



DEUTSCHE AFRIKA-LINIEN
JOHN T. ESSBERGER

news

December / 2025

The Group's In-House Magazine

www.rantzaude

13800DWT双相不锈钢化学品船开工仪式

Steel Cutting Ceremony of 13,800DWT Duplex Stainless Steel Chemical Tanker



Steel-cutting celebration at the Rainbow shipyard: J Isaksen, P v Rantzaue, C v Rantzaue, D Golub (2nd to 5th from left) representing the German delegation

A big step for John T. Essberger

Steel cutting of the first of four 13,800 dwt chemical tankers at the Rainbow shipyard in China

On 21 November 2025, John T. Essberger took the first significant step into the second century of its history. With the steel cutting at the Rainbow shipyard in China, the first of a total of four ships began to take shape. The project is of great importance for the renewal of the E&S Tankers fleet. The first newbuild will be named "Ann-Mari Essberger", after Ann-Mari von Rantzaue, the wife of Georg von Rantzaue.

The four new chemical tankers will each have a deadweight tonnage of 13,800, making them significantly larger than the ships currently in service. This order is a major challenge for the Rainbow shipyard near Shanghai, as it has never built such ships before. However, the company has extensive experience in working with stainless steel, namely for the off-shore industry, and has just built a new shipyard hall with a slipway where the new ships can be built regardless of wind and weather conditions. Martin Wu, president and co-owner of the Rainbow

shipyard, visited Hamburg last July. He was received privately by Dr Eberhart von Rantzaue and his family, and they got on very well. During his visit, Mr Wu invited Patricia von Rantzaue, Dr von Rantzaue's wife, and their daughter Caroline to visit China on the occasion of the steel-cutting event.



Caroline von Rantzaue as a guest of honour speaking for her father

Due to the friendly relationship, but especially because it was such a special day for both parties, the shipyard spared no effort to make the steel cutting a real event. Usually, steel cutting is minor event and celebration. But this time, a grand reception awaited the guests from Germany, with flowers, dragon dances and the finest Chinese cuisine, as it is usually only the case at ship christenings.

Patricia and Caroline von Rantzaue were accompanied on their trip to China by Johan Isaksen, in his capacity as Managing Director of Essberger. There was also time for a tourist programme so that the ladies could take home at least a small impression of Shanghai.

Caroline von Rantzaue was well-prepared for the big moment at the shipyard. In her capacity as her father's assistant, she gave a successful acceptance speech, which we are printing here along with the thanks from Martin Wu, who also commented on some technical questions.

(continued on page 2)



In 2025 we have made good progress in implementing important projects. The optimisation of our tanker fleet is well advanced, but not yet complete. In November we started construction of the first of four 13,800 dwt newbuilding chemical tankers and are now looking into ordering further newbuildings of 7,900 dwt. The steel cutting ceremony of the first 13,800 dwt tanker was attended by my wife Patricia and my daughter Caroline, who travelled to the Rainbow shipyard in Shanghai to witness this special moment.

Decisions have been made with regard to the future management of our family business. Caroline, Philipp and Georg von Rantzaue moved into their offices to familiarise themselves with the tasks awaiting them. E&S Tankers in particular faces various challenges. In the first half of the year, business was in line with our budget plans. However, the market has not yet recovered after the weaker summer months. Moreover, the market went further down. The chemical industry is undergoing radical changes due to economic and geopolitical developments. New industrial locations and changing cargo flows offer opportunities. High energy costs and increasing environmental protection requirements remind us to keep an even closer eye on cost optimisation. Our container ships "Ubena" and "Ulanga" from Essberger Dry Cargo are contributing to the success of our group with currently adequate rates.

I thank all our employees for their commitment. Special thanks go to the crews of our ships. The well-attended seminars in Germany and Manila help us to understand and get to know each other better. I would be delighted if you would all support the next generation of the family in the same way that my brother Heinrich and I have been supported. We wish you all a Merry Christmas and a successful and healthy New Year.

Yours, Eberhart von Rantzaue



It's common, not only at Chinese shipyards – a lot of specialists come together, be the ship big or small, for an official commemorative photo, here for the “Ann-Mari Essberger”

Thumbs up for the first ship of the newbuilding project

(continued from page 1)

“It is a great honour to stand before you today at this important milestone – the steel-cutting ceremony for “Ann-Mari Essberger”, the first of four newbuilding chemical tankers. With the first plate of steel being cut today, we begin turning our vision into reality. We are proud to be working with Rainbow shipyard, DNV as the classification society, FKAB as the designer, and to acknowledge the important contributions of Link Marine, along with a carefully selected group of makers. And we value the open communication and shared commitment that have defined our work together.

We are aware that there is still a lot of work to be done until the “Ann-Mari Essberger” will be christened and handed over to us,

preferably in due time. My mother and I are encouraged by what we have seen from the shipyard so far, and what our colleagues from Essberger Shipmanagement have told us. So, I am confident that the Rainbow shipyard has the right foundation to deliver safe, clean technically advanced vessels like the Essberger chemical tankers. Our company and the shipyard will both benefit from this shared ambition.

Last year, John T. Essberger celebrated its first 100 years. This new project marks the beginning of our next century. High-quality ships are essential to long-term success, and this series of vessels will play a key role in sustaining our future. We are proud to begin this journey with you. Let today be a celebration of partnership and

progress. I thank you all for being part of this important moment together. This may very well be the beginning of a long-term partnership between our companies.” And following, the speech of Martin Wu.

What Mr Wu tells us

“On 21 November 2025, the Rainbow shipyard held a grand steel-cutting ceremony in Qidong for Essberger 13,800 dwt duplex stainless steel chemical tanker. Attendees included shipowners Mrs Patricia von Rantzau and Ms Caroline von Rantzau, Johan Isaksen (Managing Director and GM), Safa Ismail and Preben Rasmussen (MD of Link Marine), Ge

Yilong (General Manager of DNV Nantong Station), Martin Wu (President of RAINBOWCO), Shi Yiaoyue (Executive Director of ROC) and Shao Xiwu (General Manager of ROC), among other dignitaries, who collectively witnessed this milestone.

Designed by FKAB and classed by DNV, the vessel is being constructed at ROC's indoor slipway. It holds Ice Class 1A classification and features 18 independent cargo tanks, with overall performance reaching world-leading levels – especially in terms of environmental protection and emission reduction. It is equipped with advanced technologies such as SCR (selective catalytic reduction), methanol-ready system, WAPS (wireless application protocol) ready, 6,600V high-voltage shore power, and a shaft generator, meeting Tier III emission standards.

John T. Essberger is a centenary German shipping group, holding a leading position in the chemical transportation sector with a global footprint. ROC has successfully secured the series order for the 13,800 dwt duplex stainless steel chemical tankers, demonstrating Essberger's high recognition of ROC's construction capabilities. Essberger is a key partner of the RAINBOW group and the chemical tanker project is a benchmark for in-depth cooperation between the two parties.”



Rendering of 13,800 dwt Essberger chemical tanker project. First vessel from China will be delivered in 2027

We are family – Captains and Officers Seminar once again in Sudermuehlen

The Hotel Sudermuehlen in the countryside south of Hamburg has been established as the Essberger main European centre for our top-brass seminars. It is not an easy task to get around 40 participants from locations all over Europe to gather for three days in one remote spot. The crewing department did a great job in organising an event that made everybody happy

The 2025 autumn seminar was a great success and praised by many participants. Essberger Shipmanagement, which had invited around 40 captains and officers to the countryside, succeeded in organising a well-run event. The topics and schedule also met the seafarers' wishes. It was repeatedly emphasised that the seminars offer them an important opportunity to get to know as many colleagues as possible, to exchange ideas with them

and to make friends. Personal exchange, including professional experiences, is an important and valuable addition to the work in the seminar. For this purpose, the programme was partly divided into small individual groups.

There continues to be great interest in Essberger's fleet policy and the economic outlook for chemical transport. The von Rantzau family plays a central role in this. For the first time, representatives of the fourth gen-

eration hosted the closing dinner. Caroline, Georg and Philipp von Rantzau introduced themselves to the captains and officers in a short speech. Philipp took on the role of speaker at the dinner in his capacity as assistant to his father, Dr Eberhart von Rantzau. The most important passages of his speech can be read here.

Quote: "Traditionally, it is my father or my uncle who gives the owners' speech at this dinner. This year, I am honoured to speak

to you as a member of the fourth generation now actively involved in our company. Personally, it is a proud moment for me to continue this family tradition and speak before you today. I want to begin by thanking you all for the hard work and commitment you have demonstrated. Our company's strength comes from the people who make it run successfully. I am confident that with your continued efforts, our company will

(continued on page 4)



Members of the seminar including some shore staff gathered around the representatives of the fourth Rantzau generation. Philipp, Caroline and Georg von Rantzau had their first appearance in an official position of a seminar. The sturdy farmhouse look of the Sudermuehlen Hotel is a familiar sight by now



Speaker of the official dinner: Philipp von Rantzau



Introducing herself at the seminar: Caroline von Rantzau



Already a shipowner himself: Georg von Rantzau

Work and after work – you learn something new



Full house: C/E Dmytro Kyrys ("Wilhelmine E"), Captain Denis Vlasov ("Helga E"), C/E Artem Glushko ("Amalie E") and colleagues



C/E Marius Ion, Captain Takhir Biazitov, 2/E Konstantin Rossein and C/E Dmitriy Bondarev awaiting dinner (left to right)



Capt Piotr Tchorowski, C/O Krzysztof Brandalski, Tomasz Wojciechowski, Capt Jacek Borysiuk, Capt Robert Szmaj, Andreas Bendlin, Jacob Drobnik, C/O Dorian Glodowski



Philipp v Rantzau, Capt Dzintars Laukmanis, C/E Artem Glushko, Capt Denis Vlasov, Silke Steinfurt, C/E Olegs Cerepanovs, Capt Leo Kanters, C/E Romeo Roman

(continued from page 3)

remain strong and successful for the next 100 years to come.

I also hope that you have taken something valuable with you from this conference. Sudermuehlen has long been a place where ship and shore staff meet, exchange ideas, and discuss important and challenging topics. It is part of our tradition, and it has helped us grow and improve over the years. These conversations, whether formal or informal, drive our business forward. They help us understand each other and solve problems. In other words, they help us beat the competition. Knowing our colleagues at sea is very important to our family. We believe in staying connected with our crews and making sure that everyone feels part of the company, no matter where they are. This focus will remain a key part of our values.

Safety is at the heart of everything

Safety and quality are at the heart of everything we do. We have made good progress, but we must continue to learn from incidents and improve our practices. For a company with our long history, safety is not just a priority, it is a responsibility. As of today, we have four chemical tankers on order, and we expect to expand further to meet our renewal needs once the timing is right. We know that there are ups and downs, but we must do everything we can to take advantage of the opportunities in good times and manage difficult times effectively.

Costs have risen sharply in recent years and are much more volatile than usual. To stay competitive, we must control costs

wherever possible. The increasing fleet age also has an impact on our cost level. We have six vessels in our fleet that are now more than 25 years old. To keep them running, we need to invest in maintenance. If we do this right, these vessels can continue to contribute to our business and help finance new ships in our renewal programme.

The chemical production industry in Europe is facing its own challenges. The outlook for the next few years is mixed, and we are already seeing some negative effects on terminal output. Europe has put a lot of effort into strengthening environmental policies, but this has made it more difficult to do business. There is now a shift towards improving industrial competitiveness within the EU, but it will take time. The EU is not known to move quickly due to the different interests of its member states.

We do not expect volume growth to be the main driver of the market. Instead, the backlog in shipbuilding activities will play a bigger role. Newbuilding prices have increased significantly, which is holding many owners back from ordering new ships. However, John T. Essberger has secured the tonnage needed to maintain our leading position in the market for the coming years. Our customers choose us for our long-term commitment, and these investments show our strong commitment to the future.

The coming year will certainly also be challenging for our business, but we have the experience, the people, and the determination needed to succeed. Your work is deeply appreciated. The strong teamwork between ship and shore keeps our ships and our company moving forward."



Georg and Ann-Mari von Rantzau representing the 4th generation of the von Rantzau family, here seen among captains prior to the dinner night

There should always be a lot of room for discussions

Impressions and statements from our captains and officers after three seminar days



“Seminars are necessary for company updates. But we must also focus on communication among seafarers: exchange everyday experiences, find solutions, don't be shy, take an active part in the discussions. After all, I think we are on the right way.”
Jarosław Maciuk, master of “Ubena”



“I am not only interested in technical and nautical developments but also in upcoming changes and perspectives that influence everyone's life at sea, enhance motivation, help us to implement new rules and understand our company policies. Sudermuehlen was a big step forward.”
Grzegorz Klepacki, Training Master, office



“There should always be a lot of room for discussions. Keep presentations short and distinctively company-related. It's positive to see there is now more time to chat.”
Leo Kanter, master of “Anneliese Essberger”



“I am one year away from retirement. I have always been at sea, and it is nice for me to see so many promising young people coming up.”
Magnus Drake Af Hagelsrum, master of “Nordic Sola”



“Very good to have small groups with good feedback. Continue like this!”
Askell Baardsen, MD Br. Klovning Shipping (four “Nordic” Vessels)



“I have been with Essberger for three years. It was my first seminar. I was expecting a boring event, but it turned out to be interesting. I learned a lot about the company, and I am now proud to be part of the family. I have dropped anchor in this company, and this is for the rest of my life.”
Kirill Reprintsev, 2/E of “John T. Essberger”



“Sharing experience like storms and strikes and vetting with other sailors is of big value. At a seminar you can meet them all.”
Robert Szmaj, master of “Christian Essberger”



“I sail on the “Birthe Essberger”. She is already 21 years old but in top technical condition. It's a very, very nice vessel. I am very much interested in the future of the company, which goals are set and what kind of new ships we can expect.”
Jacek Borysiuk, master of “Birthe Essberger”



“I have already been working for this company for 45 years including my time with Gebr. Broere. This is the first seminar I have attended. Broere was also a family-run company, but I always had to keep my mouth shut. With Essberger it is different. You can ask questions and people listen to your suggestions.”
Hendrik van Schoonhoven, C/E of “Ursula Essberger”

Whereabouts

December 2025

Ship name	Master	First Mate	Chief Engineer
Agnes Essberger	Takhir Biazitov	Daniel Bosek	Tomasz Wolczek
Amalie Essberger	Wojciech Nowak	Alexander Adodin	Jeremias Cerdania
Anneliese Essberger	Nicky Nicolaas Petrus Burger	Andre Steenbergen	Geert Sap
Annette Essberger	Waldemar Literski	John Christopher Domingo	Marian Cornea
Birthe Essberger	Jacek Borysiuk	Robert Halicki	Sergey Panishev
Caroline Essberger	Cornelis Lodder	Erwin Schippers	Pieter-Willem Mars
Charlotte Essberger	Andrey Grzhibovskiy	Carl Marx Cidro	Lukasz Zeromski
Christian Essberger	Krzysztof Niedzielski	Marison Tabotabo	Mirosław Jaworski
Coral Essberger	Dawid Sadecki	Iulian Tudorache	Adam Szwajka
Cuno Essberger	Dariusz Swierkosz	Piotr Czajkowski	Nicolae Boiangiu
Eberhart Essberger	Andrei Malenkov	Waldemar Rzepka	Vitaliy Kolesnyk
Edith Essberger	Krzysztof Nazorek	Patryk Szymanski	Pavel Semyonov
Ellen Essberger	Arkady Khramushin	Pawel Czarnacki	Roman Kulish
Elsa Essberger	Alexander Tkachenko	Dariusz Podsiadly	Sergey Varakin
Georg Essberger	Edward Dzikusko	Mariusz Piorkowski	Florin Chirpac
Gisela Essberger	Lars Gronlund	Dominik Kulesza	Aleksey Plyasukhin
Heinrich Essberger	Dan Tocitu	Rafal Drezno	Volodymyr Yurkevych
Helga Essberger	Daniel Szarzynski	Martins Taurins	Pavel Kuzma
Inga Essberger	Deniss Tatarinovs	Krzysztof Maniecki	Remigijus Juska
Johann Essberger	Blazej Czapiewski	Radosław Chmielewski	Piotr Trusinski
John Augustus Essberger	Adam Krzyżykowski	Andrejs Kivko	Danut Vasilache
John T. Essberger	Maxim Klementevsky	Piotr Adamski	Alexander Konstantinov
Liesel Essberger	Antonio Petinga	Farits Jambajevs	Mladen Rodic
Lisa Essberger	Sergei Leskov	Paul Gene Galotera	Ivan Nabatnikov
Liselotte Essberger	Grzegorz Kakol	Nikolay Kirillov	Marcin Prena
Nordic Saga	Menard Responde	Jose Randi III Villanueva	Alexey Yakovlev
Nordic Sira	Einar Bjoerkavaag	Russel Derequito	Lc Vincent Giuseppe Saul
Nordic Sola	Lorentz Lorentzen	Ronald Jr. Llanos	Zygmunt Dobrzyniewski
Nordic Sund	Kent Baregg	Michael Mabunay	Sergiy Gruby
Patricia Essberger	Rafal Garbacz	Evgeniy Buzyrev	Zoran Zambata
Philipp Essberger	Viacheslav Leonov	Maksim Naumcik	Vitor Belo
Roland Essberger	Piotr Bes	Adrian Kuzmich	Tomasz Kozłowski
Theodor Essberger	Bartosz Selau	Ruslanas Karpovas	Dmitry Shcherbov
Ubena	Janusz Urbanski	Marek Kajdasz	Kostyantyn Zakyrnychnyy
Ulanga	Cezary Trzeciakiewicz	Oleksandr Leshan	Yevgeny Arsenyuk
Ursula Essberger	Jeroen De Koster	Slawomir Narloch	Roel Tichelaar
Wilhelmine Essberger	Pawel Bula	Dmytro Kachur	Oleksandr Burlaka

Aus der Reederei-Familie

Jubiläen

25 Jahre

Edmar Bolensis Querubin, AB, 27.11.2000

Candido Antonio Da Luz, AB, 24.01.2001

Krzysztof Maniecki, C/O, 24.01.2001

12,5 Jahre

Michael Miraviles Alandra, 2/O, 02.05.2013

Wojciech Tadeusz Nowak, Capt., 15.05.2013

Grzegorz Gawronski, 2/O, 21.05.2013

John Viel Galicto De Guzman, AB, 30.05.2013

Lc Vincent Giuseppe Sagudo Saul, C/E, 03.06.2013

Christopher Villanueva Lagutom, MTM, 05.06.2013

Adam Ikar Krzyżykowski, Capt., 08.06.2013

Dondon Mabini Flores, MTM, 11.06.2013

Leo Gel Alquisada Superio, MTM, 14.06.2013

Christian John Soledad Ramirez, AB, 28.06.2013

Rafal Osuch, 2/O, 03.07.2013

Neil Bryan Chiong Respito, 2/O, 09.07.2013

Perfecto Jr Realubit Rico, MTM, 09.07.2013

Alfonso Jr Tubesa Tabares, MTM, 09.07.2013

Gilbert Sabares Nullas, AB, 13.07.2013

Besondere Geburtstage

90 Jahre

Peter Reimers, Pensionär, 13.01.1936

80 Jahre

Herbert Heins-Drescher, Pensionär, 07.11.1945

75 Jahre

Ron Frick, Pensionär, 22.11.1950

Bernd Sottorf, Pensionär, 30.11.1950

Udo Zwöck, Pensionär, 22.12.1950

70 Jahre

Klaus Lünsmann, Pensionär, 30.11.1955

65 Jahre

Ryszard Surowiec, FTR, 24.11.1960

Norlito Hortaleza Estepa, AB, 09.12.1960

60 Jahre

Florin Chirpac, C/E, 10.11.1965

Marcelo Jr. Pranso Salao, CCK, 01.12.1965

Cristan Balbaligo Queliza, MTM, 01.12.1965

Cornelio Sangco Villafior, CCK, 16.12.1965

Juan Macatubal Fradejas, 2/O, 19.12.1965

Alberto Remodaro Rayel, CCK, 27.12.1965

Arnold Villegas Gueco, AB, 11.01.1966

50 Jahre

Robert Szmaj, Capt., 26.11.1975

Tomasz Rembisz, Capt., 28.11.1975

Maj Reger, Ship Management, 12.12.1975

Dominik Maurycy Kazior, C/O, 29.12.1975

Donato Plata Soriano, CCK, 31.12.1975

Sergei Leskov, Capt., 04.01.1976

Nick Cala-Or Lopez, MTM, 06.01.1976

Neue Mitarbeiter an Land

Orhan Akyildiz, Versetzung ins Ship Management

Mariam Bachache, Current Accounting

Moritz Bescht, Facility Management

Tilde Christiansen, Operations

Wir gedenken

Heinz Antellmann, (81 Jahre)
Oktober 2025

Names are news from John T. Essberger

What else happened in the company



Downstairs in the engine room

Georg von Rantzau paid a visit to the "John T. Essberger" (7,134 dwt) in the port of Hamburg. During the grand tour through the ship, he was accompanied by C/E Andrzej Szyca. Georg von Rantzau says: "I was truly impressed by my colleagues on board and their dedication to dealing with the sophisticated LNG technology. Their commitment is part of what makes Essberger special."



An award for long-time loyal service

In an ever-changing world, loyal service to a company is a great gift. John T. Essberger is well-known for its many loyal employees. Here are three examples. C/E Olegs Cerapanovs, C/E Piotr Turski and C/E Artem Glushko received a special prize for 12 ½ years with the company. The prize was handed over during the seminar dinner in Sudermuehlen.



Big thank-you for the seminar organisation

A joint effort of the crewing team, namely Jihan Saab, Daria Kaluzna, Christine Voigts, Carl von Abendroth (trainee), Kasia Walentynowicz, Patrick Horn (trainee), Dragutin Jelovcic, Silke Steinfurt and Sergiy Radov (left to right). Could not have been better, and also all the participants are full of praise.



A place on the bridge of "Johann Essberger"

Philipp von Rantzau and his sister Caroline took the opportunity to visit the chemical tanker "Johann Essberger" (5,262 dwt) during a stopover in the port of Hamburg. After a guided tour through the ship, they relaxed on the bridge, occupying the captain's and pilot's seat. Captain Marcin Harasim, standing in between them, was an excellent host and enjoyed showing his guests around.

“Ubena” involved in search and rescue operation off Beira/Mozambique

Nine seafarers died after service vessel capsized/ One person could be rescued last minute by Essberger crew

On 16 October, the MV “Ubena” (2,500 TEU), while at anchor off Beira, participated in a search and rescue operation following a tragic maritime incident. The “Cara”, a 250 GRT so-called “motor hopper” with an exchange crew on board capsized while attempting to come alongside the 50,000 dwt MR tanker “Sea Quest” (ex-“STI Ruby”, built in 2012). The service boat was carrying 21 individuals: 12 seafarers,

4 contractors, and 5 crew members. “Ubena’s” man-overboard assistance was apparently the first external assistance to arrive at the scene and successfully saved one crew member from the “Cara”.

Captain Janusz R. Urbanski sent the following report: “Today 16 October at 0330 LT (0130 UTC) while anchored at Beira roads, the officer on watch received a distress call from MT ‘Sea Quest’, requesting assistance for supply vessel ‘Cara’

sinking in her close vicinity. ‘Ubena’ responded to the distress call offering assistance and rescue operation. At the time of occurrence our vessel was anchored in approximate distance of 2 nautical miles from the scene, having main engine ready, anchor was heaved up and ‘Ubena’ proceeded to the scene. Ship’s rescue boat was lowered to the water having the chance to rescue one alive survivor from the water. The rescued person said he was one of the crew members of the

sunken supply vessel ‘Cara’. He was transferred safely in good condition to MT ‘Sea Quest’. At 0900 LT (0700 UTC) the search and rescue operation is still going on. ‘Ubena’ will participate with further searching pattern till rescue operation ends.”

The tanker’s exact owner is not known, according to Clarksons, but the single-ship entity controlling is listed in the Marshall Islands. Clarksons lists the vessel as being used for storage.



MV “Ubena” (2,500 TEU) of Essberger Dry Cargo currently in charter and operating in the Indian Ocean. She had just anchored in Beira roads

From Afrika-Terminal to opera house

Hamburg plans a new landmark building in the HafenCity

The city of Hamburg is planning to build a new opera house. It is to be a spectacular building. The architectural firm Bjarke Ingels Group from Copenhagen won the tender. The complex resembles the foredeck and bridge of a ship. The opera house is nestled among and covered by green spaces that invite visitors to take a stroll.

A suitable location for the opera house was found on the edge of HafenCity, on the Baakenhoeft. This is a peninsula built on reclaimed land in the Elbe, which once served a completely different purpose, Baakenhafen. This is where the Deutsche Afrika-Linien/John T. Essberger group of companies came into play, as the Africa trade needed additional berths and storage space. A cooperation was established between

the city – which owned the land – and Afrika-Linien (DAL), and the “Afrika-Terminal” was built and run at DAL’s expense.

In 1971, DAL boss Liselotte von Rantzaу-Essberger inaugurated the terminal, which immediately

operated at full capacity. What was not considered at the time was that the sea container, invented in the USA in 1956, would soon revolutionise merchant shipping. In 1967, the first ship with 99 containers on board

called at a German port (Bremen). At the end of the 1970s, huge container gantry cranes began to spring up in the port, and ships, even those from Africa, soon arrived with thousands of containers on board. There was no room for them in Baakenhafen. After just a few years, the Africa Terminal had served its purpose and the facilities fell into disrepair. This is good news for opera lovers.

The city of Hamburg is making another deal. It is providing the land, and most of the construction costs for the opera house are being covered by a private sponsor – Hamburg logistics tycoon Klaus-Michael Kühne. The only reminder of the DAL is the Liselotte-von-Rantzaу-Platz, which has just been completed at Baakenhafen.



Baakenhoeft with opera design. Yes, it looks like a ship. Hamburg is waiting