



The Crow's Nest

A newsletter of the Thomas Schulte Group

EDITORIAL



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

Whilst the container market is still achieving levels way below its long term average the bulk markets managed quite a recovery since the end of 2008. As such the roller coaster ride of the shipping industry continues.

Driven amongst other factors, by the impressive financial stimulus package in China the bulk markets seemingly were among the first to benefit. None the less, it appears that even on the container side cargo volumes are slowly starting to pick up, which does give hope that the tonnage oversupply might start to dwindle in the not so distant future.

As a result of our focus on truly blue chip charterers and liner companies, the market downturn has had only a limited effect on the fleet overall. In addition our containership new building programme has been in cooperation with the various shipyards successfully reshuffled and consequently it will only continue as of 2011 and stretch well into the year 2013.

In the meantime we are looking forward to the upcoming delivery of our first 4250 TEU container vessels ex Samsung Heavy Industries. They are the next stepping stone in our overall fleet development.

Along our long term new building programme we continue to strengthen our quality expertise. With the committed and dedicated staff of the Thomas Schulte Group ashore as much as on board, we are continuously pressing ahead with various external as well as in-house programmes, in order to maintain and develop further first class services to our wide range of clients.

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

Sincerely,
Alexander Schulte

Improving the access to the Hamburg harbour

Increasing container traffic and larger dimensions of new container vessels ask for a deepening of the navigational channel of the Elbe estuary. The concept has to meet the high demands of engineering and at the same time ensure the preservation of nature.

From the historical perspective, Hamburg has always been bound to its port activities, which have shaped the development of the city to a great extent. Due to its inland location and topography, the port's main problem is the limited access from the North Sea. The developments in vessels size/intake utilised in the transcontinental traffic over the last years have led to the conclusion that the deepening of the seaward approach via the Elbe estuary is required. Dredging is vital for the port, in order to cope with the rising flux of goods and at the same time maintain and strengthen Hamburg's position as a logistics hub.

The primary objective of the deepening project is to allow vessels with an actual draught of 13.5m to use the Lower and Outer Elbe estuary without any tidal restric-

tions. Moreover, vessels with a draught of 14.5m must be able to enter and also leave the port with the corresponding tides. To create these improved access conditions, the present fairway will have to be deepened by some 1.5m to 2.4m. However, as the present channel bed is partly below the required depth, the project will involve dredging only in specific areas of the river Elbe estuary, and not the entire 130 km. Apart from that, some sections of the channel will also need to be widened.

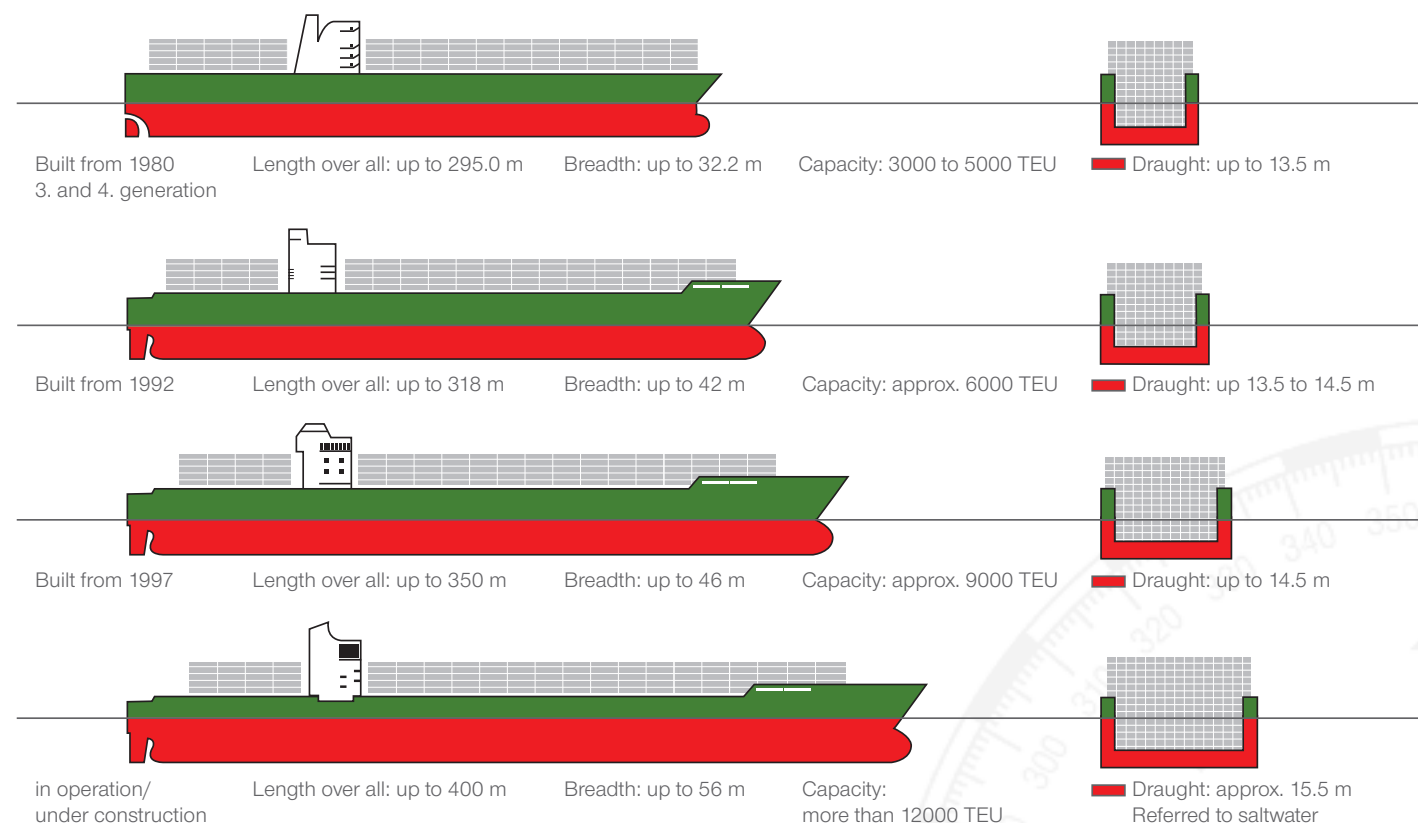
For Hamburg and its region this is a political decision of great importance creating controversies due to the often conflicting economic, environmental and social interests. Because of the ongoing political process between the all the parties concerned, the planned start in 2007 could

not be kept. At present, the city of Hamburg is confident that the project can commence at the end of 2009.

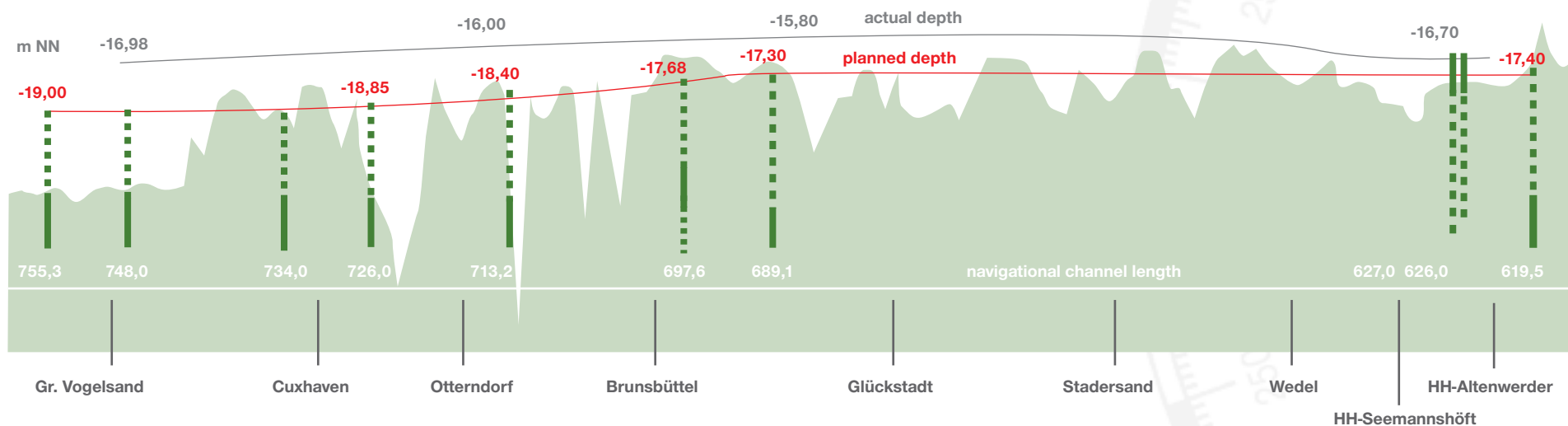
The adjustment of the Elbe fairway is based on the standard container ship particulars. Vessels of the size of 9.000 TEU capacity (draft up to 14,5 meters) are calling the Port of Hamburg already regularly. None the less, shipping companies employing these vessels are suffering from unused capacity as fully laden they cannot enter the Elbe estuary. One additional meter in depth of the fairway can make up for an additional intake of 1000 TEU.

And exactly this is the fact, which is dramatically hampering the competitiveness of the Port of Hamburg. With bigger ships the container carrier are able to reduce their slot costs per unit. In order to make full use

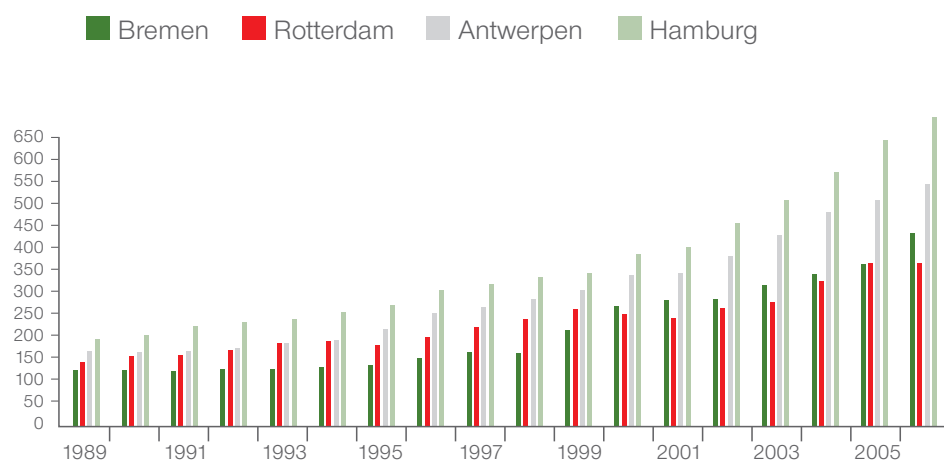
Increasing size and draught of container vessels



Actual (gray) and planned depth (red) of the navigational channel, North Sea is left



Development of container traffic at the North range



of the economies of scale, they need to introduce larger units.

If Hamburg cannot offer a flexible and appropriate dimensioned approach, the shipping lines may consider to other suitable ports in the range (eg. Antwerp or Rotterdam). Some 156.000 jobs just in the Hamburg area are linked to the port in one way or the other, therefore the issue is high on the political agenda.

Moreover, the deepening project makes also ecologically sense. In case the very large container vessels are not calling Hamburg anymore, the cargo would be transported by other means to the respective hinterland. Shipping is by far the most

environmental friendly means of transportation. Any additional trucks or trains would lead to additional traffic on the already heavily burdened infrastructure. The deepening of the fairway is an investment into an existing transport system with active interchanges to the intermodal transport chain.

The deepening of the Lower and Outer Elbe estuary would bring not only economical benefits, but also would contribute to a balanced environmental life cycle assessment of the transportation chain. It will guarantee the further growth and prosperity of the Hamburg metropolitan region.

THE THOMAS SCHULTE FLEET

In every edition of our CROW'S NEST we introduce to you ships type that are presently trading in our fleet.

Whilst we presented the 2800 TEU series ex Hyundai Mipo Dockyard in the last edition, we would like to draw your attention to our two 1700 TEU Inter-regional Feeder type Container vessels ex Wenchong Shipyard, China this time.

The LAURA SCHULTE, with her homeport in Monrovia, was delivered in November 2004, her sister vessel MAXIMILIAN SCHULTE followed four months later in March 2005 and trades under the flag of Cyprus. Both of this very reliable type of vessels are equipped with two cranes, which can lift 45 t each, which is very convenient as they are not depending on shore cranes and the charterer can send them to most ports in the world.

The LAURA SCHULTE is currently trading under the command of Captain B. Kravchenko and a crew of 18 members under time charter to Rudolf A. Oetker.

Her trading area is Europe, Caribbean, North Coast South America.

MAXIMILIAN SCHULTE with the present time charter name "CSAV Rotterdam" is under the command of Captain A. Slepov, who is in charge of 18 crew members as well. She is sailing between the Caribbean, the North Coast South America and the East Coast South America.



Length over all	175 m
Breadth	27,40 m
Max. Draft	14,30 m
TEU Capacity	1696 TEU
Reefer Capacity	300 TEU
Deadweight	23.400 tones
Main Engine	MAN B & W 7S 60 MC-C
Service Speed	20,5
Service Range	approx. 16.000 NM
Auxiliary Engines	3 x B & W 6L 28/32 H, 1180 kW

MV “Isabelle Schulte” under piracy attack

Our container ship “Maersk Neustadt” (ex Isabelle Schulte) has left the Port of Dar Es Salam (Tanzania) and started its route to Salalah (Oman) when it noticed a suspicious fishing boat on the radar screen in a range of 5 nautical miles.

The vessel had made good about 400 nm from the port already at that time – steering course east in order to get a minimum of 900 nm away from the coast before veer to north along the coast line. This was a security decision by the company in order to prevent piracy attacks, even if the area of Tanzania was not well known for piracy at that moment. The ship’s command decided to alter the course and to evade the fishing boat.

Weather and visibility were quite fair and on this Saturday late afternoon when at 15.55 hrs a small speed boat was spotted by the vigilant look-out on the navigation bridge. The Officer on Watch looked through his binoculars confirmed the first sighting of the speed boat. He immediately informed the Master about the sighting of the small but very fast boat heading directly towards the container vessel. It can be assumed that the pirates came from the previous noticed and fishing boat. These fishing trawlers are actually used as so called “mother ships” – hiding arms, pirates and their small but fast boats.

Shortly after arriving on the navigation bridge the Master promptly released the general alarm of the vessel and informed the whole crew about the prevailing situation: the ship is under attack. In parallel the ship security alert system was released by pushing a small and well hidden button. The place of this button is a secret and only the Master and the deputy Ship Security Officer of the vessel know the exact location. This system releases a security alert message to the company and the flag state with detailed information about the vessel, its current position, speed and further information. As a result of this, the company was immediately informed to the full extent of the prevailing situation on board of the vessel.

On the bridge of Isabelle Schulte quick decisions were made. The main engine telegraph was set to “full ahead”, freeing some 20930 kW to turn she ships propeller with 110 rpm and accelerating the vessels speed up to 21.50 knots (40 km/h). The Master posted further look-outs everywhere on board, all entries, bulkheads and doors to the accommodation were checked again for proper locking and the fire-fighting equipment was prepared in order to release tons of water onto the continuously approaching speed boat. Evasion



maneuvers were conducted to port and starboard side. In the meantime the office was contacted by the vessel’s satellite phone. The Master briefed the Company about the actual situation and forwarded an additional e-mail with supporting information. With this information at hand, the company got in touch with the official authorities, in order to arrange all possible shore-based support.

In the meanwhile, the pirates didn’t give up. They forced their small boat through the sea, kicking their boat engine to the maximum. Only about three cables (about 556 meters) away of the stern of Isabelle Schulte and after hunting her for two hours, the speed boat ran into the massive troubled backwash of the vessel caused by the conducted evasion maneuvers. The boat lost its speed drastically and the six heavily armed pirates inside of the boat suddenly gave up their attempt to board our vessel. The good training, the attention of the whole crew and the evasion maneuvers of the vessel in connection with its high speed could finally repel the piracy attack.

How risky this situation really was could be noticed only some hours later. Most probably the same pirates hijacked a motor yacht just 90 nautical miles away from the position of attack on the MV Isabelle Schulte. Up to now, the yacht has

not been released and the seven crew members are still under the sway of the pirates somewhere in Somalia.

These attacks are the first reported so far south on the East African coast line. The piracy areas Gulf of Aden & Horn of Africa, which are dominating the headlines of television, newspapers and magazines, are about 1250 nm more to the north. Most likely the military activities in these regions have forced the pirates to extend their gathering ground over the boundaries of Kenya up to the Tanzanian coast.

In consultation with the Company Security Officer and the operations department of Reederei Thomas Schulte the safest route had been determined. In line with the ship specific Ship Security Plan additional security measures had been implemented. Posting additional look-outs, enhancing the radar surveillance, participating in local reporting programs and a round-the-clock radio watch, are a few examples of the countermeasures taken on board. All officers and crew members had been well and truly briefed by the Ships Security Officer on board, how to face possible attacks. Furthermore, additional security training had been conducted to familiarize everybody with their specific tasks and duties with regard to the ships safety and security.

Regular security information from the

office is keeping the crew informed about the potential trends in their trade. Knowing what is happening in an area, enhances security awareness dramatically and sharpens the surveillance by the crew. It is a matter of fact, that pirates are looking for easy targets where carelessness is obvious. They prefer to sneak up and board vessels unseen. If they notice a highly alerted crew taking defensive countermeasures, pirates will most likely lose their interest very fast.

The biggest advantages of our modern fleet surely are the fast speed and the high freeboard. These two facts make the container vessels to so-called beta targets already. The high freeboard makes it very hard for pirates to board the vessels – facing a straight vertical and even steel wall of 10 meters. Speeds around 20 knots are frighten off possible boarding attempts as well.

At any time, only the fast, vigilant and proper reaction by the crew is counting. So, finally everybody on board of the MV Isabelle Schulte helped with their personal skills, attention and knowledge to repel the attack, to defend the vessel with its cargo and of course, most of all to protect the crew!

...well done, guys!

Supervising new buildings – our site office team at Samsung

On 23rd of June 2009, Reederei Thomas Schulte will receive new flagship: “UASC DOHA” ex “BEATRICE SCHULTE”.

The delivery will be the first highlight of the work of our site-office team at SAMSUNG HEAVY INDUSTRIES (SHI) on Geoje island, South Korea, headed by Mr. Henryk Sieradzki, former Master in the Reederei Thomas Schulte fleet. It will be the reward for ten months of hard work at the shipyard and on board the vessel, which is the first of a series of four to be delivered from Samsung Heavy Industries.

Mr. Sieradzki is supported by an international team of specialists: Hull supervision is performed by H. J. Lee and M. S. Kim. Leschek Wroblewski, senior paint surveyor, and D. S. Yoon ensure proper coating. The machinery is taken care of by Zbigniew Kasprzycki, former Chief Engineer and senior machinery surveyor, with Waldemar Dawedowski, electric supervisor, and J.Y. Lee, machinery and electric supervisor for the electrical part. To cover the work subcontracted to Chinese subsidiaries of Samsung Heavy Industries, Mr. Krzysztof Labucki, hull surveyor, is manning our “Chinese outpost”.

08:00 in the site office: Most surveyors already changed into their white Reederei Thomas Schulte overalls, but still working on their laptops to check the progress on the claims they issued during the last days and weeks. Meanwhile Mr. Kasprzycki is checking the daily schedule of inspections on the yard’s online planning system “FOCUS”. After all inspections are assigned to the team, the office slowly starts to empty. Only shortly before lunchtime, some members of the team return to jointly visit the canteen. Even if the formal inspections are already over, they still return to the blocks or on board the vessels. These unannounced tours are just as important to show the yard that even minor deficiencies are not acceptable.

Later in the afternoon, the findings of the day need to be worked into FOCUS and into the Reederei Thomas Schulte claim system “CODIE Supervision”. The database tool was explicitly developed by CODIE for Reederei Thomas Schulte to keep track of the claims, to organize their review and to be able to trace the technical history of the newbuilding period throughout the lifetime of our good vessels.

The team will have witnessed Factory Acceptance Tests for all major equipment

and will have done hundreds of inspections and patrols on the vessel by the time of delivery, which culminated in the seatrial from 10th to 12th of June 2009. During these two days, the vessel as a whole had to show its performance, and it did. Even if these sea trials turn to be routine for Samsung Heavy Industries, with approx one sea trial every third day for all the vessels delivered by Samsung Heavy Industries, it was the most busy and demanding time during the whole construction period.

The aim of all this effort: To assure the best possible quality for the Reederei Thomas Schulte fleet.

Cooperation with the class surveyors is obviously of great benefit for both the owner as well as for the classification society. In this project, this cooperation has a special note to it: The class will be changed directly after delivery from DNV to GL, to bring the vessel under the Ex-

cellence certification which Ocean Shipmanagement received as one of the first shipmanagers in the world. Fortunately, this change of class is handled by all involved with great professionalism.

For the whole team, the delivery will be a great reason to celebrate, not only because they can be proud on their job, but also because the peak of the workload with many nighttime and weekend hours is over. They can now concentrate on the remaining three vessels, which are due for delivery over the next months.

After opening the site office at Samsung Heavy Industries for the steelcutting of the first vessel in Sept. 2008, Mr. Sieradzki and his team will surely lock the door after delivery of the last vessel in Oct. 2009, having done the utmost to ensure safe and efficient journeys for our crews on the largest class of ships in our fleet.



5th Senior Fleet Officer Meeting

Fifth Senior Fleet Officer Meeting 21.-23. April 2009



The company was happy to welcome Capt. Boris Kravchenko, Capt. Oleksandr Kuzmenko, Capt. Vitaly Maystrenko, Capt. Vyacheslav Pyrogov, Capt. Alexander Repyakh, Capt. Alexander Sergeev, Capt. Yury Slipushenko, C/E Igor Iakovlev, C/E Victor Kharnovets, C/E Sergey Korol, C/E Sergey

that all operations and maintenance is conducted to the highest professional standards.

This theme continued through the fleet operations, quality and crewing sessions where particular events were discussed as well as frequently observed problems.

discussed apart from routine crew operations especially the preparations for the implementation of the Maritime Labour Convention, 2006 (MLC) and the expansion of the company's cadet programme. The goal is to have two cadets on each vessel at any time with East Europeans joining during the summer season and Filipinos or Burmese training during the winter period. BSM reported a further strengthening of

their training capacity in Manila by appointing a dedicated training manager and building new facilities for the BSM activities in Manila.

Team sessions with the OSM teams and senior officers assigned to their vessels as well as lunch and dinner conversations helped to further the mutual knowledge and understanding.



Lazarev, C/E Sergiy Lozhechnikov, C/E Igor Markin, C/E Vladimirs Novikovs and C/E Alexandr Zagarov at its head quarters in Hamburg 21.-23. April 2009.

After the initial introductory tour through the office the Technical Director Capt. Frank Wilhelm Heidrich opened the meeting with a summary of current fleet performance and ship/shore communication issues. The currently difficult economic environment presents additional challenges to the effective and efficient operation of the fleet - it is therefore vital for all personnel aboard and ashore to ensure

External presentations were made by Alfa Laval, Ashland, Germanischer Lloyd Emergency Response Service and the Britannia P&I Club.

The OSM Newbuilding Department gave a presentation on the resuming newbuilding programme of the company which is expected to increase the number of vessels from 30 to 51 over the next four years. The particulars of the new vessels were met with keen interest and experience from past newbuilding projects exchanged.

The crewing session with participation of Bernhard Schulte Shipmanagement (BSM)

CREW'S NEST

Capt. Yuriy Slipushenko receives the Lüddeke Prize

Capt. Christof F. Lüddeke, Fellow of the Nautical Institute, congratulated Capt. Yuriy Slipushenko for receiving the prestigious Lüddeke Prize 2008 during the Senior Fleet Officer Meeting in April 2009.

Personally sponsored by Capt Lüddeke, the prize of 550 GBP is awarded by the Nautical Institute's examiners annually to the Command Scheme participant with the highest mark achieved for the diploma project.

Capt. Slipushenko wrote about human factor issues in navigation and proper ways how to build a well motivated and organized bridge team, combining literature research with his own experience.



Promotion List – TWS

(from 01/12/2008 - 31/05/2009)

	Rank	Name	Date Promoted	Vessel
1	MASTER	REPYAKH ALEKSANDR	21.01.2009	Marie Schulte
2	MASTER	PARKHOMENKO ALEKSANDR	26.02.2009	Cape Canet
1	C/OFF	VAKULENKO VITALY	29.01.2009	Ariake
2	C/OFF	MAKAROV SERGEY	05.02.2009	
3	C/OFF	SAVCHAK OLEKSANDR	13.05.2009	Frida Schulte
1	2/OFF	RYABOSHAPKA GENNADIY	15.12.2008	Frida Schulte
2	2/OFF	KIYAMUTDINOV DMITRY	22.02.2009	Natalie Schulte
3	2/OFF	NERIDA IVAN RAY	20.03.2009	CSAV Rotterdam
4	2/OFF	TEREKHIN ALEXANDER	22.03.2009	Natalie Schulte
5	2/OFF	KISLITSYN ANDREY	05.04.2009	Frida Schulte
6	2/OFF	LIPIN DMITRY	11.04.2009	CSAV Itaim
7	2/OFF	LAZARENKO VALERIY	24.05.2009	Marie Schulte
1	3/OFF	USENKO IGOR	08.12.2008	Annabelle Schulte
2	3/OFF	MUENO WARREN IAN	12.12.2008	Cape Creus
3	3/OFF	LIASENKO ROMAN	30.12.2008	Ariake
4	3/OFF	FRANCO MARK OLIVER	24.01.2009	Maersk Neustadt
5	3/OFF	KARMAZINAS ROMAS	08.03.2009	Ariake
6	3/OFF	KOZELKOV MAKSYM	18.04.2009	Laura Schulte
1	C/ENG	VOROBEBV ANDREY	13.12.2008	Francisca Schulte
2	C/ENG	DEMIN MIKHAIL	17.12.2008	Marie Schulte
3	C/ENG	BEZRUKOV ALEXANDER	21.01.2009	Cape Creus
4	C/ENG	ANDROSOV VLADIMIR	30.01.2009	Julia Schulte
5	C/ENG	TAYGACHEV KONSTANTIN	23.04.2009	Annabelle Schulte
6	C/ENG	MATYS ANDRIY	03.05.2009	Frida Schulte
1	2/ENG	IVANOV SERGEJ	18.02.2009	Antje Schulte
2	2/ENG	SHUSHPANOV YAROSLAV	04.04.2009	Kota Pekarang
1	3/ENG	SENEKOV ROMAN	02.12.2008	Antje Schulte
2	3/ENG	SEMENOV ALEXANDR	26.01.2009	Frida Schulte
3	3/ENG	ALYABIEV ANDREY	27.02.2009	Laura Schulte
4	3/ENG	SADYKOV RALIF	18.03.2009	Cma Cgm Rose
1	4/ENG	DE VILLA RENO	27.03.2009	Cap Canet
2	4/ENG	APAS REY	03.04.2009	Cape Creus
3	4/ENG	SUPLEO DENNIS	19.05.2009	Cap Beatrice

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