



Reederei Thomas Schulte
GmbH & Co. KG

THE

CROW'S NEST

THOMAS SCHULTE GROUP NEWS



JULY 2012 ISSUE

- _ Naming Ceremony Marathon
- _ Worldwide Demand For Iron Ore Carried Safely to Destination
- _ Ethiopian Maritime Training Institute (EMTI) – Part 2



Welcome to the summer edition of The Crow's Nest, the news magazine of the Thomas Schulte Group.

The year 2012 is in full swing, as the last new buildings are joining the fleet, thereby bringing the new building programme to an end.

In addition, the modernisation process of the fleet under management of Reederei Thomas Schulte Group continues, with several units joining our management in the latter half of the year.

It clearly shows that the efficient management programmes and our continuous commitment towards quality as an integrated asset manager can offer added value, to clients and partners alike.

In addition Reederei Thomas Schulte is about to set up various chartering pools that will offer the fleet and of course the ships under management, a more balanced income stream.

Whilst these steps are taken in order to stabilise the effects of market changes, it will take broader and more creative measures, for investor confidence to return. With several projects under way, you will read more about it in our year's end edition.

In our previous issue, the need to technically respectively environmentally upgrade the existing fleet was addressed already. Ballast Water Treatment, Green Ship Recycling and Ship Efficiency Management, to name the most prominent of a number of technical requirements that are to be implemented in the not so distant future. These upgrades and a handful of other changes will ensure that the gap between fuel efficient and environmental friendly new buildings that are expected to hit the markets as of 2014 and the fleet under our management will remain within striking distance. It has always been and will be a pillar of our corporate principles, to operate and manage a homogenous, modern fleet that is in a position to cater the need of the top liner companies and shippers world-wide.

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

Sincerely,
Alexander Schulte

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New Generation of Main-Engines Introduces Computer Controlled Combustion

Thomas Schulte Group in December 2011 and February 2012 welcomed four new vessels equipped with the latest generation of main-engine-technology of MAN Diesel & Turbo: 4,250 TEU-ships BELLA SCHULTE, BODO SCHULTE, BALTHASAR SCHULTE and BRUNO SCHULTE are powered by MAN 8K90 ME-C main-engines built by STX Heavy Industries Korea.

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Ethiopian Maritime Training Institute (EMTI) – Part 2

The EMTI is a private organization training Ethiopian engineers in order to facilitate their employment with international shipping companies.

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Naming Ceremony Marathon

Reederei Thomas Schulte began the year 2012 in a very good way, celebrating naming ceremonies for an outstanding series of modern newly built container vessels. The Group expected many honorable guests to travel to Shanghai from no less than three different continents. It was going to be a trans-national cultural event involving the christening ceremonies for three vessels, followed by a launching and a keel laying festivities.

During four days, no less than five ships at two different Chinese shipyards were to be given their names to ensure good luck, safe sailing and many happy returns for both ship and crew. Ladies first: LILLY, MARTHA and PAULA SCHULTE. The naming ceremony marathon, however, was started by 4,250 TEU BALTHASAR and BRUNO SCHULTE at New Jiangsu Yangzijiang Shipyard - to be last two of a series of four identical container vessels - being opened by the Pre-Naming Dinner on the evening of January 3rd, 2012.

Reederei Thomas Schulte was very happy to have welcomed Mrs. Jo Ann Wiese and her spouse Mr. Jan Wiese who had set off for the long journey from New York to Shanghai to attend the ceremony for BALTHASAR SCHULTE. The Group was equally happy to have received Mrs. He Zhang Tu Yue, wife of Mr. He Yi Yong, her fellow Godmother to BRUNO SCHULTE and her family after their journey from Singapore to Shanghai (see photo top right page 7).

The morning of January 4th started early. After a three and a-half-hour drive to Jiangsu Province the christening party arrived at the shipyard. Mrs. Jo Anne Wiese and Mrs. He Zhang Tu Yue assumed their duties. In a very professional manner, the Ladies smashed champagne bottles against the ship's bows before the ship's names were revealed. The ceremony was followed by a traditional Chinese luncheon, which was a great experience, particularly for our American guests.

Back in Shanghai, German Godmothers together with their husbands had arrived, the most important guests for the next three big festivities for LILLY, MARTHA and PAULA SCHULTE (see photo page 7 below). After a nice dinner at the Docklands of Shanghai and a sightseeing tour the next day, everyone was happy to rest for a while. But this would not last for long.

A few hours later the representatives of the Shanghai Shipyard arrived at the hotel to celebrate the Pre-Naming Dinner for the latest three 3,635 TEU container vessels.

After a joyful Dinner Party and some Maotai, an award-winning tasty Chinese liquor, everyone was looking forward to the next day and the very special opportunity to celebrate the naming of three vessels, including launching and keel laying. Shanghai Shipyard, based on Chongming Island, gave an impressive warm welcome to all attendants of the event. Everyone enjoyed the music which featured traditional Chinese dancing and incredible drummers.

Mrs. Peng Xiao Hui, wife of our Site Office Manager Mr. Tony Zhou, took over the duty of christening MARTHA SCHULTE. When the bottle had been smashed successfully on the hull, leaves were cleared from across the ship's deck in order to ward off any discord, which might blight her future voyages. Following this, the ship was launched traditionally, slid into the water stern first. All guests enjoyed the wonderful event, which marked the beginning of the ship's life.

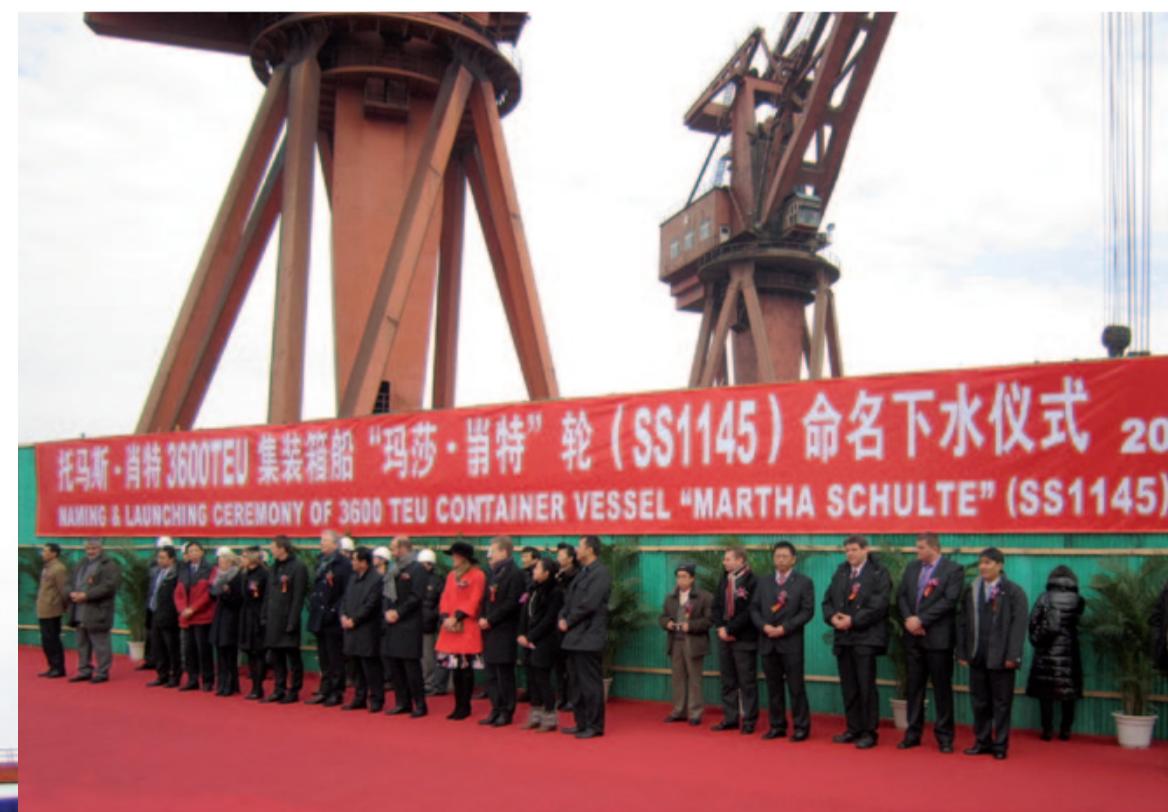
Mrs. Ilka Nullmeyer, wife of Mr. Bjoern Nullmeyer, was next to name Hull Number SS1144 and smashed the bottle of champagne with a big crash onto the bow of LILLY SCHULTE.

Godmother and officials paid a short inaugural visit to the ship. LILLY SCHULTE had been delivered and departed for her maiden voyage at the end of April.

Dr. Antje Wünschmann and her husband Mr. Philipp Wünschmann held the final ceremony of this day, cutting the ribbon for the keel laying. Finally Dr. Antje Wünschmann smashed the bottle of champagne onto the steel plates of the ship under construction, soon to be a container vessel named PAULA SCHULTE.

The extraordinary christening ceremony was closed with a festive luncheon and after five days of celebrations, everybody returned home with unique memories of an exciting event.

Reederei Thomas Schulte wishes to thank everyone involved who contributed to the successful construction and launching of the new members of the company's fleet.





Taking Her Out For The First Time

Jinyang, New Yangzi Shipbuilding
12th January 2012, 06:00h

Before dawn, only a few golden yellow floodlights illuminate the yard area in the dark. Flame cutters shoot sparks out into the blackness. It looks just like a romantic scene, but there is a hectic rush on the bridge of BRUNO SCHULTE.

Usually un-berthing a ship is a matter of calm and concentrated routine. But this manoeuvre is different. The ship is crowded with shipyard managers and workers arguing enthusiastically. We wonder how instructions might find their target. We are the supervision team, senior officers; the superintendent and the new building manager. The only thing left for us to do now is to wait on the bridge and in the engine control room to ensure that everything is fine. While project manager, sea-trial commander and the sea-trial pilots shouting their Chinese orders, the lines are cast off. Tugboats take her out for the first time – sea-trial time.

It's exciting when a vessel is brought to life, although her main engine was tested at the pier before. During the next four days, the shipyard has to verify compliance with the building contract of BRUNO SCHULTE and her performance according to specifications. Our task is to supervise all operations closely together with the class surveyors of Germanischer Lloyd, GL.

The yard presented a detailed task schedule, which was discussed, adapted and optimized again and again before the plan was prepared. 24-hours test days lie ahead of us. Sleep will be scarce. 150 yard workers and service engineers are on duty on a vessel with accommodation for 28: first class is a so-called single cabin occupied by two; many groups of four crewmen put up with small cabins; up to 20 people have to take their rest in one larger office.

On board BRUNO SCHULTE, Owners Day Room
Temporary Office and Pantry
12th January, 10:00h

Kick off meeting with project management and class. The water boiler faces the challenge of preparing a million liters of instant coffee for schedule adjustments of procedures and testing. Everybody is under pressure during this early stage of sea-trial, with rough words dropping in a cooperative environment. Names of all responsible persons for more than 60 specific tests and inspections are confirmed one by one.

Tests to be continued: Rescue boat trial, compass adjustment, and river passage to the open sea for performance testing. Our 4,250 TEU container ship of 260m length and 18.000 tons of steel must find the way through thousands of bustling small boats on the Yangtze-River.

Inspection of accommodation: Many people on board require action to keep everything clean and cater for un-

scripted breakfast-, lunch- and dinner times. Food is kind of an international mix of Chinese and European cuisine every meal every day.

Navigation equipment tests to be continued: senior officers familiarize themselves with their new workplace.

Engine room: Parallel testing of all equipment for main and auxiliary engine, load measurement, Marine Diesel/Heavy Fuel Oil changeover.

First entry to the inspection document: leakage in the piping system. Yard workers rush to settle immediately. The leakage must be repaired with the system under pressure as soon as BRUNO SCHULTE is back to the pier.

Passing Sutong Bridge, last before open sea

12th January, 16:00h

Long Range Identification and Tracking (LRIT) test needs to be started and run for 48 consecutive hours. Phone-call to Head Office to ensure requirements are met.

12th January, 23:00h

Main Engine adjustment, then speed test Starting at 50% engine load, a variety of levels are tested and all data recorded; engine parameters in addition to sea state, wind force, and direction.

To cancel out wind and current, same engine output is tested on opposite courses. Many figures have to be crunched or modified later. Many test sequences, like turn around or waiting for the vessel to adjust speed, are time consuming, particularly if interrupted and repeated due to traffic.

13th January, Lunch time

Ahead of time and not surprisingly, all agree that BRUNO SCHULTE makes the contractual speed easily, exactly as her previous sister vessels.

13th January, 12:00h

Endurance test of the main engine, various load stages running for 2 to 4 hours to check all parameters are sound and steady within the limits.

Four hours at design speed – 90% and maximum engine load – are appropriate for various tests of fresh water generator, alarm system, vibration, noise measurement and many more.

Unmanned machinery space testing, yard engineer, GL and our machinery surveyor stay in the engine control room without touching anything. Now vessel systems are operated by the bridge only and have to work self-controlled. It is the most difficult test during sea-trial: one alarm only and the test fails. The class sign “AUT” would not be granted, however, BRUNO again passes the test at the first go-off.

14th January, 04:00h

Black out test, another all hands operation: our electricians focus on start-up procedures according to rules and regulations, checking emergency lighting simultaneously. Before this, all areas of the vessel, from the pipe tunnel valve compartment to the top of the mast, have been assigned to teams for thorough inspection. Accompanying yard workers are ready to immediately exchange bulbs or add missing red dot markings.

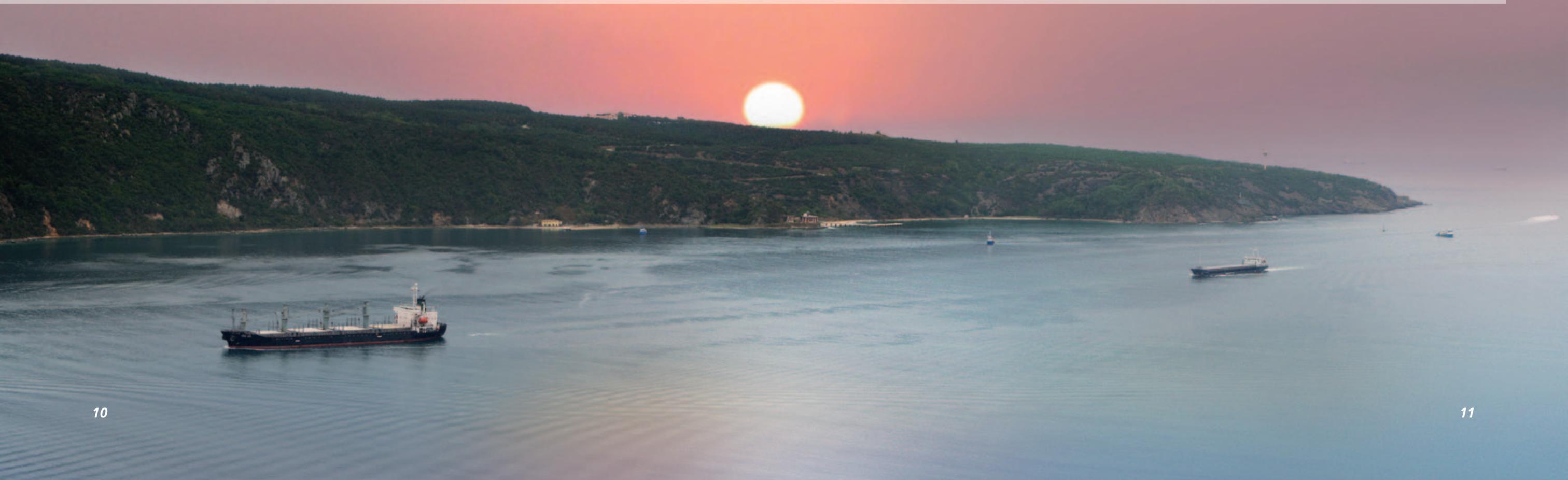
15th January, 12:00h

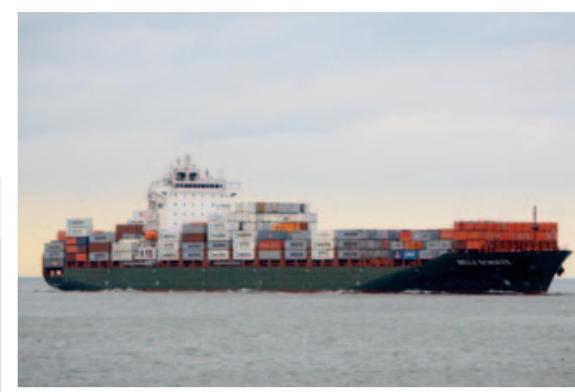
We have to speed up, because our ship must complete the Yangtze River during daylight. Meanwhile every last corner of the vessel is checked, to make sure the ship has been inspected comprehensively.

15th January, 18:00h

Dropping anchor, we don't make it all the way up the river to the yard and all crew on board have to come through another night of improvised conditions.

To sum up, despite little sleep and vibrant discussions with the yard colleagues, the sea-trial ran smoothly. All equipment passed the testing. An average amount of claims was entered into the Codie system (Cross-lingual On-Demand Information Extraction) on the way up the river. The list is handed over to the shipyard the same night. Unsettled items will be dealt with until delivery during the next three weeks. Having arrived at the yard safely, everybody is pleased and proud to have met the major challenge: BRUNO SCHULTE has successfully passed her sea-trial.





New Generation of Main-Engines Introduces Computer Controlled Combustion

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Advantages of the modern ME-type engines compared to conventional MC-type engines are manifold:

- Reduced emissions;
- Speedy implementation of upcoming emission regulations, no exchange of mechanical components;
- Optimized cylinder-oil-consumption at all engine load ranges;
- Extended maintenance intervals of major

components;

- Reliable engine-performance during Slow Steaming;
- Sophisticated trouble shooting possibilities;
- Enhanced safety of maneuvers during berthing operations.

The minimum rpm-value* of the new type of engines is one of the factors that make the difference for excellent maneuvering characteristics of a modern containership.

The vessels cover a wide speed-range including the demanding maximum speed with a large propeller and corresponding high pitch. This propeller layout leads to critical high ship speed during berthing and un-berthing maneuvers, when a constant water-flow on the rudder is required to maintain control of the vessel.

* rpm: Revolutions per Minute measures the engine speed

Off We Go

The ME-type engine concept consists of a hydraulic-mechanical system for actuation of the fuel injection and the exhaust valves instead of a mechanical camshaft. The systems are electronically controlled to maintain the optimum working parameters.

Starting the engines, the fuel injection and operation of the exhaust-valves is managed precisely from the first moment. Consequently the combustion in the engine is improved, leading to fewer emissions, smokeless operation and stable running at low rpm.

A mechanical controlled engine would not obtain similar low revolutions. Mechanical pressure from the cam is necessary for the injection, requiring a minimum speed to attain a sufficient injection pressure.

Computers control almost all ME-type engine-parameters. The system selects combustion-settings on the basis of measured parameters of operating conditions for optimal engine running mode. The engine is perfectly under control and values are plausibility checked. It can be switched to manual control in order to meet specific goals.

Trouble-shooting is simplified for engineers, with the electronic error messages searching for cause of failures is made much more straightforward. Online-help for almost all possible faults is provided by the system.

Environmental Balance - How to Collect Operational Performance Data

From 2013 the International Maritime Organization (IMO) requires a Ship Energy Efficiency Management Plan (SEEMP) to monitor, manage and improve the environmental performance in order to reduce the CO2 footprint of ship operations. As Reederei Thomas Schulte proactively optimizes measures to minimize impacts to the environment, the Group is steps ahead of regulatory developments.

SEEMP is based on the Energy Efficiency Operational Indicator (EEOI) for CO2 emissions in relation to the ship's transport work: emission per ton of cargo transported one nautical mile. The foundation of monitoring, analysis and evaluation is collecting plenty of data from an ongoing in-

formation flow. Reference parameters were aligned over time and across the fleet. Figures must be obtainable and well-chosen to cover a complexity of aspects by small effort, in order to reduce communication traffic.

The Thomas Schulte Group in close cooperation with IT experts of Herberg Engineering, Hamburg, and academic supporters developed and implemented an online software tool that permits almost real-time collection of key ship-operation parameters in the entire fleet: fuel composition of propulsion, electric power machinery, and boilers, load, speed, weather and sea conditions and other ship dynamic variables relevant for the task.

Up-to-date Records Deliver Measurable Benefits

Ships' commands take a simple electronic data frame to collect daily performance metrics. The software offers plausibility checks to enhance data accuracy. Via satellite results are transferred to a server to be stored and forwarded. The records are accessible on the Internet, always up-to-date and available for processing, comparison and trending analysis. Additional parameters may be added any time simply by amending the form template and updating the ship computers online.

The data received by the monitoring system allows assessment of, for example, Nitric Oxide (NOx) emission. Engine deficiencies are detected quickly and may be differentiated over time and compared to sister ships or across the fleet. Datasets permit early identification of inherent weaknesses and immediate remedies. This way the Group is able to summarize individual vessel results into an overall evaluation of the fleet and target own future environmental objectives.

The relating software is continuously developed and modified. The easy-to-handle tool is evolving into a key factor for advancing environmental excellence within the Group.

Worldwide Demand For Iron Ore Carried Safely to Destination

Shipping iron ore is a very challenging task. Iron ore fines, for example, if stored unsheltered in port stockpiles exposed to the weather, can absorb high moisture content, which results in a process called Liquefaction. Cargo Liquefaction has been of concern to seafarers for a long time and can affect all ships carrying bulk ores: the cargo becomes liquid and turns the ship into an uncontrollable object, like a bucket full of water, adrift at sea and capsizing once stability is lost.

The Masters of the fleet are fully aware of the issue. On board the high performance bulk carriers of the Reederei Thomas Schulte fleet safety procedures and practices are the core of sailing culture.

Iron ore is the most important source for industrial production but is unevenly distributed across the planet, with Russia, Brazil, China, Australia, India and the USA among the largest 15 iron ore producing nations. Demand is tied directly to the production of raw steel and the availability of high-quality ferrous scrap. Worldwide shipments of iron ore across the seven seas exceed one billion tons per year. The safe long distance maritime transport of this material on bulk vessels is crucial for international steel mills.

Ensuring Low Moisture Content

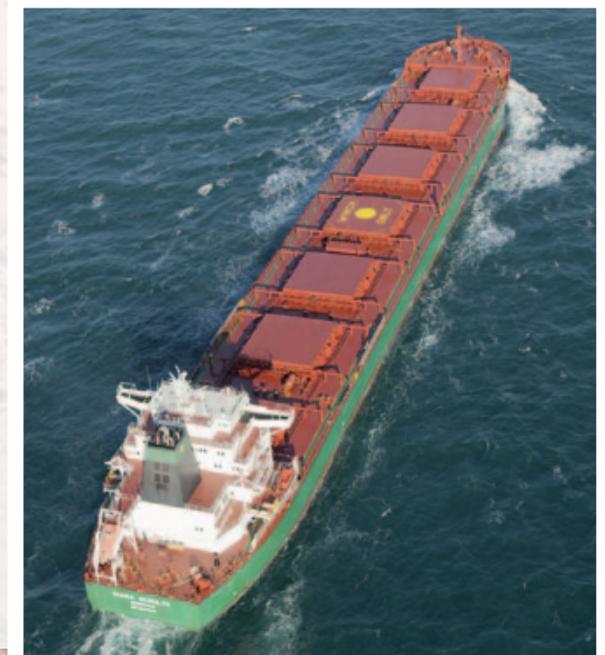
In port masters, officers and independent surveyors carry out a visual inspection of the cargo before loading, paying special attention to consignments of bulk cargo on unprotected piles. Before, provided data sheets and documents

were intensely examined and evaluated with officers remaining vigilant throughout the loading process. Utmost care and attention is taken to ensure the identification of any cargo, which may be liable to liquefy on board. The purpose is to guarantee that transportation moisture is maintained significantly below the limit and every consignment reaches its recipient safely. Bulk vessels DAVID SCHULTE, DIANA SCHULTE and DORIAN SCHULTE are perfectly suitable for this job and are equipped with cutting-edge technology. The crews are highly qualified for the challenging task. Huge loads of iron ore – differing in nature and condition - have been successfully shipped from Australia and South America to China as a result of excellent cooperation between Shippers, Charterers and Masters.

Extracting Iron Ore

It is estimated that there are 800 billion tons of iron ore resources worldwide, containing more than 230 billion tons of iron in the forms of hematite, magnetite, siderite, and goethite. Colors vary from dark grey and bright yellow, to deep purple and rusty red.

After being mined from below ground mines or by means of surface breakage, iron ore is prepared and transported as concentrate, fines, pellets, pig iron ore, and iron nuggets.





Green Ship Recycling – Thomas Schulte Group Is Committed

In 2009 Reederei Thomas Schulte was the first global shipping company to voluntarily commit itself to the requirements of the IMO Convention for the Safe and Environmentally Sound Recycling of Ships (Hong Kong Convention). Crow's Nest reported in December 2009.

Two and a half years later, the company proudly resumes that preparation for the active rollout phase kicked off the day after the official announcement was made: ANTONIA SCHULTE was the first to be inspected during her regular dry-docking. By February 2010 she had received her certification and the Inventory of Hazardous Materials (IHM).

The Group considers ship recycling as an integral part of the life cycle management of ships, beginning at the design and construction stage and ending with the demolition. Ships

have to be recycled at the end of their operational life in a safe and environmentally sound manner.

To date 23 vessels have been inspected, which is more than half the fleet. The process is perfectly on track for our own targets. The project will continue at the same pace, and by end of 2015 all vessels will have been certified.

The convention requires all vessels to carry an IHM, a ship specific document that lists all materials on board that may be dangerous to health or the environment and that require careful handling or special awareness. If any hazardous substance is on board, Reederei Thomas Schulte has identified it and knows where to find it.

HazMat Inventory

First Step IHM

Structure and equipment installed during construction is listed in the IHM if identified as containing prohibited substances. Ship drawings, manuals and certificates are reviewed in order to have a complete overview about the construction materials. This is the task of the approved and certified HazMat expert, who is capable of detecting hazardous materials like asbestos or Polychlorinated Biphenyls (PCB) in relevant areas from the drawings. Based on the assessment results of the previous step, a detailed Visual and Sampling Control Plan is to be developed and approved by class society.

Second Step On scene inspection

HazMat Expert and class surveyor go on board the vessel. During the survey the experts countercheck all details of the plan by visual verification. Samples of suspicious materials such as insulation or cables are taken and forwarded to a recognized laboratory for testing.

The documentation check and on scene inspection deliver all necessary information for the final Inventory of Hazardous Materials, detailing exactly the kind of hazardous or potentially hazardous materials in the vessels structure and where they are located.



Connecting Our Crews: WiFi and FleetBroadband

Wellbeing at work on board a vessel is a function of safety, security, health, comfort, and last but not least of regular contact with family and friends. Crew members often stay on board for many consecutive months without a break, lacking opportunities to see their families and beloved ones. Even while ships are in port, occasions to leave are rare. Individual communication and data-transfer at sea, however, is still far from the standard levels of up-to-date technology ashore, and often leads to unreasonably high costs. The need for improvement to on-board living conditions is obvious, especially during tough times in the shipping markets. Therefore the Thomas Schulte Group tests and implements new means of satellite and electronic communication for private use on board. The new features simultaneously upgrade operational efficiency and increase safety.

After thorough testing the Thomas Schulte Group decided to equip all vessels with an independent satellite based communication system, including a **WiFi** module, enabling our crews to keep in touch with relatives and friends. The crew WiFi system is strictly separated from all business related networks and computers on board, so that privacy violations and forwarding of confidential information to unauthorized persons is prevented.

WiFi (Wireless Fidelity) is a wireless local area network and connects crew members to the internet. Everybody can use their own mobile devices, like notebooks and smartphones, to send emails or short messages on a pre-paid basis with as much as credit for personal use as desired. WiFi makes the difference in the increased social contact and job satisfaction



Crew WiFi On-board



of the seafaring professions, strengthening our crew in their daily performance.

Reederei Thomas Schulte will upgrade the fleet with **FleetBroadband (FBB)** providing broadband, high-speed internet and voice-calls simultaneously. The global satellite communication service offers cost effective access to data services and improves operational efficiency. Three satellites cover the whole world albeit excluding the poles. Savings of 60 to 80 % are possible, so that the system pays for itself in a short period.

While the ship's command keeps all operational systems running online, crew members off-time are able to send emails or call at home. FBB aids vessels to maintain contact

with inland offices, no matter if they are far away on the high seas. Especially in case of an emergency call, speed and accuracy of communication between the person in charge ashore and the Captain must be ensured. Therefore the new system uses a different frequency band in order to reduce interferences, which can be caused particularly through heavy rain. FBB needs a line of sight between the vessel and one of the satellites and provides a high quality connection, even in rough rolling seas. Up to now half of our fleet applies the technology.

FleetBroadband is a next generation maritime communication technology and the Thomas Schulte Group is proud to be part of it.



The ECDIS Revolution

The age of paper charts for navigation is quickly coming to an end. Thomas Schulte Group can fit about half of the fleet with the Electronic Chart Display and Information System (ECDIS) in the medium term. The vessels will switch to electronic navigation, which is the cutting edge technology and the future of navigating.

An end to information overload: ECDIS stops time consuming small corrections on overcharged and confusing nautical information charts. ECDIS can truly be called the Revolution of Maritime Navigation. The electronic system

fades out all unnecessary information and provides a clear, structured display of the chart, avoiding errors of manual transcription.

The new technology displays customized nautical data on the computer screen, adjusted to the specific measurements of each vessel. ECDIS integrates navigation sensors such as Global Positioning System (GPS) and radar. Accurate data concerning vessel position and other relevant information can be obtained in real time, so that the system detects risks and can warn the Captain in advance. The

system, for example, identifies the shallows ahead of the vessel in sufficient time for successful avoidance action to be taken.

ECDIS can be regularly updated through a download or through a CD-ROM delivered on-board. Vessels are equipped with two independent systems. In case of a computer crash the second unit will take over automatically. ECDIS will become mandatory by 2018 at the latest. The Thomas Schulte Group has equipped all newbuildings with the device and is well ahead of schedule.



Ethiopian Maritime Training Institute (EMTI) – Part 2

The EMTI is a private organization training Ethiopian engineers in order to facilitate their employment with international shipping companies. In autumn 2011 the Group recruited first two Cadets of the EMTI and now decided that 11 further candidates will be joining the company in early summer.

The Cadets were selected by the company Technical Fleet Manager Jan Paninka and Fleet Personnel Manager Mareike Bulla. Together they visited the training institute located at Bahir Dar and had selection interviews with a choice of

graduates. The professional skills and behavior of the cadet applicants were assessed during group- and one-to-one interviews. Additionally, the candidates were briefed on their first employment on board of a vessel.

The chosen Cadets are part of a batch of 90 and are the first group to have been trained at their home country - Ethiopia. During the current interim period lectures and seminars are held on a campus belonging to the Bahir Dar University. A new and independent maritime campus next to Lake Tana is under construction. The building is starting to take

shape, however the whole campus including high-standard accommodations for 4000 students will be ready to be filled with life in around two years.

Ethiopia is one of the poorest countries in the world and urgently needs an educated workforce and industrial jobs. The EMTI project therefore has an important impact and is fully supported by the Ethiopian Government. Seamen will receive 20% of their wages in cash on board. The remaining 80% are transferred in local currency Ethiopian Birr (1 ETB= 0,06 \$) to their own account in their home country, ensur-

ing that the local economy and people will benefit from the EMTI project along with the seafarers themselves. In some cases, a cadet aids and supports up to 100 people such as family, friends or villagers with his earnings.

10th Senior Fleet Officer Meeting

10th Senior Fleet Officer Meeting Hamburg, 20th to 22nd March, 2012

The company was very happy to welcome Chief Officer (CO) Doru Florin Bucuresteanu, CO Oleg Sviderskij, CO Eduard Adrian Constantinescu, CO Vadim Stanislavovich Belov, CO Oleksandr Nikolaevich Savchak, CO Claudiu Nicolae Selegian, CO Vyacheslav Grishechkin, CO Razvan Cioc, CO Andrey Kislitsyn, 2nd Engineer (2E) Igor Nikolayevich Seleznev, 2E Roman Yavorsky and 2E Gennady Yurievich Leontev into the headquarters of Reederei Thomas Schulte.

The company used to organize Senior Fleet Officer Meetings in the past with the top two Officers, means Captains

and Chief Engineers, in order to review concerns and discuss methods and solutions. This year the company decided to put a stronger focus on the Chief Officers and 2nd Engineers to join the conference.

Having picked up our guests at their hotel on March 20th, our General Manager Operations, Mrs. Sigrid Gerth, welcomed all attendants at our headquarters in the City Centre of Hamburg. After the welcoming address, DPA/CSO Mr. Oliver Kautz, guided the Chief Mates and 2nd Engineers around the office premises to meet the colleagues ashore personally.

Technical managing director Mr. Frank W. Heidrich and our fleet manager Mr. Jan Paninka proceeded to discuss the **current performance** situation.

Later that day, the attendees continued on their separate ways. Chief Mates joined the **Electronic Chart Display and Information System** workshop at Furuno in the village of



Rellingen. The 2nd Engineers were trained in the application of **purifier systems** at Alfa Laval, Glinde.

Everybody returned to the Thomas Schulte headquarters in the afternoon. Mrs. Runa Jörgens of the **German Shipowners' Association** (Verband Deutscher Reeder) addressed relevant **Maritime Labour Convention MLC 2006** issues and closed the day.

Paperless navigation and loss prevention were on the agenda the next morning. Our operations and insurance department talked about their scope of responsibility, and were supported by external experts. Mr. Marius Schønberg, Senior Loss Prevention Executive, and Mr. Vidar Solemdal, Senior Claims Executive **GARD Marine & Energy**, Norway, had joined the conference.

A workshop on **Cross-lingual On-Demand Information Extraction (CODIE)** followed after lunch (see small photo on page 27), training the participants in successful application of CODIE software as an operational interface between ship and shore when dealing with concerns involving claims or maintenance.

Wednesday afternoon, the group members followed individual pathways. Chief Mates took the opportunity to discuss issues of **paint and deck maintenance** with **Hempel** experts Mr. Michael Gurezka and Mr. Dietmar Rußbüldt. The 2nd Engineers gathered with Mr. Jens Sepke of **Sauer & Sohn**, Kiel, and received valuable instructions about reliable operations of **compressors**.

Once again, **crewing issues** were on the agenda on the 3rd day, as they had been the year before. Representatives of

Bernhard Schulte Shipmanagement, Hamburg, Mr. Andre Delau, Mrs. Nicole Gerbig and Mrs. Sara Hiller presented a series of questions on topics like appraisal, relief planning and dismissal procedure to our guests.

The next topic dealt with **Port State Control**. Mr. Jens Plötz of **Germanischer Lloyd**, Hamburg, gave important input about recent developments to the participants.

After lunch, Mr. Jörg Heuckeroth, **BG Verkehr**, Hamburg, picked up on, discussing eventual deficiencies and solutions on how to avoid them.

The meeting ended with an open feedback about the current Senior Fleet Officer Meeting. The conference gave plenty of opportunities to gather with colleagues and offered a variety of rewarding presentations and discussions. In fact,

everyone was pleased and satisfied, particularly about the idea to opt for Chief Officers and 2nd Engineers to be the guests this time. Our office members shared this view and will think about repeating this idea in the future.

At the end of the day, like the days before, attendees, Hamburg colleagues and invited speakers gathered to join a truly tasty dinner.

We thank our Chief Mates and 2nd Engineers for being our guests. We would also, and above all, like to thank all of our external speakers for taking the time and making the effort. It was a great pleasure.





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