



# The Crow's Nest

A newsletter of the Thomas Schulte Group

## EDITORIAL



Welcome to another winter edition of *The Crow's Nest*, the news letter of the Thomas Schulte Group.

Under the circumstances, the year 2010 can still be considered successful for the Thomas Schulte Group. All six new building deliveries have been performed in the usual professional and timely fashion and were delivered into their medium to long term time charters.

The container markets rebounded remarkably and substantially better than expected by most, and we do foresee further potential for the next year.

On the back of the recovery of the markets it is time to shift the focus more on the things that lie ahead. It will be essential for the future of the German shipping industry to regain again a finely tuned business equilibrium. The international standards of quality, the know-how and expertise as well as the deep market penetration of all shipping segments are second to none and should enable the German shipping industry to deal with the remains and the potential of the shipping crisis.

Not accidentally this edition of the Crow's Nest will guide its readers through a number of programmes already in place on board the Reederei Thomas Schulte fleet or due in the not so distant future.

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 2011.

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

Sincerely,  
Alexander Schulte

## A fourfold premiere in China

It was a first in two respects: Reederei Thomas Schulte has celebrated the naming ceremony of a bulk carrier the first time since its founding about 20 years ago. At the same time, it was the first time that four naming ceremonies was celebrated over a four day period.

The festivities started with the Pre-Naming Dinner for "DAPHNE SCHULTE" and "DAVID SCHULTE" in Shanghai on August 24th, 2010. Our godmothers Mrs. Sally Drummond and Mrs. Monica Kauak O'Ryan, as well as their husbands, traveled a long way to join these events - some of them over three continents!

On the next day the entire group started out for the christening ceremonies to the shipyard of Taizhou Catic, which is about 250 kilometres away from Shanghai and took four hours by bus. Taizhou CATIC Shipbuilding Heavy Industry Limited is a joint venture shipbuilding enterprise between Taizhou Kouan Shipbuilding Company Limited and CATIC Beijing Company Limited.

The double naming ceremony, carried out by our two godmothers, was accompanied by impressive fireworks. After the naming ceremonies all guests attended a dinner, hosted by Taizhou Catic.

The "DAPHNE SCHULTE" and "DAVID SCHULTE", which are 230 metres long and 38 metres wide, belong to a series of four Post-Panmax vessels. The bulkers have a deadweight of 92,500 tons and a cargo hold volume of about 110,300 cubic metres.



Prior to the second Pre-Naming Dinner for "DIANA SCHULTE" and "DORA SCHULTE", all guests enjoyed a sightseeing tour through a sunny Shanghai and visited famous locations like Yuyuan Garden, Shanghai Old Street and the Former French Concession District.



The next day took all guests in a similar direction as two days before, but to another shipyard at the Yangtze River in Jiangsu Province.

With a warm welcome and an amazing marching band, the yard of New Times Shipbuilding commenced the double naming ceremony of the 80.000 dwt Bulk Carriers.

Mrs. Judith Riede named "DIANA SCHULTE" and Mrs. Eva Bodenbach took the role of the sponsor of "DORA SCHULTE".

After the successful christening of both Kamsarmax vessels, all guests had the chance to enjoy the impressive view from the bridge of "DIANA SCHULTE" on the entire site of New Times Shipyard, which covers an area of 1,620,000 sqm. By blowing the horn of "DIANA SCHULTE", the godmothers successfully completed a memorable and exciting naming ceremony marathon in China.



# 8th Senior Fleet Officer Meeting

The company was happy to welcome Capt. Evtim Rahnev, Capt. Laurentiu Hoza, Capt. Denis Weigel, Capt. Angel Angelov, Capt. Kostyantyn Kostin, Ceng. Sergiy Lypetsky, Ceng. Kazimir Rusak, Ceng. Alexey Kovalenko and Ceng. Igor Sobolevskiy at its head quarters in Hamburg from 23. November until 25. November 2010.

After the initial introductory tour through the office the Technical Fleet-managers Mr. Jan Paninka and Mr. Jürgen Broschewitz 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 Transas Marine GmbH. The Chief Engineers attended a workshop demonstration and discussion of maintenance procedures for modern separators. The Masters attended an ECDIS Training seminar about the legal aspects and responsibilities in the use of ECDIS, including simulator training.

The first day was closed with a Codie presentation by PMS Officer Mr. Marcus Staroske.

The morning of the second day was dedicated to Chartering & Marine Operations, including external presentation about loss prevention. The afternoon started with a presentation by Marine Offshore Equipment about Reefer Control Systems, followed by two presentations in regard to MARPOL. The first presentation dealt with MARPOL 73/78 Annex I deficiencies. The German Ship Safety Division discussed the most common deficiencies and how to prevent them. Afterwards Deputy DPA & CSO Mr. Jens Erfurt discussed the new MARPOL Annex VI and anti-piracy measurements.

The morning of the third day was dedicated to crew training and crew management issues. Fleet Personnel Manager Capt. Thomas Krafzig discussed apart from routine crew operations, with participation of Bernhard Schulte Shipmanagement (BSM), the crew training, crew assessment and career development, the cadet program and disciplinary procedures in regard to the Maritime Labour Convention 2006 - crew complaints and complaint procedures.

The afternoon was focussed on a discussion of Environmental Management under ISO 14001 with Deputy DPA/CSO Ms. Britta Jahn and a presentation by Germanischer Lloyd - Emergency Response Service.

In a closing meeting with Technical Fleet-manager Mr. Jan Paninka 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 is still in progress. The distant learning courses for On-board Assessors shows further progress and continues. More officers have achieved certification and they are now authorized to approve competencies for their subordinates.

The streamlined Cadet Training Program of the company in conjunction with the Junior Officer Training Course shows further progress. The Junior Officer Training Course is compulsory for

each cadet of the company. The main objectives of this course are: to consolidate previous experience and training, to standardize and improve methods of operations, to prepare for promotion to OOW (Officer of the watch) and to encourage greater interest in all relevant operations.

Together with the crew manager the company has established training courses for ratings such as crane operator courses and welding courses. Further training

courses are still under review.

The Nautical Institute Command Scheme training for intended Masters can be seen as an important part of the company's policy, actual 23 Chief Officers are attending the training and 3 Chief Officers have been promoted to Master during the past 6 months. Since the beginning 12 Chief Officers have been successfully passed the 12 months training course and all of them serving now as Masters on board of Thomas Schulte Fleet Vessels.

# Crash test for vessels

**Hamburg Scientists** are working on a bulbous bow which is functioning like a deformable zone, in order to avoid furious impacts in case of collisions.

**The crash test is proceeding** in slow motion. For several hours four powerful hydraulic cylinders are bearing against the bulbous bow of a stiff (ship-) steel wall. Gradually it is conceding until its front is totally lying in wrinkles. The unique level of test at Technical University of Hamburg-Harburg (TUHH) is part of the science and development project "Elkos", which was promoted by Federal Ministry of Economy three years ago and shall last until year 2012. It is aimed reducing the impact of ships' collisions in the future.

A ship's bulbous bow plays a key part in this. The bow reduces the wave resistance thereby the bunker consumption. The special shape of the bow is designed for each vessel individually. In order to resist the motion of the sea the bulbous bow is reinforced and can hardly be deformed. In case of a frontal collision with a hull planking it is acting like a battering ram. Therefore, in the first phase of the project, a bulbous bow was designed, which can deform more easily and thereby absorbing

collision energy, comparable with the crushing zone of a car.

**Conventional bulbous bows** are reinforced length- and crosswise to maintain their shape when being exposed to major forces. Whereas the TU-scientists are using ring-shaped reinforcements in the front area which indeed are resisting the motion of the sea, but in case of a collision they shorten in a similar good way like an aluminum can in a deposit refund machine. This design takes a third less energy to have it deformed.

**when a crash occurs, 5 knots are enough to bore through a steel wall.**

**In the two story high** test facility forces of up to 400 metric tons are impacting on the steel wall. They are exactly sufficient to bore through the double hull. Different from car-accidents, the speed of the crash opponent plays only a secondary role. During a crash which happens exactly vertically, 5 knots are enough (abt. 9 km/hour) to bore through a vessel's hull planking.

**The model of a bow** on a scale of 1:3 - established in Hamburg - has got a diameter of 1 meter and originated from the project partner FSG, "Flensburger Schiffbaugesellschaft". As most FSG's builds are RoRo-ferrys, TU-developers are concentrating on this type of vessels. Furthermore, this type is extremely collision-prone as the car-ferrys tend to have a large lower hold, which will render the vessel unstable quickly, in case of water ingress. The water can swash freely back and forth, whereas passenger ferrys are subdivided into many bulkheads.

**An infill of the double-hull with granulate could attenuate the collision.**

**The second part of the project** aims at the hull of the collisions opponent. Many vessels - primarily all tankers - have a double hull by now. In the hollow space between both walls granulate could be filled in which absorbs a part of the energy incurred by the collision - this is the goal of the TU researchers. Furthermore, less water could ingress into the double

hull if the space would be filled with granulate. There have been basic approaches in which hollow spaces were foamed out. But this action has made them non-accessible and they could not be inspected for rust anymore. Whereas granulate could be exhausted and afterwards be filled in again.

**The double-hull filling material** should have a high solidity, but should not be too heavy. This is achieved by the individual grains cantering with each other. So the granulate must have a rough surface, approximately like coke. The respective material which is light and at the same time rigid is presently examined by the scientists.

**Promising candidate materials** are being tested in computer simulations. The best of them can prove themselves in reality in a hull planking-replica. Therefore, four further crash tests are planned at the TUHH collision testing facility. But at present scientists are still calculating diligently.

**Probably in the forthcoming year** the TU-researchers continue with their crash tests.

# Underway pCO<sup>2</sup> Measurements from the Natalie Schulte

As part of a continuous long term effort to quantify the flux of CO<sup>2</sup> between the ocean and atmosphere, the Ocean Climate Observation Program of the National Oceanic and Atmospheric Administration (NOAA) supports the deployment of underway CO<sup>2</sup> systems on NOAA research ships and volunteer observing ships (VOS) in the Atlantic and Pacific Oceans.

As such a volunteer observing ship the Natalie Schulte, trading from US West Coast over the whole Pacific Ocean to New Zealand, has been recruited. The

research is aiming to enhance the liability of weather forecasts and, thus, is of benefit for the safety at sea. Therefore Reederei Thomas Schulte has agreed to the participation of mv "Natalie Schulte" in this project. This includes an installation of measuring equipment close to the vessels sea chest in order to monitor the CO<sup>2</sup> concentrations below the sea surface and the sailing of one researcher every south bound leg.

**The CO<sup>2</sup> group** of the NOAA's Pacific Marine Environmental Laboratory (PMEL) has been monitoring sea surface CO<sup>2</sup> concentrations in the equatorial Pacific since 1982. This is a particularly dynamic area exhibiting significant variation of CO<sup>2</sup> concentrations, both interannually due to the effect of periodic El Niño events, and seasonally due to the changes in wind strength and upwelling patterns. By measuring the partial pressure of CO<sup>2</sup> (pCO<sup>2</sup>) in

both the sea surface and atmosphere, along with sea surface temperature, pressure, and wind speed, the flux of CO<sup>2</sup> into or out of the ocean can be calculated, affording a broader understanding of how this important greenhouse gas behaves in the ocean.

**The surface ocean CO<sup>2</sup> concentration** in most of the global oceans is less than the CO<sup>2</sup> concentration in the air above, resulting in a net flux of CO<sup>2</sup> into the oceans. The equatorial Pacific is an exception. In this region, strong trade winds bring CO<sup>2</sup>-enriched water to the surface, and the net flux of CO<sup>2</sup> is out of the ocean into the atmosphere. When an El Niño event occurs, the easterly trade winds in the western and central equatorial Pacific weaken and sometimes reverse. This reversal drives warm surface water from the western Pacific eastward, leading to the development of unusually warm sea



surface temperatures east of the international dateline. The lessened winds also bring less CO<sup>2</sup>-enriched water to the surface.

**Due to the present trading area** of the vessel the continued collection of pCO<sup>2</sup> measurements from the Natalie Schulte will allow us to expand our modeling effort all the way across the Equatorial Pacific basin. The CO<sup>2</sup> group at PMEL appreciates the opportunity to work with the officers, crew, and owners of the Natalie Schulte.



# Hull Lifecycle Management – keeping up the strength

**Hull structures of bulk carriers** do need particular attention. Heavy and high density cargoes – mineral ores and coal for example – require a high physical demand on ship's construction, especially on their cargo hold areas.

With loading rates of up to 2,000 tons per hour on a modern bulk terminal the forces acting on the hull are tremendous. Heavy grabs used during loading and discharging of bulk cargoes and bull dozers, which are placed on board the vessel for cargo handling, are deteriorating the holds. Accidental stresses or damages caused during the loading, at sea or discharging of bulk carriers could ultimately lead to serious structural failures. Bulk carrier losses in the early 1990s were dramatic: ships sank rapidly, often with the loss of all lives. Many of these vessels had suffered structural damage beforehand.



Reederei Thomas Schulte was well aware of these particular weaknesses of the ship type when ordering the first bulk carrier after long time managing a pure container fleet. That's why the decision to implement the GL Hullmanager - an enhanced program of hull

inspections by the crew - was made even before the first bulk carrier had been delivered in August 2010. Thereby ensuring the safety of the newly delivered bulk carriers and the special needs of their hull structures.

The GL Hullmanager supports the inspection, reporting and assessment of the condition of a ship's hull with respect to coating condition, corrosion, structural defects and findings on outfittings. Together with an overall strategy for each vessel describing the scope and frequency of hull inspections (i.e. what has to be inspected and how often) the software is a central element of the hull lifecycle management. Hence the GL Hullmanager helps to systematically ensure and document the structural integrity of our vessels. This is not only making the vessel more attractive to charterers by proving the highest maintenance standards, but also reduces maintenance costs and the risk of accidents as well as environmental pollution, whilst at the same time ensuring compliance with regulations.

A vessel-specific 3D model is used for visualizing the complete ship's hull. This model enables the crew to act interactively, such as specifically marking an individual finding, or adding a photo and description. This graphical ship's model greatly enhances the intuitive usability of the software for crew members, and reduces the range of possible interpretations of any defects. So consistent information including a complete history of hull condition will be available throughout the whole lifetime of the vessel.

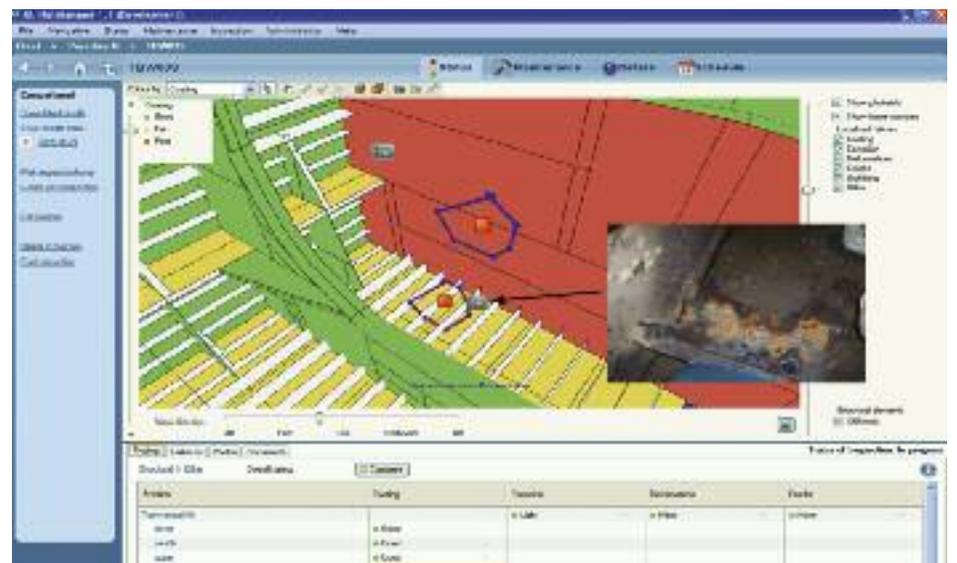
This strict hull monitoring and reporting



strategy including electronic documentation helps us to detect degrading hull condition, corrosion and coating failures at the earliest stage. So the crew will be enabled to rectify the finding directly at the beginning and costly repairs by workshops including off-hire times can be avoided. With detailed knowledge of where and when inspections and repairs have to be performed surprises while in dry dock and with repair yards can be avoided. Moreover, the reporting

functionality using real sketches of the areas to repair ensures improved communication with repair yards. This enables a much more accurate tender process for dry docking and expensive change orders whilst at shipyard can be omitted.

All in all, the hull lifecycle management supported by the software GL Hullmanager is a great benefit for the operation of the bulk carrier fleet. It reduces the risk of structural failures including the serious consequences for life, the environment and for the vessels itself. Besides this, it optimizes the maintenance and repair on board by early detection of defects. The detailed knowledge of the damages including the delineation on a realistic 3D model of the hull structure enables to precisely estimate the scope of work. The structural integrity strategy is promoting safety at sea and enhances efficiency of the hull maintenance.



## A new „Star“ for the Newbuildings

In January, the youngest member of the Thomas Schulte Group starts its activities: North Star Marine Consultants provides all services surrounding a ship's newbuilding, including the program of Reederei Thomas Schulte. Formerly, this work was successfully done under the umbrella of the newbuildings department of Ocean Shipmanagement. The newbuildings department has been transferred into a separate company to make the services more attractive to potential third party customers.

North Star Marine Consultants' work starts at the very beginning of the purchase of new vessels: To negotiate the building contract, the technical specification and makers list for the new ladies is the first task, which

already fixes the cornerstones of a successful project. Well connected in the center of Hamburg, North Star benefits from the location of the head office during the makers' selection. Reliable partners offer great benefit during later operation of the vessels. Most time consuming is the drawing approval, also a key part of the consultancy services. Here a unique database, developed by North Star, ensures that no knowledge is lost and that new projects benefit from the lessons learned on the previous ones.

After all the more theoretical part of the project, more manpower is needed for hands on work at site. Mostly on shipyards in the Far East, North Star organizes the site offices, which ensure the quality of the

vessels during the construction periods.

Here the next tool, also tailor made for the needs of newbuilding projects inspired and designed by personnel of North Star and programmed by CODIE software products, is utilized. The database does not only enable the site office team to archive inspection results, the team can also quickly prepare claims, issue them to the shipyard and it makes follow up very easy. Furthermore, the database can always be accessed from the head office to monitor the progress. Lastly, the data of the construction period is available for the superintendent and the crew after delivery of the vessel.

Months before delivery, the initial supplies for the vessels need to be organized.

Thousands of items from toothpicks to cylinder liners, fresh water to lube oils need to be selected purchased and the logistics arranged. The activities of North Star end with the seatrial and delivery of the vessels. Experienced personal from the head office supports the site team during the seatrial and with the final preparations for delivery. All delivery documents are prepared, checked and finally, during the closing ceremony, signed. The delivery of each new lady marks the highlight and the climax of each newbuilding project and the end of most North Star activities for the vessel.

# Maintaining safety – a continuous task on board

The Reederei Thomas Schulte is maintaining a stringent safety organization on board as well as ashore for promoting the safety of the crew, their ships and their cargo as well as the environment. Strict roles and responsibilities are ensuring that everybody on board knows what to do in an emergency and that all safety, radio and firefighting equipment are ready to use when the chips are down.

The Master has the ultimate responsibility for all crew on board and of course the cargo. But in a complex system like a sea-going vessel he cannot check everything by himself. That's why the Chief Officer is the appointed Safety Officer on board. He ensures that the life saving, radio and firefighting equipment will be tested, maintained and serviced as necessary. The actual tests and maintenances are the responsibility of the 3rd Officer on deck and of the 2nd Engineer inside of the engine room. In case of necessary maintenances, which cannot be done by own means, the vessel will order a respective service via our Technical Assistant. She/he is responsible ashore for arranging services in due time.

The frequency of maintenance services and testing intervals are dictated by various sources such as international conventions, class society, flag state and manufacturers of the equipment. At the end also

we, as the shipping company, require certain maintenance jobs or testing to be carried out – based on our knowhow, expertise and experience. To keep track on these various requirements the Chief Officer has the duty to include the necessary tasks – whether tests, inspections or services – in the ship specific planned maintenance system and a dedicated folder.

Many of these jobs can be done by our crew on board. This includes even such tasks as the air tightness test of the fixed piping of the CO<sup>2</sup> extinguishing system, which will extinguish fires in the engine room and in certain cargo holds. But as per governing rules and requirements a lot of



inspections have to be done by shore based service companies especially accredited for carrying out such jobs. Depending on the sailing schedule of the vessels it might be a challenging task to find an able and certified company to conduct certain inspections on board.

Of course the maintenance of the life saving appliances, fire fighting and radio equipment is in our own interest. None the less it is as well a requirement, which will be controlled during port stays. After a service on specific safety relevant items the company is leaving a report on board the vessel. This service certificate is subject to inspection by organizations like



port state or flag state control as well as insurance inspections. A slipped service will have consequences as it cannot be guaranteed anymore that the equipment is ready to use and, therefore, the vessel might not be able to respond to an emergency anymore.

Consequently it is a basic necessity that the crew on board as well as the personnel ashore are ensuring that all life saving appliances and firefighting equipment are always all fully serviced and in a good working condition. But the company's philosophy is to never cross the line where you really need to use lifeboats or the CO<sup>2</sup> extinguishing system. To be aware of risks and to prevent an accident is better than to respond to an accident. So we will hopefully never have to use these safety systems. Anyhow, it is good to know that the highest standard of safety is maintained at all times.

## THE THOMAS SCHULTE FLEET

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

Whilst we presented the 4250 TEU series ex Samsung Heavy Industries in the last edition, we would like to draw your attention to our two 2500 TEU Container vessels built by Volkswerft Stralsund.

The ISABELLE SCHULTE, with her homeport in Monrovia, was delivered in May 2005, her sister vessel NATALIE SCHULTE followed two months later in July of the same year and trades under the flag of Cyprus. Both of this very reliable type of vessels are equipped with three cranes, that can lift 45 t each, which is very convenient as they are not depending on shore cranes and the charterer can employ them in most areas in the world.

The ISABELLE SCHULTE with the present time charter name "Maersk Neustadt" is currently trading under the command of Captain A. Tomilov and a crew of 19 members under time charter to Maersk.

NATALIE SCHULTE is under the command of Captain I. Nakonechny, who is in charge of 19 crew members as well. She is sailing between the US West Coast and Australia/New Zealand for her charterer Hapag Lloyd.



Length over all	207 m
Breadth	29,80 m
Max. Draft	6,34 m
TEU Capacity	2474 TEU
Reefer Capacity	420 FEU
Deadweight	33.550 tones
Main Engine	MAN B & W 7L 70MC-C
Service Speed	22,0
Auxiliary Engines	MAN B&W 2x9L28/32H, 1x6L28/32H

## CREW'S NEST

## Promotion List

(from 01/05/2010 - 30/11/2010)

	Rank	Name	Date Promoted	Vessel
1	MASTER	YURY POTAPOV	23.07.2010	Frida Schulte
2	MASTER	ALEXEY TOMILOV	26.08.2010	Maersk Neustadt
1	C/OFF	VITALIY NOVICHKOV	15.11.2010	Laura Schulte
2	C/OFF	DMITRY PIVOVAROV	21.11.2010	Nyk Floresta
3	C/OFF	CLAUDIU SELEGIAN	17.10.2010	Maersk Neustadt
4	C/OFF	ALEXANDR SOKOLOV	29.07.2010	Valerie Schulte
5	C/OFF	CONSTANTIN TICAU	18.10.2010	Tatiana Schulte
1	2/OFF	ROMAN BUVAKO	28.09.2010	Marie Schulte
2	2/OFF	RUSLAN DOBRYEV	10.09.2010	Maersk Neustadt
3	2/OFF	ANDREY KARMATSKIKH	15.05.2010	CSAV Rotterdam
4	2/OFF	ROMAS KARMAZINAS	19.09.2010	Cap Beatrice
5	2/OFF	VASILE MALII	22.05.2010	Sarah Schulte
6	2/OFF	VOLODYMYR MIROSHNYK	11.07.2010	Frida Schulte
7	2/OFF	MYO THURA NAY	17.10.2010	Julia Schulte
8	2/OFF	OLEKSANDR PASHCHENKO	06.07.2010	APL Shenzhen
9	2/OFF	DMYTRO PODDUBNY	14.10.2010	APL Shenzhen
10	2/OFF	IGOR USENKO	04.08.2010	UASC Doha
11	2/OFF	ALEXEY ZAPOROZHETSEV	26.10.2010	Hugo Schulte
12	3/OFF	VOLODYMYR AFANASYEV	04.11.2010	Annabelle Schulte
13	3/OFF	RAMLEE DALISAY	03.09.2010	Cap Beatrice
14	3/OFF	JOHN DE LOS REYES	14.07.2010	Carolin Schulte
15	3/OFF	KENNETH EBRONA	04.07.2010	CSAV Rotterdam
16	3/OFF	DENYS KIRIN	22.11.2010	Nyk Floresta
17	3/OFF	RUSLAN MAMONENKO	28.06.2010	Kota Pekarang
18	3/OFF	DMYTRO TOLOKONNIKOV	14.08.2010	CMA CGM Rose
1	J/OFF	VOLODYMYR AFANASYEV	13.10.2010	Annabelle Schulte
2	J/OFF	RAMLEE DALISAY	28.07.2010	Cap Beatrice
3	J/OFF	JOHN DE LOS REYES	02.06.2010	Carolin Schulte
4	J/OFF	KENNETH EBRONA	06.06.2010	CSAV Rotterdam
5	J/OFF	DENYS KIRIN	21.10.2010	Nyk Floresta
6	J/OFF	RUSLAN MAMONENKO	12.05.2010	Kota Pekarang
7	J/OFF	DMYTRO TOLOKONNIKOV	10.07.2010	CMA CGM Rose
1	C/ENG	YURIY GLUSHCHENKO	09.05.2010	Frida Schulte
2	C/ENG	SERGEI OLEJNIKOV	11.08.2010	Francisca Schulte
1	2/ENG	SERGIY BONDAR	23.08.2010	Laura Schulte
2	2/ENG	NELSON PAJOGANOV	16.07.2010	Fabian Schulte
3	2/ENG	ALEXEY SATINOV	19.11.2010	UASC Doha
1	3/ENG	DMYTRO KHOMENKO	11.06.2010	Valerie Schulte
2	3/ENG	SERGEY NEKLYUDOV	12.07.2010	APL Sokhna
1	4/ENG	IGOR ANDREYEV	20.11.2010	Fabian Schulte
2	4/ENG	GILBERT MAGSIPOC	26.11.2010	Francisca Schulte
3	4/ENG	SERGIY MARKOV	18.08.2010	APL Shenzhen
4	4/ENG	DUMITRU MICU	01.10.2010	Patricia Schulte
5	4/ENG	DENYS PYATIGIN	29.06.2010	Nyk Floresta
6	4/ENG	OLEKSII ZHYMBRYU	23.11.2010	Maersk Neustadt
1	J/ENG	IGOR ANDREYEV	29.10.2010	Fabian Schulte
2	J/ENG	GILBERT MAGSIPOC	21.10.2010	Francisca Schulte
3	J/ENG	SERGIY MARKOV	20.07.2010	APL Shenzhen
4	J/ENG	DUMITRU MICU	23.09.2010	Patricia Schulte
5	J/ENG	DENYS PYATIGIN	24.05.2010	Nyk Floresta
6	J/ENG	OLEKSII ZHYMBRYU	17.10.2010	Maersk Neustadt

## IMPRINT



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