



Dear Readers, | Liebe Leser und Leserinnen,



Hauke Pane
Chief Executive Officer

ENG In a few weeks from now, a year that we will all remember for a long time will come to an end. The year 2020 has challenged all of us – the entire humankind. The Corona pandemic is not yet over and it is very likely that Corona will continue to play a major role in shaping our lives, both on board and ashore. A vaccine seems to be in sight – but it will still take many months before life returns to normal. Nothing is more constant in life than change – all of us in the shipping industry know this too well. Thus, we have managed to meet the challenges that COVID-19 has posed to us with prudence, patience, and determination.

In addition, our newspaper “The Bridge” has undergone a big change this year: The change of guard is complete and the editorial responsibility is now in the hands of our new Communication Manager, who will also introduce herself to you in this issue. In this issue, you will travel through time as we explore the developments of “ship/shore” communication and we will invite you envisage to the 53 m high Köhlbrand Bridge in our series “Remarkable Places”. Our mascot Elli will give her regards from aboard the RHL DRESDEN. Furthermore, we are also to report on two special anniversaries and to hear from two seasoned RHL captains. In the new series “Goods of our world”, we go on an excursion into the field of cargo customers – stay tuned to the next issues for even more interesting background information on the origin and transport of numerous bulk goods.

With Christmas just around the corner, we would like to get everyone in the mood for festivities with an article about Christmas trees. Perhaps one of the many Christmas recipes of our crewmembers will even inspire you to try a traditional meal from another region this year. With this in mind, I wish you all a wonderful Christmas – whether on board or ashore – and all the best for a hopefully more relaxed 2021.

Stay healthy – and Merry Christmas!

DEU in wenigen Wochen wird ein Jahr zu Ende gehen, an das wir uns alle noch lange erinnern werden. Das Jahr 2020 hat uns alle – die gesamte Menschheit – gefordert. Noch ist die Corona-Pandemie nicht ausgestanden und sehr wahrscheinlich wird Corona auch das nächste Jahr unser Leben, an Bord und an Land maßgeblich mitbestimmen. Ein Impfstoff scheint in Sicht zu sein – doch es wird noch viele Monate dauern bis das Leben sich wieder normalisieren wird. Nichts ist beständiger im Leben als die Veränderung – wir alle in der Schifffahrtsbranche kennen das zu gut, so haben wir es auch geschafft uns mit Umsicht, Nachsicht und Entschlossenheit den Herausforderungen zu stellen, die uns Covid-19 gestellt hat.

Und auch unsere Reedereizeitung “The Bridge” verändert sich: Mit der 48. Ausgabe ist ein Wechsel vollzogen und die redaktionelle Verantwortung obliegt unserer neuen Communication Managerin, die sich Ihnen in dieser Ausgabe vorstellen wird. Wir nehmen Sie mit auf eine Zeitreise der „ship/shore“-Kommunikation und laden Sie in unserer Serie „Bemerkenswerte Plätze“ auf die 53 m hohe Köhlbrandbrücke ein. Unser Maskottchen Elli meldet sich von Bord der RHL DRESDEN und wir alle freuen uns über zwei besondere Dienstjubiläen und die Berichte zweier gestandener RHL-Kapitäne. In der neuen Serie “Güter unserer Welt” begeben wir uns auf einem Exkurs in das Gebiet der Ladungskunde – seien Sie hier auch in Zukunft gespannt auf interessante Hintergründe zu der Herkunft und dem Transport zahlreicher Massengüter.

Weihnachten steht vor der Tür und wir möchten Sie und uns alle mit einem Artikel über Weihnachtsbäume auf das Fest einstimmen. Vielleicht inspiriert Sie auch das ein oder andere Weihnachtsrezept unserer Besatzungen dazu, in der Weihnachtsküche ein Traditionessen aus einer anderen Region auszuprobieren. In diesem Sinne wünsche ich Ihnen allen ein schönes Weihnachtsfest – ob an Bord oder an Land – sowie alles Gute für ein hoffentlich entspannteres 2021.

Bleiben Sie gesund – Frohe Weihnachten!

Sincerely |
Mit besten Grüßen,

Communication at Sea in the Course of Time

See- und Landkommunikation im Wandel der Zeit

ENG Over the past 120 years, communication has continuously been developing between ship and shore, and from ship to ship. However, in the past 25 years it has experienced a quantum leap. Reason enough to take a look back.

Until the 18th century, captains communicated with their ship-owners, cargo participants and insurers exclusively by sea mail. In addition, personal lines to their families ashore often took several months – if they ever reached the recipient at all. When it came to immediate communication, exchanges from ship to ship or with land stations worldwide was only possible with flag and sound signals.

The history of maritime radio is also the history of wireless telegraphy. In 1887-1888, the German physicist Heinrich Hertz succeeded in experimentally generating, transmitting and receiving electromagnetic waves with the help of sparks. This was the birth of radio technology and therefore of maritime radio. Together with his colleague Alfred Vail, the American Samuel Morse developed a system of signs with dots and lines. This Morse alphabet was used in wireless radiotelegraphy and with light signals with headlights worldwide until the 1990s. Every radio operator not only had to learn the Morse code, but also had to be able to interpret the code by listening to the different sounds the signals made.

For the shipping industry, the development of communicating by radio with other ships or with land was enormously important. For the first time in the history of shipping, it was possible for ships at sea to communicate with each other beyond their visual range. After the sinking of the RMS Titanic in 1912 all ships were subject to compulsory global interception on the 500 kHz medium wave frequency. The new distress signal was SOS – an abbreviation for the distress call “save our souls” or “save our ship” (Morse code: ··· – – – ···).

In the 1950s, communication at sea was revolutionised using ultra-short wave (VHF). Even today, radiotelephony is still considered the backbone of territorial radio. Channel 16 (frequency 156.8 MHz) has always and still serves as an international call and emergency channel.

The introduction of telex in the mid-1960s further simplified communication. The telex enabled weather services to be sent worldwide, whether that be in the form of plain text, weather maps, warnings, or ice messages. Telexes and telegraphs even sent short messages to ships from newspapers such as the New York Times or the Hamburger Abendblatt. Communication via maritime radio also facilitated medical advice to ship's command in case of emergencies at sea.

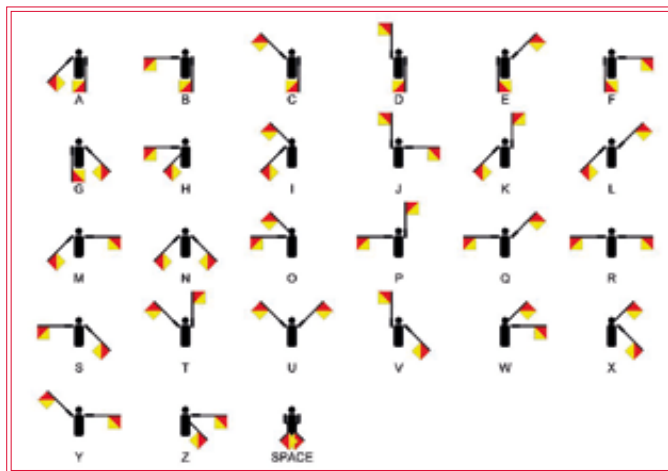
DEU In den vergangenen 120 Jahren hat sich die Kommunikation zwischen Schiff und Land, und auch von Schiff zu Schiff fortlaufend entwickelt- in den vergangen 25 Jahren hat sie einen Quantensprung erfahren. Grund genug einen Blick zurück zu wagen.

Bis zum 18. Jahrhundert kommunizierten die Kapitäne mit ihren Reedern, Ladungsbeteiligten und den Versicherern ausschließlich per Schiffs-post. Auch benötigten die persönlichen Zeilen der Besatzungen an ihre Familien oftmals mehrere Monate – wenn sie überhaupt jemals den Empfänger erreichten. Von Schiff zu Schiff oder auch mit den Landstationen weltweit fand ein Austausch nur mit Flaggen- und Schallsignalen statt.

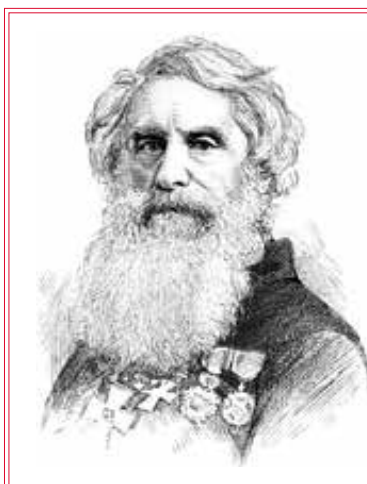
Die Geschichte des Seefunks ist zugleich die Geschichte der drahtlosen Telegraphie. Dem deutschen Physiker Heinrich Hertz gelang es 1887-1888 elektromagnetische Wellen experimentell mit Funken zu erzeugen, auszusenden und zu empfangen. Dies war die Geburtsstunde der Funktechnik und damit auch des Seefunks. Gemeinsam mit seinem Mitarbeiter Alfred Vail erfand der Amerikaner Samuel Morse ein Zeichensystem mit Punkten und Strichen. Dieses Morsealphabet wurde in der drahtlosen Funktelegraphie und auch bei Lichtsignalen mit Scheinwerfern weltweit bis in die 90er Jahre eingesetzt. Jeder Funker hatte den Morsecode nicht nur zu lernen, sondern musste ihn anhand der hörbaren Signale interpretieren können.

Für die Schifffahrt war die Möglichkeit von enormer Bedeutung, per Funk mit anderen Schiffen oder mit dem Land in Verbindung zu treten. Erstmals war es so in der Geschichte der Seefahrt möglich, dass Schiffe auf See über die optische Sicht hinaus miteinander in Verbindung treten konnten. Nach dem Untergang der RMS Titanic 1912 galt weltweite Abhörpflicht für alle Schiffe auf der Mittelwellenfrequenz 500 kHz. Das neue Notsignal lautete SOS- eine Abkürzung für den Notruf „save our souls“ oder „save our ship“ (Morsezeichen: ··· – – – ···).

In den 50er Jahren, revolutionierte sich die Kommunikation auf See durch die Nutzung der Ultra-Kurz-welle (UKW). Der Sprechfunk ist auch heute noch als tragende Säule des Revierfunks zu sehen, der Kanal 16 (Frequenz 156,8 MHz) dient seit jeher als internationaler Anruf- und Notrufkanal. Die Einführung des Funk-ferschreibverkehrs Telex in der Mitte der 60er-Jahre erleichterte die Kommunikation weiterhin: Ein weltweiter Wetterdienst in Klartext und der Versand von Wetterkarten, Warn- und Eismeldungen konnten nun per Fernschreiben zugestellt werden. Fernschreiber und Telegraphen übermittelten den Schiffen sogar Kurznachrichten von Zeitungen wie der New York Times oder des Hamburger Abendblattes. Die Kommunikation per Seefunk erleichterte außerdem die medizinische Beratung der Schiffsleitung bei Notfällen auf See.



📍 Semaphore alphabet | Winkeralphabet



📍 Samuel Morse | Samuel Morse

In the 1970s, the first EPIRBs (Emergency Position Indicating Radio Beacons) were introduced. From then on, satellites began to replace all traditional radio services. However, up until the end of the 1980s, communication on board was still being carried out via keyboard or telex. It wasn't until the beginning of the 1990s that communication services to and from sea and in-between ships made a real quantum leap. This is when the GMDSS (Global Maritime Distress and Safety System) satellite distress system was put into operation. With the introduction of the GMDSS, the ship's officer was able to report an emergency at sea at the push of a button – making the SOS signal no longer necessary. Since 1999, GMDSS has been mandatory for all seagoing vessels and as a result, ships were no longer required to have coastal radio stations, Morse code or radio operators. The position of radio officer has even disappeared from crew lists. As the person formerly responsible for maritime radio communication on board, the radio officer used to be considered the best-informed person on board – nowadays, the captains have to oversee these tasks.

In den 1970er Jahren wurden erste Seenot-Funk-Baken EPIRB (Emergency Position Indicating Radio Beacon) eingeführt. Von dort an begannen die Satelliten, den traditionellen Funkdienst zu verdrängen – noch bis zum Ende der 1980er Jahre wurde an Bord per Taste oder Telex kommuniziert.

Aber spätestens, als Anfang der 90er das Satelliten-Seenot-System GMDSS (Global Maritime Distress and Safety System) in Betrieb genommen wurde, kam es zu einem Quantensprung in der Kommunikation von und nach See, aber auch von Schiff zu Schiff. Der Schiffsoffizier konnte nun per Knopfdruck einen Seenotfall melden – das Aussenden von SOS entfällt seitdem. Seit 1999 ist GMDSS für alle seegehenden Schiffe vorgeschrieben. Seitdem werden weder Küstenfunkstellen, Morsealphabet noch Funker benötigt. Die Position des Funkoffiziers, der die Seefunk-Kommunikation an Bord verantwortet und damit als die am besten informierte Person an Bord gegolten hat, ist von den Crewlisten verschwunden- seine Aufgaben übernehmen heute die Kapitäne.



📻 Radio station | Funkstation

With the introduction of the internet on board, communication with family has become easier for all seafarers on board. Before the advent of internet, private communication had many challenges for seafarers: private telephone calls were only possible in port, airmail letters had delivery times of several weeks and a maritime radio telegram was relatively expensive and never completely private. Now, seafarers can now communicate around the clock.

Spätestens mit dem Einzug des Internets an Bord hat sich für alle Seeleute an Bord die Kommunikation mit der Familie vereinfacht.. Während private Telefonate für den Seemann zuvor nur im Hafen möglich waren, Luftpostbriefe Lieferzeiten von mehreren Wochen hatten und ein Seefunktelegramm verhältnismäßig teuer und nie wirklich privat war, können Seeleute heutzutage rund um die Uhr kommunizieren.

Even though the world's most famous coastal radio station, Norddeich Radio (DAN), ceased service, the iconic programme "Gruß an Bord" (Greetings on board) is still in service. Since 1953, Norddeich Radio has been broadcasting Christmas greetings from family and friends to seafarers all around the world on December 24th. This year, the German broadcaster NDR will again send greetings on board, but via digital satellite communication – Merry Christmas 2020!

Auch wenn die weltweit berühmteste Küstenfunkstation, Norddeich Radio (DAN) ihren Dienst eingestellt hat, ist die Kultsendung „Gruß an Bord“ weiterhin erhalten geblieben. Seit 1953 sendet Norddeich Radio am 24. Dezember Weihnachtsgrüße von Familienmitgliedern und Freunden an Seeleute fernab der Heimat. Auch in diesem Jahr wird der NDR wieder Grüße an Bord aussenden, allerdings über digitale Satellitenkommunikation – Frohe Weihnachten 2020!





Taking a Glance at Cargo Samples

Ein Blick in die Welt der Ladungsproben

ENG In our new series, "Commodities of our World" THE BRIDGE takes a look at the origin and transport of some of the most important commercial goods. After all, most things that are part of our everyday lives have already been on a long journey by ship before they make it to our homes, for instance: building materials for houses, vehicles, furniture – or even foodstuffs such as salt, sugar or grain. The shipping industry, with its global infrastructure, ensures the supply of all these goods.



📍 A collection of cargo samples | Eine Sammlung von Ladungsproben

Before we turn to the origin and transport of specific raw materials in the following issues, this issue will focus on cargo samples. At first glance, the glass jars look like the inventory of an ancient pharmacy: vials filled with various substances; Latin inscriptions indicating the contents. However, these jars do not contain exotic remedies, but rather have various raw materials, like ores or woods, that are transported as bulk goods on bulk carriers across the world's oceans.

Various stakeholders are interested in using cargo samples because the contents of each material is of great importance in many respects: for starters, cargo samples may be of particular interest to a buyer of raw materials – a steel manufacturer in the case of ores, for example. Steel manufacturers are interested in finding raw materials with the right qualities, as such it is important that these qualities are not degraded during transport.

However, other stakeholders, such as ship owners and insurers, also have an increased interest in the knowing the material specification of transported goods. As samples for cargo surveys, the cargo samples are primarily serving the ship safety. Cargo is determined safe and transportable based on a variety of different criteria, from weight to flammability to the risk of corrosion and moisture content, many details determine the transportability of the respective material.

DEU In unserer neuen Serie „Güter unserer Welt“ wirft die BRIDGE einen Blick auf die Herkunft und den Transport der wichtigsten Handelsgüter. Denn die Mehrheit der Dinge, die uns im Alltag begleiten, haben eine lange Schiffsreise hinter sich. Seien es Baustoffe, die für den Bau unserer Häuser, Fahrzeuge oder Möbel verwendet werden oder Lebensmittel wie Salz, Zucker oder Getreide, die zu einer Selbstverständlichkeit auf unseren Esstischen geworden sind. Für die Versorgung mit all diesen Gütern sorgt die Schifffahrt mit ihrer globalen Infrastruktur.

Bevor wir uns in den folgenden Ausgaben der Herkunft und dem Transport einzelner Rohstoffe widmen, geht es in dieser Ausgabe um Ladungsproben. Auf den ersten Blick muten die vielen Glasgefäße wie das Inventar einer alttümlichen Apotheke an: Verschiedene Substanzen sind dort abgefüllt, eine lateinische Beschriftung weist auf den Inhalt hin. Es handelt sich jedoch nicht um exotische Heilmittel, sondern beispielsweise um verschiedene Erze oder auch Hölzer, die als Massengüter auf Bulk Carriern über die Weltmeere transportiert werden.



📍 Raw materials from all over the world | Die Rohstoffe kommen aus aller Welt

Zum Einsatz kommen die Ladungsproben im Interesse verschiedener Akteure, denn die Qualität des jeweiligen Stoffes hat in vielerlei Hinsicht eine große Bedeutung: Auf den ersten Blick mögen die Ladungsproben vor allem für den Käufer des jeweiligen Rohstoffs interessant sein – im Falle von Eisenerzen zum Beispiel für den Stahlhersteller. Dieser hat Interesse daran, dass es sich um die richtige Qualität handelt – während des Transports sollte sich die gewünschte Qualität auch nicht durch äußere Einflüsse verändern. Doch auch andere Akteure, wie der Schiffseigner und der Schiffsversicherer haben ein erhöhtes Interesse an den stofflichen Eigenschaften der Transportgüter. Als Muster für Ladungsprüfungen dienen die Ladungsproben in erster Linie der Schiffssicherheit. Dabei gibt es viele verschiedene Kriterien, die darüber entscheiden, ob die Ladung die Sicherheitsanforderungen erfüllt und sicher transportiert werden kann: Vom Gewicht über die Brennbarkeit hin zur Korrosionsgefahr und dem Feuchtigkeitsgehalt entscheiden viele Details über die Transportbedingungen oder gar die generelle Transportfähigkeit des jeweiligen Stoffes.

Even before shipping, chemists and geologists are continuously analysing the nature of the product because the constitution can constantly change due to external circumstances. After all, substances cannot always be transported completely without risk. In some cases, the ship must be equipped to fit its cargo. Sulfur, for example, causes steel to corrode and thus directly attacks the hull of the ship. So if sulfur is loaded, the cargo hold must be coated accordingly. Anyone transporting inflammable materials such as wood or pellets must have a CO2 extinguishing system on board. All of these requirements are documented in a Document of Compliance for each respective ship.

During the surveys, the grain size of the material is even sometimes checked by pouring a small amount onto a plain surface and measuring the angle of repose. While this procedure may seem very tedious to some, it is used to predict how raw materials will behave in the hull of the ship in rough seas. By doing so, the risk of capsizing is reduced from the outset.

Cargo inspections are therefore not only decisive for the successful transport of goods to the port of destination. They rather ensure the safety of the ship, the entire crew and last but not least the environment. At this point, it becomes clear how important cargo samples, in their nicely looking containers, can be.

We would like to take this opportunity to thank Janis Lischeid and André Bagehorn from Frachtcontor Hamburg for their lively introduction to the world of cargo samples.



Bereits vor der Verschiffung analysieren Sachverständige die Beschaffenheit des Rohstoffes, weil sich die Eigenschaften durch äußere Einflüsse z. B. bei Lagerung unter freiem Himmel verändern können. Nicht immer sind Stoffe völlig gefahrlos zu transportieren. In manchen Fällen muss vielmehr das Schiff zu seiner Ladung passen und entsprechend ausgestattet sein. Schwefel zum Beispiel lässt Stahl korrodieren und greift damit direkt den Schiffskörper an. Wenn also Schwefel geladen werden soll, muss der Laderaum entsprechend beschichtet werden. Wer brennbare Stoffe wie Hölzer oder das Produkt „Holzpellets“ transportiert, muss zwangsläufig eine CO2-Löschanlage an Bord haben. All diese Voraussetzungen werden in einem „Document of Compliance“ für das jeweilige Schiff aufgeführt.

Bei der Prüfung durch Gutachter wird mitunter auch die Körnung des Stoffes geprüft, indem eine kleine Menge auf eine glatte Oberfläche geschüttet wird und der Schüttwinkel gemessen wird. Während dieses Verfahren auf den ein oder anderen sehr kleinlich wirken mag, wird so das Verhalten des jeweiligen Rohstoffes im Schiffskörper bei Seegang vorausgesagt. Auf diesem Wege wird das Risiko des Kenterns von vornherein ausgeschlossen.

Ladungsprüfungen entscheiden somit nicht nur über den erfolgreichen Transport von Gütern zum Zielhafen. Sie stellen vielmehr die Sicherheit der gesamten Besatzung, des Schiffes und letztendlich auch der Umwelt sicher. Spätestens hier wird klar, welche immense Bedeutung die Ladungsproben in ihren schön anzuschauenden Gefäßen haben können.

Unser Dank geht an dieser Stelle an Janis Lischeid und André Bagehorn vom Frachtcontor Hamburg für die lebhaft Einführung in die Welt der Ladungsproben.

Elli Visits the RHL Dresden

Elli zu Besuch auf der RHL Dresden

ENG In the beginning of October, our mascot Elli once again had the honor of accompanying the crew on one of our vessels. On the RHL Dresden she travelled from Rotterdam via Amsterdam and then to Le Havre to Port Jerome and finally back to her home port of Hamburg.

During her time at sea there was a lot to experience: Elli accompanied the crew during the vetting inspection and even helped with the successful completion of the NKK audit. After a dreary summer in the Hamburg office, it was a welcome change for our animal crewmember to be able to be immersed in the daily routine on board again.

Many thanks to Captain Kuleshov and his crew for their hospitality!



📍 Elli an her colleagues | Elli und ihre Kollegen

DEU Anfang Oktober hatte unser Maskottchen Elli wieder einmal die Ehre, die Crew auf einem unserer Schiffe zu begleiten. Auf der RHL Dresden reiste sie von Rotterdam über Amsterdam und Le Havre nach Port Jerome und schließlich wieder in ihren Heimathafen Hamburg.

Dabei gab es eine Menge zu erleben: So begleitete Elli die Crew während der Vetting Inspektion und half sogar bei dem erfolgreichen Abschluss des NKK Audits. Nach einem tristen Sommer auf ihrem Platz im Hamburger Büro war es für unser tierisches Crewmitglied eine willkommene Abwechslung, wieder in den Alltag an Bord eintauchen zu können.

Vielen Dank an Captain Kuleshov und seine Crew für ihre Gastfreundschaft!





An Innovative Future for the Köhlbrand Bridge

Eine innovative Zukunft für die Köhlbrandbrücke

ENG In the 44th edition of THE BRIDGE, we featured the Köhlbrandbrücke in our series "Remarkable Places". For a long time Köhlbrand was considered one of the most important transport links in the city of Hamburg. Now the bridge is in dire need of renovation and its future is therefore uncertain. However, there have been some recent innovative ideas on how the bridge could retain its iconic role.

DEU In unserer Serie „Bemerkenswerte Plätze“ haben wir in der 44. Ausgabe der THE BRIDGE die Köhlbrandbrücke vorgestellt. Sie stellte lange eine der wichtigsten Verkehrsverbindungen der Stadt Hamburg dar. Nun ist die Brücke sanierungsbedürftig und ihre Zukunft somit ungewiss. Doch es gibt innovative Ideen, wie die Köhlbrandbrücke ihre ikonische Rolle behalten könnte.



☞ **Sunset at a dizzy height** | Sonnenuntergang aus luftiger Höhe

In order to ensure that the Port of Hamburg remains competitive in the future and that the Altenwerder container terminal will be able to accommodate even the most modern container ships, the bridge, which is only 53 meters high, will have to give way by 2030. Its structure is also outdated and will not be able to withstand the high volume of traffic on the bridge in the long term. Plans are currently underway to build a tunnel on the same site to replace the bridge.

Now a debate has ensued about the future of the bridge. Conservationists are calling for the preservation of the bridge, which would then remain as an aesthetic symbol in the landscape since it would no longer be functional. However, this option would still prohibit large container ships from passing through and would result in major economic losses for the port of Hamburg. It therefore seems more sensible to demolish the bridge.

The people of Hamburg are attached to their famous landmark though, so there are currently many political discussions regarding a redesign of the existing bridge construction. The Reimer architectural firm has presented a concept that is hard to beat in terms of futurism: huge, fully glazed buildings are to tower above the city, with green outdoor areas and a cable car crossing the Elbe.

Damit der Hamburger Hafen auch in Zukunft wettbewerbsfähig bleibt und auch die modernsten Containerschiffe im Containerterminal in Altenwerder anlegen können, muss die lediglich 53m hohe Brücke ab 2030 weichen. Ihre Bausubstanz ist zudem veraltet und hält dem hohen Verkehrsaufkommen auf der Brücke langfristig nicht mehr stand. Derzeit wird geplant, an gleicher Stelle einen Tunnel zu bauen, der die Brücke ersetzt.

Nun herrscht eine Debatte über die Zukunft der Brücke. Denkmalschützer plädieren für den Erhalt der Brücke, die dann stillgelegt in der Landschaft stehen würde. Doch diese Option würde die Passage großer Containerschiffe weiterhin ausschließen und für den Hamburger Hafen große ökonomische Einbußen mit sich bringen. Ein Abriss der Brückenkonstruktion ist daher naheliegender.


Doch die Menschen in Hamburg hängen an ihrem berühmten Wahrzeichen, sodass auf politischer Ebene viel über die Umgestaltung der bisherigen Brückenkonstruktion diskutiert wird. Das Reimer Architekturbüro hat dazu ein Konzept vorgelegt, das an Futurismus kaum zu überbieten ist: Riesige, vollverglaste Gebäude sollen über der Stadt thronen, mit begrünten Außenbereichen und einer Seilbahn, die die Elbe quert.



📍 A cable car for Hamburg? | Eine Seilbahn für Hamburg?

While at first glance the above design seems extremely innovative and forward-looking, it also preserves a part of the original bridge construction by incorporating the old pylons into the architecture of the building complexes. By doing so, the 135-meter high pylons would not only be preserved, but would also be used in a new way. The daring design thus unites tradition and modernity, so that even the most critically minded monument conservationist would be able to give in.

Bringing this gigantic construction project into reality would cost the city of Hamburg millions. Given the scandalous cost increase needed for completing the new Elbphilharmonie opera house four years ago, the feasibility of such an undertaking must be weighed politically. What is certain is that the design by the Hamburg architectural firm would be a spectacular sight for tourists, but also for the people of Hamburg. Furthermore, with an office space 80 meters high with a view of the city's entire port landscape, there could hardly be more attractive spot for Hamburg companies to place their headquarters.

 Source
Hamburger Abendblatt

Während der Entwurf auf den ersten Blick vor allem innovativ und zukunftsweisend scheint, bewahrt er gleichzeitig mit dem Einbezug der alten Pylonen in die Architektur der Gebäudekomplexe einen Teil der ursprünglichen Brückenkonstruktion. Auf diese Weise können die 135 Meter hohen Pylonen nicht nur erhalten, sondern auch neu genutzt werden. Der wagemutige Entwurf vereint so Tradition und Moderne, sodass auch die kritisch eingestellten Denkmalschützer auf ihre Kosten kommen sollten.

Die Umsetzung dieses gigantischen Bauprojektes würde die Stadt Hamburg viele Millionen kosten. Gerade nach dem skandalösen Kostenanstieg bei der Fertigstellung des neuen Opernhauses Elbphilharmonie vor vier Jahren, muss daher auf politischer Ebene abgewägt werden, wie umsetzbar der Bau des „Köhlbrand Updates“ ist. Fest steht, dass der Entwurf des Hamburger Architekturbüros für Touristen, aber auch für die Hamburger selbst, eine spektakuläre Sehenswürdigkeit bieten würde. Und als Firmensitz für Hamburger Unternehmen mit Bezug zum Hafen könnte eine Bürofläche auf 80 Metern Höhe mit Blick auf die gesamte Hafenslandschaft der Stadt kaum attraktiver sein.

Sudoku

One of the world's most popular number puzzles: Sudoku! A Sudoku is made up of a grid of 3 x 3 squares, each containing 3 x 3 sub-squares. The objective is to fill the grid with digits in such a way that each sub-square, each row and each column contains all the numbers from 1 to 9. We hope you enjoy solving it! (Answer see further down.)

Eines der beliebtesten Rätsel der Welt: Sudoku! Ein Sudoku besteht aus drei mal drei Quadraten, die jeweils wieder dreimal drei Felder haben. In jedem dieser Neuner-Quadrante, aber auch in jeder Zeile und jeder Spalte müssen alle Zahlen von 1 bis 9 vorkommen, viel Spaß beim Tüfteln! (Auflösung weiter hinten)

	9	2	6		7	4		5
5		8			4	2		
	3		9		5		7	8
	1	9		4	3	5		
7	2		5	6			1	3
		3	2	1		9	4	
	8	1			6	7		4
9		7	4	5			8	2
3		5	8	7	2		9	1



The following colleagues are currently working on the listed ships; we do not claim the lists to be complete.

Die folgenden Kollegen sind derzeit auf den gelisteten Schiffen eingesetzt, wir erheben keinen Anspruch auf Vollständigkeit.

CONTAINER

	RHL CALLIDITAS		RHL CONSCIENTIA		RHL CONSTANTIA		RHL CONCORDIA	
Rank	First name(s)	Surname	First name(s)	Surname	First name(s)	Surname	First Name(s)	Surname
Master	Mykhaylo	Ostroglyad	Oleksandr	Mykhailiuk	Ievgen	Cherniata	Andriy	Franchuk
Chief Officer	Artem	Rodionov	Maksym	Sobol	Iliia	Cholak	Emiliano Jr. N	Novo
Second Officer	Toni	Cvitkovic	Oleksandr	Zhukov	Ramon De Chavez	Mendoza	Reymark Maglasang	Argomido
Third Officer	Marko	Borozan	Federico Jr. Delayun	Borja	Artur	Burlak	Fulton Pablo	Hullana
Chief Engineer	Andrei	Shvyrkin	Alexey	Rybakov	Jeremias Nonailada	Nortiga	Huu Tung	Trinh
Second Engineer	Yury	Konovalov	Warito Dalaguait	Giron	Dhananjaya K	B Wannithilaka	Alemayehu Gamo	Sibane
Third Engineer	Abraham Demerew	Worku	Melvin Bisa	Maranan	Yoseph H.	Teferedegne	Oleksandr	Stepovoi
Electrical Engineer	Dammika I	Nakandala	Igor	Khytryk	Dehiwalage L	Perera	Kithsiri Keerthi Kumara	Nanayakkara W
Fitter	Marc E	Gocila	Brian D	Bahena	Flordelino Caburnay	Flores	Ronaldo V	Gamay
Fitter								
Oiler	Jube O	Odo	Conrado Jr. I	Panganiban	Dantone Kevin Bona	Tanay	Jerome M.	Serohijos
Oiler	Sheldon P	Pagdato	Brian Beniga	Devinosa	Erwin Agrabiador	Laspinas		
Wiper	Quintin Jr. Y	Abrigo	Alvin Bautista	Melendez	Marcelo Jr. Chata	Gelvoleo	Albert Carlo L	Principe
Electrical Cadet					Trishan Ranusha James	Fernando		
Bosun	Inocencio Agan	Caangay	Angelo Docor	Paye	Michael Syfu	Morante	Henry S	Cordova
Able Seafarer	Arnold C	Endrina	Haniromel Retuya	Gomez	Leonard Yanos	Balabat	John Wilbert M.	Torres
Able Seafarer	Edmark S	Briones	Libby Montero	Gadudo	Melvin Baltazar	Ramos	Ruben L	Lavalle
Able Seafarer	Carlito Jr. Guimalan	Villalon	Isabelo Mahinay	Pioc	Aries Dela Cruz	Constantino	Ryan Razon	Dela Fuente
Ordinary Seaman	Antonio Jr. Z	Marcial	Khenjie Relado	Labindao	Noel Jr. Reyes	Yambao	Ronan H	Lambus
Ordinary Seaman	Lester Jude Nahilat	Ogado	Bernejo Jr.I	De Joaquin	Ian Paul Bela-Ong	Gamarcha	Maria Mercedes L	Batin
Deck Cadet	Lasma Madara	Bedikere	Rufino Rhys Asido	Magallano			Karolis	Ramasauskas
Cook	Jerone Pacheco	Superable	Alemnew Tsegaw	Mamo	Meldin Richie Del M	Mortera	Alano M	Lumanao

	RHL AGILITAS		RHL AQUA		RHL ASTRUM		RHL AUDACIA		RHL AURORA	
Rank	First name(s)	Surname	First name(s)	Surname	First name(s)	Surname	First name(s)	Surname	First name(s)	Surname
Master	Jovito L.	Balabat	Rodelio De Castro	Musni	Nuwan P J	Henarath	Salvador Apuyan	Damaso	Karolis	Gailunas
Chief Officer	Mikel Martinez	Baybayan	Espendion Jr. Palma	Carcillar	Seneviratna Y T C	Wickramasingha	Petar Todorov	Todorov	Sergei	Savchenko
Second Officer	Albert A	Allitan	Evan Bajao	Amores	Thishan Sanjeeve	Ruwanpathirana	Maksym	Lyubysky	Oleg	Abramenko
Third Officer	Feliks	Solod	Danilo	Nakicenov	Mudiyanselage C	Dissanayake	Yetti	Debuque	Kanishka Bandara A	Banagewatthe
Chief Engineer	Milen Tinkov	Kolev	Alquin G	Saez	Douglas Predeep	John	Olexiy	Rudnyev	Chaminda Sugath B	Batakada M
Second Engineer	Van Duc	Luu	Biruk S	Taddesse	Pathirana Nisala M	Peliyagoda	Raymund C	Fagtanac	Kahangama Ratnaya U	Ariyasena
Third Engineer	Lolindo A	Rigodon	Endalkachew Tessema	Demug	Theekshana Nimala	Wijesekara	Vladyslav	Sorokin	Tuan Naleem	Samath
Electrical Engineer	Joel T.	Licayan	Enrique Delos Santos	Dotimas	Palamandadige A S	Fernando	Marlon Alonzo	Duntugan	Hellessage Don Saman	Sirinada
Fitter	Nelson Nebre	Matas	Jasper Catabay	Afroilan	Patrocinio, Jr. L	Viernes	Edgar B	Tulale	Kurukulasuriya	Nikulas Dilan F
Fitter					Nalaka Dharmasiri F	Waduge	John Carl Manibo	Hatulan	Ishara Madusanka	Bellana Vidanage
Oiler	Lord Galendez	Licayan	Javeh	Caritan	Rumesh Eranda	Weddanwela	Henry Ando	Adino	Indika Wasantha	Basnayaka A
Oiler					Ravin Malinga P	Mudiyansege			Prasad Chaminda D S	Agampodi
Wiper	Mi Bert Ferraris	Navarra	Romulo Jr. Cardoza	Endico			Carlos Sirius V	Del Rosario	Asanka Dilshan Perera	Munagama A
Electrical Cadet									Naharanpitage Ravid S	Perera
Bosun	Chris Beruyn Ian Sagun	Javier	Edwin Garcia	Delos Santos	Ishan Shaneth G	Punchihettige	Michael Jumalon	Mabida	Gunatilaka Tennakoon	Tennkoon M
Able Seafarer	Jhunrie Lero	Java	Ronald Allan Ortega	Bacaoco	Malith Maduranga K	Pahalage	Bert Cangrehilla	Putis	Russel Paul G	Salhay
Able Seafarer	Christopher Columbus	Collado	Marvin G	Gabrang	Kasun Chandana	Dahanayake Yapa	Jelvec Cabasan	Flor	Dasanayaka M A K	Karunaratne
Able Seafarer	Shane Engracia	Garciano	Mark John Bachoco	Java	Tharshan	Kannathashan	Marvin G	Sundia	Clynton Gumalas	Catingan
Ordinary Seaman	Johnfrey L	Balgos	Joel B	Biclar	Asanka Umayanga W T	Tennakoon	Curley John Perez	Tirana	Himaranga Rukshan W	Weththasinghe A
Ordinary Seaman	Niel Christian B	Juan	Ephraim Ditan	Buere	Rangana Sampath K	Wijekoon	Joeden Mark Galuno	Gange	Charuka Kumara	Peduru Hewage
Cook	Dominador, Jr. M	Espino	Rogie Ramones	Villo	Charles	Joseph Francis	Noel Sinadjan	Aban	Amila Prasanga E	Karunaratna E



BULK CARRIER

	RHL CLARITA		RHL JULIA		RHL MARTA		RHL MONICA		RHL VAREZIA	
Rank	First name(s)	Surname	First name(s)	Surname	First Name(s)	Surname	First Name(s)	Surname	First name(s)	Surname
Master	Vadim	Kutukov	Grujica	Dudic	Rumen Petrov	Petrov	Marko	Bekavac	Nicolae Raducu	Poppa
Chief Officer	Joraph Magsayo	Tabal	Darius	Rubavicius	Sergiy	Stokolos	Arnaldo Jr.	Cortez	Feda	Radiojevic
Second Officer	Tirso li G.	Puray	Richard A.	Cordero	Rielly V	Dungog	Astaire Tito	Lim	Thanh Long	Nguyen
Third Officer	Joseph Cabanban	Collado	Viacheslav	Mozhaev	Mark Ariel M	Aquino	Aaron Montana	Cerbas	Jonathan V	Palma
Chief Engineer	Jessie Marfil	Fillone	Igor	Podvalnyj	Dante Jr. Trinidad	Quinal	Ramel	Gabato	Mikhail	Brudanin
Second Engineer	Carlos Jr. Ducut	Torres	Antans	Ketlerjus	Van Lac	Bui	Bonefer Q.	Abanes	Andriy	Topchev
Third Engineer	Husem Del Carmen	Bante	Denis	Pentinen	Jhon Laurence S	Bantecil	Sherwin Correa	Radores	Bogdan	Kurachov
Fourth Engineer							Oleksiy	Martynenko		
Electrical Engineer	Noel Fajardo	Garcia	Erwin Juaneza	Tipawan	Oleksandr	Sheludko	Rechie	Balbes	Viatcheslav	Skyarenko
Fitter	Claro Rusel	Mozar	Jim	Lumasag	Noel Celis	Labatorio	Ricky Cabos	Waniwan	Michael Naraga	Salaguste
Fitter	Joseph Calo	Parto	Ariel B	Divinosa	Ronavert Guinares	Cartin	Crisanto Jr. Odavar	Ramos	Jessie Barrientos	Traballo
Oiler	Rogelito Namoca	Pacada	Jacob Don A	Montano	Severino S	Sierra	Kim Adrian C	Guno	Reynaldo Calicdan	Melgar
Oiler			Jayson M	Tresvalles	Joevelito J	Abrao	Salvador T	Lapidez		
Wiper	Kenn Marc Ganiban	Garcia	Enrico A	Manuzon	Jerome Memoracion	Quijote	Christian D	Digno	Aleksander	Zolotukhin
Electrical Cadet	Mohamed Akmal	Najumudeen							Eriberto Fajardo	Aguilar
Bosun	Russell Suarnaba	Solito	Redon T	Domingo	John Edward C	Loretizo	John G	Salamana	Benjie Pocalan	Buctuan
Able Seafarer	Ariel A.	Nicdao	Arman T	Matarong	Mark Angelo A	Penaverde	Ronnie B.	Villegas	Noel Emoding	Basco
Able Seafarer	Reyal Aguilar	Candelario	Pedro M	Piyao	Lister Lloyd Necosia	Gloria	Oliver	Condolon	Karlo Maranan	Madulid
Able Seafarer	Norvin Dayo	Absulio	John Ryan Eumenda	Granja	Jeffrey Rupita	Tenebro	Eric T.	Correa	Rey Lord Gerodias	Balbuena
Ordinary Seaman	Aldin Oquendo	Cabug-Os	Lester Benson R	Loa	Joey Canieso	Marin	Ira Sosa	Sumat	Arnel Fernandez	Villacenda
Ordinary Seaman	Raymart Lagos	Vidal	Joel A.	Viray	Levi Nathaniel N	Malinis	Bylle Lhyffe C	Sabanal	Lester Bryan Felongo	Songco
Cook	Fernando Jr.	Adriano	Antans	Ketlerjus	Joshua C	Vale	Ronie D	Pedragorda	Fernando Jr.	Adriano

TANKER

	RHL AUGSBURG		RHL DRESDEN		RHL FLENSBURG		RHL NUERNBERG	
Rank	First Name(s)	Surname	First Name(s)	Surname	First Name(s)	Surname	First name(s)	Surname
Master	Sergey	Vasilev	Viktors	Babics	Marian	Szymanski	Marcin Robert	Tumidajewicz
Chief Officer	Mamuka	Tavartkiladze	Yury	Mironov	Valery	Kiosov	Vadim	Chernov
Second Officer	Denis	Kazanbaev	Serhiy	Kravchuk	Angelo	De Rosas	Deniss	Paskovskis
Third Officer	Oleksandr	Mozhayev	Ilya	Krotov	Sergei	Bogdan	Tornike	Tavartkiladze
Chief Engineer	Evgenii	Cherniak	Sergey	Kononenko	Marcin	Michalecki	Artem	Shirkin
Second Engineer	Nikolay	Kuznetsov	Milivoj	Segulja	Grigory	Ivanov	Danut	Mladen
Electrical Engineer								
Oiler	Roberto R	Betonio	Roin	Abashidze	Joey Santosidad	Valero	Radito D	Garay
Oiler	John Michael E	Estacio	Irakli	Shervashidze	Wilson G.	Acuno	Luis Jr.sanate	Novela
Pumpman	Irakli	Dolidze	Marvin F	Royo	Jurijs	Kuliss	Andres Junio	Espera
Able Seafarer	Dimitri	Giorgadze	Rufino Jr. Cueto	Suarez	Gocha	Paksadze	Nheil Clyde M	Tablate
Able Seafarer	Alvaro E	Mozo	Ivan	Morozov	Gerson C.	Barbajo	Jose Enjamemar II A	Moraga
Able Seafarer	Albert	Mkhitarian	Jebb M	Alonte	Rommel B.	Jamer	Jerome Digno	Razon
Ordinary Seaman	Giorgi	Dolidze	Aleksandre	Tsotsonava	Leonard Parcon	Brazas	Francis Ryan Olpoc	Lunjas
Ordinary Seaman								
Deck Cadet					Igor	Kaminskij		
Cook	Abing	Eugenio G	Isagani Del Rosario	Casiano	Jason C.	Joaquin	Christian Michael P	Paculaba



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Christmas Trees Then and Now

Weihnachtsbäume damals und heute

ENG The Christmas tree is an integral part of the Christmas tradition in many Christian-influenced cultures. But where does the custom of cutting down a tree, putting it up indoors and decorating it come from?



📍 Tree decorations stem from a long tradition |
Baumschmuck hat eine lange Tradition

It is assumed that the Christmas tree finds its origins in pagan religions. In winter, the green colour of coniferous trees was a popular symbol of life and fertility. The Christian church co-opted this symbolism for its own purposes and said it represented the Tree of Paradise, which is associated with the expulsion of Eve and Adam from Paradise. Red apples were hung on trees to symbolize the forbidden fruit. This explains the red decoration on many Christmas trees. In the 17th century, the first Christmas tree was publicly displayed in Strasbourg. From there, the tradition began to spread throughout Europe. Candles on the branches of the Christmas trees served as a sign of hope. Americans adapted the custom and used electric fairy lights. Tree decorations have also changed with the passage of time: glass blown baubles and ornaments in various colours became increasingly popular, creating a new market for Christmas decorations.

While only very wealthy people could afford a Christmas tree in the early days of this tradition, it has now become an integral part of festive decorations in most households. In Germany alone, around 30 million Christmas trees are sold every year.

In order to be able to offer enough Christmas trees in time for the season, fir trees are nowadays being increasingly grown on large plantations. Since monocultures are generally more susceptible to pests and extract nutrients from the soil more quickly, a lot of fertilizer, pesticides and insecticides are necessary to grow Christmas firs.

The toxins from the pesticides and insecticides get into the soil or are deposited in water bodies and groundwater. Thus, the monoculture of Christmas trees becomes an ecological problem, which also has an impact on human health.

More and more people are becoming aware of this problem but do not want to give up the festive tradition. Thankfully, there are now

DEU Der Weihnachtsbaum ist in vielen christlich geprägten Kulturen ein fester Bestandteil der Weihnachtstradition. Doch woher stammt der Brauch, einen Baum zu fällen, ihn in geschlossenen Räumen aufzustellen und zu schmücken?

Es wird davon ausgegangen, dass der Weihnachtsbaum seine Ursprünge in heidnischen Religionen findet. Die grüne Farbe der Nadelbäume war auch im Winter ein beliebtes Symbol für Leben und Fruchtbarkeit. Diese Symbolik nahm sich die christliche Kirche zu Hilfe und stellte auf diese Weise den Paradiesbaum dar, der mit der Vertreibung von Eva und Adam aus dem Paradies verbunden wird. Rote Äpfel wurden an den Baum gehangen, um die verbotene Frucht zu symbolisieren. So erklärt sich der rote Schmuck an vielen Weihnachtsbäumen. Im 17. Jahrhundert wurde der erste Weihnachtsbaum öffentlich in Straßburg aufgestellt. So fing die Tradition an, sich in ganz Europa auszubreiten. Kerzen an den Ästen der Weihnachtsbäume dienten als Zeichen der Hoffnung. Die US-Amerikaner adaptierten den Brauch und setzten elektrische Lichterketten ein. Und auch der Baumschmuck veränderte sich mit dem Lauf der Zeit: Mundgeblasene Kugel und Anhänger in unterschiedlichsten Farben wurden immer beliebter, sodass ein neuer Markt für Weihnachtsdekoration entstand.



📍 A Christmas tree plantation | *Eine Weihnachtsbaumplantage*


Während sich in den Anfängen der Tradition nur sehr wohlhabende Menschen einen Weihnachtsbaum leisten konnten, ist er heute ein fester Bestandteil der festlichen Dekoration in den meisten Haushalten geworden. Allein in Deutschland werden jedes Jahr etwa 30 Millionen Weihnachtsbäume verkauft.

Um all diese Weihnachtsbäume pünktlich zur Saison anbieten zu können, werden die Tannen heutzutage vermehrt auf großen Plantagen angebaut. Da Monokulturen generell anfälliger für Schädlinge sind und dem Boden schneller Nährstoffe entziehen, muss für den Anbau der Weihnachtstannen viel Dünger, Pestizide und Insektizide eingesetzt werden.

Die Gifte gelangen in den Boden oder lagern sich in Gewässern sowie im Grundwasser ab. So wird der Anbau von Weihnachtsbäumen in Monokulturen zu einer ökologischen Problematik, die sich auch auf die menschliche Gesundheit auswirkt.

Mehr und mehr Menschen werden sich diesen Problemen bewusst, möchten aber nicht auf den festlichen Brauch verzichten. Daher gibt

a number of alternatives to conventionally produced Christmas trees, from the FSC-certified fir tree to Christmas tree rentals. In the latter, a tree is delivered with its root still intact in a pot and is picked up again after the holidays to be replanted. For the replantation to be successful, the tree must be watered daily and get slowly accustomed to the mild temperatures in the house before it makes its grand entrance into the respective living room – a science in itself, which once again shows how important a beautiful Christmas tree has become to many of us.

 https://www.focus.de/wissen/praxistipps/wissenswertes-zu-weihnachten-daher-kommt-der-weihnachtsbaum_id_7913694.html
<https://utopia.de/gefaehrliche-pestizide-weihnachtsbaeume-73392/>

es inzwischen eine Reihe von Alternativen zum konventionell produzierten Weihnachtsbaum, von der FSC-zertifizierten Tanne bis hin zum Miet-Weihnachtsbaum. Hier wird ein Baum mitsamt seiner Wurzel im Topf angeliefert und nach den Festtagen wieder abgeholt, um dann wieder verpflanzt zu werden. Damit das gelingt, muss der Baum täglich gegossen werden und vor seinem großen Auftritt im heimischen Wohnzimmer langsam an die milden Temperaturen im Haus gewöhnt werden – eine Wissenschaft für sich, die einmal mehr zeigt, wie wichtig vielen von uns ein schöner Weihnachtsbaum geworden ist.



Staff ashore | Mitarbeiter an Land

Pauline Pane – Communications Manager

Pauline Pane – Communications Manager

ENG Born and raised in Hamburg, I studied sustainability sciences both in Lüneburg (bachelors) and Kiel (masters) after completing my Abitur and a stay abroad in Shanghai.

Through exchange with fellow students from all over the world I have come to realize that in our interconnected world everything is interrelated and our daily actions often have an impact on people on the other side of the world. After having worked in the field of communications and public relations in the textile industry, the shipping industry, in all its complexity, is an exciting professional field for me, especially against my educational background. Now, as part of the RHL family, I am looking forward to bringing the people behind the company even closer together through different channels.

In my home of choice, Kiel, I am out in the fresh air as often as possible. I like to spend time at the beach or in the park with my partner and our young son, whenever the North German weather allows it. I also like to go running, do yoga, meet friends and get involved in issues of migration and climate protection.



 Pauline Pane at the Kiel Fjord | Pauline Pane an der Kieler Förde

DEU Geboren und aufgewachsen in Hamburg habe ich nach meinem Abitur und einem Auslandsaufenthalt in Shanghai Nachhaltigkeitswissenschaften in Lüneburg und Kiel studiert.

Durch den Austausch mit Kommilitonen aus aller Welt habe ich verinnerlicht, dass in unserer vernetzten Welt alles miteinander zusammenhängt und unser tägliches Handeln oft Auswirkungen auf Menschen am anderen Ende der Welt hat. Nachdem ich eine Zeit lang im Bereich PR und Öffentlichkeitsarbeit in der Textilindustrie gearbeitet habe, ist die Schifffahrt in ihrer Komplexität gerade vor diesem Hintergrund ein spannendes Berufsfeld für mich. Nun freue ich mich, als Teil der RHL-Familie die Menschen hinter dem Unternehmen auf unterschiedlichen Kanälen noch näher zusammenbringen.

In meiner Wahlheimat Kiel bin ich so oft wie möglich an der frischen Luft. Mit meinem Partner und unserem kleinen Sohn verbringe ich gern Zeit am Strand oder im Park, wenn das norddeutsche Wetter es zulässt. Außerdem gehe ich gern laufen, mache Yoga, treffe mich mit Freunden und engagiere mich für Geflüchtete und Klimaschutz.

Likes:

- Nice stationery shops | Papeterie-Geschäfte
- Trying dishes from different cultures | Gerichte aus anderen Kulturen probieren
- Going for a run in any wind and weather | Bei Wind und Wetter laufen gehen



Dislikes:

- Discrimination of any kind | Diskriminierung jeglicher Art
- Crowded shopping malls | Volle Einkaufszentren





This year's Christmas festivities might be a break from tradition for many of us. Still, all over the world we can connect over the spirit of a comforting Christmas dinner. Thus, the editors of THE BRIDGE collected some of the favourite recipes of our crew and we invite our readers to try one out.

In diesem Jahr mag das Weihnachtsfest für viele anders aussehen als sonst. Was uns jedoch auf der ganzen Welt verbindet, ist der Geist eines wohltuenden Weihnachtsessens. Die Redaktion von THE BRIDGE hat daher die liebsten Rezepte unserer Besatzung gesammelt und lädt zum Ausprobieren ein.

CAPT. MARINKO MILOTIC (RHL CLARITA)

Croatian Roast Turkey and "Mlinci"



INGREDIENTS

Preparation time:

30 mins Cooking time: 2.5 hours

For the roast turkey

Medium-sized turkey (3-4 kgs)

Salt

Fresh black pepper

Ca. 0.5 l Beer for roasting

100 ml Cooking oil

For the Mlinci

White flour

Water

Mix wheat and water until you get a texture similar to a pancake dough. Add salt to the dough. Heat the cooking oil in a frying pan and fry the dough until crispy. Wash the turkey and cut it in half for better roasting. Dry it with a kitchen towel & put in a roasting pan or roasting dish. Add salt and then black pepper on the meat, so all parts are seasoned. Then, with your hands massaging the meat, apply cooking oil onto the meat as well. Make sure the meat is covered with oil and repeat the process. Don't preheat the oven, simply put the roasting pan into the oven and set the temperature to 140 °C (ideally fan-assisted). In total, the roasting time is approximately 2.5 hours. After 30 minutes, turn the turkey, and pour a portion of the beer on the turkey. Increase the temperature to 150-160 °C. After another 30 minutes, repeat the procedure and increase the temperature to 180 °C. From then on, monitor the roasting of your turkey, turn it one more time and pour the remaining beer into the roasting pan. After two hours, increase the temperature to 200 °C. Pour the liquid from the pan on the turkey and closely monitor your turkey in order for it not to burn. The kitchen should be filled with a nice smell and the turkey should have a nice golden colour. After testing a piece, you can switch off the oven.

Cut the crispy Mlinci into pieces, pour some boiling water over it, then drain it through a strainer. Add the Mlinci to the roasting pan and mix it with the roasting liquid. After a nice aperitive, serve the turkey and Mlinci with a good white wine.

CAPT. OLEKSANDR MYKHAILIUK (RHL CONSCIENTIA)

Classic Russian "Olivier" Salad



INGREDIENTS (2 servings):

4 medium-sized potatoes

1 carrot

4 eggs

300g of cooked sausage or boiled meat (beef, chicken fillet)

4 pickled cucumbers (fresh)

200 g canned green peas

200 - 300 g mayonnaise

Salt

Freshly ground black pepper

Boil potatoes and carrots until tender. Hard-boil the eggs, then let them cool down and peel them. Cut eggs, potatoes, sausage and carrots into small cubes of equal size. Chop the pickles and squeeze a little so that there is not a lot of liquid in the salad. Add peas to the chopped ingredients (drain water from it first). Chop the herbs, mix with mayonnaise. Season with salt and pepper. Refrigerate for 1 hour, then your Olivier salad is ready to be served.

3/O ILYA KROTOV (RHL DRESDEN)

Tiramisu



INGREDIENTS

14 Eggs

1 kg of Mascarpone cream cheese

500 g Biscuits (sponge fingers)

600 ml Espresso coffee

400 g Sugar

10 g Salt

3 tbsp. Cacao powder

Make strong coffee and let it cool down to room temperature. Separate the egg whites from the yolk. Stir yolk with sugar in a mixer. When the sugar has dissolved, add cream cheese "mascarpone" and mix it. Add salt to the egg whites, then beat the egg whites stiff. Last step of preparation is to mix the egg white foam and the yolk carefully. Then, dip the biscuits in the coffee for one second and arrange the dipped sponge fingers in the baking pan to make one solid layer. Spread the mixed cream on top of the biscuit layer for the 2nd layer (around 2 cm). Dip and layer remaining sponge fingers onto the cream layer. Top with remaining cream, then put it to the fridge for 4-5 hours. Decorate the tiramisu with cacao powder before served. bon appetit!

CAPT. LEWICKE KRZYSZTOF (RHL AUGSBURG)

Sauerkraut and Mushroom Pierogi



Preparation time: 5 mins
Cooking time 1.5-2 hrs

INGREDIENTS

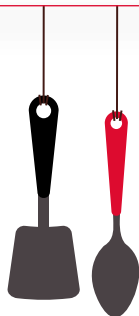
Filling:

800 g of canned sauerkraut
250 g of baby bella mushrooms
30 g of dried shiitake mushrooms
1 large onion
1 cup of vegetable broth
1/4 tsp black pepper
2 + 3 tbs of butter

Dough:

6 cups of all-purpose flour
2 tsp of salt
2 eggs
600 ml of warm water

To make the filling you will need to soak dried mushrooms in hot water for at least 1 hour. Boil on low heat for about 20 minutes, or until soft. Drain but reserve the water from boiling. Cool and mince. Heat 2 tbs of butter in a large frying pan on medium heat. Add minced onion. In the meantime, shred the portobello mushrooms on the largest vegetable shredder and add to the pan. Sauté until golden brown. Add sauerkraut (liquid and all) to the pan, add mushrooms, vegetable broth, mushroom water and pepper. Heat through and cook uncovered until all liquid evaporated (about 30 min). Add remaining butter, stir and cool. The filling is ready! Place egg and salt in bowl first, whisk lightly. Add flour and water. Mix until ingredients combine and form a dough ball. Take out a portion of it (probably about a third) onto a floured surface and roll out. View a video below to see the rolling and stuffing method. Boil in a large pot with a tablespoon of oil and a tbs of salt until they all float to the top. Take out and spread on a large plate or surface so they are not touching, let them cool or serve immediately. You can also brown them in a bit of butter until golden brown. My family prefers that. Minced onion and bacon bits make an awesome topping for them also.



CAPT. BESI KKLARJEISHVILI (RHL NÜRNBERG)

Georgian Gozinaki



INGREDIENTS

1 kg Walnuts
700 g of honey
60 g of sugar

Shell the walnuts. Add to a hot pan and heat on a low-medium heat for 2-3 minutes. Be careful not to burn them. Remove from the heat and allow to cool a little. Remove the skins from the warm nuts with your fingers. Allow the nuts to cool and then chop. Add 10 heaping tbs of honey to a pan. Heat on a low temperature, stirring continuously for 8-10 minutes. Check the consistency of the honey. It should be thick. Reduce the temperature to a very low heat and add 2 tbs of sugar to the honey and stir. Gradually add the chopped walnuts while continuously stirring for 2-3 minutes. Wet the surface of a wooden chopping board and wipe off any excess water. Add some of the walnut/honey mixture to the board. Use the back of a wet metal spoon to flatten the mixture. You can also flatten it with your hands (they must be wet). Complete the flattening process with a rolling pin that has been dampened with water. Use your palms to straighten the edges until you have a square shaped block. Heat a knife in a flame and cut the gozinaki into diagonal and then vertical strips.

CAPT. LUKASZ WISZNIOWSKI (RHL MARTA)

Polish "Kutia"



INGREDIENTS

1 glass of wheat grains
1 glass of poppy seed
1/2 glass of powdered sugar
3 spoons of Amaretto liqueur
4 spoons of honey
50 g of raisins
50 g of almonds
50 g of walnut
1/2 glass of sweet cream

Rinse wheat grains first, then add boiling water and let it sit overnight. On the next day, bring it to a boil, drain, add fresh water and cook until tender (3-4 hours), then drain again. (If the wheat grains are store bought, they may have already been softened and do not need soaking and cooking for such a long time) Rinse the poppy seeds, scald them with boiling water, drain and grind them in a food processor with a fine sieve. Mix with drained wheat, melted and heated honey, powdered sugar, Amaretto liqueur, raisins, almonds and walnut. At the end, add cream and mix all together. Put in the fridge for a few hours.

Captain Captain Jurij Savliukevic

ENG What was your dream job when you were a child?

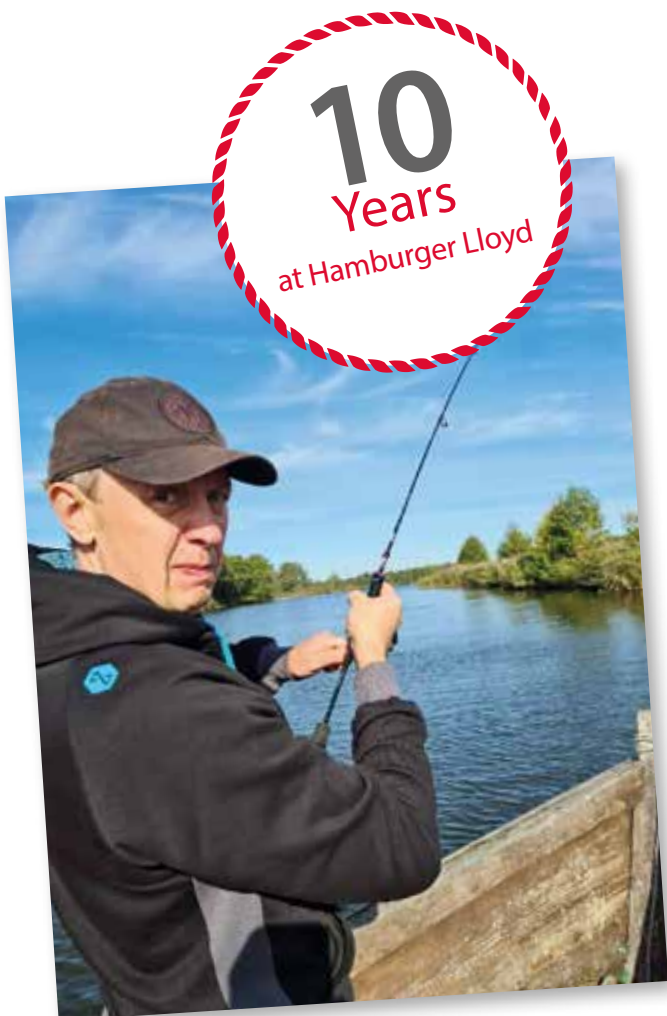
My father was a military officer and I was born in a military camp, so during my childhood I was dreaming of becoming a military officer too. I changed my mind and wanted to become a seaman after one of my uncles, a “sea wolf” from Klaipeda, visited us and inspired my young soul with his unbelievable sea stories. After that, the wind of sea romance settled in my soul forever.

How did you become a seafarer?

At the age of 15, I joined the Klaipeda Marine School in Klaipeda, which I successfully completed in 1991. One of the main reasons I decided to become a seaman was that it was the only chance to see the entire world, which due to the Iron Curtain was not easy in the Soviet Union. Throughout my entire career, which I started as just an ordinary seaman, I’ve served on different types of ships: reefers, bulk carriers, chemical tankers, multipurpose support ships and finally on container ships.

Did you ever think of giving everything up and doing something completely different?

It is pretty well known that our job is very difficult and sometimes even unbearable. As a result, you sometimes begin to think about giving up and staying ashore. You try to imagine yourself in something else, but after a short time at home these thoughts disappear and surprisingly one day, you realise that your sails are full with fresh tailwind.



What was the happiest/best event in your professional life?

Life on board for a seaman is normally monotonous but sometimes an event happens that remains with you forever. One of the happiest events took place when I was an ordinary seaman working on board of a reefer ship and I got the news that my wife gave birth to our first daughter. In that moment I was very happy and proud and I will probably remember that feeling for my entire life.

What is your favourite pastime during leisure time on board?

My favorite pastime on board is building wooden ship models. Usually I take one static model kit set with me and work on it during the time aboard. I find it very relaxing to be able to concentrate on the details of a very small ship, especially after an exhausting day. This way, year by year, I’m creating my own “maritime museum”. Table tennis is my second favourite pastime on board.

What is your favourite pastime during leisure time at home?

My favourite pastime when I’m relaxing at home is fishing. Most of the time I go fishing on a small rubber boat to be tête-à-tête with nature. I fish according to the “catch and release” policy, so all fish survive their encounter with my fishing rod. My other favourite pastime is riding bikes with my wife. Often we take rides up to 40km on the “Curonian spit”, a peninsula formed by sea waves and wind with beautiful pine forests.

What is your favourite spot in the whole world?

My favourite spot in the whole world is Sicily. After our family traveled there I became fully enchanted by the beauty of the island, it’s gorgeous, amazing beaches and of course, the delicious Sicilian kitchen.

Which book or film would you particularly recommend?

My favourite movie is “Forrest Gump”. I have watched it hundreds of times but to me, it is still relevant and it’s always keeping me on the path to positivity.

Unfortunately, the shipping business is going through a challenging time due to the COVID-19 pandemic and the resulting restrictions on crew changes in most countries around the globe. I hope that the leaders of this world will endeavor to make our life at sea less complicated by allowing companies to perform crew changes with fewer complications.

Under the present circumstances, it’s very important for seamen on board to have strong back-up support through their onshore company. And this is exactly what we have with our company RHL: RHL conducts crew changes under incredible conditions and often after huge deviations. Ultimately, I would like to support cadets and young officers, all starters in the job- please do not give up on your dream. Due to the pandemic, your serving time on board, as well as your time at home, could be dramatically extended. But crises are coming and going, and this not the first crisis affecting the shipping industry. But at the end of the day, we all know, that every cloud has a silver lining. If you are able to withstand all these difficulties now and keep your dream alive, I am certain a bright future in shipping awaits you.

I believe that all of us, like one team, ashore and at sea, can safely pass through any difficulties if we continue to stay together. Stay safe!

With the best regards Captain Jurij Savliukevic

Captain Vadim Bashun

ENG What was your dream job when you were a child?

When I was a child, I dreamed of being a naval officer like my father. I was born in the town of Baltyisk, which is a naval base. I enjoyed watching the warships that were in the harbor, with their beautiful and slender hulls. I also liked the uniforms of the officers and sailors and could walk day and night wearing my father's peaked cap. But, in the end, I chose to become a merchant seaman for a number of reasons and on my parents' advice.

How did you become a seafarer?

By the time I graduated from elementary school, I was already fully confident that I would go to the Baltic State Academy and join the Faculty of Navigation. And from that moment on, my life was connected to the sea.

Did you ever think of giving everything up and doing something completely different?

Until now, I have never thought of doing anything different. I have always liked my job and for many years, I was working towards fulfilling my dream of becoming a Master. What was the happiest / best event in your professional life?

The best event in my professional life was definitely when my long-awaited dream came true and the company entrusted me with the command of her beautiful vessels.

What is your favourite pastime during leisure time on board?

Leisure time on board and at home are like two different worlds. At home I can feel free and do what I like but on the ship options are a little limited. Table tennis is great fun and I like to read books or I do cross-words. I also like to watch good movies or TV shows very much but most important to me is music. All the time -24/7- there is music playing in my cabin. At home the radio is always on. Like that I never feel alone. On the containers C-class Calliditas & Conscientia, we have table tennis and basketball tournaments. It was shown on our film about RHL Calliditas and many times I was writing for "The Bridge".

What is your favourite pastime during leisure time at home?

During vacation, the most important thing for a seaman is to spend



most of the time with your family and loved ones and to make up for the moments you had to miss while being separated. Additionally, everyone has hobbies and my main goal at home is to restore my morale and physical condition as much as possible. So, I do a lot of sports such as horse riding, tennis, windsurfing and many more.

If you had one wish, what would that be?

I used to have many desires, but at this stage of my life there is only one thing left: I wish that all my loved ones, family members and colleagues are healthy and happy.

What is your favourite spot in the whole world?

It could be any spot in the world, as long as my family is there.

Is there a certain philosophy of life that you live by?

To think positively in any situation, even in very difficult ones.

Which book or film would you particularly recommend?

I would like to recommend my favourite book – "Crime and Punishment" by Fedor Dostoevsky. There is a certain limit to which one should question and challenge something, and you should not cross this limit.



Birthdays | Geburtstage

We would like to congratulate:

- Mr Nheil Clyde M. Tablate on his 25th birthday
- Mr E. Garcia Delos Santos on his 50th birthday
- Mr Alvin Prisco Cortes on his 40th birthday
- Mr Randy Bacalando Arnosa on his 35th birthday
- Mr Philip A. Lumongsod on his 40th birthday
- Mr Levi Nathaniel Noceda Malinis on his 25th birthday
- Mr Dionesio Jr. Tapalla Sardena on his 35th birthday
- Mr Jebb M. Alonte on his 40th birthday
- Mr Evgenii Cherniak on his 65th birthday
- Mr Ryan R. Reloz on his 30th birthday
- Mr Astaire Tito Lim on his 40th birthday



Promotions

Promotions

We would like to congratulate:

- Mr Henarath Pathirannahal has been promoted to Master
- Mr Krivoruchkin has been promoted to 2/O
- Mr Tabal has been promoted to C/O
- Mr Lendio has been promoted to C/O

We do not claim the lists to be complete.
Wir erheben keinen Anspruch auf Vollständigkeit.

Thank you | Dankeschön

Do you remember the story of ASD Mr. Villanueva? In June, he shared with us his moving story on our Facebook page: After his daughter was born with a brain atrophy on March 30th, his colleagues aboard the RHL Conscientia collected money in order for him to be able to pay for the hospital expenses. Given the critical situation of his daughter and the difficulties regarding the realization of crew changes, we stayed in contact with Mr. Villanueva. This is a thank you note that he shared with us recently:

I want to thank my colleagues onboard headed by Captain Jurij Savliukevic for their financial support. Also, the crew of RHL Agilitas headed by Captain Muzni and my trusted friend Arnel Villacenda helped me to raise a fund for my daughter. I'm not familiar with most of the crew on the said vessel but without hesitation they did their best to help me.

I found a family at RHL. During more than ten years in service I had a great time in this company. It is proven to be true that the RHL business is our success. The names mentioned below are the people who helped me to raise the fund for our daughter: The crew of RHL Conscientia and especially Agerico Gonzales, Jesrel Frank Soriano, Ryan dela Fuente, Brian Tagle and Prince Alvin Melendez, as well as the crew of RHL Agilitas, Eric Corea, Regio Castillo, Ramon Oraa,

James Nogar, Edzel Jay Molina, Marc Ejoy Cairel ...

From the bottom of my heart, I want to say thank you to these people for having such a good heart. I am so lucky to have them.

I would also like to thank the whole RHL Team for giving me the chance to be a part of their team. It is a great privilege for me to work for this company and therefore to provide for the needs of my daughter. Because of this company I can keep my promise to my parents and build them a new simple house and to give them a better life. Now that I have my own family I will especially dedicate my work to my daughter. Thank you RHL for this chance

Last but not least I would like to say thank you to all the staff of RHL for making possible our disembarkation on August, 5th in Manila Bay. Since I came home I finally get to spend time with my daughter.

We sincerely wish Mr. Villanueva and his family a merry Christmas and a healthy and happy 2021!



For the sake of clarity and readability, we do not use terms in their feminine as well as their masculine forms. Where neutral or masculine terms are used, these refer to female, male, and various persons.

Aus Gründen der besseren Lesbarkeit wird darauf verzichtet, jeweils die weibliche und die männliche Bezeichnung zu verwenden. Soweit neutrale oder männliche Bezeichnungen verwendet werden, sind darunter jeweils weibliche, männliche und diverse Personen zu verstehen.

Congratulations on birth



Our heartfelt congratulations go out to Chief Officer Rolando Serenilla, and his wife Cary Serenilla on the birth of their daughter Karlotte Maegan who was born on May 20, 2020.

Solution Sudoku:

1	9	2	6	8	7	4	3	5
5	7	8	1	3	4	2	6	9
4	3	6	9	2	5	1	7	8
8	1	9	7	4	3	5	2	6
7	2	4	5	6	9	8	1	3
6	5	3	2	1	8	9	4	7
2	8	1	3	9	6	7	5	4
9	6	7	4	5	1	3	8	2
3	4	5	8	7	2	6	9	1

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