



The Crow's Nest

A newsletter of the Thomas Schulte Group

EDITORIAL



Welcome to our Christmas edition of The Crow's Nest, the news letter of the Thomas Schulte Group.

Looking back at the year 2009, we are pleased to report that all of our new buildings due this year were delivered on time and in a top notch condition, thereby enabling them to enter into long term charter contracts. Our container new building programme will only resume as of the year 2011, however in 2010 we can expect the first bulker new buildings, all already with long term employment attached.

Unlike the bulk markets, that rebounded considerably in 2009, container shipping is still lagging behind and the turn around is still to be expected. Judging by the latest U.N. report, that projects the world population to grow continuously by some 2.3 billion people to 9 billion in the year 2050, we feel assured that consumption is very likely to support the transport chains of globalisation in the coming years.

Whilst the primary focus is undoubtedly on the development of the shipping markets in the very near future, we still have to keep an eye on the upcoming requirements and needs of the overall fleet deployment. Consequently the Thomas Schulte Group will be the first ship manager worldwide to bring its entire fleet in accordance with the IHM (Inventory of hazardous Materials) convention. It is not only a necessary step towards the environmental protection but just as much an essential requirement for the future economic options for every vessel.

I would like to thank everybody on board the vessels of the Thomas Schulte Group all over the world, our shore office staff and of course all our various partners for their continuous support and wish you a peaceful Christmas time and a happy and prosperous 2010.

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

Sincerely,
Alexander Schulte

A special occasion

On August 3rd, 2009 the BEATRICE SCHULTE was christened in the „home port“ of Reederei Thomas Schulte. It was the first vessel in the history of Reederei Thomas Schulte to be christened in Hamburg and therefore it was a special ceremony for everyone participating.

Reederei Thomas Schulte signed the contract for BEATRICE SCHULTE as well as for her three sisters BENJAMIN SCHULTE, BENEDICT SCHULTE und BENITA SCHULTE back in June 2006 at the company's premises in Hamburg. So far, these four vessels are the largest in the fleet, managed by Reederei Thomas Schulte. Exactly one year after signing the shipbuilding contract, the next contracts were signed. A five year time charter with the Kuwait based United Arab Shipping Company for each of the four vessels.

Nearly three years after ordering the vessels, on May 2nd, 2009, the first vessel of this series of four was launched. The building-progress of these newbuildings was quite fast. Within approximately 9 months 16.000 tons of steel and technical equipment was assimilated by the workers of Samsung Heavy Industries.

BEATRICE SCHULTE; now operating under the charter name UASC DOHA, set out amongst others to the port of Hamburg which offered the great and exceptional opportunity to conduct the naming ceremony in the company's „home port“.

Then the day came. On August 3rd, 2009 in the break of dawn, BEATRICE SCHULTE came down the Elbe river and berthed in the „home port“ of her owners. The red carpet, no less than 300 square meters, had been rolled out, the catering had been prepared, the vessel had been decorated and all that while cargo operations were carried out.

Even the weather played along. Although rain and storm was forecasted, the sun was shining during the entire christening party. Round about 140 guests witnessed the traditional naming ceremony,





carried out by the godmother Mrs. Sandra Bünthe at the Container terminal. By expressing the wish for a always smooth sailing and always six inches water beneath the

keel , the bottle of champagne smashed onto the bow and the vessel was named „BEATRICE SCHULTE“ and was officially consigned to the sea.

Thereafter a sightseeing tour of the vessel, which was guided by superintendents of Ocean Shipmanagement - the technical manager of Reederei Thomas Schulte - which led through the engine room and the bridge. Shortly after the sightseeing tour all guests left the vessel because Captain Fedotov and his crew had to prepare BEATRICE SCHULTE already for the departure. Her next short voyage would lead her to the port of Antwerp.

Some one and a half months after the

naming ceremony in Hamburg, Reederei Thomas Schulte was already carrying out the next ceremony.

But this time, two vessels were to be christened. BENEDICT SCHULTE and BENITA SCHULTE were named at a festive double christening ceremony which took place at the shipyard of Samsung Heavy Industries in Geoje, South Korea on September 8th. Godmothers of these container vessels are Mrs. Brigitte Steltzner and Mrs. Heide Först.

These vessels are the last two of a series of four 4,250 TEU container vessels. Like their sister vessels MV „BENEDICT SCHULTE“ and MV „BENITA SCHULTE“, they have

been chartered to United Arab Shipping Company and will trade under the charter names „UASC JUBAIL“ and „UASC SAMARRA“.



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.

In this edition of the Crow's Nest, we would like to introduce to you our good vessel HELENA SCHULTE and her three sisters LISA SCHULTE, MARIA SCHULTE and PHILIPPA SCHULTE, all 3500 TEU Container vessels

Reederei Thomas Schulte operates these vessels, each of them built at Shanghai Shipyard, China, within the last couple of years. These vessels have proven to be of very high quality and very popular within the Thomas Schulte crew - and of course with their charterers.

The HELENA SCHULTE was delivered in March 2006, followed by her sisters LISA SCHULTE and MARIA SCHULTE in July and September 2006. Each of them trades under the flag of Cyprus with their home ports in Limassol. The PHILIPPA SCHULTE joined the fleet of Reederei Thomas Schulte as of January

2007 and is registered in Monrovia, Liberia.

The main engine of the Helena Schulte can accelerate her deadweight of 41.500 tons to a maximum speed of up to 23,5 knots. The vessel can carry 1,460 TEU in the holds and another 2,074 units on deck, giving a total of 3.543. The vessel is in addition equipped with 500 reefer plugs.

Currently HELENA SCHULTE is trading under her charter name CSAV ITAIM and is chartered to Compania Sudamericana de Vapores (CSAV). She is under command of Captain Lucian Gafencu, who is sailing the vessel with her 20 crew members.



Length over all	231 m
Breadth	32,20 m
Max. Draft	12 m
TEU Capacity	3534 TEU
Reefer Capacity	500 TEU
Deadweight	41.500 tons
Main Engine	MAN B & W 7K 90 MC-C
Service Speed	23,5 kn
Service Range	Approx. 23.400 NM
Auxiliary Engines	Hyundai Himsen 7H 21-32 4x1400kW

Reederei Thomas Schulte goes for green ship recycling

As first shipping company worldwide Reederei Thomas Schulte is preparing the grounds for implementing the new Hong Kong Convention on Shipbreaking.

On September 22, 2009 Mr. Frank Wilhelm Heidrich, Technical Director of OCEAN Shipmanagement GmbH – the in-house technical manager of Reederei Thomas

the next years. „We consider ship recycling as an integral part of life cycle management of ships“, Mr. Heidrich explains. „Our responsibility of the vessels is beginning at

This step is in line with the companies environmental philosophy, which founds the basement of the Environmental Management Certification of Reederei Thomas Schulte. But not only safety and environmental considerations have led to the decision – economical reasons have also played a decisive role. Once the convention comes into force there will be a certification rush as approx. 50,000 vessels will do need to comply within only five years. As usual – raising demand will bump up the prices. At the moment all involved parties have still to learn how the convention can be put into practice. „As we provide our vessels for on-the-job training, are profiting from lower costs and we have the guarantee, that our vessels will be certified“, Mr. Heidrich points out further. „And in addition we can build up profound knowledge as well“.

encourages all EU member states to ratify the convention as a matter of priority; Norway, China and Japan are evaluating the transposition into national law; Canada and France have signed already. And Marshall Islands has recommended all ship owners to become familiar with the requirements.

Ship recycling is undoubtedly a ‘green’ industry and employs a large workforce in developing countries, the majority of ship breakers being located in South Asia (like India or Bangladesh). In the progress of recycling ships that have reached the end of their working life almost nothing goes to waste. However, while the principles of ship recycling may be sound, the working practices and environmental standards in some recycling yards can sometimes fall short of internationally acceptable standards. Scrapping vessels presents risks to human health, safety and to the environment. Due to unknown hazardous materials, which may have been used in ship construction and repair and may be contained in fuel and cargo residues, vessels being



Schulte GmbH & Co.KG - signed the contract with Germanischer Lloyd AG about the certification for the entire Thomas Schulte fleet according to the new IMO Convention for the Safe and Environmentally Sound Recycling of Ships (Hong Kong Convention). With this contract, Reederei Thomas Schulte is the first shipping company worldwide, that has committed itself to voluntarily follow the Hong Kong convention.

Only in May 2009 the IMO conference has gathered to hash out measures to make recycling ships safer and more environmentally sound in order to limit pollution and protect workers in the shipbreaking industry. It will enter into force and become mandatory for all vessels over 500 GT after certain criteria have been met (number of states required and percentage of gross merchant shipping tonnage plus consideration of ship recycling capacity). Experts do believe that this will be around the year 2013. With this early implementation Reederei Thomas Schulte is once again setting standards in the shipping industry.

The decision to implement this new convention at this early stage has been made even though the fleet of Reederei Thomas Schulte has an average age of six years and no vessel is due for recycling in

the design and construction stage and ends with the demolition. Ships have to be recycled at their end of their operational life in a safe and environmental sound manner“.

Reederei Thomas Schulte has no second thoughts that this convention will become mandatory. Many countries have the Ship Recycling Convention already on their agenda: The European Union Council



scrapped the workers and the environment are put into unpredictable risks.

The Hong Kong convention aims to tackle these problems of the shipbreaking industry. It will ensure that ships, when being recycled after reaching the end of their operational lives, do not pose any unnecessary risk to human health and safety or to the environment. Furthermore it will address concerns raised about the working and environmental conditions at many of the world's ship-recycling locations.



The regulations in the new Convention will cover: the design, construction, operation and preparation of ships so as to facilitate safe and environmentally sound recycling, without compromising the safety and operational efficiency of ships; the operation of ship-recycling facilities in a safe and environmentally sound manner; and the establishment of an appropriate enforcement mechanism for ship recycling, incorporating certification and reporting requirements.

The Convention will provide a list of hazardous materials the installation or use of which is prohibited or restricted in shipyards, ship-repair yards, and ships. This includes the preparation and maintenance of inventories of hazardous materials for every vessel in order to reduce the risk to workers in recycling yards. The Convention also creates a new obligation for ship-owners to sell their redundant ships only to recycling facilities that meet certain

standards and have been approved by authorities. Ship-recycling yards will be required to provide a „Ship Recycling Plan“, to specify the manner in which each ship will be recycled, depending on its particulars and its inventory. All involved parties will be required to take effective measures to ensure that shiprecycling facilities under their jurisdiction comply with the Convention.

AMVER – Reporting to safe lives

This year another eight vessels of the fleet of Reederei Thomas Schulte have been awarded with the ‘Certificate of Merit’ for one year uninterrupted participation in the AMVER system.



This Certificate is produced for each individual ship of any shipping company after its first year of participation.

The Atlantic Merchant Vessel Emergency Reporting (AMVER) System became operational on July 18, 1958. It began as an experiment, confined to waters of the North Atlantic Ocean, notorious for icebergs, fog and winter storms.

The USCG Commandant at the time, called on all commercial vessels of U.S. and foreign registry, over 1,000 gross tons and making a voyage of more than 24 hours, to voluntarily become participants in the System.

A unique, computer-based and voluntary global ship reporting system has been generated which is now used worldwide by search and rescue authorities to arrange fastest the assistance to persons in distress at sea.

By using AMVER it is possible to receive on demand accurate information on the positions and characteristics of vessels near a reported distress. The best-suited ship or ships to respond the distress can be selected and alerted within a minimal expenditure of time.

As this kind of assistance might be requested some day by each mariner the amount of participating vessels is rising continuously and up till now some 12,000 ships from over 140 nations are already submitting regular reports to AMVER.

All vessels of the Thomas Schulte fleet are participating in the AMVER reporting system in order to apply rapid and effective action and assistance to other mariners in case of emergency, without regard to nationality – for saving lives at sea.

6th Senior Fleet Officer Meeting



The company was happy to welcome Capt. Sergiy Berdov, Capt. Alexey Fedotov, Capt. Tadeus Jurevic, Capt. Igor Kirin, Capt. Yuriy Lazaryev, Capt. Jochen Thessmann, C/E Victor Fedotov, C/E Daniil Golubev and C/E Sergiy Iosyfov at its head quarter in Hamburg from the 24th to the 26th of November 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 that all operations and maintenance is conducted to the highest professional standards.

Afterwards the Chief Engineers and Masters left the office to visit the premises of Alfa Laval and SAM Electronics. The Chief Engineers attend a workshop demonstration and discussion of maintenance procedures for modern separators. The Masters attend a seminar and practical exercise in modern radar equipment.

The morning of the second day was dedicated to crew training and crew management issues. New Fleet Personnel Manager Capt. Thomas Krafzig discussed apart from routine crew operations, with participation of Bernhard Schulte Shipmanagement (BSM), the crew training (refreshing and upgrading), crew assessment and career development, the review of the cadet program and disciplinary procedures in regard to the Maritime Labour Convention 2006 – crew complaints and complaint procedures. An external presentation by Seagull AS aimed at optimising the company's training programme, was presented to the Masters and Chief Engineers.

The afternoon was focussed on an external presentation by Marine & Offshore Equipment GmbH concerning the REFCON systems (Reefer Container Control System) on board. After a round table on Environmental Management under ISO 14001 the day was closed by a Codie presentation.

The morning of the third day concentrated on Chartering & Marine Operations issues with a particular focus on a seminar presented by The Standard P&I Club and HSBC Cyprus Insurance Brokers regarding

P&I Claims Prevention and Handling. In the afternoon Mr. Hass of GL Emergency Response Service, presented the support capabilities of his team in cases of severe accidents.

In a closing meeting with Technical Director Capt. Frank Wilhelm Heidrich and Fleet Personnel Manager Capt. Thomas Krafzig a review and open discussion of the Senior Fleet Officer Meeting took place.

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

CREW'S NEST

Crew Training Updates

The upgrade of the Seagull Training System to the latest training software STA 3.3 is still in progress and nearly 80 % of the fleet vessels have completed the upgrade. The new version of the system is compatible to future programmes and in phase two of the upgrade the programme will manage itself, so that the vessels no longer will need to export results (automatically export).

The distant learning courses for On-board Assessors shows further progress. By mid November 1976 officers have achieved certification and they are now authorized to approve competencies for their subordinates.

From end of September 2009 to mid November 2009, the company assisted Dr. Birgit Nolte-Schuster in her project of the Maritime Academy in Leer, she joined m/v Helena Schulte and m/v Lisa Schulte

for her project. The main study on board dealt with the following questions: Computer Based Training – Which issue is practicable for CBT, which is better be conducted by other learning methods? Multicultural Aspects – Description of the intercultural communication on board and possible starting points for improvement?

We shall revert with further information on the project of Mrs. Dr. Nolte-Schuster.

The company is confident that this kind of support and will result in better on board training and consequentially in understanding of seafarers on board.

CREW'S NEST

Promotion List

(from 01/06/2009 - 15/11/2009)

	Rank	Name	Date Promoted	Vessel
1	MASTER	BERDOV SERGEY	18.07.2009	Emilia Schulte
2	MASTER	PASHKO MYKOLA	13.06.2009	Cape Creus
3	MASTER	SASIK VALERY	04.11.2009	Emilia Schulte
1	C/OFF	COSMICI DANIEL	03.08.2009	Patricia Schulte
2	C/OFF	REYES GERARDO	18.06.2009	Laura Schulte
3	C/OFF	SMAKHTIN OLEKSANDR	18.08.2009	Francisca Schulte
4	C/OFF	SVIDERSKIY OLEG	01/06/2009	Frida Schulte
1	2/OFF	BELYAEV ALEXANDER	22.09.2009	Annabelle Schulte
2	2/OFF	MAXIMOV SERGEY	23.08.2009	Cap Beatrice
3	2/OFF	NYI NYI TUN	29.06.2009	Cape Creus
4	2/OFF	SERDYUK SERGIY	22.09.2009	Marie Schulte
5	2/OFF	SHLYKOV ANDREY	03.06.2009	Annabelle Schulte
6	2/OFF	ZHELEZNIKOV KIRILL	13.08.2009	CSAV Itaim
1	3/OFF	BETACHE LEMUEL	12.09.2009	CSAV Panamby
2	3/OFF	BOZGAN IONUT DOREL	28.10.2009	Ariake
3	3/OFF	SAFOOV RYMUR	19.07.2009	Kota Pemimpin
4	3/OFF	STAN CONSTANTIN	13.10.2009	CSAV Itaim
1	J/OFF	GO JONATHAN ANDREI	19.10.2009	Cap Capricorn
2	J/OFF	ILISCUPIDEZ MARLON	18.10.2009	Frida Schulte
3	J/OFF	ZAKHAROV GENNADII	20.10.2009	Maersk Neustadt
1	C/ENG	BORCEA SILVIUN	01.06.2009	Julia Schulte
2	C/ENG	DOBRTSKY ALEXANDR	10.11.2009	Cape Creus
3	C/ENG	GOLUBEV DANIIL	24.06.2009	Emilia Schulte
4	C/ENG	KOROTUSHENKO IGOR	22.10.2009	Emilia Schulte
5	C/ENG	TIPA BOGDAN	26.07.2009	Patricia Schulte
1	2/ENG	ABUSHCHAN OLEKSANDR	25.06.2009	Nyk Floresta
2	2/ENG	GONZALES VIRGILIO	15.06.2009	CSAV Rotterdam
1	3/ENG	GOROKHOV VITALIY	14.10.2009	Annabelle Schulte
2	3/ENG	KUSHNERUK ALEXANDER	29.07.2009	CSAV Itaim
3	3/ENG	MIN WINTUN	19.08.2009	Kota Pekarang
4	3/ENG	VICENTILLO REY	26.06.2009	Laura Schulte
1	4/ENG	BADRIEV RUSHAN	03.06.2009	Frida Schulte
2	4/ENG	BILYY OLEKSIY	10.06.2009	Cap Capricorn
3	4/ENG	KHOMENKO DMYTRO	14.10.2009	Kota Pemimpin
4	4/ENG	KREMINSKY OLEKSIY	10.09.2009	APL Sokhna
5	4/ENG	OANCEA IONUT	24.07.2009	Ariake
6	4/ENG	TARAKHTIY MAKSYM	16.10.2009	Patricia Schulte
7	4/ENG	VALIDOV RUSLAN	30.07.2009	CMA CMG Rose
1	J/ENG	GRUNDUL ALEXANDER	20.10.2009	Maersk Neustadt
2	J/ENG	SOBREVEGA BONIFACIO	19.10.2009	Cap Capricorn

IMPRINT



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