

**Congratulations  
on the 50<sup>th</sup> edition  
of THE BRIDGE!**

***Glückwunsch zur  
50. Ausgabe der  
THE BRIDGE!***



**Expert article**

Towards a Sustainable  
Future with ISO 14001  
*Mit ISO 14001 in eine  
nachhaltige Zukunft*

**Interview**

“Change is the  
Only Constant”  
*“Wandel ist die  
einzige Konstante”*

**Crew's corner**

Farewell,  
RHL Astrum  
*Mach's gut,  
RHL Astrum*

**Crew life**

The Best of 50 Issues  
of THE BRIDGE  
*Das Beste aus 50 Aus-  
gaben THE BRIDGE*

**Birthdays | Geburtstage**

We would like to congratulate:

- Mr Jason M. Tresvalles on his 30<sup>th</sup> birthday
- Mr Mayuran Balakrishnan on his 30<sup>th</sup> birthday

**Promotions**

We would like to congratulate:

- Arnaldo Cortez jr. has been promoted to Captain
- Mr Edgars Vasilkovs has been promoted to Chief Officer

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

## Congratulations on birth



Our heartfelt congratulations go out to Commercial Assistant Nicole Zepernick, and her husband on the birth of their son Finn who was born on March 22<sup>nd</sup>, 2021

AND

To Technical Assistant Vivian Lefold, and her husband on the birth of their daughter Smilla who was born on May 7<sup>th</sup>, 2021

AND



Heartfelt congratulations to ASD Jim Jason Malto, and his wife Mrs. Gina Lynn Malto on the birth of their daughter Ziane Ylize Malto.



We also congratulate ASD Eric Correa, and his wife Mrs. Margaret Villarete-Correa on the Baptism of their daughter Caia Celestine V. Correa.



## 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-Quadrate, aber auch in jeder Zeile und jeder Spalte müssen alle Zahlen von 1 bis 9 vorkommen, viel Spaß beim Tüfteln! (Auflösung weiter hinten)*

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



## Dear Readers, | Liebe Leserinnen und Leser,



Hauke Pane  
Chief Executive Officer

**ENG** this is the 50<sup>th</sup> issue of our THE BRIDGE newsletter- congratulations first to the editorial team that keeps pouring their energy and passion into this exceptional format.

We believe that it is more important than ever to connect with each other via different means of communication, allowing our RHL community to grow together despite cultural differences and spatial separation. That is why we do not only hold onto the concept of our THE BRIDGE magazine but are also present on Spotify and Apple Podcasts as well as on Facebook and LinkedIn.

In the run of the past years, THE BRIDGE has evolved from an informational newsletter to a company magazine that gets everyone aboard and furthermore provides space for individual perspectives. Our business is about our professional *and* personal life. We think that this communication gains in quality once it includes an exchange about work and personal life.

The anniversary issue of THE BRIDGE comes with a row of interesting articles such as the expert article about ISO 14001 and an introduction into the neighbourhood of our office, the HafenCity. Also, you can find an interview on recent developments and future perspectives of RHL in this issue.

But mainly, it distinguishes itself with content from and about our crew members: A Chief Engineer who has worked at RHL from day one shares some personal lines with us. Also, a Chief Officer makes his farewells to his 'second home' RHL Astrum. A big photo collage shows the most remarkable moments captured in previous issues of THE BRIDGE. Finally, the captain of the RHL Flensburg reports on the day he and his crew rescued two people from distress at sea.

Enjoy reading!

Sincerely |  
Mit besten Grüßen,

**DEU** dies ist die 50. Ausgabe unseres Newsletters THE BRIDGE- herzlichen Glückwunsch an dieser Stelle an das Redaktionsteam, das seine Energie und Leidenschaft diesem außergewöhnlichen Format widmet.

Wir glauben, dass es wichtiger denn je ist, sich auf unterschiedlichen Wegen miteinander zu verbinden. So kann unsere RHL Community trotz kultureller Unterschiede und räumlicher Trennung zusammenwachsen. Wir halten daher nicht nur an dem Konzept des THE BRIDGE Magazins fest, sondern haben unsere Reichweite durch unseren Podcast auf Spotify und Apple Podcasts sowie durch unsere Präsenz auf Facebook und LinkedIn erweitert.

Im Laufe der letzten Jahre hat die THE BRIDGE sich von einem informativen Newsletter zu einem Firmenmagazin gewandelt, das jeden mit an Bord nimmt und außerdem Raum für persönliche Eindrücke bietet. Unser Geschäft ist von der Kommunikation über große Distanzen geprägt – wir glauben, dass diese Kommunikation an Qualität gewinnt, wenn sie die Arbeit und das persönliche Leben einbindet.

Die Jubiläumsausgabe der THE BRIDGE bietet wieder eine Reihe von interessanten Artikeln wie den Fachartikel über ISO 14001 und eine Vorstellung der Nachbarschaft unseres Büros, der HafenCity. Außerdem finden Sie in dieser Ausgabe ein Interview zu den derzeitigen Entwicklungen und zukünftigen Perspektiven der RHL.

Doch vor allem zeichnet sich diese Ausgabe durch Beiträge von und über die Crew aus: Ein Leitender Ingenieur, der seit Tag eins bei der RHL arbeitet, teilt persönliche Zeilen mit uns. Außerdem verabschiedet sich ein Erster Offizier von seiner ‚zweiten Heimat‘, der RHL Astrum. Eine große Fotocollage zeigt die bemerkenswertesten Momente, die in früheren Ausgaben der THE BRIDGE festgehalten wurden. Und zu guter Letzt berichtet der Kapitän der RHL Flensburg von dem Tag, an dem er mit seiner Crew zwei Menschen aus der Seenot gerettet hat.

Viel Spaß beim Lesen!

# Towards a Sustainable Future with ISO 14001

*Mit ISO 14001 in eine  
nachhaltige Zukunft*

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Climate change effects are getting more and more concrete on a global scale. Companies must therefore integrate effective steps for more environmental protection into their actions.

**Weltweit werden die Auswirkungen des Klimawandels immer greifbarer. Unternehmen müssen daher wirksame Schritte für mehr Umweltschutz in ihr Handeln integrieren.**

🔗 The standard is implemented through PDCA method |

Der Standard wird durch die PDCA-Methode umgesetzt



**ENG** Mainly, this means a reduction of their ecological footprint. But how can environmental management be implemented successfully in a company? Getting certified by ISO 14001 RHL takes an important step to find answers.

The ISO 14001 standard aims to provide companies with the tools to reduce negative environmental impacts within their own corporate context. The areas in which a company creates an environmental impact comprises of air, water and land. Here, environmental impacts include, for example, greenhouse gas emissions, water pollution or resource consumption.

Each organization can use the ISO 14001 standard to identify which impacts on the environmental should be reduced. At the same time, the standard helps a company to formulate its own targets. For example, reducing waste and packaging.

Within the context of a shipping company, there are two settings to consider here: The office and the ship. Ashore, the typical aspects of everyday office life are considered: from paper and electricity consumption to the choice of transport for commuting to work. Even the use of potentially environmentally harmful cleaning agents in the office space is considered, all aspects play a role.

The standard recommends the PDCA method (Plan, Do, Check, Act) for the implementation of self-imposed goals. Here, it is important to reflect, especially after implementation, and to continually set further goals. The PDCA method is thus a circular process that lies the foundation for entrepreneurial environmental management on a long-term basis.

**DEU** Ziel ist es, den ökologischen Fußabdruck zu reduzieren. Doch wie lässt sich Umweltmanagement in einem Unternehmen erfolgreich umsetzen? Mit einer ISO 14001-Zertifizierung geht die Reederei einen wichtigen Schritt, um nachhaltig Antworten zu finden.

Der ISO 14001-Standard gibt Unternehmen das Handwerkszeug mit, innerhalb des eigenen Unternehmenskontextes negative Umweltauswirkungen zu reduzieren. Die Umweltauswirkungen eines Unternehmens beeinträchtigen in der Regel die Bereiche Luft, Wasser und Land. Darunter fallen zum Beispiel der Ausstoß von Treibhausgasen, Wasserverschmutzung oder Ressourcenverbrauch.

Jede Organisation kann im Laufe des Zertifizierungsprozesses die Umweltaspekte erkennen, deren Auswirkungen reduziert werden sollten. Gleichzeitig hilft der Standard dabei, eigene Zielsetzungen zu formulieren, zum Beispiel eine Reduzierung von Abfall und Verpackung.

Als Reederei gibt es hier zwei Umfelder zu betrachten: Das Büro und das Schiff. An Land werden die typischen Aspekte des Büroalltags betrachtet: vom Papier- und Stromverbrauch über die Verkehrsmittelwahl für den Arbeitsweg bis hin zur Nutzung von potenziell umweltschädlichen Reinigungsmitteln in den Büroräumen spielen alle Aspekte eine Rolle.

Der Standard gibt für die Umsetzung der selbstgesetzten Ziele die PDCA-Methode vor (Plan, Do, Check, Act oder zu Deutsch: Planen, Umsetzen, Überprüfen, Handeln). Hier gilt es, insbesondere nach der Umsetzung zu reflektieren und kontinuierlich weitere Ziele zu setzen. Die PDCA-Methode ist also ein zirkulärer Prozess, der den Grundstein für langfristiges unternehmerisches Umweltmanagement legt.



▶ Pauline Pane interviews  
CEO Hauke Pane | Pauline Pane im  
Gespräch mit CEO Hauke Pane

On the occasion of this anniversary edition, THE BRIDGE editor Pauline Pane spoke with CEO Hauke Pane about recent changes in the fleet size, the ongoing crew change crisis and future perspectives of the company.

*Anlässlich dieser Jubiläumsausgabe hat unsere THE BRIDGE-Redakteurin Pauline Pane mit CEO Hauke Pane über derzeitige Veränderungen der Flottengröße, die andauernde Besatzungskrise und Zukunftsaussichten für das Unternehmen gesprochen.*

**“Change is the Only  
Constant in Life”**

**“Veränderung ist die  
einzige Konstante im  
Leben”**

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**ENG** In the past months, RHL has been going through significant changes of the fleet size. Can you summarize the recent events for our readers?

On the one hand, there were very positive developments in the shipping markets which drove up prices for second-hand ships. On the other hand, there were some structural changes made in the parent-company of Hamburger Lloyd Group which led us to losing, all in all, six ships from the fleet.

**What are the implications of the ship sales for the company?**

Luckily, we are retaining 12 of 18 vessels since we kept the technical management and crew management for the C-class. To be able to work for such a renowned shipping company like Hapag-Lloyd is a great opportunity for everyone, both on the shore organisation and on board, and we are happy to take it on.

**Will there be changes regarding the crew management in the future?**

No! We will strengthen the relationship with Marlow and all our seafarers. It is our utmost goal to keep as many colleagues as possible in our pool. We are very proud to have worked together with so many seafarers for so many years, some of them have been with us for more than a decade. This is the 50th issue of THE BRIDGE magazine, and since last year we have become active in social media and we are proud to have so many listeners of THE TACK, the RHL podcast. All of this is part of our 'RHL family life' which is the base of all our actions. And in demanding times, family sticks together.

**We are still in the middle of a crewing crisis caused by the COVID-19 pandemic. Has there been any progress made concerning the crew change crisis?**

We are signatories of the Neptune Declaration which has already succeeded in recognizing seafarers as key workers in many countries. Also, crew changes are made possible whenever feasible by our crew managers. Any boarding and debarking is directly dependent on various conditions and varying local regulations. It is like a big puzzle – and many pieces must match to get the puzzle done.

**What are future prospects for RHL?**

The Greek philosopher Heraclitus said: "Change is the only constant in life" – new opportunities are always opening up. And as matter of fact we are currently working on adding 3-4 ships to join our current fleet. Thus, I am convinced that we will continue to be an attractive player in medium-sized ship management. Our work is literally shaped by a captain's far-sightedness and a banker's accuracy. Due to our company size, we can offer a high level of quality at a very reasonable price. Also, we are one of the few smaller shipping companies in Germany that holds a Document of Compliance (DOC) for tankers, containers, general cargo, and bulk carriers. We work very precisely in every phase of a project – and shipping is embedded in our hearts and souls.

**DEU** In den letzten Monaten gab es in der Reederei einige wesentliche Veränderungen in der Flotte. Wie lassen sich die Ereignisse der letzten Zeit zusammenfassen?

Auf der einen Seite haben die sehr positiven Marktentwicklungen die Preise für Schiffe aus zweiter Hand nach oben getrieben. Auf der anderen Seite gab es einige strukturelle Veränderungen in der Dachgesellschaft des Hamburger Lloyd, die dazu geführt haben, dass wir insgesamt sechs Schiffe aus unserer Flotte verloren haben.

**Welche Auswirkungen hat der Verkauf der Schiffe für die Firma?**

Glücklicherweise behalten wir 12 von 18 Schiffen, weil wir weiterhin das technische Management und das Crew-Management der C-Schiffe behalten. Für so ein etabliertes Schifffahrtsunternehmen wie Hapag-Lloyd arbeiten zu können, ist eine große Chance für uns alle, sowohl in der Organisation an Land als auch an Bord – und wir freuen uns über diese Herausforderung.

**Wird es bezüglich des Crewmanagements in der Zukunft Veränderungen geben?**

Nein! Wir werden die Beziehung zu Marlow und zu all unserem seefahrenden Personal weiter ausbauen. Es ist unser höchstes Ziel, so viele Kolleginnen und Kollegen in unserem Pool zu behalten wie möglich. Wir sind sehr stolz darauf, mit so vielen Crewmitgliedern schon seit langer Zeit zusammenzuarbeiten – einige arbeiten schon länger als ein Jahrzehnt mit uns. Dies ist die 50. Ausgabe des THE BRIDGE Magazins und seit letztem Jahr sind wir in den sozialen Medien aktiv und wir sind stolz auf die Hörerschaft unseres Podcasts THE TACK – all das ist Teil unserer RHL-Familie, die die Grundlage unseres Handelns darstellt. Und in fordernden Zeiten hält Familie zusammen.

**Wir befinden uns noch immer in Mitten einer Crewing-Krise aufgrund der COVID-19-Pandemie. Lassen sich hier Fortschritte beobachten?**

Wir haben die Neptune Declaration gezeichnet, die bereits in vielen Ländern die Anerkennung von Seeleuten als systemrelevante Arbeitskräfte erreicht hat. Außerdem werden Crew-Wechsel, wann immer möglich, von unseren Crewmanagern ermöglicht. Jedes Ein- und Aussteigen ist direkt abhängig von verschiedenen Bedingungen und unterschiedlichen lokalen Vorschriften. Es ist wie ein großes Puzzle - und viele Teile müssen zusammenpassen, damit das Puzzle fertig wird.

**Welche Perspektiven bieten sich dem RHL?**

Der griechische Philosoph Herakles sagte einst: „Veränderung ist die einzige Konstante im Leben“ – es eröffnen sich immer wieder neue Möglichkeiten. Und tatsächlich arbeiten wir derzeit daran, 3-4 Schiffe in unsere bestehende Flotte aufzunehmen. Daher bin ich überzeugt, dass wir weiterhin ein attraktives Unternehmen im Bereich der mittelständischen Shipmanager bleiben. Unsere Arbeit ist wortwörtlich durch die Weitsicht eines Kapitäns und die Genauigkeit eines Bankers geprägt. Aufgrund unserer Unternehmensgröße können wir ein hohes Maß an Qualität zu einem sehr angemessenen Preis bieten. Außerdem sind wir eines der wenigen kleineren Schifffahrtsunternehmen, das ein Document of Compliance (DOC) für Tanker, Container, General Cargo und Bulk-Carrier innehat. Wir arbeiten in jeder Phase eines Projektes sehr genau – und wir sind mit ganzem Herzen Schifffahrts-Menschen.



# HafenCity

**ENG** In recent years, a remarkable district has emerged right in the immediate vicinity of our Hamburg office: Hamburg's HafenCity is the city's youngest and probably most innovative district. Between old quay walls and large glass buildings, HafenCity has been giving Hamburg a new coat of paint since construction began in 2003.

In HafenCity, modern facades meet the historic charm of Hamburg's Speicherstadt warehouse district. The former home of trading stations and warehouses is now an area of numerous green spaces, museums and retail stores nestled between glazed office buildings and large residential complexes. HafenCity is an important business location for the city of Hamburg, with 45,000 local jobs. But it is also a neighborhood where new types of residential concepts are being realized: About 15,000 people live here in subsidized apartments, in housing concepts for refugees or rental apartments. There are also exclusive penthouse apartments that offer a view of the entire harbor.

The shipping company's office is located at Brooktorkai, where mainly companies and private universities have settled. DNV also has its headquarters in Brooktorkai. From here, Hamburg's main train station and the city center can be easily reached on foot or with the company's own e-bikes. And in the immediate vicinity, there is the International Maritime Museum in the city's oldest warehouse, which was built in 1878 and provides a unique insight into the history of shipping.

The windows of our office rooms offer an open view of the historic facades of the Speicherstadt warehouse district and the canal landscape of HafenCity. The shipping company's close connection to the port and maritime trade is thus also reflected in the location of our office.



📍 **The HafenCity in front of Hamburg's skyline** | *Die HafenCity vor der Hamburger Stadtkulisse*

**DEU** *In direkter Nachbarschaft unseres Hamburger Büros ist in den letzten Jahren ein bemerkenswerter Stadtteil entstanden: Die Hamburger HafenCity ist der jüngste und wohl innovativste Stadtteil der Stadt. Zwischen alten Kaimauern und großen Glasbauten verleiht die HafenCity der Hafenstadt Hamburg seit dem Baubeginn im Jahr 2003 einen neuen Anstrich.*

*Moderne Fassaden treffen in der HafenCity auf den historischen Charme der Hamburger Speicherstadt. Wo früher Kontore und Speicher beheimatet waren, finden sich heute zwischen verglasten Bürogebäuden und großen Wohnkomplexen zahlreiche Grünflächen, Museen und Geschäfte. Für die Stadt Hamburg ist die HafenCity mit 45000 Arbeitsplätzen vor Ort ein wichtiger Wirtschaftsstandort. Aber sie ist auch ein Quartier, in dem sich neuartige Wohnkonzepte realisieren: Etwa 15000 Menschen leben hier in Förderwohnungen, in Wohnkonzepten für Geflüchtete oder Mietwohnungen. Daneben gibt es auch exklusive Penthouse-Wohnungen, die einen Blick auf den gesamten Hafen bieten.*

*Das Büro der Reederei liegt am Brooktorkai, wo sich hauptsächlich Unternehmen und private Hochschulen angesiedelt haben. Auch der DNV hat im Brooktorkai seinen Sitz. Von hier aus lässt sich der Hamburger Hauptbahnhof und die Innenstadt fußläufig oder mit den firmeneigenen E-Bikes leicht erreichen. Und in direkter Nachbarschaft gibt das Internationale Maritime Museum im ältesten Kaispeicher der Stadt aus dem Jahre 1878 einen einzigartigen Einblick in die Geschichte der Schifffahrt.*

*Aus den Fenstern unserer Büroräume bietet sich ein unverstellter Blick auf die historischen Fassaden der Speicherstadt und die Kanallandschaft der HafenCity. Der enge Bezug der Reederei zu Hafen und Seehandel findet sich somit auch im Standort unseres Büros wieder.*



📍 **The office building of RHL at Brooktorkai** | *Das Bürogebäude der RHL am Brooktorkai*

# Die HafenCity





# Farewell, RHL Astrum!

By Chief Officer  
Rolando Resultan Serenilla



**ENG** It is my utmost pleasure to contribute an article about my experiences on-board RHL Astrum for our company magazine THE BRIDGE. It was several years ago when I started sailing with our beautiful lady which has become my so called "second home".

My first step on the gangway of this lady was in 2014 during which time the vessel was trading mostly in Philippine and Chinese ports. It was an incredible moment of my seafaring career to take the domestic flight to join the vessel in Davao City Container terminal, which made me feel somewhat thrilled.

In 2015, about a month before my planned sign off, the vessel fortunately had an inducement call in Port of Manila. It was the first time ever for my family to board a vessel I worked on and they were really amazed to actually see the vessel operations, as well as how our life on-board really is.

When our beautiful lady scheduled for her Dry Dock in 2016, I was onboard with an excellent crew led by Capt. Prasad Ranasinghe. While these situations usually become hectic, it was stress-free and easy. Working on a team with a positive mindset about every task given meant that everything went smoothly to the end of the dry dock, which lasted for a month. It was also during that time I celebrated Christmas of 2016 and New Year of 2017 with full enjoyment. Since the vessel happened to stay at anchor off Shanghai, various activities were arranged like live band music, party games, sport tournaments,

etc. That holiday season was obviously our best year onboard.

After that, the tiring years of 2018 and 2019 followed. The COSCO charter was connected to a strenuous trading area of about 21 to 24 ports within a month, running coastal trade only within Chinese and Vietnamese ports. In that same year, and under the same trade, several new pieces of equipment were installed on-board. Those years were truly challenging.

The longest contract time of my seafaring career occurred during the year of 2020, when I stayed aboard for about 9 months. However, other crew had to stay aboard for an even longer period of time-- up to 13 months due to the COVID-19 crew change crisis. When the outbreak of said pandemic arose in February 2020, we were luckily off-hire and stayed at anchor off Hong Kong OPL for quite some time as our escape route away from the deadly virus.

Finally this year, for the first time, I happened to be the only Filipino crew on-board. We are 22 crew members led by Capt. Nuwan Jayawardhana with 20 Sri Lankan, 1 Indian and me as the only Filipino which is another challenge that rarely happens. In the end, it has been an interesting experience. But this is as well the year to say Goodbye. This time, we have fully prepared the handing over of our beautiful lady to Mediterranean Shipping Company (MSC) which is scheduled for the 2nd week of April. We left a good legacy while we were still on-board and it is needless to say: "We have to finally leave RHL Astrum, but our memories will surely last forever".



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 CONSCIENTIA     |                | CONSTANTIA           |               | RHL CONCORDIA         |              | MOMBASA EXPRESS      |            |
|---------------------|---------------------|----------------|----------------------|---------------|-----------------------|--------------|----------------------|------------|
| Rank                | First name(s)       | Surname        | First name(s)        | Surname       | First Name(s)         | Surname      | First Name(s)        | Surname    |
| Master              | Jurij               | Savliukevic    | Merkuriy             | Muntyan       | Oleg                  | Taran        | Gligo                | Malovic    |
| Chief Officer       | Maksym              | Sobol          | Emiliano Jr. Nalu-An | Novo          | Igor                  | Sukhovkhorov | Dennis Gonzales      | David      |
| Second Officer      | Vadym               | Drobnya        | Ramon De Chavez      | Mendoza       | Wilben Sellote        | Arbon        | Rosauo Panganiban    | Lajola     |
| Third Officer       | Teofegil Tuastumban | Cenas          | Malte                | Janssen       | Fulton Pablo          | Hullana      | Riche Jaime          | Burlaos    |
| Chief Engineer      | Jeremias Nonailada  | Nortiga        | Kankanamege C. K.    | Wanniarachchi | Konstantin            | Chomutov     | Igor                 | Guriakov   |
| Second Engineer     | Dhananjaya K.       | B Wannithilaka | Iaroslav             | Tysliuk       | Stephan               | Kukasyan     | Mykhailo             | Devchioglu |
| Third Engineer      | Melvin Bisa         | Maranan        | Yoseph H.            | Teferedegne   | Valeriy               | Shevchenko   | Chris Terante        | Matarong   |
| Electrical Engineer | Sherwin Aganus      | Rambaud        | Stephen Solidarios   | Sinloc        | Satheesan             | Panchalingam | Dammika I            | Nakandala  |
| Fitter              | Kaisser Casino      | Sanico         | Matias Iii Rojas     | Misagal       | Diego Elao            | Masiado      | Marc Espinoza        | Gocila     |
| Fitter              |                     |                |                      |               | Brian Dejon           | Bahena       |                      |            |
| Oiler               | Laurence Ritardo    | Bautista       | Albert Tupingan      | Buencuchillo  | Joe Eric Esquila      | De La Cruz   | Jube O               | Odo        |
| Oiler               |                     |                |                      |               | Jerome M.             | Serohijos    | Sheldon P            | Pagdato    |
| Wiper               | Christian Digno     | Digno          | Marcelo Jr. Chata    | Gelvoleo      | Louie Anthony Coronon | Cabanban     | Quintin Jr. Y        | Abriago    |
| Wiper               |                     |                |                      |               | Albert Carlo L        | Principe     |                      |            |
| Bosun               | Percival Gasacao    | Gargantiel     | Michael Syfu         | Morante       | Catalino Jr. Taban    | Millado      | Inocencio Agan       | Caangay    |
| Bosun               |                     |                |                      |               | Henry S               | Cordova      |                      |            |
| Able Seafarer       | Archimedez Lopez    | Saul           | Rizaldy Matis        | Alcaide       | Ryan Razon            | Dela Fuente  | Arnold Carbonilla    | Endrina    |
| Able Seafarer       | Isabelo Mahinay     | Pioc           | Ronald Gorostiza     | Javier        | John Wilbert M.       | Torres       | Edmark Salcedo       | Briones    |
| Able Seafarer       | Libby Montero       | Gadudo         | Timothy Simon V.     | Javier        | Ruben L               | Lavalle      | Carlito Jr. Guimalan | Villalon   |
| Able Seafarer       |                     |                |                      |               | Gemer Veã'egas        | Bautista     |                      |            |
| Able Seafarer       |                     |                |                      |               | Norman Artuz          | Gelilang     |                      |            |
| Able Seafarer       |                     |                |                      |               | Reagan Sencio         | Villanueva   |                      |            |
| Ordinary Seaman     | Luther Salas        | Amora          | Roland Melegrito     | Abagat        | Maria Mercedes L.     | Batin        | Antonio Jr. Zata     | Marcial    |
| Ordinary Seaman     | Khenjie Relado      | Labindao       | Stephen Reluao       | Grajo         | Bonifacio Jr. Monteza | Alima        | Lester Jude Nahilat  | Ogado      |
| Ordinary Seaman     |                     |                |                      |               | Ronan H               | Lambus       |                      |            |
| Deck Cadet          |                     |                |                      |               |                       |              | Dusan                | Dordevic   |
| Cook                | Hylmar Pulmones     | Ecol           | Meldin R. Del Mundo  | Mortera       | Dionesio Jr. Tapalla  | Sardena      | Jerone Pacheco       | Superable  |
| Cook                |                     |                |                      |               | Alano M               | Lumano       |                      |            |

## 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              | Krzysztof            | Lewicki    | Viacheslav          | Kuleshov    | Marian              | Szymanski     | Besik                  | Klarjeishvili |
| Chief Officer       | Vitalij              | Chilko     | Oleksandr           | Ponomarenko | Maxim               | Panchenko     | Alexander              | Egorov        |
| Second Officer      | Mykhailo             | Koroliuk   | Serhiy              | Kravchuk    | Roman               | Moskalenko    | Romydello Oloverio     | Tero          |
| Third Officer       | Philip Abas          | Lumongsod  | Joel Roque          | Jimenez     | Tornike             | Tavartkiladze | Islam                  | Galliamov     |
| Chief Engineer      | Marcin               | Michalecki | Yevgen              | Klyuyev     | Mikhail             | Mandrik       | Marek                  | Cur           |
| Second Engineer     | Nikolay              | Kuznetsov  | Viacheslav          | Tel Nikov   | Aleksandr           | Vasilev       | Milivoj                | Segulja       |
| Electrical Engineer |                      |            |                     |             |                     |               |                        |               |
| Oiler               | Marven Dugal         | Anta       | Wilson Gordula      | Acuno       | Benito Deocampo     | Distor        | John Rodel Gonzales    | Esguerra      |
| Oiler               | Randy Realon         | De Guzman  | Marco Lauzon        | Sister      | Vincent A           | Flores        | Luis Jr.sanate         | Novela        |
| Pumpman             | Judie Oyao           | Galo       | Rosauo Jr. Cabrera  | Marinez     | Jurijs              | Kuliss        | Andres Junio           | Espera        |
| Able Seafarer       | Danilo Diang         | Gansena    | Isidor Senit        | De Pablo    | Teotimo Jr. Donaire | Gorgonio      | Marcelito Ragas        | Marquez       |
| Able Seafarer       | Jeofrey Robit        | Guarde     | Alexander Jamelo    | Pitogo      | Oscar Jr. Doloritos | Calsena       | Jose Enjamemarli A.    | Moraga        |
| Able Seafarer       | Vincent Lito De Jose | Dolorfo    | Rigeber Miguel      | Mendoza     | Jan Daryl Colacion  | Sinoy         | Nheil Clyde M          | Tablate       |
| Ordinary Seaman     | Lito Joy Velasco     | Bongolto   | Gerom Lu-Ag         | Simbajon    | Ardiel Fermace      | Echin         | Francis Ryan Olpoc     | Lunjas        |
| Deck Cadet          |                      |            | Radion              | Amirov      |                     |               |                        |               |
| Cook                | Jason Caluag         | Joaquin    | Isagani Del Rosario | Casiano     | Melvin Fernando     | Sabino        | Christian Michael Pida | Paculaba      |



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**BULK CARRIER**

|                     | RHL CLARITA       |               | RHL JULIA         |            | RHL MARTA            |            | RHL MONICA          |                |
|---------------------|-------------------|---------------|-------------------|------------|----------------------|------------|---------------------|----------------|
| Rank                | First name(s)     | Surname       | First name(s)     | Surname    | First Name(s)        | Surname    | First Name(s)       | Surname        |
| Master              | Marinko           | Milotic       | Gunamuni C. S.    | De Silva   | Arnaldo Jr. Ac-Ac    | Cortez     | Lukasz              | Wiszniowski    |
| Chief Officer       | Joraph Magsayo    | Tabal         | Bernard Aliviado  | Caballero  | Vladyslav            | Chugai     | Gennady             | Bondarev       |
| Second Officer      | Noe Nota          | Co            | Ariel Momblan     | Molomog    | Rielly Villaronte    | Dungog     | Astaire Tito        | Lim            |
| Third Officer       | Joseph Cabanban   | Collado       | Junipher Lacao    | Lago       | Mark Ariel Manuel    | Aquino     | Neil B. Del Monte   | Buizon         |
| Chief Engineer      | Jessie Marfil     | Fillone       | Aleksey           | Karkavtsev | Sergey               | Olshevskiy | Valerii             | Sharapov       |
| Second Engineer     | Carlos Jr. Ducut  | Torres        | Van Dinh          | Than       | Antans               | Ketlerjus  | Oleksandr           | Poryadin       |
| Third Engineer      | Abebaw Kassahun   | Yigzaw        | Jobe Flores       | Baga       | Jhon Laurence Siarza | Bantecil   | Sherwin Correa      | Radores        |
| Fourth Engineer     |                   |               |                   |            |                      |            | Brando Abiera       | Bagdic         |
| Electrical Engineer | Noel Fajardo      | Garcia        | Erwin Juaneza     | Tipawan    | Joel Tugonon         | Licayan    | Rechie              | Balbes         |
| Fitter              | Joseph Calo       | Parto         | Ramie Cortez      | Albay      | Noel Celis           | Labatorio  | Ricky Cabos         | Waniwan        |
| Fitter              | Claro Rusel       | Mozar         | Jose Jr.escobar   | Cardino    | Ronavert Guinares    | Cartin     | Crisanto Jr. Odavar | Ramos          |
| Oiler               | Rogelito Namoca   | Pacada        |                   |            | Severino Sicabalo    | Sierra     | Kim Adrian Canuel   | Guno           |
| Oiler               |                   |               |                   |            | Joelito Joson        | Abrao      |                     |                |
| Wiper               | Kenn Marc Ganiban | Garcia        | Jobelle Pedregosa | Baldelovar | Jerome Memoracion    | Quijote    | Eris John Jaca      | Eris John Jaca |
| Electrical Cadet    | Mohamed Akmal     | Najumudeen    |                   |            |                      |            |                     |                |
| Bosun               | Russell Suarnaba  | Solito        | Baldelovar        | Laurea     | John Edward C.       | Loretizo   | Daniel Iii Ignalan  | Agripo         |
| Able Seafarer       | Reyal Aguilar     | Candelario    | Redon Tan         | Domingo    | Jeffrey Rupita       | Tenebro    | Steven Oledan       | Ongbit         |
| Able Seafarer       | Norvin Dayo       | Absulio       | Eric Trinidad     | Correa     | Lister Lloyd Necosia | Gloria     | Dionisio Balse      | Menia          |
| Able Seafarer       | Raymart Lagos     | Raymart Lagos |                   |            | Mark Angelo Aguba    | Penaverde  | Ira Sosa            | Sumat          |
| Ordinary Seaman     | Aldin Oquendo     | Cabug-Os      | Lester Benson R.  | Loa        | Joey Canieso         | Marin      | Zaldy Limbago       | Inson          |
| Ordinary Seaman     |                   |               | Randy Bacalando   | Arnosa     | Levi Nathaniel N.    | Malinis    | Edzel Jay Babanto   | Molina         |
| Cook                | Fernando Jr.      | Adriano       | Regienante Meguel | De Vera    | Joshua Calinao       | Vale       | Julito Miras        | Aguillon       |



**Connect with RHL!**



**ENG** Our newsletter THE BRIDGE is based on the exchange between shore and ship. Therefore, we are always happy to receive contributions that we can publish in the THE BRIDGE. Share with us your most beautiful photos or perhaps an anecdote from your life on board.

Whether it is birthday celebrations, holidays or new additions to the family, THE BRIDGE is our shared platform to celebrate these events.

Also, follow RHL on Facebook and LinkedIn to stay up to date. We welcome posts and ideas from aboard here as well.

Listen in to RHL's podcast THE TACK and get to know our colleagues from a very personal side. If you'd like to become a guest on the podcast yourself, contact us via [thebridge@hamburger-lloyd.de](mailto:thebridge@hamburger-lloyd.de)

**DEU** Unser Newsletter THE BRIDGE lebt von dem Austausch zwischen Land und Schiff. Daher freuen wir uns immer über Zuschriften, die wir in der THE BRIDGE veröffentlichen können. Teilen Sie mit uns Ihre schönsten Fotos oder auch eine Anekdote von Ihrem Leben an Bord.

Ob Geburtstagsfeiern, Feiertage oder Familienzuwachs: THE BRIDGE ist unsere gemeinsame Plattform, um diese Ereignisse zu feiern.

Folgen Sie RHL auch auf Facebook und LinkedIn, um immer auf dem neuesten Stand zu bleiben. Auch hier freuen wir uns über Beiträge und Ideen von Bord.

Hören Sie in den RHL-Podcast THE TACK herein und lernen Sie unsere Kolleginnen und Kollegen von einer ganz persönlichen Seite kennen. Wenn Sie selbst Gast des Podcasts werden möchten, schreiben Sie uns an [thebridge@hamburger-lloyd.de](mailto:thebridge@hamburger-lloyd.de)

# At Hamburger Lloyd from Day One

My name is Igor Guriakov, I am the Chief Engineer of MV "RHL Calliditas". I joined Wappen Reederei on the 15<sup>th</sup> February 2005 at Papenburg, Mayer Werft, after receiving the newly built "MV Reinbek". After that I worked solely on "BEK"-vessels, mainly on "Reinbek", and made 23 contracts while serving on it. When Wappen merged with Hamburger Lloyd, I continued to work and in 2012 I first joined the "C"-class vessel "RHL Consciencia". In 2013 I participated in the receiving of new building MV "RHL Calliditas", and from then on permanently worked on it until the present time.

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

I grew up in the mid-sixties, it was a hard time but in the company of my friends we all dreamed about the sky, altitude flights, endless freedom, and each of us naturally dreamt about becoming a pilot..

**How did you become a seafarer?**

Even though I dreamed of aviation, life changed my plans. After finishing school, I realized that I wanted to see the world, distant lands, and seas. So, I passed my examinations and took up my studies at the Kaliningrad's High Engineering Marine School. Five years later in 1980, I left Alma mater as a certified engineer and began working my first job as a 4th engineer on a small tanker owned by a state company.

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

Definitely not. I never thought of giving up. I'm conservative: If I start something, I want to follow it to it's logical end.

**What is the best part about your job?**

There were many happy moments in my more than 40-years of seafaring. However, maybe this one was the happiest: In the beginning of my career we passed the Drake Passage and got into a terrible storm. The waves were so high and the angle of rolling was so big, that our main engine stopped. The vessel was turned to the wind and almost lied on board. Everyone believed that very soon we would sink. But fortunately, we were able to start the engine, to set the course and to survive. That's it!



**What is your favourite pastime during leisure time on board?**

I like to go in my cabin after working all day and know that everything is in order in the Engine Room, I like to stay in peace and quiet and to read a good book.

**What is your favourite pastime during leisure time at home?**

Home is home and I enjoy every minute spent at home! I live in a house near the forest and like to collect mushrooms together with my three German shepherd dogs

**If you had one wish, what would it be?**

I think I'm not the only one who wishes this – but to stop and eliminate COVID-19 in the world!

**What is your favourite spot in the whole world?**

There are so many wonderful places in the world, but my favorite place is my hometown Klaipeda.

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

Do not waste words and keep promises.

**What do you like most about THE BRIDGE magazine? Is there anything you would like to add to the format?**

I'm a big fan of THE BRIDGE magazine and I wait impatiently for the latest issue each time.

**With the best regards  
Chief Engineer Igor Guriakov**

# Congratulations to THE BRIDGE!

I would like to congratulate THE BRIDGE magazine and the editorial team on its 50th edition.

This is my 13<sup>th</sup> year with RHL and I have been a huge fan of THE BRIDGE magazine since its very first edition. When the first THE BRIDGE magazine was published back in 2008, I was onboard Heinrich Heine (RHL Astrum), which was my first RHL ship, and my name has been on the crew list since the second magazine. I'm proud to say that I'm the only remaining crew from the crew list of the first and second editions of THE BRIDGE magazine. I was able several times to contribute a few articles and photographs that were published in THE BRIDGE magazine. THE BRIDGE is indeed a good link between the shore and the ships' staff as its name implies. I think all ships' staff are fans. The editorial, the crew lists, the staff introduction, and Sudoku are the most popular parts among everybody. I wish to see more and more issues of THE BRIDGE magazine in the future.

**Kamal Wanniarachchi**  
Chief Engineer,  
RHL Reederei Hamburger  
Lloyd



**ENG** Captain Savliukevic and the entire crew of RHL Conscientia sent us their best wishes with these pictures from aboard. We wish we could celebrate with them aboard and have a taste of this beautiful looking cake!

**DEU** Kapitän Savliukevic und die gesamte Crew der RHL Conscientia haben uns ihre Glückwünsche von Bord gesendet. Wir wünschten, wir könnten mit ihnen an Bord feiern und ein Stück der wunderschönen Torte probieren!



## Staff ashore | Mitarbeiter an Land

### Aiham Dmiaty – Trainee Shipping Agent

**ENG** I was born and raised in the Syrian port city of Latakia. I like being close to the water and went out to sea for several years. During this time, I developed an interest in everything that has to do with shipping.

When I arrived in Germany in the summer of 2015, I decided to live in Hamburg. The names of many shipping companies were already familiar to me and I love the port with its cranes and terminals.

Since I had already worked as a sales manager during my school and university years in Latakia, the desire to train as a shipping merchant was quite natural. After a few applications and a short internship at RHL, I was very happy when I was offered an apprenticeship there. I really enjoy the work environment and the activities at RHL. The profession is so versatile, but also demanding. Currently I am preparing intensively for the final exam. I would like to finish the training with a good result.

My hobbies are swimming, playing soccer, cooking, reading and cycling with friends.



### Aiham Dmiaty – Auszubildender der Schifffahrtskaufmann

**DEU** Ich bin in der syrischen Hafenstadt Latakia geboren und aufgewachsen. Ich mag die Nähe zum Wasser und bin mehrere Jahre zur See gefahren. In dieser Zeit entstand mein Interesse für alles, was mit Schifffahrt zu tun hat.

Bei meiner Ankunft in Deutschland im Sommer 2015 entschied ich mich für Hamburg als Wohnort. Ich kannte die Namen vieler Reedereien und ich liebe den Hafen mit seinen Kränen und Terminals.

Da ich während meiner Schul- und Studienzeit in Latakia schon als Sales Manager gearbeitet hatte, war der Wunsch nach einer Ausbildung zum Schifffahrtskaufmann ganz natürlich. Nach einigen Bewerbungen und einem kurzen Praktikum bei RHL war ich sehr glücklich, als mir dort eine Ausbildung angeboten wurde. Das Arbeitsumfeld und die Tätigkeiten beim RHL machen mir sehr viel Spaß. Der Beruf ist so vielseitig, aber auch anspruchsvoll. Zurzeit bereite ich mich intensiv auf die Abschlussprüfung vor. Ich möchte die Ausbildung mit einem guten Ergebnis beenden.

Meine Hobbies sind Schwimmen, Fußball spielen, kochen, lesen und Radtouren mit Freunden.

# The highlights from 50 issues of THE BRIDGE

## Die Höhepunkte aus 50 Ausgaben THE BRIDGE



Crewing Seminar in 2017



Painting lines for basketball court on RHL Calliditas in 2014



Basketball match at RHL Calliditas in 2016



Crew of RHL Calliditas with new basketball shirts in 2016



RHL Management visit M/V Barmbek in 2011



A monkey as stowaway on RHL Constantia in 2019



Bosun Laurea with beautifully painted rat plates in 2012



Crew of RHL Julia celebrating 10-year company anniversary of RHL



Captain Milotic in front of landscape of Rio de Janeiro



10-year anniversary in 2017



Crew of RHL Audacia celebrating 10-year anniversary of RHL



Crew of RHL Aqua with gigantic 10-year anniversary cake



Crew of RHL Concordia on New Year's Eve in 2015



Captain Milotic and film team aboard RHL Calliditas



Basketball basket in front of RHL logo on RHL Calliditas



Officer seminar in Manila in 2019



RHL Calliditas meets RHL Fiducia in 2015



First Barbeque aboard RHL Constantia



Captain and crew of RHL Aurora with 10-year anniversary cake



Crew of RHL Aurora celebrating Christmas in 2019



Kart race after officer seminar in Leer in 2019

# Saving Proteus

On the night of the May, 2<sup>nd</sup>, the crew of RHL Flensburg were able to rescue two leisure sailors from their craft "Proteus" that had unfortunately taken on water. Thanks to Capt. Szymanski, we can all relive this exceptional event through his report:

It was a calm night when we were proceeding to Norfolk from Veracruz, passing the Yucatan channel. Wind was 10 knots with small waves of 0.5 m. Suddenly our vessel was called by the pleasure craft "Proteus" saying that they are in distress and taking on water. We immediately replied, clarifying her position and other important information. It turned out there were two people on board



The two survivors with crew of RHL Flensburg only 5 miles away from us. According to good seamanship vessel, we commenced alteration and proceeded towards the craft in distress. At the same time, we tried to establish communication with SAR departments in the area in order to get more details about the situation with "Proteus". When we finally got closer to the craft, they informed us that the situation was resolved for the moment and assistance was not required anymore. But we decided to stay in the vicinity for a while longer. And as it just so happened that not long after we received another call from "Proteus" asking for

assistance. Of course, they did not want to risk their life, but they also were concerned about what would happen to their ship. We said that we could not guarantee anything but could try to perform towing. We agreed on a plan and decided to make our way towards "Proteus". We sent two towing lines from our vessel's aft deck and the two sailors came on board the RHL Flensburg because it would not have been safe for them to stay on their craft during towing. They were happy to be on board in safety. After this, our vessel started to slowly increase speed but unfortunately the bits of the small craft were broken as they were not designed for towing. But at least we gave it a try and did our best. We were forced to leave the craft drifting because there were no other options. After that, the RHL Flensburg got back to her route. The two rescued persons spent the entire day with us, we took some photos together and they disembarked in the evening at south of Key West.

📷 The abandoned vessel "Proteus"



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 non-binary 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.

## Solution Sudoku:

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



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