

Logistics park-turned-urban gallery

By early autumn, CEVA Logistics will have redeveloped its Somaglia facility in northcentral Italy. As part of the Prologis PARKlife initiative, eight Italian urban artists have already used 40k m² of building façades and water tanks as canvases. They have created works of art inspired by keywords such as innovation, future, diversity and inclusion, integrity, passion, and sustainability. Starting in September, guided tours will be open to the public (available by reservation free of charge). Moreover, the site will transform into a small urban centre. It will be possible to find a series of benefits to enrich the working day, including public transport, general services, activities, and open space for free time. The green areas will be redeveloped to include larger, more diverse

trees and perennial flowerbeds with varying colours “[...] to create a natural dialogue with the works of art in the logistics park.” The redesign of the green areas will ensure better shading and wellness paths accompanied by bicycle lanes. The project also includes new relaxation and refreshment areas. “The PARKlife initiative is a perfect example of our commitment to our employees as they work to deliver responsive logistics solutions for our customers. People are key to our business, and at CEVA, we want to create an environment where our employees can thrive. [The] artistic unveiling is an important step in supporting current employees and attracting new ones to the industry,” Christophe Boustouller, Managing Director of CEVA Logistics Italy, said.



Photos: CEVA Logisitcs



Irmina's second life

The photo, taken in the former Lindenau's shipyard in Klaipėda, pictures the two main characters of *The Flying Dutchman* as performed at the 2020 summer edition of the Klaipėda Festival. We can see the baritone Almas Švilpa starring the role of the Dutchman, while the Polish harbour ferry *Irmina* – his vessel. The single performance, broadcasted this spring via the OperaVision.eu platform, was received enthusiastically. It had to be repeated four times this year and is planned to be a fixed point of the festivals to come. More about the opera can be found on the Klaipėda Musical Theatre's website. Here, let us put flesh on the bones of *Irmina*. She was built in 1968 in Gdańsk and till 1989 sailed within Szczecin and Świnoujście. Next, for two decades, she carried tourists from Sassnitz to the cliffs of Rugia as *Nordwind*. In 2012, she got hulked in the Lithuanian seaport. Her retirement-cation is a perfect match – no health certificates are needed to be an embellisher of Wagner's opera!



Photo: Klaipėda State Musical Theatre

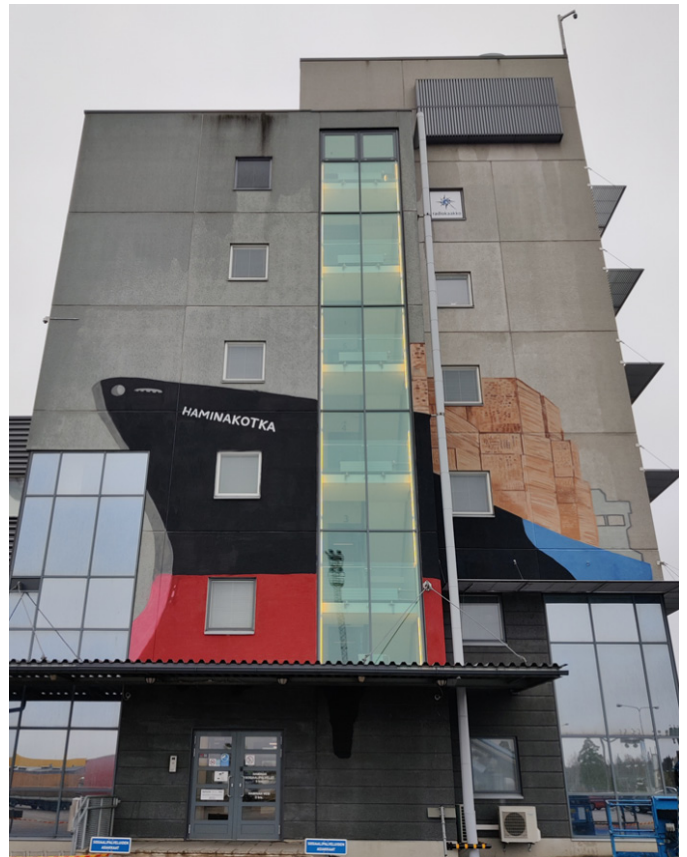
HaminaKotka's aluminium anniversary

On 1 May, the Finnish Port of HaminaKotka celebrated a decade since its foundation, following the Hamina and Kotka seaports merger. In COVID 19-restricted times, the birthday was celebrated by painting the port office buildings with murals by Timo Tynnismaa. In addition, the great flag of the Port of HaminaKotka was raised to the tallest flagpole in Finland in Hamina on Labour Day. Together with Finland's



Photos: Port of HaminaKotka

flag, the port's was also hoisted to the flagpole of the City Hall and at the Kantasatama Harbour in Kotka. "On its 10th anniversary, the competitiveness of the Port of HaminaKotka is at its peak both nationally and internationally, and it is ready to face all the challenges of the future. For this, thanks are due to our efficient and extensive customer and co-operation network as well as our committed owners and personnel," Kimmo Naski, the joint port authority's CEO, underlined.



Bags over bombs

Heinkel He 111, masterminded to win the title of the 1930s' fastest pax aircraft, finally ended as a bomber. Still, its short civil service is worth remembering, too. Deutsche Lufthansa employed 12 such planes on its longest services, including the famous link to South America. He 111s flew overland to the Port of Bathurst (now Banjul in Gambia) where the postbags were transhipped to flying boats. These, in turn, crossed the Atlantic with the help of the so-called catapult ships, which refuelled seaplanes in mid-ocean. The whole service excluded passengers, as such 111s' cabins were turned into freight compartments. Meanwhile, the class carried up to ten travellers across European routes, so shipments had to be moved to the nose. Looking at the picture, it seems that the loader had an easier task than the stevedore inside.



Photo: Lufthansa-Bildarchiv

Unity of opposites

Remember the Danish bike shed made out of a wind turbine blade that we brought to your attention back in BTJ 5/20? We had to 'travel' to the Canadian province of Manitoba to discover another example of an industrial scrap that was given a new lease on life. A pair of railcar wheels forms a base for a two-sided bench at the railway station in Rivers. Such a construction, in our opinion, fits the place just fine, as it doesn't provide the psychological comfort of a standard bench, a symbol of stability and stillness. The wheel is associated with movement and activity. A passenger waiting for a train should be nervous; their bodies can rest, not their senses. We are pretty sure that anybody sitting between these iron wheels won't miss a train to Winnipeg, even if mesmerised by the most exciting *Transport miscellany* entry!



Photo: J. Hazard/Wikimedia Commons

Regal figures

The presented postcard, sold or handed over onboard the Polish passenger steamer *Kościuszko* in the 1930s, depicts her master Capt. Eustachy Borkowski. Passengers also got his autograph, a fact that at that time increased its souvenir value while nowadays – its collector's worth. We wonder: could similar cards appear in boutiques of modern ships, say, cruisers or ferries serving long routes? Editorial rules for postcards state that they can portray public persons (members of a royal family, for instance) and persons in uniforms serving in public places (if they agree, of course!). We are sure that a captain's job (at least senior captains') includes community duties performed in uniforms in public places (read: passenger areas). But the most important thing – they are public persons of imperial stature!



Photo: Adam Daszewski's collection

Will containers save us?

The other day we were approached by James from Conex Boxes, who said he liked our entries on the alternative uses of shipping boxes (thanks, bro!). He also mentioned the company's [blog post](#) about how survivalists (also known as preppers) can utilise a good-old twenty or forty footer. If you think Greta Thunberg's efforts to save Earth are doomed to failure, then you might as well prepare for doomsday by getting your hands on a shipping container and repurposing it innovatively. However, each alternative use will require some more or less costly fine-tuning (think, e.g., ventilation, sanitation, electricity, fresh water, safety). The Internet is, unfortunately, full of cases of containers used as underground bunkers gone wrong. A roof that's caving in when you're sitting several or more feet below the ground level? Thanks, but no thanks! Then again, why not buy ten containers and erect an entire compound? Including a reefer for whatever you'll grow in that hydroponics container. Interestingly, if you fancy post-apocalyptic video games (say, the *Wasteland* series), you already know that containers are a staple of a dystopian universe. Maybe that's why there's such a lack of empties?

10 Ways Survivalists Can Use Shipping Containers

1. Secure Storage for Supplies
2. Tool Storage Shed
3. General Workshop
4. Equipment or Vehicle Storage
5. Backup Home or Bunker
6. An Underground Shelter
7. A Crafting Shed
8. Indoor Garden
9. Food Preparation
10. Bedroom

