

EDITORIAL



Dear RHL Team, dear Captains, Officers and Crewmembers,

After an extremely cold and long winter, spring has come to Hamburg very late this year. However, not only nature is recovering from extreme conditions. While it is true that the shipping market in general has improved, we, like nature, still need to scale down our expectations. During these past weeks, the charter market could not keep up its initial pace, and it can now be observed drifting sideways.

According to the market analyst "Alphaliner", the number of containerships in service reached 4.848 vessels at the end of 2010 and will count 5.342 vessels by the end of 2013 – equivalent to an average growth of 8,6% p.a.. Their capacity will rise from 14,274 million TEU to 18,855 million TEU. This rapid increase in ordering activity is fuelled by attractive newbuilding prices, and has brought back concerns over possible over-

capacities. And despite the developments on the containership charter market, all market participants notice a steady increase in the transportation of containerised cargo.

„Change is the only constant“, as the proverb goes, and 2011 has turned out to be a proverbial year of changes. Fortunately, the shipping market has substantially improved, but the political changes in North Africa will have an impact on all of us. The disastrous situation in Fukushima and the whole of Japan has re-activated the global discussion about denuclearization. There can be no doubt that an increased utilisation of alternative energies will have a positive effect on our environment. Sea transport is still the most environmentally acceptable mode of transportation, and permanent improvements will confront all of us with even more rules and regulations. However, these changes will be designed to help save our planet. It is essential in this ever-changing world that all of us, aboard our vessels and ashore in our office, work as a team. That is the only way in which we can continue to steer our course of professional-

ism, transparency, fairness and honesty. It must be our aim to provide a perfect service to our clients. In this respect, you should always bear in mind HAMBURGER LLOYD's slogan: "OUR BUSINESS IS YOUR SUCCESS".

In this issue of the "Bridge" magazine, you will find some interesting articles again. The picture puzzle published in the last issue was extremely popular, however not all readers could reply in time because their ships' mail only reached them with delay. Therefore, we are publishing a new picture puzzle, and attractive prizes can be won once more. Just send the correct answer to the "Bridge" (thebridge@hamburger-lloyd.de).

We hope you take pleasure in this 11th edition of the "Bridge", and may you always enjoy smooth sailing.

Yours truly

Dr. Christian Olearius



The 822nd "Hafengeburtstag"

Celebrating the world's largest port festival in Hamburg

When the Earl of Schauenburg granted duty-free passage for all Hamburg ships over the entire length of the river Elbe in the 12th century, he could not know that 822 years later, people would still be celebrating this event. Hamburg's merchants and ship owners (including RHL) owe it a great share of their prosperity.

The so-called "Hafengeburtstag", the "Harbour Birthday", is one of Hamburg's major annual festivities – and the world's largest port festival.

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Members of the RHL and WLCM teams on the rooftop terrace




CSAV VENEZUELA RHL AUDACIA			HEINRICH HEINE RHL ASTRUM			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	Leonardo C.	Lauigan	Master	Herman	Apuyan	Master	Eugen	Selaru	Master	Ivan	Poleshko
Chief Officer	Florante I.	Nico	Chief Officer	Raul F.	Andres	Chief Officer	Reynaldo L.	Loyola	Chief Officer	Emil	Asenov
Second Officer	Erick B.	Rodriguez	Second Officer	Peter M.	Batin	Second Officer	Enoc J.	Micu	Second Officer	Anton	Semenas
Third Officer	Erwin A.	Dulce	Third Officer	Emiliano J.	Novo	Third Officer	Ramon C.	Mendoza	Third Officer	Benedic M.	Ramos
Chief Engineer	Valentins	Bobrovs	Chief Engineer	Jesus N.	Gagtan	Chief Engineer	Adrian	Glomnicu	Chief Engineer	Nicolae C.	Copot
Second Engineer	Henry H.	Brillo	Second Engineer	Magno J.	Fadrillan	Second Engineer	Chaminda Kamal K.	Wanniarachchi	Fourth Engineer	Eduardo J.	Deseo
Third Engineer	Romans	Zemerovs	Third Engineer	Hampre C.	Ruiz	Third Engineer	Madduma B.	Perera	Electrical Engineer	Moises M.	Bautista
Electrical Engineer	Oleg	Fiskov	Electrical Engineer	Igor	Khytryk	Electrical Engineer	Eddie E.	Baladjay	Fitter	Jr. J.	Cardino
Fitter	Lobert A.	Cabanado	Engine Cadet	Ron J.	Solanoy	Fitter	Reynaldo C.	Mangabat	Cook	Fernando M.	Adriano
Cook	Ronwaldo J.	Gelle	Fitter	Patricio H.	Maranan	Cook	Fernandez J.	Sy	Bosun	Roberto C.	Franco
Bosun	Julius A.	Cabanero	Cook	Jesus	Tubiera	Bosun	Patrick D.	Romero	Able Seaman 1	John W.	Torres
Able Seaman 1	Isabelo M.	Pioc	Bosun	Edilberto J.	Hautea	Able Seaman 1	Timoteo D.	Silan	Able Seaman 2	Noel C.	Labatorio
Able Seaman 2	Darwin C.	Goboy	Able Seaman 1	Joselito M.	Nualla	Able Seaman 2	Ariel A.	Nicdao	Able Seaman 3	Rogelio J.	Basco
Able Seaman 3	Ruben L.	Lavalie	Able Seaman 2	Roberto T.	Cruz	Able Seaman 3	Jayson P.	Cantimbuhan	Ordinary Seaman 1	Rowell G.	Motol
Ordinary Seaman 1	Aurelio J.	Andres	Able Seaman 3	Rizaldy M.	Alcaide	Ordinary Seaman 1	Ranie J.	Montealto	Ordinary Seaman 2	Marlon V.	Pasigue
Ordinary Seaman 2	Denver S.	Tanique	Ordinary Seaman 1	Gener B.	Diaz	Ordinary Seaman 2	Christian F.	Deloy	Oiler 1	Rhey S.	Villanueva
Oiler 1	Jasper N.	Soliano	Ordinary Seaman 2	Christopher V.	Arandil	Oiler 1	Alexander B.	Nunez	Oiler 2	Carlos G.	Gepanayao
Oiler 2	Ali T.	Monje	Oiler 1	Oliver F.	Pepito	Oiler 2	Alfredo J.	Decripto	Messman	Noel	Quinopa
Wiper	Reggie B.	Estepa	Oiler 2	Tito E.	Fernando	Wiper	Joel L.	Luna			
Messman	Joan	Dela Cruz	Messman	James A.	Senados	Messman	Edwin J.	Cabral			

The 822nd “Hafengeburtstag” *continued*

For three days, the harbour becomes the unofficial centre of the city, and a large number of ships and crews from all over the world take this occasion to pay Hamburg a visit. The traditional arrival parade always attracts millions of visitors, as this is one of the very rare occasions on which historical sailing ships can be admired in a number that is hardly found anywhere else.

The new premises to which RHL moved last year offered the opportunity to watch

this spectacle directly from our workplace. Moreover, it was spontaneously decided to make this a nice company get-together on the 18th floor rooftop terrace of our office building, which provided unrivalled panorama and impressions across all of the harbour.


Our “Barmbek”, under the command of Capt. Taran at the time, was unfortunately not allowed to participate in the parade (probably not being traditional enough), but had to spend the time at the CTA terminal in Hamburg. 

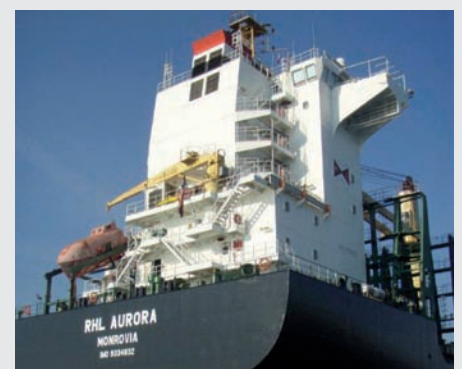


Change of ships' names

Since RHL took over M/V „Matthias Claudius“ and M/V „Heinrich Heine“ from their previous managers, the vessels have been operated under their original names.

On occasion of their first special survey, carried out five years after shipyard delivery, the Management of Hamburger Lloyd has decided to re-name them both in accordance with the RHL naming system.


M/V „Matthias Claudius“ has already left the yard in Singapore as “RHL AURORA”, and M/V „Heinrich Heine“ is to be re-named “RHL ASTRUM”. To mark the occasion, both vessels have been re-painted in RHL colours: black hull, white superstructure, and brown/red deck surfaces and hatch covers. 



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	Josif	Zultanovskij	Master	Marko	Weiner	Master	Nathaniel P.	Nanglihan
Chief Officer	Huvert P.	Makiling	Chief Officer	Leonardo J.	Villaester	Chief Officer	Jovito L.	Balabat	Chief Officer	Andrija	Franic
Second Officer	Roberto J.	Nioko	Second Officer	Danijel	Zecevic	Second Officer	Josip	Perkov	Second Officer	Tomislav	Rakic
Third Officer	Donald P.	Sator	Third Officer	Vincent J.	Antigua	Third Officer	Ramonito V.	Tipawan	Third Officer	Dmytro	Kovtun
Chief Engineer	Ilya	Shleynikov	Chief Engineer	Ernst F.	Raap	Chief Engineer	Jens G.	Gunnarsson	Chief Engineer	Edvardas	Gomas
Second Engineer	Andrii	Nesterenko	Second Engineer	Marian	Constanda	Second Engineer	Miroslav P.	Stoyanov	Second Engineer	Alexey	Shelkopyasov
Fourth Engineer	Michael B.	Yutiga	Third Engineer	Allan P.	Ibabao	Third Engineer	M. D.	Ratnayake	Third Engineer	L. K. L.	Peiris
Electrical Engineer	Davor	Kostic	Electrical Engineer	Martin P.	Duatin	Electrical Engineer	Jayaweera A.	Seneviratne	Electrical Engineer	Dehiwalage L.	Perera
Fitter	Carlito F.	Bautista	Fitter	Bienvenido	Ampon	Fitter 1	Ram N.	Chauhan	Fitter	Frenel A.	Calangi
Fitter	Elmer S.	Aquino	Cook	Bimbo	Sangalang	Fitter 2	Diego E.	Masiado	Cook	Albino P.	Morfe
Cook	Sergio F.	Oreta	Bosun	Torsten	Taataa	Fitter 3	Esteban S.	Oguilla	Bosun	Wilfredo	Callo
Bosun	Catalino J.	Millado	Able Seaman 1	Eric M.	Cardines	Cook	Nelson G.	Panganiban	Able Seaman 1	Santiago C.	Gonzales
Able Seaman 1	Arthur S.	Umlas	Able Seaman 2	Aaron G.	De Jesus	Bosun	Allan M.	Lutero	Able Seaman 2	Ruben S.	Bacton
Able Seaman 2	Ferdinand S.	Bacton	Able Seaman 3	Randy S.	Laguisma	Able Seaman 1	Edzel C.	Sapinosa	Able Seaman 3	Reynaldo R.	Arpon
Able Seaman 3	Crisostomo A.	Monakil	Ordinary Seaman 1	Nomer M.	Daroy	Able Seaman 2	Michael E.	Novicio	Ordinary Seaman 1	Jose V.	Ortega
Ordinary Seaman 1	Wilfred M.	Ang	Ordinary Seaman 2	Rommel P.	Montalban	Able Seaman 3	Jay B.	Ballesteros	Ordinary Seaman 2	Chito C.	Soriso
Ordinary Seaman 2	Felix R.	Ancheta	Ordinary Seaman 3	Alfie M.	Caimbon	Ordinary Seaman 1	Jeremias O.	Leopardas	Ordinary Seaman 3	Generlito C.	Calip
Oiler 1	Rolly G.	Galletes	Ordinary Seaman 4	John G.	Juanga	Ordinary Seaman 2	Peter Ryan D.	Ramos	Ordinary Seaman 4	Johnson	Dulawan
Oiler 2	Chris T.	Matarong	Ordinary Seaman 5	Jose E.	Almense	Ordinary Seaman 3	Mark Ian P.	Flores	Ordinary Seaman 5	Joerex E.	Ramillete
Wiper	Rhian	Distor	Oiler 1	Menandro N.	Domingo	Ordinary Seaman 4	Ramil J.	Alejandro	Oiler 1	Jovic Q.	Piape
Messman	Pedro A.	Mamac	Oiler 2	Romeo C.	Barnachea	Oiler 1	Rogelito N.	Pacada	Oiler 2	Crisanto W.	Maranon
			Wiper 1	Sunny J.	Raquel	Oiler 2	Madizon O.	Villegas	Wiper	Allan V.	Maranon
			Messman	Edwin L.	Basco	Wiper	Felipe Jr. A.	Abellaneda	Wiper	Salvador T.	Lapidez
						Messman	Christopher G.	Ramos	Messman	Mark V.	Casibu
						OS Catering	Laurence R.	Bautista			

Keel laying ceremony

On March 30 2011, the keel laying ceremony of SS1181, to be named "RHL Conscientia", took place at Shanghai Shipyard, Chong Ming Island. To bring good luck to the project and to the future of the vessel, project manager Mrs. Ellen Zhu placed a Chinese coin (one Yuan) under the keel.

The ceremony was attended by Mr. Hui Ming, President of SSY, Mr. Lin Feng, Deputy Director CSTC, MD Mr. Hauke Pane, and by a group of distinguished guests. 



Project Manager Mrs. Ellen Zhu



Keel-laying of the first double bottom

A cautionary tale Cash disappeared from a cabin

We are all disappointed when our belongings get lost, disappear or, even worse, are stolen. This is why our valuables should always be kept safe and out of harm's way.

This statement seems obvious, yet sometimes it is not followed. With unpleasant implications and financial losses for those affected.

On one of RHL's vessels, there was an unfortunate case where cash disappeared from a crew member's cabin, allegedly stolen by another, who had illegally obtained a copy of the Master Key, which had disappeared.

This left us in a very unpleasant and awkward situation as a company, even though we do believe that the money and the Master Key was taken by a crew member with a criminal mind. We could do little to help the man who had lost his money.


The first option was to send for the police, to carry out a proper criminal investigation as Experts, and to find those responsible for this despicable act. Nevertheless, due to jurisdiction issues, the local police in the ports were not willing or unable to assist.

After such a vile event, the atmosphere on board can easily get out of hand and make



daily living and working together extremely unpleasant, due to the mistrust that will naturally occur.

To avoid having to deal with such upsetting situations in the future, we request all cash on board to be declared and put in the ship's safe, where it is insured and can be reimbursed in case of loss.

Please place your cash in a named and dated envelope and give it to the Master, who will deposit it in the vessel's safe – correctly registered, fully insured and available to you when needed, for you and for your loved ones. 

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	Viktor	Volkov	Master	Tomislav	Jurakovic	Master	Konstantin	Panshin	Master	Antun	Dlacic
Chief Officer	Dubravko	Rumora	Master	Vadim A.	Shipilov	Chief Officer	Milen N.	Yordanov	Chief Officer	Ciprian D.	Dorneanu
Second Officer	Constancio B.	Cubar	Chief Officer	Vyacheslav	Golovchenko	Second Officer	Enrico	Marullano	Second Officer	Robert H.	Villaflores
Third Officer	Jayron D.	Montuerto	Second Officer	Ivica	Jurjevic	Third Officer	Stjepan	Gracan	Third Officer	Richard O.	Furton
Chief Engineer	Georgi	Radev	Third Officer	Yevgen	Glubokovskiykh	Chief Engineer	Igor	Podvalnyj	Chief Engineer	Andrej	Mezencev
Second Engineer	Pavel	Gladkikh	Chief Engineer	Aleksandr	Bychalov	Second Engineer	Dmitriy	Albu	Second Engineer	Gerry T.	Tayamora
Third Engineer	Marin D.	Dzhingarski	Second Engineer	Felix P.	Figueroa	Third Engineer	Hezron L.	Valenzuela	Third Engineer	Carlos Jr. D.	Torres
Electrical Engineer	Denis	Korostelev	Third Engineer	Jose D.	Sarmiento	Electrical Engineer	Adrian	Lemnaru	Electrical Engineer	Florin	Stoica
Fitter	Primo J.	Panes	Electrical Engineer	Dragan	Samardzic	Fitter	Harry C.	Clamonte	Fitter	Rolando G.	Llanita
Cook	Ronaldo M.	Valdez	Fitter	Renato C.	Tornea	Cook	Darwin	Lupena	Cook	Alano M.	Lumanao
Bosun	Antonio Jr.	Melegrito	Cook	Joel T.	Ido	Bosun	Nicolas A.	Batuhan	Bosun	Selderico Iii S.	Jover
Able Seaman 1	Erwin S.	Failadona	Bosun	Richard G.	Navarro	Able Seaman 1	Amando P.	Torres	Able Seaman 1	Richard A.	Lim
Able Seaman 2	Restituto F.	Corpuz	Able Seaman 1	Rolando H.	Campos	Able Seaman 2	Geronimo J.	Sepacio	Able Seaman 2	Giovanni	Langamon
Able Seaman 3	Henry S.	Cordova	Able Seaman 2	Manuel I.	Barral	Able Seaman 3	Jovie P.	Panes	Able Seaman 3	Ronnie R.	Basco
Ordinary Seaman 1	Ramyther D.	Tutong	Able Seaman 3	Reagan S.	Villanueva	Able Seaman 4	Keith N.	Pines	Able Seaman 4	Eddie A.	Laguisma
Ordinary Seaman 2	Enrique L.	Luarca	Able Seaman 4	Ricardo S.	Hijanda	Ordinary Seaman	Nathan J.	Baladjay	Ordinary Seaman	Libby M.	Gadudo
Oiler	Jerry M.	Bag-Ao	Ordinary Seaman	Loyvir T.	Natuno	Oiler	Ransom F.	Saladar	Oiler	Joe Eric E.	De La Cruz
Messman	Leonardo P.	Laus	Oiler	Lolindo A.	Rigodon	Messman	Melandro E.	Drew	Messman	Roberto C.	Cipriano
			Messman	Rodrigo J.	Navaja						

Plastic waste thrown overboard

A universal environmental problem

Plastic waste in our oceans has become universal environmental problem. Pieces of plastic and their decomposing by-products accumulate in the whirlpools produced by ocean currents, leading to an extremely high plastic waste density in some maritime regions.

Rotating ocean currents form so-called "gyres", large revolving systems prevalent in the sub-arctic regions of the northern hemisphere, in which the refuse of our civilisation collects. Research has shown that plastic refuse is quickly broken up into small pieces, which remain in these gyres for up to 16 years. At the beginning of 2008, there were some 100 million tons of plastic detritus circulating our oceans.

Yet the portion of rubbish floating on the oceans' surfaces is small compared to the 70% that sink to the bottom.

Much of the plastic waste starts its life as plastic bags, disposable razors, CD covers, buckets, cable reels, toothbrushes or cigarette lighters. Through the motion of the tides and waves, it is pounded into smaller and smaller pieces and ends up as 3 to 5mm sized so-called pellets. Marine creatures

can mistake these for plankton and unintentionally ingest them.

Most of the plastic (about 80%) reaches the seas via rivers. About one fifth is deliberately thrown overboard shredded or whole, or results from cargo losses. The Hansa Carrier is known to have lost over 60,000 sneakers in 1990. In 1992, the Tokio Express, en route from Hong Kong to Washington, lost its cargo of 29,000 Lego figurines; approximately every three years since, some of these figurines have washed ashore on Alaskan beaches. That is how long one complete revolution of this particular ocean gyre must take.

Plastic poses a hazard to mammals, fish, birds and people alike. Larger animals are liable to mechanically induced injuries; seals may get stuck in drinks crates, fish or dolphins in discarded fishing nets.

Bisphenol A (BPA), a substance contained in many plastics, enters the oceans – and thus, our food chain – through mechanical and chemical disintegration. Scientific studies suggest a link between BPA blood levels and prostate and breast cancer, and similarly adverse effects are suspected regarding the human cardiac system. Even minor doses

of BPA are said to have an adverse effect on fertility and reproduction.



Disposal of garbage into the oceans has been a punishable offence since Marpol Annex V came into force in 1988. The ship's command of commercial vessels are required to keep a record of the full amount of rubbish accumulated on board the ship in the so-called Garbage Record Book. Proper disposal ashore has to be evidenced by receipt. Infringements of this regulation are severely fined – with up to €50,000 in Germany.

Mostly it is a lot easier simply to protect the environment – and to save money in the bargain. 🚫

Source: Wikipedia, Müllstrudel.de



Welcome – Promotions – Leaving

Welcome aboard the RHL team

- **Technical Department**
Mrs. Kathleen Juettner, Technical Assistant
- **Assistant**
Anita Maria Stojanoski, Team Assistant
- **Crewing Company (WLCM)**
Mrs. Susann Grünow, Crew Operator
Mrs. Kim Beinsen, Team Assistant
Mr. Thomas Sudeck, company driver

Promotions

- **Mr. Nicolae Copot**
promoted to Chief Engineer on RHL "Agilitas"
- **Mr. Leonardo Lauigan**
promoted to Master on CSAV "Venezuela"
- **Mr. Konstantin Panshin**
promoted to Master on MV "Flottbek"
- **Mrs. Nicole Schulz**
promoted to Management Assistant at RHL Head Office
- **Mr. Oleg Taran**
promoted to Master on MV "Barmbek"
- **Mr. Viktor Volkov**
promoted to Master on MV "Eilbek"
- **Mr. Chaminda Kamal Wanniarachchi**
promoted to Second Engineer on RHL "Aurora"

Signed off

Mr. Sebastian Härder, WLCM Crew Superintendent, left our company. We wish him a good start in his new job and all the best for the future.

Birthdays

We would like to congratulate:

- **Captain Mr. Nanglihan**
on his 35th birthday (11.04.2011)
- **Chief Engineer Mr. Raap**
on his 66th birthday (14.04.2011)
- **Chief Officer Mr. Asenov**
on his 40th birthday (25.07.2011)
- **Captain Mr. Bagovic**
on his 65th birthday (31.07.2011)



Captain Bagovic , Chief Engineer Mr. Raap

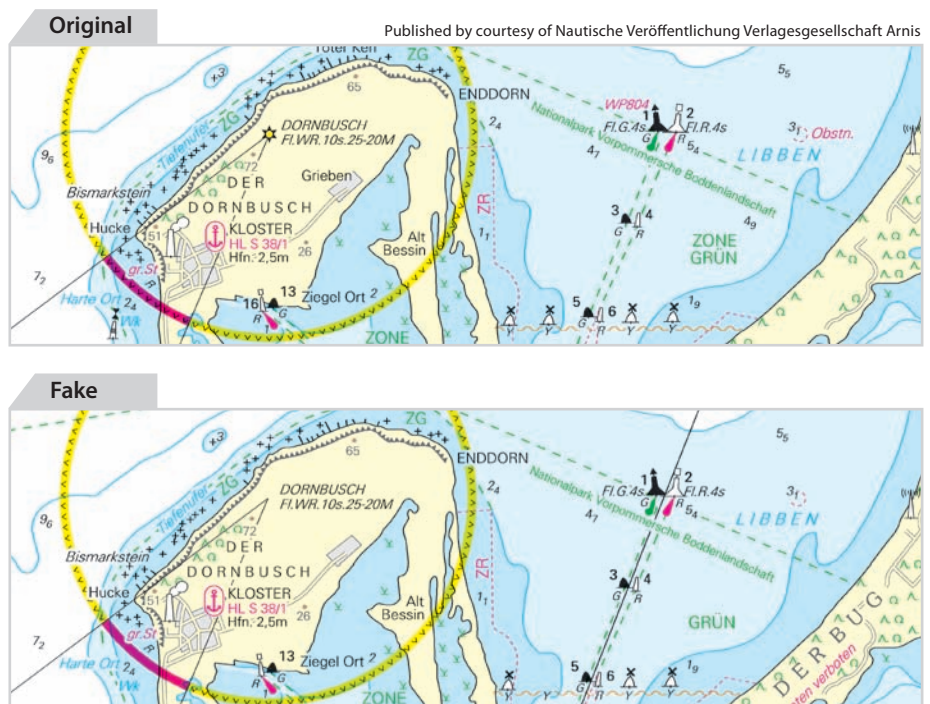
Photoimpression



This photo was taken by Jayron Montuerto 3./O M/V "Eilbek" in Kiel Kanal.

Original or fake?

The sea chart section below contains ten mistakes – can you spot them?



From all correct submissions, five winners will be drawn by lot and awarded a telephone card. Please send it to:

thebridge@hamburger-lloyd.de

Deadline is 31.08.2011.

The winners of the last picture-puzzle are:

Nathan John U. Baladjay, MS Flottbek |

Georg Bauert, Wasserschutzpolizei Brunsbüttel |
Steffi Bock, RHL-Office Hamburg | Thorsten Börner, Hansa Hamburg Shipping International GmbH & Co. KG | Hendrik Busshoff, RHL-Office Hamburg | Vitaliy Davydenko, RHL Aurora | Keith Pines, MS Flottbek | Donald Sator, RHL Aqua | Oleg Taran, MS Barmbek | Milen Yordanov, MS Flottbek



Kerstin Laabs

Manager Finance and Accountance



After finishing school, she lived in Paris for 7 months. Upon her return home, she started studying Economics in Hamburg and Québec/Canada, majoring in Financial Controlling and Accounting. After graduating in 1993, she was a trainee for Financial Controlling in a large company near Hanover that produced and sold slot machines. After five years of experience, she returned to Hamburg because she missed being near the water.

During the following years, she spent one year working for a large company as a Financial Assistant, four years as a Chief Accountant for a company that creates magazine print lay-

outs, and five years for a shipping company, where she gained initial experience with shipping and maritime accounting transactions.


In October 2008, she joined the RHL team and is responsible for all financial and crewing accounting transactions, e.g. checking charter hire statements, checking and posting bank accounts, entering and paying suppliers' invoices, checking and paying crew wages etc.

She lives in Wedel, a suburb of Hamburg. Privately she enjoys spending summertime on sailing boats, improving her nautical expertise, and – last but not least – she likes spending a lot of time outdoors with her horse and dog.

Likes:

- reading good books
- cooking and eating
- cycling
- her friends and colleagues
- travelling
- just walking on the beach

Dislikes:

- bad-tempered people
- discussions with no results
- when her pets are ill
- ironing 


Workaday life at sea

This year, RHL gave me the opportunity to go on board one of our newest vessels, the "RHL Fiducia", to get to know the workings and life on board a ship.

I embarked on January 4 in Malta, where I started my trip via Felixstowe and Rotterdam to Hamburg. After receiving a warm welcome from Captain Knut Wolters and Apprentice Officer Katrin Peters, I got my first glimpse of the proceedings aboard a ship. Following the first night in my cabin, the Third Officer familiarized me with the safety regulations and equipment on board. After that, I started my work on Deck: cleaning, painting, oiling ... I helped everywhere I could.

When my work on Deck was finished, I would often go to the Bridge and keep watch with the Captain and the Apprentice. They taught me a lot about navigation and watchkeeping duties. Following my time on Deck and on the Bridge, I could devote myself to my favourite thing: the vessel's engine. First, I received a general briefing from the Chief Engineer. Then he gave me a guided tour of the Engine Room where he explained the purpose and function of each device. Later, when we were moored in the port of Rotterdam, I was able to watch a team of service technicians remove a piston from the engine and overhaul it. That is when the huge dimensions of everything on board became clear to me. After I had explored the engine room, I joined the Fitter in his workshop. He taught me the use of many different tools and we built some wall brackets for some of the workshop tools. The remainder of my days on board were spent with the Electrician, who explained the many different aspects of power supply and power consumption on board the vessel to me.

In the end, I would say it was a great and important experience. I learned a lot. It was very important for me to acquire a knowledge of the workings on board a vessel. First-hand experience can definitely reduce misunderstandings between ship and shore and lead to a better understanding of certain operations.

I would like to thank RHL and the entire crew on board the "RHL Fiducia" for a great trip. 

Sallar Faridi – Trainee

IMPRINT



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