

EDITORIAL



Dear seafaring colleagues,

The past few weeks have been pretty eventful. At the beginning of July, we (RHL) and Wappen Reederei moved to our new offices in the Astratum. Everyone pitched in with the packing and clearing. And now that we've set ourselves up in our new accommodation, we can enjoy its facilities and the gorgeous view. And as far as work is concerned, everything runs a bit more smoothly now.

We invited many of our business partners from all over the world to a house-warming party on 8th September. Sadly, not everyone could attend, but nevertheless we pre-

sented our new premises with pride and fine liquid refreshments, and enjoyed the company of our partners – some of whom we hadn't seen for quite a while. Many combined our invitation with a visit to SMM, and a clear business trend is emerging: Shipping and shipbuilding is on the up and up again.

Rates are increasing – 2010/2011 is clearly set to become a successful year. We can now look to a more optimistic future again. However, we shouldn't lose sight of the sorrow and suffering of many people and animals, and remember the victims of the oil catastrophe in the Gulf of Mexico, the victims of the fires in Russia, the flood victims in eastern Germany and Poland, and the immeasurable suffering in Pakistan as well as the earthquake victims in Haiti, Chile and China.

Climate changes are exerting a significant impact and we're doing our best to contribute to preventing its progress by using the latest technology on board our ships, and promoting environmentally sound practices among our staff.

Despite this sad topic, we wish you all much enjoyment in reading edition 8 of The Bridge.

Yours,



Dr Christian Olearius



The world's largest shipping fair Shipbuilding, Machinery & Marine Technology

It was high time. As it does every two years, the SMM, which stands for "Shipbuilding, Machinery & Marine Technology", opened its doors again to the public in Hamburg. The world's largest shipping fair invited its guests from 7 till 10 September for the 24th time.

SMM 2010's main theme was conserving resources and protecting the environment. 2,003 exhibitors from 58 countries took the opportunity to display their latest products and to explain developments to the more than 50,000 trade visitors who came this year.

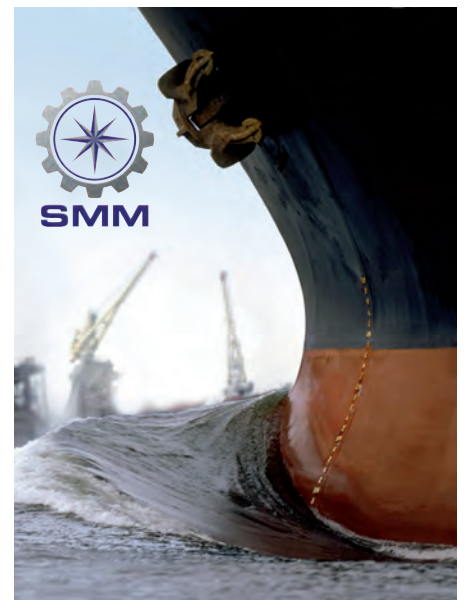
After having experienced one of the worst crisis, not only in shipping but in all market sectors, over the last two years, the compa-

nies exhibiting this year were certainly very optimistic. Green technologies, offshore engineering and ship financing were the key issues at this year's international trade fair.

Consequently the fair had an interesting and extensive supporting program including among other things the first SMM Offshore Dialogue with some 400 industry experts who discussed the potentials and challenges of offshore oil and gas production and offshore wind energy.

Another highlight was the first global maritime environmental congress (gmecc) which brought together more than 700 high-ranking representatives from industry,

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CSAV VENEZUELA RHL AUDACIA			HEINRICH HEINE RHL ASTRUM			MATTHIAS CLAUDIUS RHL AURORA			RHL AGILITAS		
Rank	First name(s)	Surname	Rank	First name(s)	Surname	Rank	First name(s)	Surname	Rank	First name(s)	Surname
Master	Marko	Weiner	Master	Orlando Valenzona	Atienza	Master	Abad Ramos	Iglesia	Master	Nathaniel	Nanglihan
Chief Officer	Rico Budlong	Cayme	Chief Officer	Salvador Apuyan	Damaso	Chief Officer	Reynaldo Luis	Loyola	Chief Officer	Ricardo	De Castro Jr.
Second Officer	Tomislav	Rakic	Second Officer	Constancio Biosano	Cubar	Second Officer	Joseph Renales	Cataneo	Second Officer	Roberto	Nioko
Third Officer	Vincent Jay Migabon	Antigua	Third Officer	Donald Pacquiao	Sator	Third Officer	Jerome Ballon	Lapido	Third Officer	Chenvie	Go
Chief Engineer	Aleksandr	Bychalov	Chief Engineer	Tirso Jr. Hernaez	Balmonte	Chief Engineer	Anatoliy	Vyeklich	Chief Engineer	Ildebrando	Benlot
Second Engineer	Magno Jr. Ruelo	Fadrillan	Second Engineer	Ranulfo Mira	Tubog	Second Engineer	Jose Jeremy Eliver	Estoce	Second Engineer	Andrii	Nesterenko
Third Engineer	Nelson Paclibar	Panes	Third Engineer	Hezron Limjueco	Valenzuela	Third Engineer	Wilson Quesaba	Navarro	Third Engineer	Dennis	Villarama
Electrical Engineer	Fortunato Santos	Cabal	Engine Cadet	Ron Joseph Pitao	Solanoy	Electrical Engineer	Ronito Cuevas	Boquilon	Electrical Engineer	Charolwen	Labit
Bosun	Venancio Gonzales	Gabuya	Electrical Engineer	Gistex Evangelista	Flojemon	Fitter	Ramilo de Guzman	Buen	Fitter	Expedito	Taleon
Fitter	Renato Calbonera	Tornea	Fitter	Harry Caldino	Clamonte	Cook	Darwin Octia	Lupena	Cook	Dennis	Ignacio Jr.
Able Seaman 1	Roberto Tiglao	Cruz	Bosun	Torcuato Jr Laureno	Jomolo	Bosun	Virgilio Jr. Agraviador	Laurea	Bosun	Jessie	Bueno
Able Seaman 2	Rizaldy Matis	Alcaide	Able Seaman 1	Andy Crisfel Veloso	Repolido	Able Seaman 1	Shane Engracia	Sonogan	Able Seaman 1	Will	Lambo
Able Seaman 3	Ariel Alviar	Nicdao	Able Seaman 2	Michael Acorda	Pelias	Able Seaman 2	Giovanni Sartagoda	Langamon	Able Seaman 2	Gemer	Bautista
Ordinary Seaman 1	Johnson Udan	Dulawan	Able Seaman 3	John Marven Lozada	Bolivar	Able Seaman 3	Jose Vencer	Pacumba	Able Seaman 3	Ermie	Bagatua
Ordinary Seaman 2	Julius Edulan	Aganap	Ordinary Seaman 1	Michael Abesamis	Sapiter	Ordinary Seaman 1	Kevien Ripdos	Sapio	Ordinary Seaman 1	Elmar	Quimno
Oiler 1	Lolindo Abella	Rigodon	Ordinary Seaman 2	Jay Karl Martin Jr.	Hernando	Ordinary Seaman 2	Rogelio Jr. Cabezas	Basco	Ordinary Seaman 2	Emmanuel Ron	Bruzola
Oiler 2	Eduardo Jr. Battung	Deseo	Oiler 1	Ricky Cabos	Waniwan	Oiler 1	Patrocinio Jr. Lagat	Viernes	Oiler 1	Edgar	Montero
Wiper	Rhian Cana	Distor	Oiler 2	Adonis Patron	Bajon	Oiler 2	Alfredo Jr. Jolo	Decripito	Oiler 2	Reynaldo	Lozada
Cook	Joel Tan	Ido	Cook	Alexander Cristobal	Mangabat	Wiper	Joel Loque	Luna	Steward	Ronnie	Calip
Messman	Leonardo Palatino	Laus	Messman	Ronald Diga	Radovan	Messman	Jegan Cañete	Barredo			

The world's largest shipping fair *continued*

government, academia, navies and environment protection groups, to elaborate and present practical solutions for environmentally sound, sustainable shipping. This point was also underlined by the German Shipowners' Association's (VDR) managing director, who stated that "The solutions presented here open up new perspectives for ship operators. In terms of green technologies, this year's SMM has set the course for the entire international shipping industry."

One of the regular exhibitors, MMG (Mecklenburger Metallguss GmbH), is a leading ship propeller manufacturer. This company has established a good tradition by exhibiting one of its largest propellers in front of the main entrance to the exhibition. This propeller weighs 91 tons and is more than 9 meters in diameter. It always attracts the gaze of all passers-by. MMG also manufactures all the propellers for our newbuildings.

Last but not least the SMM is always a perfect opportunity to make direct contact with manufacturers and suppliers from all over the world - the ones you normally only have email contact with, or who you meet for the first time after having had just telephone contact. Consequently the SMM is visited by all members of the technical and purchasing departments of all shipping companies and, of course, all RHL members also grabbed this perfect opportunity. 🚩

Hamburger Lloyd Set Sail

RHL Team participated in traditional "Schiffahrtsregatta"



Queuing at starting line

The inception of the so-called "Schiffahrtsregatta" goes back to the year 1982 when some Hamburg Shipbrokers first started racing their yachts. Although the instigator, Mr. Peter Gast, a Hamburg based Shipbroker (Peter Gast Shipping GmbH, specializing in Ship Sale & Purchase business) has meanwhile assigned the company and responsibility for the "Schiffahrtsregatta" to his two sons, this traditional sailing event is still called "The Peter Gast Regatta".

For 28 years a continuously growing number of Shipowners, Shipbrokers, Bankers

and Lawyers and other people directly connected to the shipping industry have been meeting at the German Baltic coastline at the last weekend in August.

This year, more than 130 sailing yachts and almost 1,200 participants met on Friday 27th August at Maasholm, a tiny sailing and fishing port between Kiel and Flensburg.

This year HAMBURGER LLOYD joined the regatta for the first time. The S/Y "ONGUMA" along with a huge gathering of boats waited at the starting line on Saturday morning. The start took place at the estuary

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	Marinko	Milotic	Master	Eugen	Selaru	Master	Gheorghe	Timofei
Chief Officer	Huvert Pelayo	Makiling	Chief Officer	Ciprian Daniel	Dorneanu	Chief Officer	Dimitry	Sergeev	Chief Officer	Oleg	Taran
Second Officer	Robert Hinojosa	Villaflores	Second Officer	Aurelio Abujejo	Madelo	Second Officer	Eduard	Fryda	Second Officer	Josip	Perkov
Third Officer	Jayron de Vera	Montuerto	Third Officer	Yevgen	Giubokovskykh	Third Officer	William Jr. Japinan	Ferolino	Third Officer	Christopher A.	Leal
Chief Engineer	Jesus Nacionales	Gagtan	Chief Engineer	Sergey	Semenov	Chief Engineer	Ernst Friedrich	Raap	Chief Engineer	Gerd	Helmers
Second Engineer	Gerry Tulod	Tayamora	Second Engineer	Rafael Travilla	Tuando	Second Engineer	Vadim	Klokov	Second Engineer	Henry Jr. A.	Calibuyot
Third Engineer	Carlos Jr. Ducut	Torres	Third Engineer	Romans	Zemerovs	Third Engineer	Fernando Camangeg	Maligsay	Third Engineer	Madduma B. L.	Perera
Electrical Engineer	Dusko	Andric	Electrician	Almerson Polinar	Sabuero	Electrical Engineer	Ihor	Khytryk	Electrical Engineer	Jayaweera A. A.	Seneviratne
Bosun	Alexander Gatdula	Panaligan	Bosun	Allan Madera	Lutero	Bosun	Joselito Gapas	Fortades	Wiper	Alejandro Jr. A.	Biago
Able Seaman 1	Jovie Palencia	Panes	Able Seaman 1	Selderico III Sabanal	Jover	Able Seaman 1	Edzel Cajigas	Sapinosa	Bosun	Mario C.	Manigbas
Able Seaman 2	Ruben Sapon	Bacton	Able Seaman 2	Reynaldo Rizade	Tolete	Able Seaman 2	Carlito Jr. Guimalan	Villalon	Able Seaman 1	Joseph C.	Collado
Able Seaman 3	Rolando Hapitan	Campos	Able Seaman 3	Robel Jovenes	Panaguigon	Able Seaman 3	Nelson Dalangin	Escalona	Able Seaman 2	Santiago C.	Gonzales
Ordinary Seaman 1	Marlon Villafuerte	Pasigue	Ordinary Seaman 1	Roger Pelicano	Ortega	Ordinary Seaman 1	Wendell Tagalog	Calog	Able Seaman 3	Reynaldo L.	Arpon
Ordinary Seaman 2	Jay Botor	Ballesteros	Ordinary Seaman 2	Jaime Matunog	Fiel	Ordinary Seaman 2	Jemar Ruiz	Raymundo	Ordinary Seaman 1	Joewe G.	Bandoy
Fitter	Diolito Decena	Portento	Fitter 1	Bienvenido	Ampon	Fitter 1	Jose Jr. Escobar	Cardino	Ordinary Seaman 2	Fernando J.	Josoy
Oiler 1	Esmeraldo Lapas	Ersan	Fitter 2	Patricio Hernandez	Maranan	Fitter 2	Jacob Ordales	De La Cruz	Oiler 1	Francisco A.	Dioso
Oiler 2	Tito Estuya	Fernando	Oiler 1	Carlos Jr. Garferio	Gepanayao	Oiler 1	Elias Jr. Cavan	Revilla	Oiler 2	Crisanto W.	Piape
Wiper	Allan Vilchez	Maranon	Oiler 2	Rogelito Namoca	Pacada	Oiler 2	Henry Olaguer	Orbeta	Wiper	Luigi Dean V.	Ledesma
Cook	Alano Mara-at	Lumanao	Wiper 1	Salvador Tingson	Lapidez	Wiper	Joselito Gaitan	Castillano	Fitter 1	Ram Najar	Chauhan
Messman	Edwin Juarez	Cabral	Wiper 2	Joe Eric Esquila	De La Cruz	Cook	Rayman Trovela	Arguelles	Fitter 2	Marlon A.	Villamante
Chief Officer	Zoran	Brkovic	Cook	Geovanne Obuyes	Bialen	Messman	Jimmy Jr. Patoc	Alonzo	Cook	Fernando Jr. M.	Adriano
Chief Engineer	Milova	Brkovic	Messman	Pedro Alcaide	Mamac				Messman	Carlos Jr. B.	Lotivio
			Chief Engineer	Edvardas	Gomas						

of the "Schlei", an old fjord formed during the last ice age. The finishing line was at the approach to the small Danish port of Aeroeskoebing located on the east coast of the Danish island of Aero.

At 09:20 hrs the S/Y"ONGUMA" passed the starting line and the race began. Weather condition were challenging for a small and not very well trained crew, but this race is

mainly seen as a "get together event" for the shipping industry, and so the HAMBURGER LLOYD crew took it easy – "safety first" was our motto. The S/Y"ONGUMA" passed the finishing line at 15:05 hrs and her crew looked back to an interesting, challenging and very nice sailing trip of almost 35 nm.

At Aeroeskoebing more than 130 sailing yachts and various tender-boats blocked

the port; it was possible to go over the water to the opposite side of the quay by waling from boat to boat.

Saturday evening all participants dressed up and met ashore to walk through the lovely narrow alleys of this small historical Danish city. A procession of shipping people followed a marching band, warmly welcomed by many local people standing in front of their houses to wave to the big group of sailors.

A dinner and the award ceremony followed, but the HAMBURGER LLOYD crew had apparently sailed too cautiously – which meant we did not win a prize, but nevertheless celebrated according to the motto "cool runnings" with some beers afterwards.

On Sunday morning the S/Y"ONGUMA" managed to leave the port of Aeroeskoebing very early and the crew enjoyed a comfortable breakfast at sea. On her way back to her homeport of Eckernfoerde the S/Y"ONGUMA" and her crew had to sail 50 nm, again with winds of Beaufort 6 and short waves.

This very nice weekend was rounded off with a classical docking-shower and even stronger winds when berthing at Eckernfoerde. However, everybody on board really enjoyed this weekend which gently took them away from their desks in the office. 🚩



S/Y"ONGUMA" under full sail



Tactical discussion amongst MD Hauke Pane and Technical Director Michael Brandhoff

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	Herman	Apuyan	Master	Igor	Gudziy	Master	Tomislav	Jurakovic	Master	Aleksandrs	Ivanovs
Chief Officer	Raul	Andres	Chief Officer	Andrej	Fokin	Chief Officer	Vyacheslav	Golovchenko	Chief Officer	Milen	Yordanov
Second Officer	Jovito	Balabat	Second Officer	Danilo	Alolor	Second Officer	Enoc Jr.	Micu	Second Officer	Ivica	Jurjevic
Third Officer	Richard	Fortun	Third Officer	Eduardo	Buenaventura	Third Officer	Dmytro	Kovtun	Third Officer	Michel	Formeloza
Chief Engineer	Jens	Gunnarsson	Chief Engineer	Oleg	Perederiy	Chief Engineer	Igor	Mukhamadeev	Chief Engineer	Ferdinand	Monakil
Second Engineer	Maksym	Myranets	Second Engineer	Pavel	Gladkikh	Second Engineer	Dmitriy	Albu	Second Engineer	Dan	Babiera
Third Engineer	Rene	Huervana	Third Engineer	Florante	Gonzales	Third Engineer	Elmore	Clavaton	Third Engineer	Enrico	Medina
Bosun	Wilfredo	Callo	Bosun	Antonio	Melegrito	Able Seaman 1	Nicolas Alutaya	Batuhan	Electrician	Adrian	Lemnaru
Able Seaman 1	Erwin	Failadona	Able Seaman 1	Richard	Zaraspe	Able Seaman 2	Joselito	Nualla	Fitter	Diego	Masiado
Able Seaman 2	Restituto	Corpuz	Able Seaman 2	Manuel	Barral	Able Seaman 3	Heriberto Tumaca	Agustin	Cook	Dominador	Salazar
Able Seaman 3	Eddie	Laguisma	Able Seaman 3	Jesus	Umlas	Able Seaman 4	Gedion	Del Rosario	Bosun	Noel	Collado
Ordinary Seaman 1	Brian	Paradero	Able Seaman 4	Ferdinand	Gabuya	Able Seaman 5	John	Torres	Able Seaman 1	Joseph Ryan	Dy
Ordinary Seaman 2	Christopher	Arandil	Able Seaman 5	Randy	Quimba	Ordinary Seaman	Nathan John	Baladjay	Able Seaman 2	Russel	Equina
Electrician	Denis	Korostelev	Deck Cadet	Loyvir	Natuno	Deck Cadet	Denver	Tanigue	Able Seaman 3	Charlie	Guevarra
Fitter	Primo	Panes	Electrician	Jose Rita	Leonen	Electrician	Dragan	Samardzic	Able Seaman 4	Percival	Gargantiel
Oiler	Ramon	Patricio	Fitter	Romeo	Mendoza	Fitter	Antonio	Dolor	Able Seaman 5	Arnelito	Tanglao
Cook	William	Crisostomo	Oiler	Yosie	Jomoc	Oiler	Michael	Yutiga	Ordinary Seaman	Ricardo	Gallentes
Messman	Amaldo	Atienza	Cook	Serafin	Ceguerra	Cook	Justo	Barce	Oiler	Abelardo	Navarro
			Messman	Laurence	Bautista	Messman	Jesus	Tubiera	Steward	Christopher	Tiantes
						Apprentice	Doris	Wernig	Deck Cadet	Reinhard	Steffen

“RHL Fiducia” Takes to the Seas


Third Hamburger Lloyd newbuilding has been chartered to CSAV.

RHL Reederei Hamburger Lloyd GmbH & CO KG took possession of its third Panamax container ship from Jiangnan Chengxing Heavy Industry’s shipyard in China on 28th July 2010.

Under the leadership of Captain Timofei, the 5,000 TEU class newbuild (construction no. 2433) christened “RHL Fiducia” was to take sail to Shanghai, her first port of call, before taking course via India to northern Europe. This container ship, Hamburger Lloyds’s 12th, has been chartered out to South America’s biggest liner shipping company CSAV Compania Sud Americana de Vapores (Valparaiso) for 1 year with a further 12 month option. In the 1st year, CSAV will be paying \$7,000 a day, and a rate of \$19,000 a day has been agreed for the 2nd year. CSAV received two other RHL sister vessels this year; “RHL Felicitas” in March, and “RHL Fidelitas” in June both under the same terms and conditions.

The 294 meter long and 32.20 meter wide “RHL Fiducia” can store 2,274 TEU in her holds and a further 2,637 TEU on up to seven decks. There are a total of 385 reefer connectors available on board.

A 45,760 kW MAN engine type 8K98MC gives the Germanischen-Lloyd classified newbuild a cruising speed of 25.2 knots. Her gross tonnage measures in at 53,952 and she has a load capacity of 63,500 tons. RHL is expecting further newbuilds from

China in 2011 and 2012. RHL have ordered from Shanghai four 259.8 by 37.3 meters, 23.5 knots 57,500 ton vessels each with space for 4,620 TEU, a loading capacity of 3,650 TEU at 14 tons and 600 reefer connectors. 



From left to right: RHL supervisory team, Capt. Timofei and senior Officers, Mr. Geistdoerfer (head of supervisory team), Hauke Pane, Officers and Crew of RHL Fiducia

Measures For The Prevention of Stowaways

All passengers found on board a ship on arrival are considered by the authorities to have joined the ship at the Master's invitation. Stowaways are people who have secreted themselves aboard (sometimes in collusion with the ship's crew) or economic immigrants who have been smuggled on board by third parties for gain. The Master is responsible for all

the people on board and, as the Owner's agent, renders the Owner liable for all related costs incurred – including guards to prevent stowaways from disembarking, secure accommodation ashore and onward repatriation. Frequently, Port States impose heavy fines for the mere presence of stowaways on board ships in their waters.

The smuggling of illegal immigrants is a growing and lucrative trade. Further, stowaways may bring with them additional problems such as drug trafficking or other criminal activities. With current levels of manning, the presence of many stowaways can pose a serious threat to the security of the ship.

How to deal with such events is stipulated in the „Security Plan“ drawn up in the context of the ISM procedures. We would just like to highlight some preventative measures that a diligent Shipmaster would, or could be expected to, take and carry out with the number of crew and assets at his disposal to prevent stowaways from joining a vessel.

- Agents' and/or Charterers and/or Owners warnings should alert the Master and the crew to draw their special attention to this matter.
- Prior to entering "risk-port" the Master should ensure that all doors and hatchways are securely fastened, locked and, if necessary and not needed for regular access, welded shut. (Stowaways can embark at the anchorage and before the ship is safely at the berth – fit plates over anchor hawse pipes to prevent this.)
- Accommodation doors should also be secured and locked from the inside, leaving only one entrance open. (In the interests of safety, keys to locked doors should be placed convenient locations so that doors can be opened in the event of a fire.)
- Store rooms, equipment lockers on deck, in the engine room and in the cabins should remain locked throughout, only being opened for access and re-secured immediately afterwards.
- Once alongside, a gangway watch is the first line of defence against stowaways smugglers and theft. Arrangements for the relief of the gangway watch should be made in such way that at all time the gangway is attended.
- Employment of shore watchman would appear to be

a solution to this problem, for example, of differentiating between genuine dock workers and would-be stowaways posing as stevedores. However, in certain ports stowaways often board with the knowledge or through the help of shore watchmen.

- At the start of a loading shift only the hold access doors of those compartments that are going to be used for the immediate loading of cargo should be opened. As soon as cargo operations cease, the compartment should be searched and secured.
- The ship's storerooms must be treated in the same manner - kept locked at all times, only opened when access is required, and immediately locked afterwards.
- There may be some areas of the ship that cannot be locked, for instance the funnel top and hold ventilating ducts from the vents down into the holds from decks or mast houses. However, most ventilators can only be accessed from inside the holds and those that can should be inspected on a regular basis.
- The vigilance and actions of the crew as they go about the routine of looking and locking will not go unnoticed and would-be stowaways may well look elsewhere for a more comfortable berth.
- On completion of loading of each cargo compartment,

the space should be diligently searched, and when the search is completed the compartment sealed and locked. Thus the main areas of the ship can be searched and declared free of stowaways prior to the ship sailing.


- On completion of cargo operations and the disembarkation of all shore-based personnel the ship must be searched again. The ship's crew should be split into three, four or five search parties, depending on the number of crew available, and each party lead by an officer responsible who is familiar with his search area. The teams should search all areas of the ship simultaneously until they are satisfied that there are no stowaways in their sections. On completion of the search, all compartments must be re-secured and the keys should be delivered to the Master.
- In high-risk ports, consideration should be given to anchoring in some convenient position outside the port and making a final stowaway search after the tugs and pilots depart. Any stowaways found in this final search can then be discharged directly to the shore authorities, potentially minimising the costs that might otherwise be incurred if stowaways were to be discovered later.

It should be remembered that once the voyage has commenced, Masters are limited in their ability to deviate from the intended course. Should a Master feel he has grounds for deviation, he must obtain the Owner's express permission before doing so and the Club should also be consulted.

If despite all these efforts a stowaway has gained access to the vessel, the office and the local P&I representative has to be contacted for assistance. In order to properly document under which circumstances the stowaway has managed to gain access to the vessel, all available evidence has to be collected. In all Charter Parties we have incorporated the BIMCO stowaway clause which stipulates responsibility in such ca-


ses. If a stowaway has gained access to the vessel inside the cargo i.e. hidden inside of a container then it would be the charterer's responsibility. More or less all possibility eventualities are solely the Owners concern. Thus if it is evident that the stowaway has been found inside of a container please take pictures of a, perhaps, broken seal, maybe there will still be some belongings, garbage or even excrement inside the containers. Please document everything including pictures and witness statements from the crew. It will always be helpful if some official documents were to be discovered within his personal belongings. We are aware that unless sealed empty container are being loaded, the crew should be highly alerted in these risky areas.

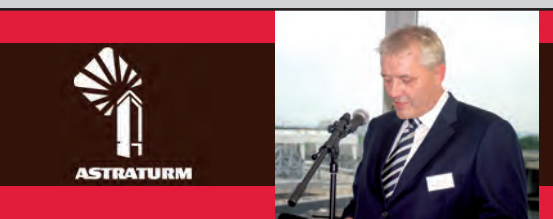
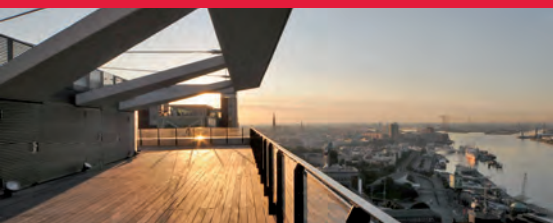
The action which will be taken as a next step very much depends on the time and place where the stowaway was detected. While you are berthed in the port it should be easy to get them from on board but if you are already at sea port you will face investigations by the port authorities in which case it is always recommendable to have shore assistance and/or the presence of a local P&I representative.

At Hamburger Lloyd we have only had one stowaway found on board and it was through the excellent cooperation between the staff on board and ashore that we were able to discharge all responsibility from owners/the vessel. 

House-Warming Party in the Astratum

Our house-warming-party on 8th September in our new offices in the Astratum was a huge success.

We are grateful and feel very honored that over 200 market participants, business partners and friends from all over the world accepted our invitation. We had the pleasure of welcoming guests not only from Hamburg, but also from Shanghai, Paris, London, Gothenburg, Copenhagen, Haren/Ems and Bremen. We all, the Management and staff of three firms, were very happy about this significant move, which resulted in a substantial improvement to our office location, especially in the light of the fact that we undertook this venture in times of a particularly severe global crisis. We enjoyed meeting and chatting to our guests in a cheerful and relaxed atmosphere all the more. The view from our rooftop terrace and the indubitably perfect catering contributed to what became a much praised and highly successful evening. 



STAFF

Lars Rauche

Chartering & Operations RHL (35)



I was born in the suburbs of Hamburg on 15.08.1975 where I grew up. My farther was a chief mate on Hamburg Süd's "Cap San" vessels, my mother a nurse who had a lot of work bringing up my sister and I while my farther sailed the 7 seas. When we were little kids it was always very exciting to go on board and join our farther for a trip to South America and back. I believe that was the time I first decided to start my career in shipping after school.

I started as a shipping trainee at Ernst Russ GmbH in August 1997 and did my rounds in the various shipping departments which gave me a broad perspective of the industry.

After completing my traineeship at the beginning of 2000, I decided to start my career as a broker and was very lucky to find my first real job as a junior broker at Navico International in Singapore where I spent 3 1/2 very exciting years learning a lot about bulk chartering, different cultures and, as I was still young, the Singapore nightlife. When I had the feeling

it was time to move back to Hamburg to see my family and old friends more often, I joined Ernst Russ GmbH again in August 2003 and worked as a broker at their Handy Desk. Later on I had the opportunity to join the Multipurpose Desk where I worked until I left the company in December 2008.


I wanted to learn something new and so I started working for Alfred C. Toepfer International, a grain trading house in Hamburg where I worked as a Charterer at their Handy Desk organizing wheat shipments from the Continent to North Africa and feedstuff from the Mediterranean Sea to various destinations including Spain and the UK.

When I met Mr Pane and Mr Goerz and was offered the opportunity to join Reederei Hamburger Lloyd, I did not hesitate in accepting the challenge of doing something completely new and working for an owner. I joined the Chartering & Operations Department at the end of June this year and haven't regretted it for a moment. It is very interesting and I learn something new everyday.

Like:

- My girlfriend
- Shipping
- Sailing and Canoeing
- Barbecues with friends
- Fun in the sun
- A good laugh

Dislike:

- Unfriendly people
- Lying
- Durians
- Looking for a parking space 



IMPRINT

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