



# The Crow's Nest

A newsletter of the Thomas Schulte Group

## EDITORIAL



Welcome to another edition of The Crow's Nest.

Another turbulent year is about to pass and the entire focus has shifted considerably in due course of the year.

At the beginning of the year it was the new building order book that held the centre stage of all concerns and all of a sudden we are embroiled in a financial crisis that has swapped over from the banking world into the shipping industry. A clear sign of the finely tuned interaction of a globalised world.

None of the projects of Reederei Thomas Schulte has been affected by the crisis and we are expecting our to date largest container vessels (4250TEU) from Samsung Heavy Industries as of June 2009. And whilst it was a rather quiet year in terms of new buildings being delivered, we have been quite active with the diversification of the fleet into the bulk sector, which at the same time is a step back to the roots of the Schulte family.

In tune with our risk adverse policy, medium to long term time charter employment has been secured for the entire bulk new building programme.

In September our technical manager and sister company Ocean Shipmanagement was awarded as the 4th company worldwide with the Excellence Award of the Germanischer Lloyd. A step further in the continuous approach to improve our operational, environmental and safety management systems.

My sincere appreciation and thankfulness to the entire staff of the Thomas Schulte Group ashore as well as our crews on board the fleet all over the world for their continuous and dedicated work.

I wish everybody a peaceful Christmas time and the very best for the new year.

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

Sincerely,  
Alexander Schulte

## Prepared for emergency

OCEAN Shipmanagement conducts a large-scaled company exercise together with the classification society, port and maritime authorities.

**At 07:24 the Bosun noticed smoke coming up** from a container at the stern.

As a container fire is one of the worst things which may happen on board he immediately contacted the Master via VHF, who called all crew to muster on the bridge. Only minutes later the fire fighting squat was on scene and discovered one injured stowaway. Obviously he has caused the fire whilst preparing food. The first aid team took care of the stowaway and the fire fighting squat extinguished the fire.



**The Chief Officer checks the minor damages caused by the fire.** When he surveyed the container more closely, another stowaway jumped out and attacked him with a machete. The stowaway was looking desperate and very scared. He grabs the Chief Mate and uses him for his own pro-



tection – the knife still close to his throat.

**What to do in such a situation?** This incident has taken place on board of our good vessel "Ariake" (ex Sarah Schulte) during her call at Bremerhaven on October 25, 2008. In order to train the crew on board and ashore in handling emergency cases Reederei Thomas Schulte has conducted a company exercise together with the classification society Germanischer Lloyd. "Even though such a sequence of events is fairly unlikely to happen on board of our vessels, we were able to practice four major incidents within one drill: cargo fire, recovery of an injured person, handling of stowaways and piracy attack," explained Alexander Schulte, Managing Director of Reederei Thomas Schulte.

**The main reason for this drill** was to test the response procedures to emergencies, the communication and the coordination between vessel, office and other third parties. Involved in this drill were – beside the crew – the flag state, the emergency response team of OCEAN Shipmanagement, the port facility and the port state authorities. GL-experts had been sent as actors. They have prepared the scenario and played the stowaways. All should be as realistic as possible and only the head of departments had been informed about the

scenario in beforehand. In addition two GL observers have assessed the performance of the crew on board and in the office.

**With the consultants, Reederei Thomas Schulte** has ensured that highest professionalism had been applied during the exercise. Moreover, the external view of the inci-



dent has provided an objective feedback on the strength and weaknesses of the emergency response procedures. Only in this way, areas of improvement can be detected and eliminated.

**"The actual situation** of the Gulf of Aden forced us to scrutinise our response procedures," Alexander Schulte added. Even though it is very unlikely that one of the vessels will be targeted by pirates. Due to the high freeboard and the fast speed of the container vessels managed by Reederei Thomas Schulte they are determined as so-called "beta targets". Nonetheless all vessels are instructed to implement additional security measures when passing through areas known for piracy.

**The crew on board worked with a high degree of professionalism** throughout the entire exercise and the shore based emergency response team performed effective and with high efficiency. A comfortable feeling knowing that the response procedures are properly in place!

# Thomas Schulte SFOM in Hamburg

Fourth Senior Fleet Officer Meeting 25.-27. November 2008

The 4th Senior Fleet Officer Meeting was attended by Capt. Viktor Chernyshev, Capt. Valery Fomenko, Capt. Emilian Geanta, Capt. Andrey Gradin, Capt. Mikhail Kapranov, Capt. Evgeny Kotlyarov, Capt. Andrey Prokopenko, Capt. Anatolij Slepov, C/E Vladimir Galkin, C/E Nikolay Kartsev, C/E Alexander Kizub and C/E Dmitry Kuchinsky. Additionally attended the newly promoted Chief Engineers Vladimir Androssov, Mikhail Demin and Andrey Vorobev who have been also briefed for their first assignments in the new rank.

In the opening meeting Quality and Safety Manager Oliver Kautz gave an overview of the company's key performance indicators and development targets. Then he presented a number of events in the fleet during the past two years and discussed with the guests the root causes that had been identified by the OSM internal investigations and a special company task force for the analysis of insurance claims.

In the afternoon of the first day the Chief Engineers left to visit the premises of Alfa Laval to attend workshop demonstrations and discussions of maintenance procedures for modern separators.

The Masters continued with a briefing by Internal Auditor Britta Jahn on upcoming new Port State requirements in the United States directed at minimizing environmental pollution by a whole range of possible discharges from ships. Although final details and practical procedures are still in discussion and development, it becomes clear that environmental management is poised to become significantly more complex than it has been in the past.

The Master's Round Table on Navigational Safety chaired by Senior Superintendent Jan Paninka went through a navigational issues and near misses highlighting especially the need of proper voyage planning, bridge team management and communication and supervision of pilot activities.

The day was closed by a review of chartering and operational procedures under the chairmanship of Thomas Broecker, Assistant Manager Chartering and Operations. The need of an excellent service to the Charterers is even more vital in the current economic situation in order to protect the good reputation of the company with its clients.



The morning of the second day was dedicated to crew training and crew management issues. Fleet Personnel Manager Alexander Spiewok demonstrated the office interface of the Seagull Training System and presented statistics of the current training status in the fleet. A review of training material so far supplied to vessels included the WhatIf toolset for shipboard risk assessment and emergency response group exercises, as well as training books and videos from various suppliers. A broader discussion was held about cadet training integration on board and the need to ensure that both training and shipboard operation requirements are aligned to avoid deficiencies on either end.

The crew management session was then also attended by Franziska Hartmann and Nicole Gerbig of Bernhard Schulte Shipmanagement (Deutschland) who are in charge for the officers in the fleet. The review of crewing procedures raised a number of suggestions which will be further assessed. The company is currently testing a crew communication system by Blue Ocean Wireless on three vessels that claims to allow for GSM mobile phone and email communication at sea whilst providing better access for the crew, greater privacy and easier admin-

istration for the Master.

Eric Murdoch of the Standard Club presented in the afternoon an overview about the P&I insurance and key areas for loss prevention training. As a result of the discussion all vessel libraries will be provided with additional literature (Master's Guide to Shipboard Accident Response, Master's Guide to Hatchcover Maintenance, Master's Guide to Berthing).

Thursday's focus was the technical management - after a discussion of ISO 14001 procedures by Mr. Kautz, Senior Superintendent Juergen Broschewitz headed the morning discussion on a whole range of issues related to maintenance, repairs, supplies and services. One of the key topics was the need of a good, open, timely and constructive communication between ship and shore. Specific sessions of the OSM superintendent teams with their assigned Masters and Chief Engineers after lunch gave opportunity to cover more specific questions.

Henning Schier, Head of the Emergency Response Service of Germanischer Lloyd, presented then the support capabilities of his team in cases of severe accidents. He advised that most vessels of the fleet are now enabled to export their actual loading conditions to their damage stability

database, by means of a so-called Baplie file which will significantly reduce the time GL ERS will need to commence calculations for salvage operations. He invited Masters to test the file transfer with his team and the company to continue to involve ERS in the annual ISM fleet exercises.

In his closing address Managing Director Alexander Schulte emphasized the need to promote professionalism on board by all possible means in order to maintain and improve the company's good performance record. Reliable and cost efficient services to the customers are the key to success in economic challenging times.

# New Building Site at Samsung

For its four 4250 TEU container vessel series at Samsung Heavy Industries, Reederei Thomas Schulte has established its first own Site office in Korea.

Presently seven site members supervise the construction of a vessel at Samsung Heavy Industries on the island of Goje.

Back in 2006, four units of this sophisticated and well known SAMSUNG 4250 TEU container vessel design were ordered. Since that day the technical and the newbuilding department of Ocean Shipmanagement, the technical manager for the Reederei Thomas Schulte fleet, has been working hand in hand on this project regarding the maker's selection and drawing approval as well as a number of other technical related matters – always in constant and good cooperation with Samsung Heavy Industries.



Our newbuilding Department has come across a highly professional and particularly organized yard, covering even the smallest technical details at an early stage. As a result of this, it was possible for Ocean Shipmanagement to prepare and organize the site office well in advance, relying on the precise data of Samsung Heavy

Industries. With the construction of vessels so well and tightly organized, the full site office was opened with the actual steel cutting of the first vessel, and then built up with the surveyors and support staff according to the production and inspection schedule. This is usually in chronological sequence, i.e. the site office manager, hull and paint surveyor, outfitting, electrician and machinery surveyor.

All of Reederei Thomas Schulte's site offices, incl. those of third parties report on a regular basis to the new building department on the construction progress and its quality. All technical, commercial and organizational matters beyond the site office's core business will be brought forward to the head office through the NB department. In order to organize, optimise and subsequently increase the quality control for each vessel of the various series in progress, Ocean Shipmanagement and its newbuilding department with the assistance of a Hamburg based software company have developed a newly stand alone IT solution for the site offices every day work.

With such a tight schedule, Samsung Heavy Industries projects an overall construction period for all four vessels of only one year. Our Polish site managers with surveyor and seafarer background are supported by local surveyors, which is a great benefit in order to circumvent and bridge

possible cultural and lingual problems.

Before flying down to our Korean Site office, the European members have been going through an intensive three day training to our head office in Hamburg. The idea is to familiarize and train the team members on software, procedures and further to introduce them to our head office staff.

After having packed the last items, the site team and members of the new building department flew down to Korea for the opening ceremony of the site office.

As it happens at most larger shipyards, the site team discovered some former colleagues or friends with whom they had made the acquaintance on a previous project in some way or the other. This circumstance makes moving into a nearly empty apartment with an empty fridge and without knowing the location of the next supermarket very valuable during the first couple of days.

In addition and in accordance with the companies environmental procedures the team was provided with a rental car running on LNG-gas and not on common petrol.

At the same time Samsung Heavy Industries welcomed the site members warmly with an introduction and orientation meeting, followed by several other meetings with various departments of the yard. In a very well organized manner the

yard and the classification society DNV also provided the site team with all necessary information needed for a good start of the site team.

Since then, the site office has taken up its every day duties, i.e. going out for inspections and checking progress of the



construction and quality. Further surveyors have joined the team since then, and inspections and shop tests have increased in accordance with the initial planning. All four vessels have had their steel cutting and the next milestone will take place with the keel laying of the first vessel in February of 2009.

With the continuous good cooperation of the yard and the classifications society, we look forward to the completion of the construction of the vessels by the yard and the delivery into the long term period time charter with Messrs. United Arab Shipping Corporation.

## THE THOMAS SCHULTE FLEET

Today we would like to introduce to you our good vessel Cap Capricorn (ex. Valentina Schulte), a 2800 TEU Container vessel.

Reederei Thomas Schulte operates 9 sister vessels, all built at Hyundai Mipo Dockyard, South Korea, within the last couple of years. These sophisticated vessels have proven to be of very high quality and very popular within the Thomas Schulte crew – and of course with its charterers.

The Valentina Schulte was delivered in February 2007 and trades under the flag of Liberia with her homeport in Monrovia.

The main engine of the Valentina Schulte is accelerating her deadweight of 39.418 tones to a speed of up to 23

knots. 586 reefers can be carried, for which the vessel is equipped with 4 auxiliary engines.

Currently m/v Valentina Schulte is under command of Captain V. Kyrnychan-sky, who is sailing the vessel with her 19 crew members in a Round the World trade (Asia, Australia, East Coast USA and Europe) for the charterer Hamburg Süd. Therefore she is painted in the typical Hamburg Süd colour - red. Her present time charter name is Cap Capricorn.



Length over all	222 m
Breadth	30 m
Max. Draft	12 m
TEU Capacity	2824 TEU
Reefer Capacity	586 TEU
Deadweight	39.418 tones
Main Engine	7K 80 MC-C (25.270 kW)
Service Speed	23
Service Range	approx. 18.000 NM
Auxiliary Engines	MAN B&W 8L 28/32H (4 x 1.600 KW)

# Fleet Diversification

Like most other German ship owners, Reederei Thomas Schulte originates from the bulk trade. For years or rather decades, prior to the split of Reederei Thomas Schulte from the Bernhard Schulte Group, the bulk trade on owned tonnage, as well as the activities as a dry cargo broker, were among its core activities.

In actual fact, the last bulk vessel of Reederei Thomas Schulte was sold back in the year 1993.

The primary focus of the Thomas Schulte Group had clearly shifted from the bulk to the container side by then.

Over the last number of years Reederei Thomas Schulte has built up a sizeable fleet of modern and homogenous container vessels and in addition a new building book of container and bulk vessels set for delivery until 2011 - in total the fleet will comprise some 122.000TEU and 2.334.000 DWT in 2011.

It had always been the companies policy to set up long term relationships with reliable and reputable partners and as a result of this the entire new building programme was developed in accordance with this risk adverse policy. Therefore all new building orders were placed only with existing shipyards that had substantial financial backing, that had built vessels of a similar type such as the ones ordered and preferably an established track record. And to this date not a single vessel has been delivered with any delay. Of course the success of a project does not rest entirely with yard. Being a reliable partner requires reliable partners - this is the bottom line and the Thomas Schulte Group has developed its book of

business along these lines, with banks, charterers, financing houses, agents, suppliers, agents and a whole variety of other partners.

Faced by constantly changing market conditions any long term perspective is an essential tool and core element of such a strategy. And in terms of long term charter employment the bulk market, contrary to the container market, did not offer such employment perspective for years. However, lately this quintessential prerequisite for the engagement of Reederei Thomas Schulte was available and as a result of this attractive bulk segments were analysed. This was an ongoing process and finally

coincided with the decision of the authorities to widen the Panama Canal enabling even very large tankers, container and bulk vessels to transit. At the same time the quantities of bulk cargoes being shipped grew larger in size, driven among other factors, by the same development. From our perspective this had to be factored into any decision regarding the (re)entry into the bulk market. In due course of the year 2008, Reederei Thomas Schulte managed to secure an attractive fleet of bulk vessels, with the acquisition of two Kamsarmax Bulkers (80.000DWT) at New Times Shipyard, four Post Panmax Bulkers (92.500DWT) at Taizhou Catic, and subsequently two Mini

Capers (115.000DWT) at Jiangnan Shipyard. All vessels are set for delivery in 2010/2011. Medium to long term charter employment with leading Asian and European Operators/Owners could be secured along the lines of the companies policy.

For Reederei Thomas Schulte the entry into the bulk market, though going somehow back to its roots, is a viable step in its effort to grow and diversify its book of business whilst growing its core shipping activities organically. We shall continue to scout for interesting alternatives that could be potentially developed in accordance with this policy.



## CREW'S NEST

### Command Scheme News

The Seagull Training System was upgraded in July 2008 by adding a competence management module. The module contains currently a list of basic competencies as required by STCW for all seafarers as well as the competencies described by the Training Record Books for Deck and Engine Cadets of the International Shipping Federation. Purpose of the module is to individually verify for each seafarer that he possesses the knowledge and skills required for his rank and the type of ship he serves on.

Master, Chief Engineer, Chief Mate and Second Engineers have been authorized to approve competencies for their subordinates after carrying out an on-board assessment. Approvals can also be revoked where refresher training needs

have been established. In order to prepare the senior officers for this task, they have been requested to pass a distant learning course with Seagull AS in Norway as On-board Assessors. By end of November, 42 officers have achieved certification (about 20 per cent of all senior officers).

The company continues the Nautical Institute Command Scheme for Chief Mates - we congratulate Capt. Alexander Repyakh for obtaining his diploma. Currently 16 officers are enrolled, further 3 have already completed their training and await the review of their submissions by the examiners.

Next to the almost 100 Filipino and Burmese cadets and academy graduated ratings preparing currently for an officer career on board of Thomas Schulte ves-

sels, 12 East European engine and deck cadets from 4 academies received the opportunity last summer to get sea experience in our fleet. It is planned to further increase the volume of cadets by creating shipboard positions, where East European and Asian cadets will relieve each other during two subsequent terms in order to better integrate with the training programmes of the East European academies.

The progress of the cadet training on board is being centrally monitored now, by means of the Seagull Training System. It is planned to provide additional self study aids on board by delivering more book titles and enabling the complete Seagull CBT library (about 130 titles) to be used on each vessel. In response to

concerns of senior ship staff about theoretical shortcomings of certain cadets, it is also intended to improve the communication with the academies concerned about observed shortcomings in close cooperation with the training managers of Bernhard Schulte Shipmanagement and its local manning agents.

The company is confident that these efforts will ensure a systematic approach to training and career development allowing engaged seafarers to fulfil their career ambitions and ensuring that its growing fleet will also in future be operated by well skilled maritime professionals.

# Ocean Shipmanagement achieves GL Excellence Award

The in-house technical manager of Reederei Thomas Schulte – OCEAN Shipmanagement has achieved the GL Excellence Award for setting highest standards in ship operation.

On September 8th, 2008 Dr. Hermann J. Klein, member of the executive board of the class society Germanischer Lloyd AG, handed over the GL Excellence Award to Mr. Alexander Schulte at the Reederei Thomas Schulte headquarter in Hamburg. Reederei Thomas Schulte is only the 4th corporation in the world awarded with the GL Excellence certificate.

The "GL Excellence" certificate issued by Germanischer Lloyd, one of the world's leading classification societies, documents the implementation of various obligatory and voluntary standards of safety, security, and environmental compatibility, and also verifies the ship manager's voluntary commitment to ongoing improvement of processes related to vessel operations. The continuous fulfilment of these high standards will be verified every three years by the Germanischer Lloyd.

Ocean Shipmanagement had to fulfil ten criteria in order to pass the GL Excellence verification. Besides the International Safety Management (ISM) Code and the International Ship and Port Facility Security (ISPS) Code at least two other major management systems had to be in place. OCEAN Shipmanagement already complied with these criteria partly due to the implementation of the international standards ISO 9001:2000 (quality management) and ISO 14001:2004 (environmental management), which had been introduced already back in 2006. Both management

systems guarantee the utmost safety of our vessels on board, minimize the environmental impact of their operation and increase their efficiency on a constant basis.

In line with the environmental policy all vessels of the fleet are to be protected by TBT-free underwater coating. Another requirement is to have good port state control records, which the crew on board the Reederei Thomas Schulte fleet easily fulfilled. Moreover, all vessels managed by OCEAN Shipmanagement GmbH are enrolled in the "Emergency Response Service" provided by Germanischer Lloyd. This service ensures rapid expert advice in case of possible ship's casualties.

Reederei Thomas Schulte has also seriously invested into advanced personnel training, enabling the crew on board and ashore to cope with the high quality standards of a broadly based training scheme. The scope of training ranges from in-house facilities of our crew managers to computer based training as well as comprehensive career planning tools. Above and beyond that, OCEAN Shipmanagement GmbH has decided to conduct annual ISPS company exercises together with the GL Academy.

"Having achieved the GL Excellence certification we do now have an objective and verifiable third party proof of our consistent customer focus, comprehensive service approach and high requirements for safety, environment and security,"



stressed Alexander Schulte. The continuous improvement of this ongoing processes enables Reederei Thomas Schulte to be more competitive while reducing costs and lowering environmental risks associated with the operation of vessels. "As a

constantly growing shipowner it is of the utmost importance to keep track with the highest maritime standards."

## Reederei Thomas Schulte continues to support the German flag

After having already brought back the FABIAN SCHULTE under German flag back in 2006, Reederei Thomas Schulte continues its course with the PATRICIA SCHULTE in October of 2008. Her two sisters SARAH SCHULTE and TATIANA SCHULTE will follow in due course of December 2008.

This development is a result of the 3rd

national maritime conference in 2003 as well as further agreements between the VDR (Verband Deutscher Reeder) and the German government. It is estimated that by the end of 2008 some 500 vessels will fly the German flag again.

The initiative aims to safeguarding German maritime know-how at sea and on shore and further to enable Germany to

maintain a competitive environment for shipowners and ship financiers. In return the government expected a substantial increase of vessels flying the German flag in combination with an increase of training of seagoing personnel.



# Promoted Seamen

(from 25/06 - 30/11/2008)

	Rank	Name	Date Promoted	Vessel
1	MASTER	MAKEYCHIK ALEXEY A	17.09.2008	Cape Creus
2	MASTER	SLIPUSHENKO YURIY V	23.10.2008	YM Faha
3	MASTER	RETINSKY SERGEY I	26.10.2008	Emilia Schulte
1	C/OFF	TORRECAMPO GARY PAUL R	09.07.2008	CMA CGM Iroko
2	C/OFF	MIRONENKO IGOR O	25.09.2008	Francisca Schulte
3	C/OFF	ALFANE ROLANDO A	06.10.2008	CSAV Rotterdam
4	C/OFF	LITVINOV OLEKSANDR Y	16.10.2008	APLShenzhen
5	C/OFF	SHEVCHUK RUSLAN V	17.10.2008	Kota Pekarang
6	C/OFF	STAN DOREL	26.10.2008	Tatiana Schulte
7	C/OFF	GOLOBORODKO IGOR F	30.10.2008	Antje Schulte
8	C/OFF	TATARENKO SERGIY V	26.11.2008	Francisca Schulte
1	2/OFF	COMSA NICOLAE	29.07.2008	CMA CGM Iroko
2	2/OFF	GRISHECHKIN VYACHESLAV V	27.08.2008	Cap Capricorn
3	2/OFF	GERMAN ROGELIO L	01.09.2008	CSAV Rotterdam
4	2/OFF	MARTYNENKO VIKTOR N	20.09.2008	Maersk Navia
5	2/OFF	GORDIENKO MYKOLA V	23.11.2008	Kota Pemimpin
1	3/OFF	CELIS CHRISTOPHER B	28.06.2008	Maersk Navia
2	3/OFF	KOSTYUNIN ALEXANDER S	07.07.2008	Marie Schulte
3	3/OFF	TAGOLINO JOHN MAR P	04.09.2008	APL Shenzhen
4	3/OFF	SULIMAN ENIS	31.10.2008	Tatiana Schulte
5	3/OFF	FROLOV SERGEJ	18.11.2008	CMA CGM Iroko
6	3/OFF	ROMANYCEV DMITRIJ	23.11.2008	Kota Pemimpin
1	J/OFF	MUENO WARREN IAN M	13.10.2008	Cape Creus
2	J/OFF	USENKO IGOR A	29.10.2008	Annabelle Schulte
3	J/OFF	LIASENKO ROMAN	06.11.2008	Ariake
1	C/ENG	NAVITSKI ANDREI B	22.07.2008	Laura Schulte
2	C/ENG	MERKISHIN ALEXANDR V	13.08.2008	Francisca Schulte
3	C/ENG	DUDIN VENIAMIN E	25.09.2008	Cape Creus
4	C/ENG	KHARNOVETS VICTOR V	15.11.2008	Cap Cleveland
1	2/ENG	KAYNOV OLEKSIY V	03.08.2008	CMA CGM Rose
2	2/ENG	MELNIKOV PAVLO V	06.09.2008	Ariake
3	2/ENG	SMIRNOV ANDRIY V	13.09.2008	Patricia Schulte
4	2/ENG	POKOTYLO ANDRIY V	02.10.2008	Natalie Schulte
5	2/ENG	VOLOSHYN DMITRY	11.10.2008	Nyk Floresta
6	2/ENG	PAKHTUSOV VIKTOR S	17.11.2008	Maersk Navia
1	3/ENG	LEBEDEV OLEG V	04.08.2008	APL Shenzhen
2	3/ENG	SHUSHPANOV YAROSLAV	24.09.2008	Kota Pekarang
3	3/ENG	BURLAKOV ALEXANDER	07.11.2008	Laura Schulte
1	4/ENG	ALYABIEV ANDREY A	13.07.2008	Ariake
2	4/ENG	SEME NOV ALEXANDR A	14.07.2008	Patricia Schulte
3	4/ENG	CHERNOV GEORGIY B	10.08.2008	Maersk Neustadt
4	4/ENG	ISHCHENKO RUSLAN Y	15.08.2008	Cap Beatrice
5	4/ENG	VICENTILLO REY O	18.08.2008	Emilia Schulte
6	4/ENG	MIN WINT TUN	20.09.2008	YM Faha
7	4/ENG	COSICO NEIL M	21.09.2008	Annabelle Schulte

## IMPRINT



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