estoce	<b>Second Engineer</b>	Andrii	Nesterenko
<b>Third Engineer</b>	Nelson Paclibar	Panes	<b>Third Engineer</b>	Hezron Limjueco	Valenzuela	<b>Third Engineer</b>	Wilson Quesaba	Navarro	<b>Third Engineer</b>	Dennis	Villarama
<b>Electrical Engineer</b>	Sherwin Roy Alcantara	Dalu	<b>Electrical Engineer</b>	Gistex Evangelista	Flojemon	<b>Electrical Engineer</b>	Ronito Cuevas	Boquilon	<b>Electrical Engineer</b>	Charolwen	Labit
<b>Fitter</b>	Renato Calbonera	Tornea	<b>Engin Cadet</b>	Ron Joseph Pitao	Solanoy	<b>Fitter</b>	Ramilo de Guzman	Buen	<b>Fitter</b>	Expedito	Taleon
<b>Cook</b>	Joel Tan	Ido	<b>Fitter</b>	Harry Caldino	Clamonte	<b>Cook</b>	Darwin Octia	Lupena	<b>Cook</b>	Dennis	Ignacio Jr.
<b>Bosun</b>	Venancio Gonzales	Gabuya	<b>Cook</b>	Alexander Cristobal	Mangabat	<b>Bosun</b>	Virgilio Jr. Agraviador	Laurea	<b>Bosun</b>	Jessie	Bueno
<b>Able Seaman 1</b>	Roberto Tiglao	Cruz	<b>Bosun</b>	Torcuato Jr Laureno	Jomolo	<b>Able Seaman 1</b>	Shane Engracia	Sonogan	<b>Able Seaman 1</b>	Will	Lambo
<b>Able Seaman 2</b>	Rizaldy Matis	Alcaide	<b>Able Seaman 1</b>	Andy Crisfel Veloso	Repolido	<b>Able Seaman 2</b>	Giovanni Sartagoda	Langamon	<b>Able Seaman 2</b>	Gemer	Bautista
<b>Able Seaman 3</b>	Ariel Alviar	Nicdao	<b>Able Seaman 2</b>	Michael Acorda	Pelias	<b>Able Seaman 3</b>	Jose Vencer	Pacumba	<b>Able Seaman 3</b>	Ermie	Bagatua
<b>Ordinary Seaman 1</b>	Johnson Udan	Dulawan	<b>Able Seaman 3</b>	John Marven Lozada	Bolivar	<b>Ordinary Seaman 1</b>	Kevin Ripdos	Sapio	<b>Ordinary Seaman 1</b>	Elmar	Quimno
<b>Ordinary Seaman 2</b>	Julius Edulan	Aganap	<b>Ordinary Seaman 1</b>	Michael Abesamis	Sapiter	<b>Ordinary Seaman 2</b>	Rogelio Jr. Cabezas	Basco	<b>Ordinary Seaman 2</b>	Emmanuel Ron	Bruzola
<b>Oiler 1</b>	Lolindo Abella	Rigodon	<b>Ordinary Seaman 2</b>	Jay Karl Martin Jr.	Hernando	<b>Oiler 1</b>	Patrocinio Jr. Lagat	Viernes	<b>Oiler 1</b>	Edgar	Montero
<b>Oiler 2</b>	Eduardo Jr. Battung	Deseo	<b>Oiler 1</b>	Ricky Cabos	Waniwan	<b>Oiler 2</b>	Alfredo Jr. Jolo	Decripito	<b>Oiler 2</b>	Reynaldo	Lozada
<b>Wiper</b>	Rhian Cana	Distor	<b>Oiler 2</b>	Adonis Patron	Bajon	<b>Wiper</b>	Joel Loque	Luna	<b>Steward</b>	Ronnie	Calip
<b>Messman</b>	Leonardo Palatino	Laus	<b>Messman</b>	Ronald Diga	Radovan	<b>Messman</b>	Jegan Cañete	Barredo			

# “Cap San Diego” – The white swan

## A Hamburg Landmark for 20 Years

“Cap San Diego” found its final resting place at Überseebrücke in Hamburg on 09.11.1990. The general cargo ship was launched in 1961. Between 1962 and 1981 she serviced Reederei Hamburg Süd transporting, among other things, VW busses, chemicals, tractors, TV sets and medicine from Hamburg to South America, and returned carrying beef and horse meat in her reefer holds, and figs, vegetables, glue, animal hide and sweet oil. “Cap San Diego” crossed the Atlantic about 240 times in this period.

Today the ship is a fine example of a pre-container ship era vessel. “Cap San Diego” is the last surviving vessel from a series of six general cargo ships. Her five sister vessels used to server Hamburg Süd on the South America route. These were scrapped at the beginning of the 80’s and “Cap San Diego” was sold to a Spanish shipping line who employed her till 1986. Shortly before she was about to be scrapped the city of Hamburg bought back the “Sangria” as she had been rechristened.

Today she’s not only an important monument to maritime history, but also a museum, a venue for parties, a popular film set, a



tightrope course, a venue for such cultural events as theatre productions, readings, concerts, and as a floating hotel. She is admired by around 100,000 visitors a year who come to see the worlds larges seaworthy museum cargo ship.

“Cap San Diego” is kept in repair by 38 former seamen working on a voluntary basis, and some of who have even sailed her. They give their all to ensure that she stays

in top shape and can well navigate the Elbe to Cuxhaven or through the Nord-Ostsee-Kanal (Kiel Kanal) to Kiel on an annual basis.

She is 160 meters long, weighs 7,000 tons with an 11,500 h.p. engine and had a crew of 40 when she sailed the open waters in the 70’s.

Source: Hamburger Abendblatt

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	Pjotrs	Bulavins	Master	Antun	Dlacic	Master	Eugen	Selaru	Master	Knut	Wolters
Chief Officer	Zoran	Brkovic	Chief Officer	Ciprian Daniel	Dorneanu	Chief Officer	Dimitry	Sergeev	Chief Officer	Oleg	Taran
Second Officer	Robert Hinojosa	Villafloros	Second Officer	Zoran	Luksic	Second Officer	Igman	Jelicic	Second Officer	Josip	Perkov
Third Officer	Oleksandr	Vorobiov	Third Officer	Yevgen	Glubokovskyykh	Third Officer	William Jr. Japinan	Ferolino	Third Officer	Oleksandr	Nastov
Chief Engineer	Milova	Bozovic	Chief Engineer	Edvardas	Gomas	Chief Engineer	Gerd	Helmers	Chief Engineer	Henry	Calibuyot
Second Engineer	Gerry Tulod	Tayamora	Second Engineer	Jose	Valmonte	Second Engineer	Mudiyangelage	Ratnayake	Second Engineer	Boris	Smiljanic
Third Engineer	Carlos Jr. Ducut	Torres	Third Engineer	Romans	Zemerovs	Third Engineer	Fernando Camangeg	Maligsay	Third Engineer	M. B. Lakhman	Perera
Electrical Engineer	Dusko	Andric	Electrical Engineer	Almerson Polinar	Sabuero	Electrical Engineer	Oleg	Fiskov	Electrical Engineer	Dehiwalage	Perera
Fitter	Diolito Decena	Portento	Junior Electrician	Bruno	Tadej	Fitter 1	Jose Jr. Escober	Cardiño	Fitter	Marlon A.	Villamante
Cook	Alano Mara-at	Lumanao	Fitter 1	Bienvenido	Ampon	Fitter 2	Jacob Ordales	De La Cruz	Cook	Fernando Jr. M.	Adriano
Bosun	Alexander Gatdula	Panaligan	Fitter 2	Patricio Hernandez	Maranan	Cook	Rayman Trovela	Arguelles	Bosun	Mario C.	Manigbas
Able Seaman 1	Jovie Palencia	Panes	Cook	Geovanne Obuyes	Bialen	Bosun	Joselito Gapas	Fortades	Able Seaman 1	Joseph C.	Collado
Able Seaman 2	Ruben Sapon	Bacton	Bosun	Allan Madera	Lutero	Able Seaman 1	Edzel Cajigas	Sapinosa	Able Seaman 2	Santiago C.	Gonzales
Able Seaman 3	Rolando Hapitan	Campos	Able Seaman 1	Selderico III Sabanal	Jover	Able Seaman 2	Carlito Jr. Guimalan	Villalon	Able Seaman 3	Reynaldo L.	Arpon
Ordinary Seaman 1	Marlon Villafuerte	Pasigue	Able Seaman 2	Reynaldo Rizade	Tolete	Able Seaman 3	Nelson Dalangin	Escalona	Ordinary Seaman 1	Joewe G.	Bandoy
Ordinary Seaman 2	Jay Botor	Ballesteros	Able Seaman 3	Robel Jovenes	Panaguigon	Ordinary Seaman 1	Wendell Tagalog	Calog	Ordinary Seaman 2	Fernando J.	Josoy
Oiler 1	Esmeraldo Lapas	Ersan	Ordinary Seaman 1	Roger Pelicano	Ortega	Ordinary Seaman 2	Jemar Ruiz	Raymundo	Oiler 1	Francisco A.	Dioso
Oiler 2	Tito Estuya	Fernando	Ordinary Seaman 2	Jaime Matunog	Fiel	Oiler 1	Elias Jr. Cavan	Revilla	Oiler 2	Crisanto W.	Piape
Wiper	Allan Vilchez	Maranon	Oiler 1	Carlos Jr. Garferio	Gepanayao	Oiler 2	Henry Olaguer	Orbeta	Wiper	Alejandro	Biago
Messman	Edwin Juarez	Cabral	Oiler 2	Rogelito Namoca	Pacada	Wiper	Joselito Gaitan	Castillano	Messman	Chrisper	Encontad
			Wiper 1	Salvador Tingson	Lapidez	Messman	Jimmy Jr. Patoc	Alonzo			
			Wiper 2	Joe Eric Esquila	De La Cruz						
			Messman	Pedro Alcaide	Mamac						

# X-mas Party 2010



As Hamburger Lloyd, Wappen Reederei and WLCM Crewmanagement had moved together into their new joint premises in July, the management decided to have a joint Christmas Party this year. Coincidentally the Christmas party took place on board the "Cap San Diego" on December the 8th 2010. We were a group of forty people and we enjoyed a really funny and delicious evening together.

After all members of the teams met for a drink on the 7th floor of the "Astraturm"

at around 5:00 pm, the group went on board the M/V "Cap San Diego" and entered hold 3, one of the old four-deck holds, which had been converted into a quite comfortable room for shows like the one we were about to see. After being warmly welcomed by the ensemble consisting of two comedians and one piano-player the "Attack of the Santa clauses" show began.

The two comedians launched into a very funny and amusing dialogue about Christmas, the preparation time before,

the celebration itself and the time afterwards. They demonstrated in a very delightful way how we humans behave around Christmas time. During the show we got served delicious food and some tasty drinks.

After three and a half hours the show was over and the comedians received tumultuous applause. We all had pain in our midriff and left the "Cap San Diego" grinning all the way home. 🚩

# Steel-Cutting Ceremony

After Hamburger Lloyd's newbuilding project at Jiangnan Chenxing Shipyard came to an end, and all three of the 5,100 TEU container vessels of the so-called "F"-class were successfully delivered during 2010, Hamburger Lloyd officially started its production of the so-called "C"-class.

These ships are of a modern state-of-the-art design with a nominal intake of 4,600 TEU and 3,620 TEU at 14ts, a modern electronic-controlled MAN B&W ME-Type engine, a length of 259 m and a beam of 37.2 m.

This postpanamax type is to be considered as shallow-draft ships with a draft of only 12.5 m. The first two units in this series of four ships are currently under construction at SSS Shanghai Shipyard. On October, 4th the steel-cutting ceremony for Hull SS 1881 took place at Shanghai Shipyard. Besides MD Hauke Pane, Superintendent Stefan Schindler and his family attended the ceremony. The first steel plate of this project was cut by Mr. and Mrs. Schindler's 5-year-old son Frederick, who did a very good job as Junior-Engineer. 🚩



Frederick Schindler pressed the button.

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	Ivan	Poleshko	Master	Nathaniel Debad	Dallego	Master	Aleksandrs	Ivanovs
Chief Officer	Raul	Andres	Chief Officer	Viktor	Volkov	Chief Officer	Vyacheslav	Golovchenko	Chief Officer	Milen	Yordanov
Second Officer	Mark	Cortez	Second Officer	Danilo	Alolor	Second Officer	Enoc Jr.	Micu	Second Officer	Ivica	Jurjevic
Third Officer	Richard	Fortun	Third Officer	Emiliano Nalu-an	Novo	Third Officer	Dmytro	Kovtun	Third Officer	Michel	Formeloza
Chief Engineer	Yevgen	Yerchenko	Chief Engineer	Oleg	Perederiy	Chief Engineer	Igor	Podvalnyj	Chief Engineer	Ferdinand	Monakil
Second Engineer	Maksym	Myranets	Second Engineer	Pavel	Gladkikh	Second Engineer	Dmitriy	Albu	Second Engineer	Elmore	Clavaton
Third Engineer	Antonio	Pilapil	Third Engineer	Florante	Gonzales	Third Engineer	Sofronio Tribunsa	Marquez	Third Engineer	Enrico	Medina
Electrical Engineer	Davor	Kostic	Electrical Engineer	Jose Rita	Leonen	Electrical Engineer	Dragan	Samardzic	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	Wilfredo	Callo	Bosun	Richard Gubi	Navarro	Able Seaman 1	Nicolas Alutaya	Batuhan	Bosun	Noel	Collado
Able Seaman 1	Erwin	Failadona	Able Seaman 1	Richard	Zaraspe	Able Seaman 2	Joselito	Nualla	Able Seaman 1	Joseph Ryan	Dy
Able Seaman 2	Restituto	Corpuz	Able Seaman 2	Manuel	Barral	Able Seaman 3	Heriberto Tumaca	Agustin	Able Seaman 2	Russel	Equina
Able Seaman 3	Eddie	Laguisma	Able Seaman 3	Jesus	Umlas	Able Seaman 4	Gedion	Del Rosario	Able Seaman 3	Charlie	Guevarra
Ordinary Seaman 1	Brian	Paradero	Able Seaman 4	Ferdinand	Gabuya	Able Seaman 5	John	Torres	Able Seaman 4	Percival	Gargantiel
Ordinary Seaman 2	Ramyther	Tutong	Able Seaman 5	Randy	Quimba	Ordinary Seaman	Nathan John	Baladjay	Able Seaman 5	Amelito	Tanglao
Oiler	Ramon	Patricio	Deck Cadet	Loyvir	Natuno	Deck Cadet	Denver	Tanigue	Ordinary Seaman	Ricardo	Gallentes
Messman	Amaldo	Atienza	Oiler	Yosie	Jomoc	Oiler	Michael	Yutiga	Oiler	Abelardo	Navarro
Second Engineer	Ireneo	Abuyen	Messman	Rodrigo	Navaja	Messman	Jesus	Tubiera	Steward	Christopher	Tiantes

# Christmas Time in Germany

## Fröhliche Weihnachten

The pre-Christmas period in Germany is characterized by fanciful illuminated decorations in high streets, department stores, shopping malls and homes, and the Christmas markets.

A typical Christmas market consists of a multitude of stands on streets and squares, often set up against a backdrop of some historical setting or place of public interest. Stands selling Christmas pastries like Printen (special gingerbread from Aachen), German Lebkuchen, ginger snaps, Christmas stollen, an assortment of sweets such as chocolate Father Christmases, candyfloss, honey roasted almonds and roasted chestnuts, and such fare as baked potatoes. To stave off the cold, a hot mulled wine called Glühwein (incidentally, that's why these markets are also called "Glühmarkt") is offered along with Feuerzangbowle (a red wine punch containing rum which is set alight) as well as punch (in Austria). Most regions have their own Christmas specialities. There are stands selling various Christmas paraphernalia such as Christmas bulbs and decorations, Christmas stars and tinsel. Traditional handicrafts such as nativity crib scenes, Erzgebirge candle arches and smoking figurines are also sold throughout. Hamburg's Christmas highlight


is the Käthe Wohlfahrt-Haus in the square in front of the town hall (Rathausmarkt). Dresden stollen is also legendary.

A particularly alluring feature of every Christmas market is the big Christmas trees on display there. The festive lights contrast beautifully with the darkness of the short winter evenings, and sometimes the first snow comes and heightens the effect.

In Europe, the family Christmas is celebrated earlier and earlier. The opening of presents and eating Christmas dinner take place on the 24th in the evening and sometimes even in the afternoon. Along with the German-speaking countries, other countries such as Argentina, Poland, Hungary and those in the north all open their presents on Christmas Eve. In most other countries, in particular English-speaking ones, presents are given and opened on Christmas Day in the morning.

Christmas in Germany is mostly celebrated at home with close family members. There's an elaborately and lovingly decorated Christmas tree in every living room. Families with young children often open their presents after going to church, with the Christmas dinner being served afterwards.



Families with older kids or no kids at all eat their Christmas dinner before opening their gifts. An increasing trend with many families is not to give any presents at all but to just feast extensively instead. A growing practice with some families is to eat potato salad and sausages or some other simple meal on Christmas Eve. However feasting on more luxurious fare such as carp, fondue or roast is also on the increase. People don't normally go to restaurants for their Christmas meals. Many people, even non-churchgoers, ritually go to church at Christmas, either to an early evening mass to watch a nativity play, or to midnight Mass. The masses on Christmas Eve are the most frequented masses in the church calendars for all Christian denominations. Most people spend Christmas Day with their family eating such family favourites as turkey or goose, and on Boxing Day everyone does their own thing. 

# Christmas Time in China

## Shèngdàn kuàilè

Christmas is an exotic festival here in China and it continues to grow in popularity with Chinese people. For example, you can see many colorful decorations everywhere and every corner of the city seems to have some form of Christmas decoration.




China is not a Christian country, so for many Chinese people, Christmas is seen as a time for joy and fun rather than a religious event. It's becoming more and more popular, especially among the younger generation and now we can find out even greater variety of Christmas cards in the shops. By shopping, eating out, having parties, holding Christmas Eve festivities and spending time with their family and friends. And naturally, Children are always eager to receive gifts from Santa Claus. That's why hotels, restaurants and entertainment venues have all seized upon the Christmas season as an important time to increase their business. These places have been beautifully decorated with Christmas trees and ornaments. Many hotels and restaurants are even offering

traditional Christmas dinners with roast turkey on their menus, while department stores have stocked their shelves in anticipation of a surge of Christmas shoppers.

Although Christmas holds little religious meaning to most Chinese people, many Churches in Beijing, Shanghai and throughout China, will hold grand celebrations so Christians can spend the festival in the traditional way.

In fact, many Chinese people with different beliefs also like to go to church during the Christmas season to experience the cultural significance of the holy festival.

William Kang, West East Consulting 

# Christmas Time in the Philippines

## Maligayang Pasko

We, Filipinos are proud to proclaim that Christmas celebration in the Philippines is known to be the longest and the merriest in the world. It begins formally on December 16, with a nine day period of prayer called Misa de Gallo (Cock's Mass) or popularly known as 'Simbang Gabi'. From 16th December to 24th December, people attend mass at dawn every day. At dawn on the first day of this ceremony, church bells ring, brass bands play, and fire works are set off. The Christmas Season ends on the first Sunday of January, feast of the Three Kings.

Philippines, as the only Christian-predominant country in Asia, and majority of it's people are Roman Catholic. Therefore, Christmas is an extremely important and revered holiday for most Filipinos. It is a time for family bonding, for sharing, for giving and a time for food, fun and friendship, thus, it is the most anticipated event of the year and is celebrated accordingly.


Christmas Eve is mostly celebrated by most Filipino families, it is a night without sleep and a continues celebration moving right into Christmas day. As December 24th dawns, the last mass of Simbang Gabi is at-

tended, then preparations begins for 'Noche Buena' which is a family feast that takes place after midnight, where multitude of culinary delights are expected to invite our appetite. Christmas Carols are heard all throughout the evening and fireworks are displayed just at the strike of midnight that makes the night even merrier and exciting.

The Christmas eve gathering provides opportunity for a reunion of immediate and distant family members. Some families may choose to exchange gifts at this time, others wait till Christmas day. Children are

the „happiest“, aside from the gifts they receive from mama and papa, they have the chance to get more gifts from their relatives and Godparents in the form of money or toys.

Indeed, Christmas in the Philippines is all about it's warm hearted people with their true devotion to family and faith that is patterned to a true Philippine tradition handed down from generation to generation.

Capt. Nathaniel Nanglihan  
RHL "Agilitas" 



# Cruising in Style

My husband, Capt. Abad Iglesia called up. He offered me something I just couldn't refuse. He wanted me to join him on board Matthias Claudius where he is serving as Master. It was supposed to be a wedding anniversary present from him he said. Last Aug. 13 was our 20th wedding anniversary. I would love to go but a part of me wanted to say no. I was thinking about our two kids, Nicole and Vince. But he told me there's no turning back anymore. His request was already granted by RHL and he had not done his laundry for about a week or two now. I couldn't help but laugh. So this is what cruising in style is all about. Anyway, I was thinking, this is once in a life time offer so I might as well grab it. I made some necessary arrangements and last minute request for my mother-in-law to take care of the kids. I packed my things and flew to Davao.

With the agent's assistance, I finally joined on-board Matthias Claudius on Sept. 6, 2010 at Sasa Wharf, Davao. Matthias Claudius is awesome. She is prominent in her distinct colors of blue, green and white. I was so thrilled to go on board and meet my husband but he was not there to meet me at the gangway. He was still up the bridge working. Forget the sentiments, I know damn well he can't serve two masters at the same time so I just waited patiently and finally met him on my way up to his cabin. Whew! Climbing the stairs is already an adventure. With its twists and turns, one can just imagine what is up the next deck.

The captain's cabin is situated on the 6th deck, just a deck down from the bridge. It's an easy access to work but an ordeal if you want to take your breakfast, lunch and dinner. Officers' mess is situated on the first floor of ship's accommodation. I was about to protest but my husband rationalized, climbing up and down the stairs is one way to shed some extra pound. I couldn't help but refused to contest him because I knew he was telling the truth. Actually I have two sensible options to pick. If I wanted to trim down, I have to skip meals. But if can't resist chief cook's glorious food, I have to make my way down the dining hall and undergo the process of healing my alter ego and eat no matter what it takes. Amazingly, I was doing fine up to date. I've been availing either options and shockingly, no pound was shed. Hahaha! It must be the feeling of home away from home.

I was warned by my husband that MC (as I fondly called Matthias Claudius) was the jealous type. I have to be cautious to everything that I do that might upset her. Sounds weird, but true to its word, MC unleashed one of her tantrums. The generator broke down. I was informed, it was the first time that it happened.



The crew did their best to solve the problem but to no avail. Finally, help came from the main office via emails and in due time, the generator was working well again. From that very moment, I secretly made a pact with MC never to intervene with her affair. If there were cases of glitch, it was remedied with little difficulty.

The crews were great. I happened to hang out with them at one of the grill parties given on board a week after I joined the vessel. It was easy to get along with them because they were all friendly and accommodating. No dull moments with them around. But deep within me, I sensed their sentiments. It was hard to be away from home. I seldom see them though. It eventually gave me the impressions that they were really serious with their job. I mingled with them occasionally at the mess hall and at the bridge. In no time, I made quite a number of friends on board. I was assigned a name supernumerary. I didn't know what it means but it sounded nice. All I know was, I was assigned the 8th seat in the lifeboat in case something untoward happens during the voyage. With my fingers crossed, I fervently pray it wouldn't happen. After a thorough but hasty orientation on board, I was finally on my way sailing the great sea.

First stop was Cagayan de Oro, Philippines. We didn't have much time going around the place due to time constraint. Same thing

happened on the next ports of call, Pusan (South Korea), Dalian (China) and Hongkong. Needless to say, I practically spent almost of my time on board the majestic Matthias Claudius. But this did not hinder me from being grateful of the experiences I have had on board. I have never set foot on those ports li-

terally speaking but basically I was really there basking every experiences I've encountered no matter how trivial they were. We were delayed in Dalian. We could not make it to port because of zero visibility in the area. Again, I find this moment as another way of bringing the best out in each crew. Man and machine worked hand in hand in bringing the ship safe to shore. What a great partnership it was! Besides, the sun was crimson red as it set on the horizon making the event more memorable on my part. I heaved a sigh and said my thanks to God for taking good care of us.

There was nothing much to say about the port of Pusan. All I can remember was our first photo together as couple on board was taken at the bridge wing making it a bit nostalgic. We had the busy port of Pusan as backdrop for a wishful recollection. Hongkong was magnificent at night with its kaleidoscope of lights. I wished to visit the place again someday and this time I'll bring the kids with me.

Before joining the ship, I was asked by some friends what shall I do on board. Will I find it boring doing routines? It was a matter of choice actually. I've chosen to view things at its best perspectives no matter what happens on board. So whether or not I like the situation does not depend on that circumstances, rather it depends on how I decide to see it. So the swell (the undulating movement of the surface of the open sea) tested

the strength and grace of man and ship respectively rather than becoming grounds for me to despise my predicament. I must admit the tossing and rolling readily took its toll on me. I found myself lying in bed for some time. I don't have the strength to get up otherwise it will just make things worse.


Determined to overcome this situation, I rested to gain strength and conditioned my mind that everything will just be fine. Thanks to the encouragement and prodding of my husband, I was up the next day. Right there and then I tried to view things at different outlook. Fishing boats and ships became fireflies at night. Their flickering lights became inspirations to wandering

souls in the depth of the night. I've learned to love and appreciate the splendid sight of stars dancing in the velvety sky at night. I've never seen so many stars in my whole life.

It was a different spectacle when you're at sea. I've seen the sun at its best as it rises and sets in the mighty horizon. It was a breathtaking display of nature's grandeur. It was some kind of special for me. Fog became mystifying blanket that enveloped us. What lies beyond thrilled me constantly. Storms chasing us and us strategically avoiding them, is a treacherous game as always. But with experts on board manning the ship, I was never frightened. With God on our side, what can possibly go wrong?

I am now nearing the last leg of my journey. On Oct. 5, I will disembark at Sasa Wharf, Davao. I'm looking forward to see my kids at home. Surely, this will not come easy for me. I'm going to miss a lot of things. I am excited to go home but I know I will go ashore with a heavy heart. My voyage, I must admit, was not made in heaven. There were flaws but who cares anyway. It was a terrific experience. This is something I will cherish forever. I must say, nothing compares with my cruising in style.

And lastly, my heartfelt gratitude to all the people who made this cruise possible and to God who guided and guarded us all the way.

Mrs. Helen Iglesia 



## EATING & DRINKING

# The Versatile Potato

We like to introduce you to a famous Germany staples, the potato, and at the same time present to you some delicious recipes which are quite easy to cook.

The potato is a plant of the nightshade family. It belongs to the same family as tomato, capsicum peppers and tobacco. If we look at the annual worldwide harvest – more than 300 million tons – the potato seems not to be solely a German vegetable! But the following dishes are typically German, and unique to its cuisine.



### Potato Salad

*An old family recipe*

For four people

#### Ingredients:

- Low fat mayonnaise
- 500 g potatoes
- Half a cucumber
- 1 apple
- 1 onion
- 1 hard-boiled egg
- Salt, pepper

**1** Cook the potatoes, chill them, peel them and cut them into thin slices. Cube the cucumber, the apple, the onion and the egg.

**2** Put all the ingredients in a bowl, mix in the low fat mayonnaise, and salt and pepper to taste.

**3** Keep the salad chilled for one hour in the fridge before serving it.

**Bon appétit**



### Bacon and potato omelet

*"Bauernfrühstück"*

For four people

#### Ingredients:

- 800–1000 g potatoes
- 1 big onion
- Approximate 200 g bacon cut in cubes
- 3 eggs
- Some vegetable oil
- Salt, pepper and paprika

**1** Cook the potatoes, chill them, peel them and cut them into thin slices. Heat some oil in a pan and gently fry the onion. After some minutes add the bacon. Crack open the eggs and mix them in a bowl along with some salt, pepper and paprika. Take the onions and bacon to one side. Heat some oil in a pan and fry the sliced potatoes.

**2** This process needs a little bit of care. Don't stir too much, because the potatoes need some time to fry evenly. When they are crispy, add the eggs, spicy mix and stir gently, not letting the eggs get too dry.

**Bon appétit** 



# RHL's young professionals

## Hamburger Lloyd is an approved apprenticing company since 2008



### Merle Snater

I'm Merle Snater, 20 years old and a shipping business apprentice at RHL where I started my apprenticeship in August 2009.

Up till now I've worked in the Chartering, Accountant and Technical Departments. At the moment I'm working for WLCM. I chose a job in shipping because of my interest in international trade, the English language and economics. Furthermore I appreciate the fact that there are no routines in this business. For instance, I had the opportunity to join the M/V Flottbek on a short trip, which I enjoyed very much.

In my free time I enjoy spending time with my friends and going out with them at night, reading books (especially English ones), jogging, travelling, cooking and visiting my family in Leer, my hometown.

### Marlen Schippmann

My name is Marlen Schippmann. I'm 18 years old and have been training as an office communication clerk at RHL Reederei Hamburger Lloyd GmbH & CO KG since August 2009.

My favourite jobs are doing the invoices,

dispatching mail for the ships and things I can do independently bearing the responsibility, like ordering office equipment.


I was born in Henstedt-Ulzburg and live together with my family in Norderstedt. Both are suburbs of Hamburg. In my spare time I like playing tennis, meeting friends and going to the cinema.

### Sallar Faridi

I'm 20 years old and in August this year, shortly after taking my "A" Levels at the Eppendorf Grammar School in Hamburg, I started my training as a shipping specialist at RHL.

I entered the world of commerce at an early age as my family were involved in business affairs, and have been interested in it ever since. Having been born in Hamburg from Persian roots, I had no better choice but to take up a course of study in shipping. I'm very happy with my decision and hope I'll find my path here.

**Likes:** Languages, Hamburg, Football: HSV (Hamburg's leading football team)

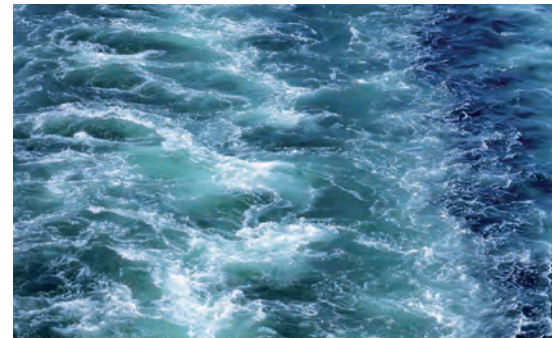
**Dislikes:** Frauds, Liars, Rude people, Bad mood 

Dear colleagues on land and on board,

Keeping our newsletter informative, interesting and original is very important to us. Any suggestions, be they on a specialized or general topic, ideas for quizzes and competitions or even reports on some special event on board or ashore would be very welcomed. And should any of you fancy putting pen to paper, or have taken some nice photos, we'd be glad to hear from you. Just send your contributions to:

[thebridge@hamburger-lloyd.de](mailto:thebridge@hamburger-lloyd.de)

We'd be equally happy to receive any news of marriages or births both on land and at sea – a few accompanying photos would be nice, too.



## IMPRESSUM

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