



The Crow's Nest

A newsletter of the Thomas Schulte Group

EDITORIAL



Welcome to another summer edition of The Crow's Nest.

The year 2008 kicked off with a growing concern within the industry about the potential future new building output of the shipyards worldwide, with a particular focus but not limited to the 2nd and 3rd tier shipyards in China.

Whilst we happen to have our reservations on some so called "green field" sites, we are at the same time happy to report that the new building programme of Reederei Thomas Schulte is fully on schedule. Our careful yard evaluation process resulted, so far, in a timely delivery of the entire fleet.

Corresponding with the growing fleet we have been increasing our efforts to create tailor made solutions for the career development of the personnel on board with the introduction of computed based/shipboard training, risk assessment courses, assessor training and additional MAN diesel engine courses. The understanding of a qualified crew on board as an "asset" has in the meantime reached a broad understanding within the industry, which we value as valuable tool in order to cope with the shortcomings over the coming years.

With 2008 being a rather quiet year in terms of new buildings, the management of Reederei Thomas Schulte is in process of preparing the entire group of companies for the years ahead and as a result of this, a long term programme with an outside partner was set up, in order to obtain further input and prepare the corporate structure accordingly.

This issue addresses amongst other topics certain developments within the shipping industry, which we consider to have the potential to have a detrimental effect and we are convinced that uncompromising standards and proper training are the only way forward.

As always we hope that The Crow's Nest will be interesting reading.

Sincerely,
Alexander Schulte

Success of a box

Four decades ago, on 31 May 1968, the container, which has revolutionised maritime traffic around the world, began its triumphant success in the port of Hamburg.

On this day, the 213-metre "American Lancer" of the United State Lines was the first full container ship on the River Elbe to dock at Burchardkai. It was the start of a new era. And with its success the port of Hamburg has prospered as well, being by now the largest German container port and the second largest in Europe, transshipping some ten million standard containers (TEU) each year.

At the beginning, however, things were exceedingly difficult in Hamburg. The container, an invention of the American Malcolm McLean, was at first met with deep-seated scepticism as a means of transport. The head of Hamburg Hafen- und Lagerhaus AG (HHLA, now Hamburger Hafen- und Logistik AG), former Port Senator Ernst Plate, had even coined the slogan, "I'm not going to let this box into my harbour".

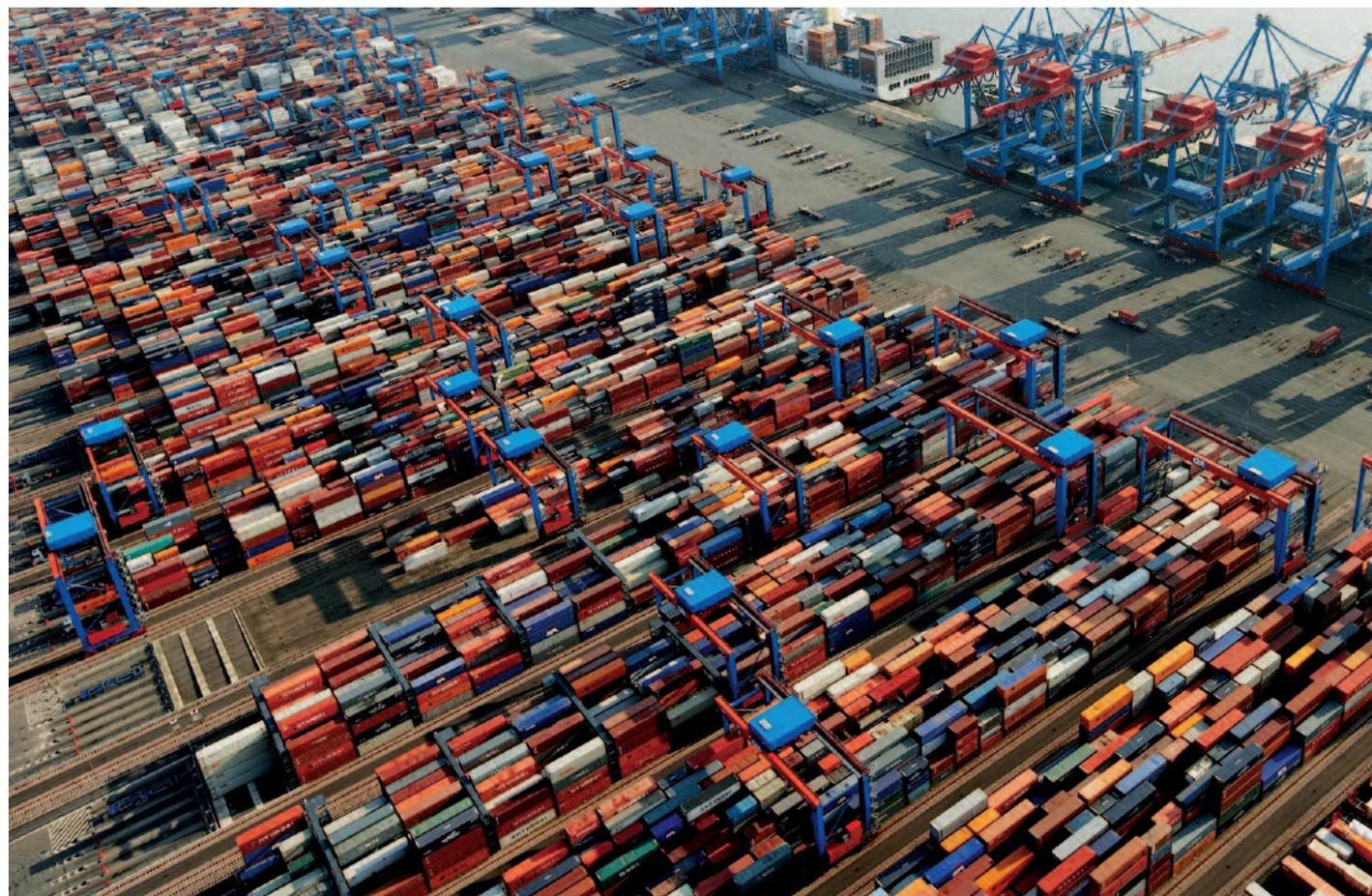
The Hamburg Senate also nurtured

substantial misgivings. As late as 1966, Mayor Herbert Weichmann answered a letter from a shipping expert, who recommended building a deep-water port at the mouth of the river Elbe for container traffic, with the words, "Container traffic is still far from being a fully developed form of traffic within a European context."

In Bremen, a different view prevailed. This was due primarily to the fact that the US military had in the meantime begun to use these transport boxes more and more to bring their supplies through Bremerhaven. In Hamburg, it was above all Senator of Commerce Helmut Kern who worried that the Hanseatic city could miss out on a development he considered path-breaking. By spring 1967, he had had enough of the dithering. He took the issue to the Senate and presented the state government with a bill setting aside DM 35 million to turn

the Burchardkai into a container terminal.

Later, Helmut Kern described Weichmann's reaction in the following words, "With the probing gaze of the erstwhile Financial Senator he had been before taking office as head of the government, he said, 'My dear fellow Senator, you want DM 35 million. You have neither a line nor a shipyard contract, nor a container. And you expect the Senate to follow you in having this container facility built?' I answered him, 'Mr. Mayor, we may not have a line or a contract, but if we do not build this facility, we will never get one. We really only have a choice of either building this now or being left on the shelf.' That made sense to him. He said, 'I think Mr. Kern is right. We have to take the chance. Otherwise we will not have another chance to get into this business.' The Senate adopted the measure. One year later we had the





contracts and the cargo.” A member of the HHLA executive staff had been able to convince the management of United States Lines for their vessels to call the port of Hamburg.

On 31 May 1968, the Port of Hamburg was ready to greet the “American Lancer”. Around 1200 guests had gathered at the pier on the Burchardkai to witness the great moment. Slowly the ship began its berthing manoeuvre and just before the docking manoeuvre, Helmut Kern began his welcoming speech as Senator of Commerce. He had prepared a ten-minute speech, but hardly had he spoken the first few sentences when he was handed a note saying, “The ship has run onto silt. Cannot make the last three metres. Need at least another twenty minutes for the tide to rise. Can you please talk a bit longer?”

For Helmut Kern, well-versed in speaking before parliament, this posed no prob-

lem at all. He bridged the gap until the “American Lancer” had enough water under the keel and could berth. The cargo, a few dozen containers, was quickly offloaded. It soon became clear how necessary it had been to build the terminal, as by the autumn of 1968 four to five full container ships were already docking on the Burchardkai per week. In 1972, six container gantry cranes were available at six berths, and the mid-1970’s saw the achievement of a quantum leap in technology – satellite-supported positioning of containers. Since then, trans-shipment of the steel boxes has been growing at an ever increasing rate. The only problem is that the infrastructure for inland transport is barely keeping pace. The danger of an gridlock is an issue even today as container vessels are reaching new dimensions.

Cargo misdeclaration and its problems

Dangerous goods declared as harmless cargo or the massive excess of weights – why the industry has to adopt new procedures in order to avoid an increasing number of incidents.

One problem with shipping containers is that nobody, except for the shipper, can be absolutely sure of what is really inside of the containers. As more and more containers are being carried, the number of incidents resulting from incorrect cargo information is rising dramatically. Once loading operations are complete, it has become a part of the crew’s day-to-day business to determine the difference between the stowage plan and actual weight of the containers. Differences between 500 and 1.000 tons are not unusual – often necessitating an adjustment of the vessels stability. In the worst case, the master has to reject containers in order to keep the stability figures within safe limits.

Misdeclaration can become even more dangerous when it comes to hazardous goods. The label on the box may not accurately describe what is inside the container, which might lead to serious problems. If dangerous cargoes are being wrongly stowed, wrongly marked or misdeclared by shippers, they might even cause major containership casualties. The “Hyundai

Fortune” for instance caught fire, leading to damages said to be exceeding US\$ 100 million. The cargo of the “Hanjin Pennsylvania” spectacularly exploded in an incident caused by fireworks and led to damages amounting to some US\$ 50 million. Those are only two examples from the recent past. Taking into account, that the vessels that are being built nowadays are capable of carrying up to 13.000 containers the effects of any such casualties are likely to become even more serious in the future.

Also Reederei Thomas Schulte has made its own experience with the shipments of dangerous goods. In march of 1998, the cargo in hold No.1 of the “Aphrodite C.” caught fire and the cargo partly exploded. The cargo consisted of sodium hydrosulfite bagged in drums, and is considered stable, however during the shifting of the cargo by the stevedores in the port of Manaus, a forklift pierced one drum containing the chemicals causing a leak. The cargo hold burnt for a week. Fortunately, the well trained crew reacted

instantly containing the damage and extinguishing the fire with Co2. An extensive examination of the incident revealed that the drums used for transportation of the dangerous goods were not seaworthy. The cargo was produced and packed by one of the world’s leading chemical producers.

Despite these consequences, evidence still suggests that a significant percentage of containerised cargo is misdeclared. This includes undeclared dangerous cargo passed off as innocuous or often misdeclared dangerous cargo, where the particular dangerous characteristics have been misstated. The detection of falsely declared cargo aboard container ships is much more difficult than on any other types of vessel, as the containers are usually packed and sealed for transport elsewhere. The entire transport chain is basically relying on the proper documentation being provided by the cargo producers and/or shipper.

Motives for the failure of declaring a dangerous cargo properly or for providing a misleading description of the material differ of course. Whilst one should not

assume intent on all occasions, one cannot rule out the avoidance of higher freight charges or circumventing restrictions on the carriage of certain cargoes.

In addition, it is safe to say that lack of training in declaring (dangerous) cargo in a proper way plays a certain role. Due to the globalisation and shifting of manufacturing sites to the Asia Pacific region, there is a growing concern that cargo growth is outpacing the training provided by shippers and manufacturers.

Whilst manufacturers are responsible for preparing accurate Material Safety Data Sheets (MSDSs) to include the assignment of correct UN Numbers and classifications according to the International Maritime Dangerous Goods Code (IMDG Code), documentation have often been found lacking in this regard.

Power & Fuel Oil consumption vs. Environmental Impacts

The latest scenarios favour environmentally friendlier main propulsion systems and power production – a concise report on various options

It is out of question that the shipping industry has finally taken an active role regarding the developments within the industry in order to get a grip on air pollution. However as stated in our previous Crow's Nest editions, there are various approaches (some of them are already enforced or on their way) to tackle the problems. It seems, though, as if the various impacts of this proactive approach have not yet all been identified.

Research has revealed that ships' emissions containing NOx, CO2 and SOx are mainly caused by the burning process of residual fuels. As there are no reasonable options to fuel oil burning engines for the time being (unlike the automotive industry), one will have to focus on the improvement of the existing designs. The trend for electronic injection engines clearly shows that this is taken seriously. Regrettably some sources of the pollution cannot be regulated that easily, for example the output of SOx, as it is already within the fuel oil itself.

Other methods to reduce the impact on the environment are under investigation such as the Exhaust Gas Recirculation

and Scavenging Air Moistening system.

A completely different approach for the required power on board is the so called AMP (Alternative Marine Power, sometimes also referred to as Cold Ironing, as the auxiliary diesel generators are not running and therefore "cold"). The idea is to supply electric power from the shore side to the vessel whilst in port. This well known idea has been pushed especially by regulatory institutions in California/USA, where several terminals have been already prepared. The problem remains the common technical standard, due to the very different electric power standards worldwide. Another problem could be the uncertain investment for a retrofit of vessels already in service. Neither have the costs of consumed energy in ports or the shore side investments been fully quantified. A unified approach does not seem to be in striking distance – yet. None the less, Reederei Thomas Schulte has started to prepare its newbuilding fleet to be capable of a retrofit.

However sharp tongues argue that modern vessels produce 'greener' power than old power plants burning oil or coal, and question therefore the logic of AMP.



THE THOMAS SCHULTE GROUP

Nautilus Crew Management GmbH is the fleet personnel manager within the Thomas Schulte Group.

It assists Ocean Shipmanagement GmbH to exercise its responsibilities as holder of the ISM Document of Compliance with regards to the crewing related tasks such as:

- review and control of crewing budgets and expenses
- liaison with the appointed crew managers and contract compliance control through records and office audits
- liaison with the seafarers through communication, ship visits and meetings
- verification that all seafarers on board Thomas Schulte Group vessels are properly trained, certified and experience
- monitoring of crew performance
- planning and implementation of training programmes at sea and ashore in close cooperation with the crew managers
- investigation of medical emergencies, disciplinary problems or crew grievances

Given the current focus of the maritime industry on the 'human element' due to the worldwide shortage of well qualified officers Nautilus Crew Management has put career development support in the forefront of its activities. The goal is to improve the intensity and quality of shipboard and company controlled shore based training for those seafarers seeking promotion and professional advance. This

will be achieved by raising the quality of competence assessments and providing better training facilities on board to close



identified knowledge and skills gaps faster than before. We look forward to draw a significant part of the additional officers needed for the planned fleet expansion from our own training schemes.



Thomas Schulte SFOM in Hamburg

Third Senior Fleet Officer Meeting 27.-29. May 2008

The third Senior Fleet Officer Meeting was attended by five Masters and seven Chief Engineers. Three of the participants were newly promoted and had thus a special opportunity not only to be briefed prior to their first assignment in their new rank but also to exchange views and learn from their more experienced colleagues. It is the company's firm belief that these meetings are best conducted in Hamburg to give the participants an opportunity to meet all the office staff and in addition to invite third parties for presentations on special issues and subjects.

After the introductory presentation of the company's key performance indicators by Mr. Oliver Kautz, the SFOM programme was for the first time split in two separate half day programmes for Masters and Chief Engineers.

The Masters continued to discuss safety and dangerous cargo matters with Designated Safety Advisor Mr. Volker Utzenrath, navigational safety issues under the chair of Capt. Frank Wilhelm Heidrich and chartering, operational and insurance topics under the chair of General Manager Mrs. Sigrid Gerth. One of the conclusions of the meetings was the decision to improve the circulation of near misses, accidents and damage information in order to provide the shipboard management teams faster with correct and reliable advice on such day-to-day experiences. It is important to highlight also valuable external loss prevention information sent to the vessels such as the monthly MARS reports, the quarterly Newslink CD's or relevant circulars of the insurance providers.

The Chief Engineers accompanied by the Senior Superintendents Mr. Jan Paninka and Mr. Frank Pohl visited the Alfa Laval premises in Glinde near Hamburg, to discuss and review maintenance procedures for modern separators. It has become apparent that more care needs to be taken to familiarize engineers properly with sometimes new requirements in separator maintenance to prevent damages. All vessels have been already outfitted with an additional training DVD by the manufacturer to accompany the technical documentation.

The second day started with a review of the ISO 14001 implementation headed by Mr. Oliver Kautz. Shipboard and office personnel have passed computer-based training (CBT) on ISO 14001, using the Seagull

training stations. Although the ISO standard itself may be sometimes very abstract and difficult to understand most seafarers have already a good understanding of environmental concerns due to the extensive new legislation in this field provided by the maritime industry over the last number of years. Protecting the environment has widely become an integral part of shipboard operational procedures. It is the company's responsibility to ensure a further reduction of its operations environmental impact in close cooperation with its customers and suppliers.

This was followed by a two hours workshop with Mr. Kjetil Odin Johnsen of Dreyer Kompetanse AS to demonstrate the effective use of the "WhatIf" risk assessment training system on board. Dreyer Kompetanse AS has analysed five years of accident investigation data from Scandinavian databases to identify relevant emergency scenarios and to develop easy to understand tools for tabletop exercises on board. The exercises shall be conducted in small groups of 6-8 seafarers, mixing experienced senior officers with young seafarers to allow for a knowledge transfer during the sessions. First the emergency scenarios are assessed in a discussion of the likelihood and consequences considering the own vessel, then the scenario cards are assigned to a simple 3 x 3 risk matrix. For those scenarios rated to pose a high risk for the own ship, the groups can then conduct specific table top exercises following real world scenarios. The system fills a gap between individual training and drills involving all crew where there is usually no real time to discuss about the best way of organizing the response.

In the afternoon Mr. Oyvind Andersen of

Seagull AS presented once again the concept of the company's future competence management system. With Seagull training stations in place on all vessels for half a year now, most seafarers have made already good progress with the training programme for their current and possibly also their next rank. As the senior officers proceed to obtain shipboard assessor certificates Reederei Thomas Schulte has requested Seagull in June 2008 to activate the cadet competence modules in accordance the known ISF standards as the first step towards a system covering all ranks on board with specific competence requirements to be assessed on board.

Considering the need to actively support young seafarers with their career ambitions without lowering the job entry requirements, the Seagull database will be the place to record shipboard training including drills, exercises, video sessions and computer based training as well as all approved competencies (in accordance with STCW and beyond) for each individual seafarer. The records will move electronically with the seafarer from ship to ship allowing the ship's command to continue the training for each individual as needed and in accordance with worldwide standards. With the pilot phase completed, efforts are underway to fully integrate the new training system into the management system of Reederei Thomas Schulte.

The Round Table Crewing raised concerns about the quality of crew appraisals and the value of recommendations for promotion. As the crew managers follow the tanker industry's lead with an open appraisal system, our senior officers need to be better prepared to openly confront sub-standard performance by individual sea-

farers as well as to maintain caution when commending extraordinary achievements. Acceptance of shortcomings is the necessary first step for improvement and criticism is best received when coming from immediate superiors on board and linked with clear advice on how to move on.

The second day was concluded by a discussion on technical management issues. Superintendent Mr. Marcus Staroske gave an update on the implementation of the new version of the CODie software and the efforts to standardize the structure of the part trees across the fleet. This will make the software more user friendly and make it easier to focus on the maintenance tasks at hand.

The third day was commenced by the presentation of Mr. John Murkett, Director Claims at the Britannia Steam Ship Insurance Association Limited. It focussed on the prevention and handling of P&I claims and gave the opportunity for first hand feedback from a leading insurance provider.

A presentation by Mr. Christian Hass of Germanischer Lloyd's Emergency Response Service explained the working methods and capabilities of the ERS team to support the company and the shipboard command in emergencies almost immediately with professional damage stability calculations and advice. It has become apparent, that a good and close cooperation with GL ERS can significantly improve the chances for an effective and cost efficient emergency response.

The meeting gave again opportunity to exchange information between shipboard and office staff, discuss problems and simply to meet the colleagues 'on the other side' both during the programme sessions and the social events. An open and constructive atmosphere is a necessary ingredient to improve the performance of any organization - the next Senior Fleet Officer Meeting in autumn 2008 will continue with this tradition.



CREW'S NEST

Command Scheme News

Since early 2007 the company offers Chief Mates to join free of charge the Command Scheme of The Nautical Institute in The United Kingdom. The scheme is designed to provide the participants with more knowledge in order to become a better support for the Master and finally to prepare for the first own command. The scheme comes with a comprehensive guidance book. Successful candidates must have completed all work book tasks and present two emergency response case studies and a diploma project to the examiners of the Nautical Institute (usually retired Master Mariners).

We are proud to congratulate Capt. Jimmy Dealca, Capt. Boris Kravchenko, Capt. Sergey Osintsev, C/O Alexey Makey-chik and C/O Yuriy Slipushenko for obtaining the first Command Diplomas in our fleet.



MAN Diesel Training

In an effort to provide better specific training for the most common types of main engines in our fleet, our Second Engineers Vladimir Androsov, Bogdan Tipa and Oleg Yankovskiy attended a 5-days training course on 2-stroke MC engines at the MAN Diesel PrimeServ Academy in Copenhagen. As they assessed the course as very valuable, the company will consider to send more Second Engi-

neers to attend this training.

The company will furthermore supply selected MAN Diesel training videos on board our ships, where they will be part of the growing outfit of training material. All training results will be recorded in the Seagull training database. Similar training measures for Sulzer engines are under review.

German Maritime Law Training for E.U. Masters

Due to its ongoing commitment Reederei Thomas Schulte will bring three more vessels under German flag within the year 2008. It is a requirement that non-German Masters must pass a 9-days training course in Germany in

order to study German maritime law before they receive their German Flag State endorsement. We congratulate Capt. Gabriel Bondoc and Capt. Constantin Zaharia for passing this examinations early June as first Masters of our fleet.



Promoted Officers

(from 19/11/2007/ – 24/06/2008)

	Rank	Surname	Firstname	Date	Vessel
1	MASTER	OSINTSEV	SERGEY N	24.01.2008	MSC Caledonien
2	MASTER	DEALCA	JIMMY C	01.03.2008	Cape Canaveral
3	MASTER	KRAVCHENKO	BORIS E	09.05.2008	Ariake
4	MASTER	PROKOPENKO	ANDREY N	31.05.2008	MSC Caledonien
5	MASTER	MATLIN	ALEXANDR K	20.06.2008	Maersk Nanhai
1	C/OFF	YABLOTSKIY	VLADIMIR V	03.02.2008	Marie Schulte
2	C/OFF	SUELTO JR.	TIMOTEO B	23.03.2008	Kota Pemimpin
3	C/OFF	KOMAROV	MIKHAIL E	13.04.2008	Cap Beatrice
4	C/OFF	LUNA	RITZO R	19.04.2008	Csav Rotterdam
1	2/OFF	SELISCHEV	YURY A	17.12.2007	Maersk Nanhai
2	2/OFF	JAVIER JR.	BONIFACIO	17.12.2007	Cape Canaveral
3	2/OFF	ZAVALNYUK	OLEG	19.01.2008	APL Shenzhen
4	2/OFF	SINKARENKO	SERGEJS G	16.02.2008	Francisca Schulte
5	2/OFF	ANDRADA	EDWIN M	23.02.2008	Antje Schulte
6	2/OFF	LAURIO	JOVEN G	01.03.2008	Csav Panamby
7	2/OFF	IOAN	RAZVAN	07.03.2008	CMA CGM Iroko
8	2/OFF	SALAZAR	NOEL E	26.04.2008	Maersk Nanhai
9	2/OFF	YRA	AQUILES S	11.05.2008	YM Faha
10	2/OFF	SLEPUHINS	OLEGS	24.05.2008	Maruba Confidence
11	2/OFF	FERNANDEZ JR.	BIENVENIDO C	02.06.2008	Csav Rotterdam
12	2/OFF	DURANTE III.	GUILLERMO C	08.06.2008	Tatiana Schulte
1	3/OFF	AMITA RONEL	JOHN C	03.12.2007	Patricia Schulte
2	3/OFF	BONILLA	DENNIS E	05.12.2007	Maersk Nanhai
3	3/OFF	PUISOR	SORIN	16.12.2007	Kota Pekarang
4	3/OFF	KISELEV	MIKHAIL S	08.01.2008	Tatiana Schulte
5	3/OFF	AGABON	MARK B	19.01.2008	Csav Itaim
6	3/OFF	MESCHCHERYAKOV	MYKHAYLO Y	01.02.2008	Maersk Neustadt
7	3/OFF	MUNAR	JOHN WINSOME L	04.04.2008	APL Shenzhen
8	3/OFF	GUITANG	JEZREELS S	14.04.2008	Cap Beatrice
9	3/OFF	GVOZD	RUSLAN	03.05.2008	Maersk Neuchatel
10	3/OFF	TERO	ARNEL G	25.05.2008	Mol Wonder
11	3/OFF	ZHELEZNIKOV	KIRILLA	01.06.2008	Csav Panamby
12	3/OFF	SAZANOV	VLADIMIR V	10.06.2008	Tatiana Schulte
13	3/OFF	ELETIN	DENIS A	22.06.2008	CMA CGM Rose
1	J/OFF	CELIS	CHRISTOPHER B	07.06.2008	Maersk Navia
1	C/ENG	SOLOVEV	EVGENY S	04.12.2007	CMA CGM Rose
2	C/ENG	TSVETKOV	VLADIMIR	29.05.2008	MSC Caledonien
3	C/ENG	RACHEEV	SERGEY	18.06.2008	Antje Schulte
1	2/ENG	JAVIER	FERDINAND E	08.12.2007	Cap Capricorn
2	2/ENG	FESHCHENKO	KOSTYANTYN	03.03.2008	Maersk Neustadt
3	2/ENG	GLADKIKH	PAVEL	23.05.2008	Nyk Floresta
1	3/ENG	ZAHARIA	ROBERT L	12.12.2007	CMA CGM Iroko
2	3/ENG	BALAKIRYEV	VADYM O	16.12.2007	Kota Pekarang
3	3/ENG	PAKHTUSOV	VIKTOR S	27.12.2007	Maersk Navia
4	3/ENG	BONDARENKO	SERGIY O	12.02.2008	Patricia Schulte
5	3/ENG	SOROKOVYKH	ARTEM I	28.03.2008	Cap Beatrice
6	3/ENG	KAYNOW	ANDRIY V	15.05.2008	Maersk Navia
7	3/ENG	MONTILLANO	VICMARA	16.05.2008	Maruba Confidence
8	3/ENG	KOMAROV	OLEKSANDR O	25.05.2008	Maersk Neuchatel
1	4/ENG	LEBEDEV	OLEG V	26.11.2007	APL Shenzhen
2	4/ENG	SUAREZ	NICS GENHIS G	17.12.2007	Cape Canaveral
3	4/ENG	PAREDES	ROGELIO M	26.01.2008	YM Faha
4	4/ENG	BURLAKOV	ALEXANDER	27.03.2008	APL Shenzhen
5	4/ENG	ARCAYA	REX	22.06.2008	Annabelle Schulte

IMPRINT



Reederei Thomas Schulte
GmbH & Co. KG

Reederei Thomas Schulte GmbH & Co. KG
Zürich Haus
Domstraße 17, 20095 Hamburg – Germany
Phone: +49.40.81 99 43 10
Fax: +49.40.8 22 32 18
e-mail: reederei@schulteship.de
www.schulteship.de

Contact:
Johanna Kallabis
e-mail: reederei@schulteship.de
Phone: +49.40.81 99 43 10
Fax: +49.40.82 23 21 8



TWS CHARTERING & SHIPBROKING GMBH
Zürich Haus
Domstraße 17, 20095 Hamburg – Germany
Phone: +49.40.81 99 43 40
Fax: +49.40.8 22 32 18
e-mail: tws@schulteship.de



OCEAN Shipmanagement GmbH
Zürich Haus
Domstraße 17, 20095 Hamburg – Germany
Phone: +49.40.81 99 43 50
Fax: +49.40.81 99 43 79
e-mail: shipmanagement@schulteship.de



Nautilus Crew Management GmbH
Zürich Haus
Domstraße 17, 20095 Hamburg – Germany
Phone: +49.40.81 99 43 10
Fax: +49.40.8 22 32 18
e-mail: crewing@schulteship.de



Blue Water Funds Schiffsbeteiligungen GmbH
Zürich Haus
Domstraße 17, 20095 Hamburg – Germany
Phone: +49.40.81 99 43 10
Fax: +49.40.8 22 32 18
e-mail: blue-water@schulteship.de



Berkeley Steamship Ltd.
Hanseatic House
Spyrou Araouzou Str. 111, Limassol 3601
Phone: +357.25.84 64 00
Fax: +357.25.74 52 45
e-mail: bsl@hanseatic.com.cy