

DEUTSCHE AFRIKA-LINIEN
JOHN T. ESSBERGER

news

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The Group's In-House Magazine

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First step of fleet renewal

8,400-dwt chemical tanker "Caroline Essberger" put into service under Dutch flag



Taking responsibility of 8,400-dwt chemical tanker "Caroline Essberger":
2nd Mate Mark Roozendahl, Captain Niek van der Belt, Chief Mate Albert ten Wolde, Chief Engineer Paeter Paterkamp, 2nd Engineer Arjan Sonnenfeld

John T. Essberger took delivery of its latest newbuilding, "Caroline Essberger", from the Eregli yard in Turkey on 13 August. The vessel, (8,400 dwt) is a sophisticated marine line coated chemical carrier built to the highest specifications and standards. She is operated by John T. Essberger's Dordrecht office and flies the Dutch flag, trading in the Europe/Mediterranean service. After completing the necessary outfitting and crew familiarization, the vessel started her maiden voyage to Spain on 1 September. Whereas the "Caroline Essberger" has commenced trading, work on the 8,500-dwt newbuilding in China has only just begun. The stainless steel chemical tanker for John T. Essberger is being built at Dingheng (Jiangsu) Shipbuilding Co., Ltd. in Yangzhou City on the Yangtze River, about 300 kilometres northeast of Shanghai. Although Chinese shipyards have so far made a name for themselves for inexpensive, but rather simple shipbuilding, (continued on page 2)



The consequences of the world-wide economic crisis have resulted in the shipping industry being left severely scarred. Our business has been affected, too. The only alternative for us, in respect of available cargo volumes, is to be realistic. Countermeasures can only be effective in those areas of our business where we have direct influence. In this manner it has been possible to make savings in personnel and material costs without compromising our services. I would like to thank our employees and clients alike, since they have been equally hit by this situation.

No doubt many of you would like to know where we currently stand in economic terms. In summary one could, very cautiously, say that it seems as if we have passed the lowest point of the depression. In the chemical transport sector, business, albeit very slowly, is picking up again. The new chemical tanker tonnage ordered in China and Turkey will be required in the medium term, and hopefully utilized under ever improving market conditions.

The SA trade is showing reasonable stability and the vessels are well utilized. This must, however, be seen in the light of the cessation of the Intermediate Service and continuing poor freight rates. It will now be our role to convince the customers that shipowners urgently require better freight rates. The IO service unfortunately continues to be a cause for concern. By way of conducting discussions on site, we are endeavouring to reverse this state of affairs. There are reasonable prospects that rates in the JTE dry bulk will continue to strengthen.

We cannot say, however, whether all these signs indicate a renewed trend, but we do know that we are flexible enough to be able to react to all types of challenges.

Sincerely, Heinrich von Rantzau

DAL Agency Pty. is a success story

The new DAL Agency marked its 1st Anniversary on 1 July 2009 and has been representing the entire DAL Europe-SA trade since 1 November. Ron Frick, DAL's MD in SA shares his views with DAL/JTE News.

WHAT HAVE BEEN NOTABLE ACHIEVEMENTS FOR YOU?

Talking with a number of our customers, the comment I often get is that "we couldn't have started this new agency at a worse time". From the business cycle perspective, this is indeed true: a meltdown in the global economy, the business cycle going into recession in South Africa for the first time in seventeen years. At the same time the world shipping market is plagued by overcapacity and too many ships chasing too little cargo

has driven down ocean freight to all time lows, certainly the lowest levels in living memory in South Africa. Fortunately we have had great support from our owners and shareholders who have helped this fledgling company find its feet and get it established. Particularly the first six months were extremely difficult for us as we were a relatively speaking unknown brand in the SA context. Our clients knew the DAL brand in Germany but in the rest of Europe and Southern Africa we were untried and untested.

WOULD YOU SAY THE DAL BRAND HAS NOW BEEN ESTABLISHED?

Undoubtedly the DAL brand in SA is now known in SA logistic circles and increasingly so with the major importers and exporters with

whom we have direct dealings. We have yet to become a brand recognized in the street by "John Citizen" who has no direct contacts with the world of shipping and transportation.

WHAT CAN YOU DO ABOUT IT? A company is only as good as the staff that are in it. They are the daily human interface with the customers. We are very fortunate to have the right mix of staff that is focused on service delivery. Whilst other companies have been retrenching staff we have remained stable. A secure staff is happy. I think we have achieved that balance.

HOW DO YOU KNOW THIS? The feedback we get from our clients is very positive; we (continued on page 2)

DAL Agency after one year

(from page 1) receive many compliments about our staff willing to go the extra mile to satisfy. After 15 months we are achieving satisfactory results.

HOW ARE YOU REPRESENTED IN SOUTHERN AFRICA? One of our many start-up challenges was to find sub-agencies in Southern Africa to represent the DAL brand outside SA. After starting in Mozambique, where we have Sharaf in Maputo, Beira and Nacala, we appointed agents in Malawi followed by Namibia, Swaziland, Botswana, Lesotho, Zambia and Zimbabwe. We are now in a position to offer through bills of lading to most destinations in Southern Africa. In some of these countries, such as Mozambique and Zimbabwe where transferring money out of the country is time consuming, we only accept cargo where the freight is paid outside the country.

ARE YOU EXPANDING FURTHER? Our principle DAL is constantly expanding the range of ports that we can offer services to and from. This year alone DAL have added Genoa, Marseilles, Ashdod, Haifa and ports in Greece and Turkey. There are growing indications that trade is picking up between Europe and SA. Currently the SAECs ship system is running full, long may that continue. Now that we have settled DAL Agency into a working model, we have time to do some fine tuning in preparation for the reefer season that starts in November and focus on areas where we can improve. This includes our e-commerce capability.

WHAT ARE CHANGES WE WILL SEE IN SOUTH AFRICA IN THE NEXT SIX MONTHS? The opening of a new port near Port Elizabeth called Ngqura (Coega) and the roll out of the new terminal system Navis by the SA Port Authority. Navis is an automated gate entry into and out of the container terminals. It does away with manual document submission: container pickup and delivery from the port, will all be by EDI submission, i.e. paperless. Customs will also receive manifests via EDI and will also give customs container release electronically. We are already exchanging test files with both TPT and SARS and are at the same advanced stage as some of the leading carriers.

First step of fleet renewal

“Caroline Essberger” taken into service/Steel cutting begins at the Chinese yard



“Caroline Essberger” on her maiden voyage passing the Bosphorus



Ready for action at the Dingheng yard: Mr Frank Hendrikse, Hagland, Mr Dong Yitao, Gen. Manager Dingheng, Mr Ni Zhimin, President Dingheng, Mr William Bland, Maritime Projects, Mr Thomas David, J.T. Essberger

(from page 1) Dingheng aims at establishing highly complex, state-of-the-art tanker construction at its yard. Capt Stefan Buelow, MD John T. Essberger Shipmanagement, is optimistic that they will master the task: “Dingheng is a private company, a joint venture of the Dingheng Group with the very experienced Dutch Volharding Shipyard, the Norwegian design office Maritime Projects and Hagland as the broker. Just recently, a state-owned trading house bought a 35% stake in the yard. Thus, know-how is coupled with financial security.”

Brand new yard

Dingheng was founded in March 2006, has a production area of 400,000 m² and a quay length of 600 metres and, with its production halls and cranes, is fully equipped for the job. Currently the yard's first vessel, a gas tanker for a Norwegian owner, is under construction. Steel cutting for the Essberger newbuilding is to commence on 18 October, delivery of the vessel is scheduled for late 2010/early 2011.

Philipp and his family...

...pay a visit to the chemical tanker “Philipp Essberger” at Hamburg’s Norderwerft yard

During shipyard repairs of “Philipp Essberger” (5,700 dwt) in the dock of Norderwerft in the port of Hamburg, Philipp von Rantzau, 11, took the opportunity to go on board the chemical tanker named after him.

He was accompanied by his mother Patricia von Rantzau, his aunt Beatrice Schmidt and cousins Tim Schmidt – who took the photos – and Katharina Schmidt. Representing the shipowning company were Heide-Lore Jahnke and Sönke Boeckholt from Essberger Shipmanagement and Andre Malenkov, master of the tanker.

Despite the heat on the sunny July day, the stainless steel chemical tanker was inspected thoroughly from mast top to keel. Before they returned home the group of visitors even had a look at the furthestmost corner of the engine room and the bottom of one of the stainless steel tanks.



At the bottom of the dock, “Philipp Essberger” in the background: JTE’s Sönke Boeckholt, Mrs Beatrice Schmidt, Ms Katharina Schmidt, Mrs Heide-Lore Jahnke, Mrs Patricia von Rantzau and Philipp von Rantzau (f.l.)

Ships and COP 15: Reducing greenhouse gas emissions

A report by John T. Essberger specialists Captain Stefan Buelow (Shipmanagement) and Hugo Finlay (Tankers)

GREENHOUSE GASES

These are the gases which absorb and emit infrared radiation and warm the surface of the earth. One of the primary greenhouse gases is carbon dioxide (CO₂). Since the beginning of industrialization, the presence of these gases has increased. Hence, global warming and the resultant climate change with which we are now all too familiar.

LIMITING GREENHOUSE GAS EMISSIONS

The Kyoto Protocol, signed in 1997 and in force since 2005, sought to restrict greenhouse gas emissions and thereby reduce the effects of global warming. Effectiveness has been limited, largely since the USA was not a signatory to the convention. Nevertheless, Kyoto was a major step forward. The Kyoto Protocol expires in 2012. In December 2009, Copenhagen will host the United Nations Climate Change Conference – known as COP 15. The world expects COP 15 to end with an agreement to renew and strengthen the reduction goals of the Kyoto protocol, and this time the USA is expected to be a signatory. With December just around the corner, we felt that now is an opportune time to put this item on the agenda, and examine the probable effects of COP 15 on shipping.

SHIP EMISSIONS

The Kyoto protocol did not cover transport by sea, however it is virtually certain that globally binding regulations covering carbon emissions from ships will be mandated in the near future. For shipowners around the world, the proposals put forward in Copenhagen, and future agreements on ship emissions, will have far reaching effects – both in practical and commercial terms. Shipping is characterized by a high degree of innovation and technological development, resulting in a comparatively excellent CO₂ balance. In fact, although covering 90% of intercontinental transportation, ships contribute only 2.7% to global CO₂ emissions. The comparisons with other industries and activities are shown in the chart below. (See Chart 1)

To make this a little more specific, it's interesting to note that the CO₂ emissions of ships, measured in grams of CO₂ per ton carried per mile, further demonstrate the good CO₂ balance of ships versus other modes of transport, as you can see from the following table.

Mode	CO ₂ (g/t/km)
Airplanes	665
Cars	110
Trains	35
Inland barges	30
Ships	8

Shipowners have continuously worked on ways to improve efficiency, whether by building more efficient engines or by improving hull design. Improved efficiency means lower fuel consumption, which means less CO₂ emissions. The effect of these improvements, especially when seen over the last hundred years, is particularly striking. (See Chart 2)

WHAT MORE CAN SHIPOWNERS DO?

Shipowners around the world are conscious of the urgent need for reducing global carbon emissions. Obviously so, because – when you think about it – ships and global trade will bear the biggest brunt of climate change effects. And despite the comparisons shown above, owners are also conscious of their own responsibilities in ensuring further reductions from our ships. At John T. Essberger we are working with national and international working groups dedicated to achieving further emission reductions. Leading up to Copenhagen

in December, the main practical focus is on technical and operational issues and on the concept of a Market Based Instrument as a deterrent to excessive emissions.

TECHNICAL

An Energy Efficiency Design Index has been established for all new ships, the purpose of which is to stimulate innovation and development of all elements which can lead to greater efficiency (less fuel consumption). These include:

- ▶ optimized hull and propeller design
- ▶ improved underwater paint to reduce growth and friction
- ▶ waste heat recovery systems
- ▶ electronically controlled engines

In addition to this, work is in progress on “abatement technology” in order to remove CO₂ from emissions before release to the atmosphere is in progress. This is a complex issue, involving not only removal but also storage of CO₂. So far, this is at an early stage, and it would be premature for us now to speculate on the future of this technology.

OPERATIONAL

A Ship Efficiency Management Plan will be implemented for all ships in service, whereby vessels will operate according to an Energy Efficiency Operational Indicator (EEOI). The plan will include guidance on best practice for such areas as fleet management, voyage planning, and energy management on board. The EEOI must remain as a voluntary instrument, however in

the long term it is viewed as an element of self regulation which most professional shipowners will adopt. Adjustments to basic operational elements are recognized as essential in optimizing emissions, and in this respect most owners will prioritize areas such as:

- ▶ optimum economical speed
- ▶ optimized trim
- ▶ optimized ballast
- ▶ hull maintenance

Energy efficiency as a means of reducing carbon emissions is a prime focus for all shipowners and ship operators, a focus which can only become more dominant as the efforts to reduce emissions are redoubled. John T. Essberger is pro-actively implementing, supporting and making use of the described technical and operational measures.

COMMERCIAL – “MARKET BASED INSTRUMENT”

Shipowners, including John T. Essberger, can support the use of a Market Based Instrument (MBI) whose purpose is to legally bind shipping in a global emission reduction regulation. Broadly and simply put, owners will be subject to pay an amount based on the amount of their carbon emission. In the run-up to COP 15, there has been an ongoing debate to determine the best way to set up such a scheme, and at the time of writing the two main alternatives are:

1. INTERNATIONAL GREENHOUSE GAS FUND

Here, the intention is that the owner's con- (continued on page 4)

CHART 1: HUMAN GENERATED CO₂ EMISSIONS TOTAL ABOUT 28 GT/YEAR

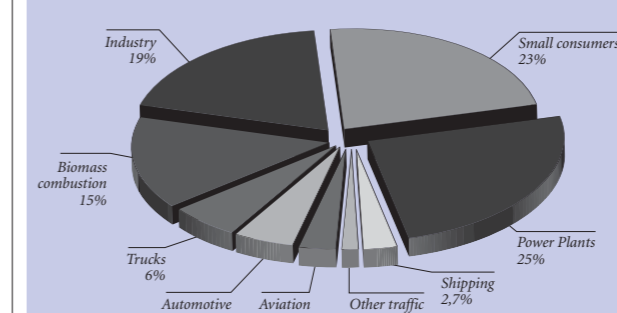
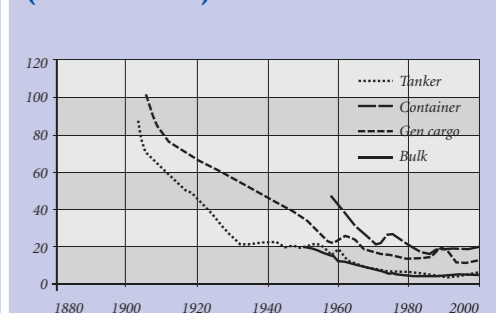


CHART 2: G CO₂/TON NM (INDICATIVE VALUE)



Reducing global greenhouse gas emissions

(continued from page 3)

tribution would be applied to the purchase price of bunkers at the time of delivery. All bunker suppliers would be required to register, and the actual contribution would be based on bunker delivery notes. The funds would be transferred by the bunker supplier directly to the International Greenhouse Gas Fund and thereafter administered by IMO. The fund could then be used for various purposes such as emission reduction technology, and environmental activities in developing nations. Supporters of this scheme (such as John T. Essberger) see it as one which is fair, transparent, flag neutral and re-

latively easy to implement. And the money goes directly towards reducing the effects of carbon emissions.

2. EMISSION TRADING SYSTEM

Under this system, the maximum amount of allowable emissions would be set, and any emissions over this would be traded on the market ("cap and trade"). Many owners view this system as being too complex, subject to the vagaries of a potentially very volatile market and with a high risk of regional interference. And with no guarantee that profits would be used for environmental purposes. Further-

more it would finally mean a limit to international trade and expansion, which, especially in view of the current financial crisis, is not acceptable.

SUMMARY

We are all faced on a daily basis with new ways to combat the causes of Global Warming. Already, many of us and our families make life choices which take the environment into account, whether this involves where and how we live, what car we drive, even what we eat. The future of our planet, and our children's planet, will be determined by the actions that we take now on a personal and on a corporate or business level. You can be sure that John

T. Essberger is conscious of our responsibilities in this area, and is taking an active role in proposing, debating and implementing ways to reduce carbon emissions.

STEFAN BUELOW, MD John T.

Essberger (Shipmanagement) acts as a representative of the German Shipowners Association (VDR) in various international workgroups in shipping associations, e.g. BIMCO, in the Council of Inter-tanko and the Technical Advisory Board of Germanischer Lloyd.

HUGO FINLAY, MD John T. Essberger (Tankers) is actively involved in environmental issues as Chairman of the International Parcel Tankers Association (IPTA).

Talking points in Germany

POLITICS: The election campaign for the German national elections on 27 September has dominated local politics in Germany for the last months. The outcome of the elections was not unexpected. Minor losses for the Christian Democrats (CDU), heavy losses for the Social Democrats (SPD), big gains for the Liberals (FDP) and the Left Party (Linke). Chancellor Angela Merkel (CDU) and the Christian Democrats and Free Democrats, (FDP) with leader Guido Westerwelle will form a mid-right coalition. This will lead to a more liberal economic climate but no dramatic changes in foreign affairs.

► On 9 November 1989, the Berlin Wall came down and German reunification began. The 20th anniversary was celebrated all over Germany. What many have forgotten: the Wall tumbled as if by coincidence. When Schabowski, the Communist Party leader of East Berlin, gave a statement about a new improved travel laws, an Italian journalist posed the question as to when the new law was to come into force. Schabowski stuttered, fumbled in his documents and said: "According to my information, the new law applies immediately." Subsequently, hundreds of thousands of East Germans headed for the border crossing-points. The border guards were taken by surprise and withdrew, allowing a flood of people to pour through the open border into the West. A few days later, the entire East German regime collapsed. Head of State of the German Democratic Republic and party leader Erich

Honecker was arrested and deported to Moscow. He died of lung cancer soon after. His wife, former East German Minister Margot Honecker, still lives in Chile where she was granted asylum. Schabowski, who is now 80 years old, turned out to be one of the harshest critics of the East German regime and works as a newspaper editor in West Germany. ► The over 4,000 German soldiers stationed in Afghanistan as part of the ISAF peace-keeping troops are coming under more and more pressure from Taliban forces. They meanwhile have a so-called "robust mandate", permitting them to actively react to attacks. Debate about whether there is any the sense in the Afghanistan operation has flared up following a serious incident: while following two tank trucks stolen by the Taliban, the German Armed Forces called for Allied air support. When the tank trucks were bombed, not only 70 Taliban fighters were killed, but a number of civilians also died.

► In 1977, the terror group Red Army Faction (RAF) assassinated the German chief federal prosecutor Siegfried Buback in broad daylight, along with his driver and a judicial officer. Although all the members of the RAF have meanwhile been arrested and sentenced to many years in prison, it was never ascertained who actually fired the shots at Buback. In a recently published book, Buback's son accused the federal government of holding back facts about his father's death. The files on case are still under lock and key until

2018. Released after serving her prison sentence, former terrorist Verena Becker is now suspected of having been directly involved in the crime and newly arrested again. It is possible that she might have been a covert police informer.

ECONOMY: Automobile corporation Opel/Vauxall, a German company rich in tradition and owned by General Motors (GM), has found new owners after GM's collapse. Austrian automotive supplier Magna and Russian interests have taken over Opel. However, this will only be possible with payment bonds from the Federal Government and with factory closures. New production lines are to be set up in the Russian plant locations in St. Petersburg and Togliatti. Opel has a particularly good reputation in Russia.

► The international motor show IAA in Frankfurt offered a whole host of new car types. The focus was mainly on small cars, vehicles with low fuel consumption and electric cars. Porsche is now the tenth brand to join the Volkswagen Group (VW) and it has further take-over plans. Japanese small car manufacturer Suzuki has aroused the interest of the VW bosses in Wolfsburg, as has MAN, the producer of utility vehicles.

► Cologne-based bank Sal. Oppenheim, one of the oldest, biggest and most reputable private banks in Europe, has itself become a victim of the crisis as a result of bad speculation in the bankrupt department store chain and travel company Accandor. Deutsche Bank is considering a stake in Sal.

Oppenheim with the aim of taking over the majority ownership. For Deutsche Bank, the private clients of the Cologne-based bank are of particular interest.

SOCIETY: A series of exceptionally brutal manslaughter crimes committed by youths is worrying the German public. In the latest case, a 50-year-old entrepreneur was beaten to death by two youths in a Munich underground station when he tried to protect a group of children threatened by them. The culprits, who were arrested by the police just minutes later, come from socially challenged families and classed as belonging to the drug scene.

In Düsseldorf, a 9-year-old girl was almost beaten to death. The unknown culprit later hid the child in a sewage canal and sealed it with a 40-kilo cement cover. Tracker dogs found the child who was immediately taken to hospital where she is still fighting for her life. A 14 year old boy was taken into custody.

In Ansbach/Bavaria, a pupil ran amok in his school. Armed with knives, an axe and two incendiary bombs (Molotov cocktails), he attacked his fellow pupils. Two girls were critically injured. The police, called by the school management, were at the scene of the crime only 11 minutes later and gunned the boy down with five shots. It was only in March this year that a pupil in the South German town of Winnenden had run amok in his school and shot 15 people to death. Flaws in a usually so peaceful, affluent society.

Seminar for tanker people in Holland



From 22 to 25 September, John T. Essberger held a seminar for captains, officers and engineers of the chemical tanker fleet. 30 tanker people attended this seminar at the ARA Hotel in Zwijndrecht/Holland. Among the topics: structure of company/shipmanagement, commercial aspects of the chemical tanker business, crew assessment on board, crewing strategy, risk assessment, root cause analysis, cargo matters. The seminar was well received by all participants. The next seminar is planned for February/March 2010 in Germany.

A wreck turns into birds' paradise

What happened to the Afrika-Linien "Gertrud Woermann", lost on the Namibian coast/By Eberhard Stoetzner

The coast of Namibia, former German South West Africa, has led to disaster for many ships. Where the cold water of the Benguela Current and the hot air of the Namib Desert meet, this leads to extensive fog banks along the coast. A hundred years ago, this was a trap for many a captain. The hapless ships also include the Afrika-Linien steamer "Gertrud Woermann" (3,870 GRT) built by the shipyard Wigham Richardson in Newcastle and put into service in 1893 by Norddeutscher Lloyd under the name "Pfalz". The ship was 110 metres long, able to reach a maximum speed of 11.5 knots with her triple-expansion engine of 2,200 PS and could transport 82 first-class passengers, 36 second-class passengers and 46 third-class passengers. The crew consisted of 70 men.

After the ship had been deployed in the Bremen - La Plata/South America service for several years, Hamburg-based Woermann-Linien bought the steamer in 1904, got Blohm & Voss in Hamburg to increase the length by 17 metres and put it in service as a troop transport vessel in the ill-fated Herero War in German South West Africa.

She stranded on a voyage from Hamburg on 19 November 1904 in thick fog 16 kilometres north of Swakopmund. In a spectacular operation, 400 German soldiers and 375 horses were rescued

on makeshift rafts. The wreck, however, could not be saved and was sold for 3,000 Reichsmark to a certain Mr Kayser. Stripped of its most important valuable objects, the wreck was left lying on the coast. At first this brought no return for Mr Kayser, but it did in the long run. On 24 January 1911, the newspaper of Swakopmund wrote: "A few days ago, steamer 'Horncap', lying at anchor here, was able to load 100 tonnes of excellent guano from the 'Gertrud Woermann' stranded near Swakopmund. The discharge of a further 50 tonnes had to be postponed because of rough seas." The industrious birds had built up 150 tonnes of guano in just over six years. Respect!

Guano, the dried excrement of seabirds - mainly cormorants - is also known as saltpetre and was an important fertilizer, but also used for the production of explosives. Although the Haber-Bosch method, patented in 1908, made it possible to produce ammonia synthetically, natural saltpetre was the preferred choice as a chemical raw material.

In August the following year, the newspaper of Swakopmund stated that heavy seas had broken up the wreck. This was lucky for Mr Kayser, for now he could have the wood collected that was washed ashore that couldn't be salvaged before because of the strong surf, and fetched a good price in the almost wood-less

country. The descendants of the horses rescued from the "Gertrud Woermann" still live in the wild in Namibia.

Incidentally, the Marine Accidents Investigation Board report said: "Apart from the north-eastery drift and fog hanging above

the coast, the stranding was caused by the careless navigation of Captain Brinkert who ignored the repeated warnings of the watch-keeping officer, saying that he was overly cautious." Nevertheless, Captain Brinkert was allowed to keep his license.



"Gertrud Woermann" in full glory, leaving the port of Hamburg



The wrecked vessel and some of the debris collected on the beach

Whereabouts

October 2009

Ship's name	Master	First Mate	Chief Engineer
Annette Essberger	Leif Hallinn	Evgeny Buzyrev	Vitaliy Kolesnyk
Roland Essberger	Dariusz Swierkosz	Michal Kruszewski	Mariusz Marcinski
Liselotte Essberger	Andre Koch	Przemyslaw Mazur	Christian Donatz
John Augustus Essberger	Boguslaw Gajdowski	Krzysztof Osuch	Jose Gomes
Patricia Essberger	Andre Jasmund	Enrique Lopez	Reinhard Bloedorn
Christian Essberger	Werner Wetzke	Michael Groß	Herbert Farkas
Georg Essberger	Adelino Laranjeira	Valeriy Dorofeev	Leonid Volkov
Philipp Essberger	Jose Teixeira	Rafal Garbacz	Guilherm Bacelar
Heinrich Essberger	Antonio Petinga	Andrey Grzhibovskiy	Zbigniew Biernacki
Eberhart Essberger	Paulo Santos	Virgilio Viegas	Vitor Belo
DAL Kalahari	Martin Gaebe	Alexey Slavgorodsky	Grzegorz Budzynski
Sanaga	Chen Hua Tong	Sun Zhi Gang	Wang Jing Yuan
Selinda	Wu Zhi Min	Gong Ke Ting	Zhao Kun
Swakop	Cheng Wei Wei	Wu Fa Dong	Wang Lin Fa
Pelita Andalas	Reno Yu	Jahja Setiawan	Alejandro Tejares
Dalia	Lorymer Hamoy	Win Thein	Julius Flemke
Elbia	Elvis Yaw Forson-Sapphe	Anatoliy Denysenko	Viktor Chibisov
Floria	Maximo Seles	Jose Subradil	Carlito Mariano
Invicta	Neil Brown	Yuriy Poglod	Wolfgang Greger
Koralia	Oleg Abramov	Antonio Baco	Igor Grygoryuk
Valbella	Kyaw Win	Ireneo Ruedas	Volodymyr Berezovsky

Dutch Mate	M.N.W. Boshuijzen	P.R. Troost	Q.H.M. Warmenhofen
Dutch Navigator	A.C.J. Nagel	D.L.I. Vanparys	H. Berg
Jacobus Broere	M.C.P. van Opdorp	B.N. de Sterre Roberts	G. Sap
Bastiaan Broere	A.J.A. Linthorst	P. Gerrits	M. Bosma
Dutch Spirit	J. van der Form	B.H.H. Lobart	J.P. Lodder
Dutch Faith	H.F. Meulenberg	H.M. Telman	A.H. Klein
Dutch Aquamarine	L.E.F. Kint	L.A. van der Net	S. Mollinga
Durch Emerald	J. Buisman	O.M. Smit	A.H. Knoop
Dutch Engineer	E.A. Roelofsen	G.P. van Dijk	M. Kroon
Dutch Mariner	A.F. Bijlstra	J.G. de Waal	G.J. Tjink
Dutch Progress	L.H.M. Kanters	K. Maniecki	H. van Schoonhoven
Caroline Essberger	K. Pieters	H.R. Nienhuis	J. de Jong
Ardea	H. Wierenga	E.H.J. van der Weijde	S.C. Kluijfhout
Alcedo	A. Kamphuis	N.N.P. Burger	S.W.G. van der Krogt

Personeelsmutaties, Dordrecht

Indienst

15.06.09 Gert Jan Leegstra
3e stuurman
01.07.09 Inez Houben
aspirant/jr officer
01.08.09 Pieter Parmentier
aspirant/jr officer
01.08.09 Serge Mulder
stagiair zeevaart
01.08.09 Elise de Bok
stagiaire zeevaart
01.08.09 Rinze Gjaltema
3e werktuigkundige
01.09.09 Jacco van Dijk
3e stuurman
01.09.09 Ralph Huïbers
3e werktuigkundige

Uitdienst

01.07.09 Jacco van Dijk
stagiair fmd
11.07.09 Natasja van den Berg
stagiaire fin. adm..
01.08.09 Stephen Armoo Jr.
2e stuurman
01.08.09 Quirino Fortes
scheepskok
01.08.09 Cies Scholten
stagiair zeevaart
11.09.09 Joost Tolner
stagiair zeevaart
14.09.09 Berry Quirao
Renante Jr.
matroos

Promotie

03.06.09 Dirk Mantel
van 3e werktuigkundige tot
2e werktuigkundige
14.06.09 Willem Schiltz
van aspirant/jr. officer tot
3e stuurman
01.08.09 Lennart van Loon
van 3e stuurman
tot 2e stuurman

Gehuwd

04.09.09
Richard de Haas & Marjan Kijk
in de Vegte

Geboorte

30.06.09 Kim,
dochter van Floris & Gerda Oskam
30.06.09 Sven,
zoon van Roger & Corina Oenema
22.08.09 Antoni,
zoon van Robert & Dorota
Starczewski
27.08.09 Jens,
zoon van Sander en Renzina de Bos
17.09.09 Levi,
zoontje van Peter en Magda Knol

Jubileä

09.07.2009 Simon de Waard
monteur
25 jaar

Aus der Reederei-Familie, Hamburg

Jubiläen

40 Jahre

Herr Neil Brown
Kapitän
09.10.2010

10 Jahre

Frau Ines Huemer
DAL – Accounting/Finance/Tax
01.12.2009

Herr Domni Sajo
Kapitän
26.01.2010

Besondere Geburtstage

90 Jahre

Frau Hilda Leonhardt
03.12.2009

Frau Hildegard Wrage
24.12.2009

85 Jahre

Frau Edith Geisler
01.11.2009

75 Jahre

Herr Rolf Bialek
24.11.2009

Herr Hans-Werner Zeeck
23.12.2009

70 Jahre

Herr Walter Schenk
06.11.2009

Herr Olaf Clasen
21.11.2009

Herr Jochem Neff
24.11.2009

Herr Peter Hopp
25.11.2009

Frau Elke Nöbbe
30.11.2009

Herr Walter Görlich
14.12.2009

Frau Hildegard Gipser
16.12.2009

Frau Frauke Bielenberg
23.12.2009

Herr Heiko Dankwort
06.01.2010

Herr Hans-Dieter Hoffmann
24.01.2010

Herr Rolf Schultz
27.01.2010

65 Jahre

Herr Peter Krumm
1. Ingenieur
05.11.2009

Frau Antje Eggers
16.01.2010

Herr Karl-Gerhard Buchfeld
29.01.2010

50 Jahre

Frau Antje Möller
MTI – Insurance
29.12.2009

Herr Thomas Staubach
DSA Frankfurt
14.01.2010

Wir gratulieren zur Geburt eines Kindes

Herrn Dr. Dag-Sven Dieckmann
DAL – Business Development
11.08.2009 – Franzis

Frau Jasmin Gallon
DSA Frankfurt
06.08.2009 – Carolin Jana

Herrn Marc Streuer
DALSA Bremen
18.06.2009 – Jakob

Frau Sandra Ruchel
DALSA Bremen
13.07.2009 – Paul

Herrn Simon Heldberg
DALSA, Liner Agency
24.06.2009 – Tim

Herrn Dirk Lemke
DAL, Ops Liner Services
27.06.2009 – Erik Ole

Geheiratet hat

Frau Suzi Steinke, geb. Yalcin
DAL, SA-Trade
25.06.2009

Frau Silke Pauly, geb. Rettinger
DAL, IO-Trade
06.07.2009

Bestandene Lehrabschlussprüfungen

Frau Marina Ussat – DAL

Neue Mitarbeiter an Land

Frau Helena Kapahnke
JTE – Auszubildende

Herr Leif Bartelsen
JTE – Auszubildender

Herr Frederik Peters
DAL – Auszubildender

Frau Daniela Bury
DAL – Auszubildende

Wir gedenken

Herrn Gustav Rückmann
(81 Jahre)
07.08.2009

Herr Willi Simon
(83 Jahre)
03.09.2009



Philipp and Patricia von Rantzau, jockey Eduardo Pedroza, Dr Eberhart von Rantzau, trainer Andreas Wöhler, Mr and Mrs Albert Darboven, and Mr and Mrs Andreas Wahler of the Hamburg turf club Hamburger Renn-Club e.V. (f.l.)

Power Penny's victory

Power Penny" is the name of the horse that won the 10th Deutsche Afrika-Linien/John T. Essberger Prize at the Hamburg Derby on 5 July 2009. The three-year-old chestnut mare with Irish blood won the 2,200-metre race under her jockey Eduardo Pedroza on the last day of the 140th German Derby at the race course in

Hamburg-Horn. Trained by the successful trainer Andreas Wöhler, the race horse entered for Darboven Stables. Congratulations from the shipowner were conveyed by Dr Eberhart von Rantzau and his wife Patricia, who enjoyed the lovely summer's day together with their son Philipp. On the souvenir photo, we can see.



Ms Helena Kapahnke, Ms Alexandra Trinkus, the DAL/JTE Groups apprentice coordinator, Mr Leif Bartelsen, Ms Daniela Bury, Mr Frederik Peters

A new generation

The new apprentices introduce themselves: two young ladies and two men who began their apprenticeship in August 2009.

DANIELA BURY, 19, started with DAL. She lives in Elmshorn near Hamburg and completed her school education this year. She then went to the east coast of America for a month. In her free time she plays hockey, takes care of her health by doing Pilates, enjoys travelling and spending time with her friends.

FREDERIK PETERS, 20, comes from Bremervörde in Lower Saxony. This is also where he took his school-leaving exams in 2008 and then did community service looking after severely disabled people.

He is doing his apprenticeship with DAL. His hobby is football – he is not only an active player but also coaches a youth team.

LEIF BARTELSEN, 22, is an apprentice at John T. Essberger. He took his school-leaving exams in 2008 and lives in Bönningstedt near Hamburg. To prepare for his job, he spent five months in the USA studying English. His hobbies are football and travelling.

HELENA KAPAHNKE, 19, joined the crew of John T. Essberger. She was born in Tostedt, a small town south of Hamburg, and went to school there. Having successfully passed her school-leaving exams this year, she went on a trip to New York City. Volleyball and meeting friends are her main hobbies.

How we improve our containers

Ralf Stuewe, Manager Operations DAL Liner Services, knows all about containers and tells DAL/JTE News the facts

DAL/JTE NEWS: Mr Stuewe, the crisis in shipping has led to an oversupply of tonnage. The prices for newbuildings and also for second-hand tonnage have hit rock bottom. Is that also true of containers?

STUEWE: This is definitely a good time to buy, but we don't have any acute need. In fact, we will only be needing new containers next year. The prices are currently very attractive, at least as far as reefer containers are concerned, because the factories have free capacities. The reason for this is that last year approximately 120,000 reefer containers were built: 110,000 40-foot reefers and 10,000 20-foot reefers. Owing to the recession, only half as many will be delivered this year.

workers won't be available anymore. We have to be careful here, because what is the rule for shipbuilding also applies to containers: construction supervision is the most important thing.

DAL/JTE NEWS: That probably applies to sophisticated reefer containers all the more.

STUEWE: We have been constantly renewing and complementing our reefer stock over the last years. This made it possible to keep the age structure homogenous and cover the increasing demand for reefer containers. However, reefers require constant technical optimization. This involves letting the experience we have gained from

ainers, we want them to be new and meet our technical standards.

DAL/JTE NEWS: What is the life expectancy of a container deployed by DAL?

STUEWE: We use our containers for ten to 15 years and build them according to the respective standards. Dry containers are also developed further. Here protection against damage and, above all, the carrying capacity and stability play an important role. The ships have become bigger and bigger, so the containers are subjected to ever higher forces. Any containers we build today should fulfil the requirements for at least the next ten years. Not everyone looks ahead to the future so much.

DAL/JTE NEWS: The third option would be to lease the containers.

STUEWE: That too is an option: short-term leasing, i.e. without any commitment for a specific period of time (master lease) or long-term leasing (term lease). Short-term in order to be flexible, long-term to benefit from the lower leasing rates, and to save on investments in company-own containers. Here, too, a lot has changed in recent years. Since containers have become more expensive in general, the long-term leasing of containers has also become more expensive. Containers acquired under a master lease at the right place at the right time are definitely an alternative. We have made use of such opportunities.

DAL/JTE NEWS: Where is the trend heading? More company-own or more leased containers?

STUEWE: Shipping lines enjoyed several very good years and invested a lot in equipment. Now that many lines have made high losses this year, one has to assume that a large proportion of the demand will initially be covered by the leasing market once the transport of goods picks up again.

Generally one can say that each shipowner has to find his own ideal recipe.

For trades with balanced traffic it is more advantageous to use company-own containers. In

imbalanced trades it is often better to lease on a short-term basis in order to remain flexible and save on repatriation costs.

DAL/JTE NEWS: In the past, some containers went missing and were later found being used as chicken shacks in Africa. Do a lot of containers still get lost?

STUEWE: Nowadays, we hardly have any container losses anymore. Today the containers' position is constantly monitored, just think of the tracking systems lines, terminals and depots. Nothing gets lost.

DAL/JTE NEWS: Containers are meanwhile used for any kind of cargo. Is there anything you don't like at all?

STUEWE: We exclude certain types of goods such as fishmeal and creosoted poles, i.e. telegraph poles. You can't get rid of the smell in the containers, so you can't use them anymore afterwards. The problems usually don't arise from the goods transported, but from damages in the course of stuffing and stripping operations. Not every customer treats the container made available to him with as much care. So it can happen that they use a forklift truck that is losing oil when stuffing the container. The oil penetrates the container floor and we can't get it clean anymore. Since each container is cleaned and repaired by us after use, we are sometimes faced with considerable maintenance costs

Maintenance is a costly factor for us

DAL/JTE NEWS: Anyone who orders a new container ship must remember to include the cost of the respective containers in his calculations. What proportion do the container costs amount to for a newbuilding?

STUEWE: For a container ship newbuilding, we reckon we need around two and a half as many containers as the vessel's TEU capacity at an average weight of 14 tonnes. So one has to add about one third to one half of the construction price of the ship for the procurement of the containers.



Ralf Stuewe,
Manager
Operations Liner
Services

DAL/JTE NEWS: This does not apply to dry-cargo containers?

STUEWE: No, it's a different case here. Although the market for dry containers has collapsed, the prices have hardly changed at all. Why? Well, in the last few years, container factories have sprung up like mushrooms in China. When the recession set in, the factories were closed again just as fast. Currently only a handful of factories are still producing and the vast majority of these are in Chinese hands. Therefore, China has a monopoly and can dictate the prices. In the boom years 2007 and 2008, the prices for new dry-cargo containers rose dramatically, mainly due to the high prices for materials such as steel and wood and, of course, the extraordinarily high demand. The closure of the factories has led to a decrease in supply, keeping prices high.

Unfortunately, once demand increases again, a lot of skilled

their operation, maintenance and newbuilding flow into the construction plans. We have changed the design, improved the insulation and air tightness and, as a result, reduced the power consumption. The cooling technology was also redesigned considerable. Lower power consumption means less CO₂, making our reefers more environment-friendly. We will continue to pursue this programme.

DAL/JTE NEWS: Does it make sense to buy containers on the second-hand market?

STUEWE: There is a big market for second-hand containers and huge demand. Sea containers always have a second life as a container on land. Especially in Africa and Russia, there are plenty of takers for containers that have come to the end of their service life at sea. For us, the second-hand market is of no great concern. When we buy con-