



DEUTSCHE AFRIKA-LINIEN
JOHN T. ESSBERGER

news

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The Group's In-House Magazine

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Chemical tanker "Birthe Essberger" (6,203 dwt, built in 2005) shipshape in the dry dock in Tuzla/Turkey

Essberger Tankers retrofit programme in full swing

Extending the operational life of vessels to highest standard

This year, Essberger Tankers has ten special surveys and two in-water surveys scheduled. The latter two – "Cuno" and "Coral Essberger" – will also need to be carried out in dry dock, even if both vessels have reached only 12.5 years of service. The reason is maintenance work required on the main

engine gearboxes, which involves moving the propeller shaft. In June, three of our tankers – "Amalie", "Birthe" and "Lisa Essberger" – were in dry dock at Tuzla, Turkey, joined by the "Wilhelmine Essberger" in mid-June. The "Charlotte Essberger" docked in Riga, Latvia, at the Netaman yard, later joined by

the "Christian Essberger", followed by "John Augustus Essberger" and "Patricia Essberger". The docking schedule had been deliberately focused on May, June and July to benefit from warmer weather, which is particularly favourable for coating activities such as hull painting.

(see page 2)

Jamming alarm for marine traffic in the Baltic Sea

The Baltic Sea is increasingly becoming a theatre of hybrid warfare. There is no doubt that reception of at least satellite-based navigation is being actively disrupted at times. At the end of June, the Swedish Maritime Administration Sjöfartsverket issued an official warning of large-scale GPS interference for the southern, central and northern Baltic Sea as well as the Gulf of Finland and the Åland Sea, which is also being disseminated by the Finnish author-

ity Traficom and in the German Nachrichten für Seefahrer. All known incidents involve so-called jamming, i.e. the superimposition of weak satellite signals by powerful jamming transmitters, up to seven hours and including complete failure. All systems, GPS, Beidou, Galileo and GLONASS are affected by jamming. A recent report by Traficom shows that the number of reported incidents has increased tenfold in the last year to around 2,800. In spring 2025, 630

incidents were already reported. A team from the Gdynia University of the Sea reports "clear evidence of mobile maritime interference sources" in international waters. These showed movement patterns "that are consistent with ships in the Baltic Sea". It is suspected that tankers from the shadow fleet are also being used as transmitting stations. The jamming signals have a very complex structure, which could indicate a military origin.

(see page 4)



We are currently experiencing upheavals in politics and business that we would hardly have thought possible a few years ago. The political blocs in the East and West are on the move. Wars and crises are being fought with military and also with economic means. New alliances are forming.

John T. Essberger, with its joint venture E&S Tankers, is on a good course in these turbulent times. We are on target with our results. This also applies to our two container ships "Ulanga" and "Ubena", which have been chartered out at sufficient rates and are currently being deployed in West Africa and the Indian Ocean.

A prerequisite for the success of our group of companies is that we maintain our reputation as a premium partner in chemical shipping. This is only possible thanks to the good work of our crews on board and our employees ashore, as well as careful planning for the future. Here, too, we are making provisions: the newbuilding programme for four new 13,000 dwt chemical tankers with environmentally friendly technology has begun in China. In addition, the existing fleet is currently being overhauled. "Sustainability" and "optimised fuel consumption" are just two of the keywords on our list. We are continuously working in co-operation with our customers in this area. Last year we celebrated the centenary of John T. Essberger. We are now particularly involved with who will take over responsibility for our family company in the future. Latest on 1 October, my son Philipp and my daughter Caroline will start as my personal assistants in the office on Palma de Mai to support me in these sometimes difficult times. This is a first step into the fourth generation of our company history.

Yours, Eberhart von Rantzaue

Extending the operational life of vessels

Part 2 of our interview with Essberger fleet manager André Rimmel on the current Essberger Tankers refit programme/ Dry-dock period in the European summer brings favourable weather conditions/ Crews remain on board for the entire period

DAL News: To select the right shipyard is a key requirement when it comes to dry docking. What measures need to be taken into consideration?

André Rimmel: Our tankers undergo dry docking every 5 years until the age of 15. After that, the interval is reduced to every 2.5 years. In recent years, we have adjusted our focus when selecting shipyards. Driven in part by the installation of ballast water treatment systems (BWTS) – which involve relatively high installation costs – we have concentrated on cost-effective shipyards located in the eastern Baltic region and Turkey. These new shipyards required increased attention during the planning and execution of dockings, and in some cases, yards were excluded from consideration if they could not meet our safety and quality standards. A key advantage of Turkish shipyards, in addition to their competitive pricing for the European market, lies in the favourable weather conditions. This is especially important for hull coating work, which requires specific ambient temperatures and humidity levels. If these conditions are not met, the paint may not adhere properly to the hull and can start to peel off.

Are the crews following the refit process on site? What is the daily routine in the shipyard?

Our crews remain on board throughout the entire drydock period and are supported by additional personnel provided by us – such as fitters and electricians – in order to carry out tasks more cost-effectively.

The installation of BWTS, in particular, was largely carried out using our own personnel. However, this is only possible if the shipyard allows third-party personnel on board.

The dry-dock period begins with a meeting between the shipyard's project manager and the TSI, during which the docking job list is reviewed in detail. This is followed by an on-board inspection of all relevant work areas. Typically, this includes the class surveyor, the shipyard project manager, the TSI, and possibly external service technicians. At this stage, some tasks may be re-evaluated, as better access to certain areas can lead to changes. As a result, jobs may be added or removed, which can impact both cost and yard time. These changes are sometimes unavoidable, despite thorough dry-dock preparation. Daily meetings are held with the shipyard to define the specific planning of the on-going work and

coordinate activities for the coming days. This is essential for synchronising the various service teams and avoiding any delays due to interference between tasks. This is not a one-time process and requires constant adaptation to changing circumstances.

During the remaining dry-dock period, the TSI is responsible for visiting each worksite, answering questions from stakeholders, ensuring corrections are made if necessary, preparing reports, updating the office (on current cost status, schedule, etc.), and coordinating with the yard and service providers on activities and manpower.

This role demands strong technical, organisational, and interpersonal skills, as well as physical endurance, since the TSI is actively engaged on site all day. Before the vessel leaves the shipyard, all work is inspected and accepted by both the TSI and the classification society, typically through functional tests, load tests, and a sea trial.

How often is dry-dock time for an Essberger tanker?

Our vessels are always well-maintained and fully operational – both before and after dry-dock periods. We consider the scheduled dry dockings as planned stops, allowing

us to carry out all necessary maintenance tasks that cannot be performed during regular operations without causing unwanted off-hire periods. For dry cargo vessels, regulations allow for an extension of the drydock interval to 7.5 years for the first two dockings, based on industry experience showing no significant issues. However, this is not an option for our tankers.

To demonstrate the continued good condition of our tankers, we conduct so-called CAP surveys (Condition Assessment Program) from the vessels' 15th year onward during dry docking. These surveys have always been completed with the highest rating. The main purposes of CAP surveys are:

- To verify the vessels' good technical condition, identify potential weaknesses, and ensure they are addressed
- To build trust with charterers
- To meet charterer requirements and serve as a prerequisite for charter contracts

In parallel, the respective classification societies carry out their own mandatory surveys, which we naturally aim to complete without any negative remarks, as such findings could negatively impact the commercial employability of the tanker.



Fresh paint for the anchor chain by PMP Dimero Rhen Rei Perlado and AB Idong Viner Baquido of "Birthe Essberger"



Paint it black – AB Autentico Allan Marcial Apao enjoys his work in the dry dock

The great Sudermühlen spring seminar

The Essberger Shipmanagement seminars in Sudermühlen near Hamburg are an integral part of our shipping company life. Here, captains and officers from Essberger Tankers meet with colleagues from the office, not only to get to know each other better, but also to continue their training and bring each other up to date with the latest information. The highlight is a dinner with a representative of the von Rantzau family. Heinrich von Rantzau and his wife Annette were the hosts at the 3rd seminar in spring.



Hosts Heinrich and Annette von Rantzau surrounded by captains and officers before the dinner in Sudermühlen. The number of guests this time exceeded all photo dimensions. So here is a small excerpt



Dr von Rantzau received his guest (right) at the Auberghof am Sachsenwald, where John T. Essberger already felt at home

A visitor from China

JTE has placed an order for four 13,000 dwt chemical tankers with Nantong Rainbow Shipyard in China. This business requires close technical co-operation and mutual trust. And trust is best built face to face. For this reason, the shipyard's co-owner and manager Martin Wu came on a visit from Shanghai to Hamburg to meet Dr Eberhart von Rantzau in person. Both agreed that the chemistry was right. Also present: Dr Ricardo Alvarez, Johan Isaksen, Patricia von Rantzau and Caroline von Rantzau (left to right). Martin Wu extended a return invitation: Patricia and Caroline von Rantzau will be travelling to China in October for the steel cutting of the first newbuilding.

Jamming and spoofing – a not so new threat to ship navigation is increasing dramatically

On 28 May, the German Ship-owners' Association (VDR) addressed its members with the following concern: "For weeks now, the German Navy and its NATO partners have been increasingly detecting anomalies in the area of GPS and in some navigation systems, such as the AGDIS system, in the Baltic Sea. GPS interference in 24/7 format can now also be detected. The sources responsible for the outgoing interference are currently being investigated with high priority. However, it should be noted that this interference is particularly prevalent in the western Baltic Sea and has already led to total failures of navigation systems." This reference is combined with a request to shipping companies to inform Deutsche Marine/NATO of their own experiences. In fact, such anomalies are not only a phenomenon in the Baltic Sea. Attacks on shipping known as spoofing and jamming are on the increase, especially in war and crisis zones. Only in mid-May the 7,000 TEU "MSC Antonia" ran aground near the Eliza Shoals west of Jeddah in the Red Sea with vessel tracking from MarineTraffic supporting this theory. GPS jamming in the Red Sea has been commonplace in recent years. The following text is supplied by Niall Musher of Essberger Shipmanagement.

When I started my seagoing career the accuracy of deep-sea navigation was, let's say, questionable when compared to the systems available today. Frequently we would find the landfall outside of the predicted time and in completely the wrong position. With new technology the accuracy of position became excellent, improving the safety of navigation enormously. The introduction of satnav and GNSS brought along other challenges. The fact that positions could be plotted at any time with such accuracy was a relief, no more guesswork or wondering where we are when sailing for days without celestial

observations. Along with this "highly accurate" instant fix possibility came a new concern: over-reliance and complacency. We all thought that position fixing had become so easy and accurate. That was until, after a 17-day sea passage, we saw landfall unexpectedly on the radar. This confused everyone as we were not supposed to see land until the next day. Nobody had realised that the GPS signal had been lost and the system had reverted automatically to DR mode. Coming into the present, the reliability and accuracy of navigation equipment have improved exponentially and continue to improve as technology advances. Unfortunately, with these improvements, the reliance and complacency on these systems have also increased.

Numbers of instances rising

The technological advances have also provided the ability to people with malicious intentions to either block (jamming) or manipulate (spoofing) satellite signals diminishing the accuracy of the system and creating a hazardous situation. Recently the numbers of these instances have increased dramatically, affecting the aviation industry as well as the maritime industry (and others). It is important to understand both jamming and spoofing to enable recognition of them and implement mitigating measures: jamming occurs when external sources use a device which emits a strong signal on the same frequency as GNSS, blocking the signal. This causes loss of position and timing data. Spoofing is a sophisticated attack where fake GNSS signals are broadcast to deceive receivers into calculating incorrect positions or times. As a company we have received reports from vessels who have experienced spoofing.

Below is a map showing areas where spoofing is experienced

(note that this is from the aviation industry though it also affects the maritime industry). Colour coding is: green < 2%, orange 2-10%, red > 10%:

Recently we have received reports from vessels in the Baltic area who have experienced spoofing. The following is an example of suspected spoofing where the vessel was at anchor and suddenly the "Doubtful POSN" alarm activated. Checking the system, the vessel's speed on the conning went from 0 up to 2.0 knots as shown below. It is important that the reliability of positions obtained from a GNSS system are verified regularly by the officer on watch, as is required in our procedures. Verification can be done through visual bearings, DR positions and other methods as were highlighted in the recent Navigation circular 2025-03.



Screenshot showing the speed of the vessel at anchor

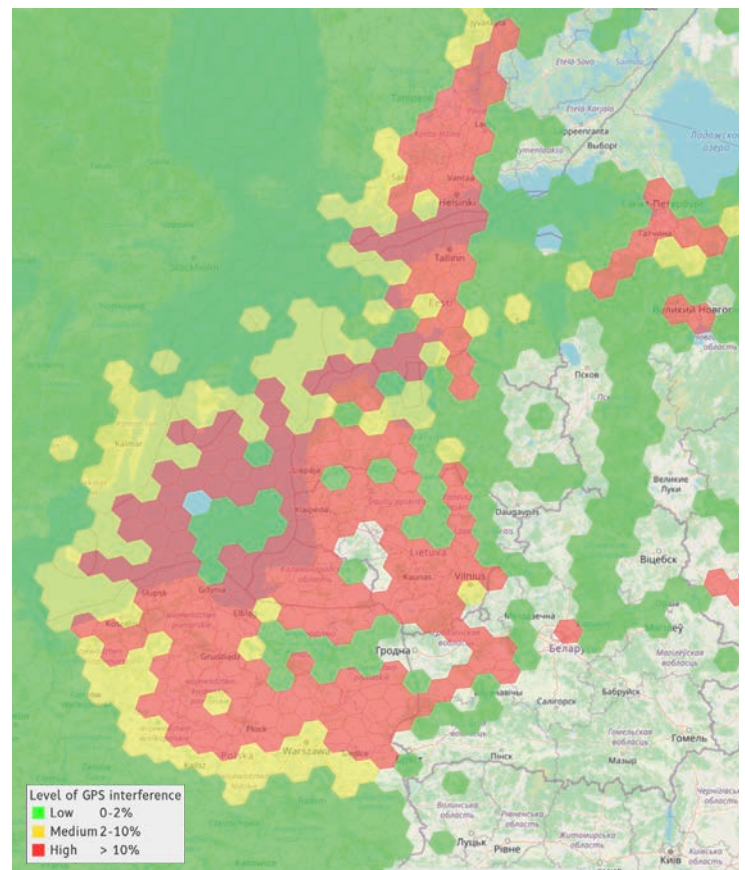


Chart of jamming hotspots around the Baltic Sea in late June

Fourth generation is knocking on the door

Caroline von Rantzau: Learning by doing – now in the head office

At the age of 25, Caroline von Rantzau is the youngest member of the fourth generation of the Essberger/von Rantzau family. Her parents are Dr Eberhart and Patricia von Rantzau. Caroline grew up in Hamburg, went to school until her German Abitur and studied “International Business and Management” at the International School of Management (ISM) in Munich, graduating with a bachelor’s degree. This was followed by a semester of International Business at the International School of Business in Dublin. She then transferred to Bayes Business School in London, where she received her master’s degree in Shipping, Trade and Finance in 2023. Caroline expanded her knowledge during and after her studies through a series of internships, focused on a future career in shipping.

A number of important internships

Caroline so far gathered experience in the sales department at Maersk Line in Cape Town, at the Hamburg Commercial Bank and the communications provider Milano Teleport in Hamburg. She also completed a one-year trainee programme for brokers at Clarksons

in London and Hamburg. Until the summer of 2025, she will be working in the Marine Bulk Chartering department, in the Barges division, at the chemical company Helm AG, also in Hamburg. In 2020, while she was still studying, she had the opportunity to familiarise herself with working at John T. Essberger for three months.

“For me, these internships were not only important to gain experience in my future profession, but also to make many personal contacts in the shipping industry. It was interesting to learn that John T. Essberger enjoys an excellent reputation. As the market leader, we are the premium provider in the European chemical tanker shipping industry,” says Caroline von Rantzau. Caroline will work as her father’s personal assistant in the Palmaille office in future to gain further management experience. Above all, she will learn entrepreneurial thinking and negotiating skills from her father. But finance also plays an important role: “I am particularly interested in all areas of finance and management,” she says. “How do you approach new projects, how can unprofitable areas be reorganised? I’ve already dealt with this in other areas of our family business, such as our game farm in South Africa.” Horse riding (dressage) is



Photo: Michael Zapf

her favoured interest. In addition to her father, there is another role model in the family: “My grandmother Liselotte von Rantzau was one of the first women to take

on responsibility in the shipping industry. She was at the helm of the family business for more than 30 years, and she also started out as her father’s personal assistant.”

John T. Essberger wins International Chemical Tanker Industry Leader Award

Sponsored by Riviera Maritime Magazine, John T. Essberger received the prestigious International Chemical Tanker Industry Leader Award at April’s International Chemical & Product Tanker conference in London for its outstanding contributions to the maritime industry, particularly in the realm of sustainable shipping and technological innovation.

The award acknowledged Essberger’s substantial investment in environmentally friendly tonnage, including two state-of-the-art, 7,100 dwt stainless steel chemical tankers “Eberhart Essberger” and “Heinrich Essberger” and its significant strides in introducing LNG-powered chemical tankers, such as “Liselotte Essberger”, which comply with Tier III environ-

mental standards. Furthermore, Essberger has placed orders for methanol-capable tankers, demonstrating its proactive approach to decarbonisation.

The company’s innovative Plastic-Free @ sea Initiative, in partnership with Hatenboer-Water, has eliminated single-use plastic water bottles on its vessels. This programme, which involves installing bottle filling stations

and prefiltration units, exemplifies Essberger’s commitment to reducing marine pollution. Digitalisation efforts have also been noteworthy, with the company transitioning from paper to electronic logbooks across its fleet. With its centennial celebrations completed in 2024, the award underscores Essberger’s enduring legacy and its vision for the future of maritime shipping.

Fourth generation is knocking on the door

Georg von Rantzau has already established himself as shipowner

Georg von Rantzau (40) is the middle of the three sons of Heinrich and Annette von Rantzau, and thus a representative of the fourth generation of the von Rantzau-Essberger family, whose group of companies Deutsche Afrika-Linien/John T. Essberger offers a wide range of maritime services.

Before joining the company in the near future, Georg von Rantzau has followed his own path to be prepared for a role at Essberger. Together with his business partner, Jan Wolff (40), he started to take on his own entrepreneurial venture after completing his studies and gaining practical experience in the shipping, brokerage and banking business. In a market nobody believed in he saw opportunities at a considerable low downside risk. He tells VDR Magazine: "When we presented our family with the idea of buying a ship, everyone rolled their eyes. In the mid-2010s, the shipping industry experienced a crisis. Nobody wanted ships – and no bank would finance them. On the other hand, prices were at an all-time low. The price of the vessel we were considering at the time was roughly on a par with the price of steel. If things had gone wrong, the ship could have been scrapped without losing much money. On top of that, the ship's charter contract was still valid for another year. So, our risk seemed manageable, at least if we kept the costs of financing and technical management under control."

It started with a container feeder ship

The first ship was purchased in 2016, the container feeder "OKEE August". OKEE Maritime was the name they had given their company. OKEE means "big water" in the language of a Native American tribe from Florida.

John T. Essberger once started his company in the same way: with the purchase of a single, cheaply acquired ship. Add a good nose for the development of the market, a bit of luck and a small private financial injection and the success is yours.

Georg von Rantzau: "At the beginning we had to stretch ourselves considerably. But we knew that if it worked and we had stamina, it could become a small shipping company." He was proved right and OKEE was able to establish itself. In 2020, OKEE

Shipmanagement GmbH & Co KG was set up to offer services with its own DOC certification to the company's own tonnage and third-party customers. There is also an OKEE Dry Chartering department and, in addition, OKEE has become involved in several start-ups and aims to be at the forefront of digitalisation.

Despite travel and contact restrictions, several acquisitions were made in the coronavirus year. The fleet is still growing, which does not stop the young shipowners from parting with tonnage at

a favourable opportunity and an attractive price.

Flexibility and quick decision-making are the strength of OKEE. The small company was able to adapt to market changes and sold eight vessels of its container feeder fleet during the post COVID market where demand for container tonnage was sky high. At the same time OKEE made its first move into the tanker market, which was highly distressed just before the market picked up due to the Ukrainian conflict. Today, the company's own fleet currently consists of six container feeders (1,049 to 1,841 TEU), one LPG carrier (6,500 m³), two product tankers (53,688 dwt) and one bulk carrier (74,000 dwt) which has been acquired recently to be represented in all major shipping segments. OKEE has five external container feeders under technical management. The company's own ships are preferably named after family members. One of the two product tankers carries the name "John T.", after Georg's great-grandfather, the shipping company founder John T. Essberger.

OKEE Maritime Office at the Alster

Based in the heart of Hamburg overlooking the Alster lake, OKEE has a staff of about 200 employees ashore and at sea. Although Georg von Rantzau is currently fully committed to his own company, he has never turned his back on his family's business. There have been several ideas of mutual projects and partnerships in the past and a stronger personal engagement will be strived for in the future. The question of whether and when Georg von Rantzau will join his family's group of companies has not yet been answered. But there is no question that he knows his job.



Fourth generation is knocking on the door

Philipp von Rantzau will soon join the company

Philipp von Rantzau (27) is the only son of Dr Eberhart and Patricia von Rantzau. He will start work as his father's personal assistant in the Palmaille office on 1 October 2025, thereby enhancing his practical skills.

Philipp von Rantzau was born and grew up in Hamburg. He has a maritime background on both his father's and mother's side. After leaving school, he completed a bachelor's degree from 2019 to 2021 in London in Business and Management. From 2022 to 2023, he completed a master's degree in International Management at King's College London.

During his studies and in the years that followed, he gained experience through work placements in various industries related to the shipping industry in Germany, England, the Netherlands, the USA and most recently at CMA CGM in Singapore. We conducted an interview with him in which he talks about his experiences and ambitions.

DAL/JTE News: What made you choose a career in shipping and take on responsibility in the family business?

Philipp v R: The family business has always been part of my life. However, I wasn't always sure whether I wanted to take on responsibility one day. My work placements gave me a good impression of how work is done in the different sectors. Only then did I decide to become active in our shipping company and to accompany John T. Essberger into the future and make my own contribution to driving its economic development. This also has something to do with the family tradition. Incidentally, my father was a similar age when he actively joined the company (at 28 years old). I still hope to learn a lot from him.

Do you have any role models who have influenced you?

First and foremost, of course, my



father. Not only in his capacity as a father, but also as a successful businessman. We share a passion for forests and fields, i.e. hunting. My great-grandfather remains a great role model. John T. Essberger was a pioneer of shipping, an imperial naval officer and founder of the shipping company that has borne his name for more than a hundred years and will soon be in its fourth generation. There are hardly any family shipping companies today that have been successful on the market for so long. My grandfather Peter

Tamm was successful in two sectors at once. As CEO of Axel Springer AG for many years, he not only helped to build up the press group, but also managed it for more than 30 years. He had once started out as an editor for shipping at Springer's daily paper, the Hamburger Abendblatt. After his retirement, he founded what is probably the most interesting maritime museum in the world, here in Hamburg. My role models – my father, grandfather and great-grandfather are an incentive for me to continue their work.

Your many work placements have taken you all over the world. Which did you enjoy most?

There were three jobs that I found particularly instructive. I spent three months with our Norwegian partner Stolt Nielsen in the US division of Stolt Tankers, where I was able to gain experience in chemical tanker chartering. This was followed by three months in Rotterdam, where project management, chartering and a few other departments (e.g. operations) took centre stage. Finally, I was employed in the asset management team of Stolt Tankers. With the Hamburg broker Walter J. Hinneberg, I learnt a lot about negotiating skills and assessing international markets, especially in the field of chemical tanker shipping but also container shipping. I spent the last few recent months with CMA CGM Asia Pacific in Singapore, which was one of the valuable experiences when it comes to client engagement, negotiating and P&L studies.

Are there any areas within John T. Essberger in which you feel a particular interest? Chemical tankers, dry cargo, finance, technology, organisation?

For me, everything belongs together. All areas of our shipping group go hand in hand, because without one the other would not work.

You belong to a generation that has grown up with information technology (IT). Digitalisation is becoming increasingly important. Are you interested in this topic?

Digitalisation is a huge step forward for the global economy. Shipping always has a reputation for lagging behind other industries. I firmly believe that we as a shipping company need to drive digitalisation forward to remain competitive in the long term. This is something I hope to focus on when I join the company.

Essberger Night and summer party customers and employees enjoy

After a long COVID break, John T. Essberger invited to just another traditional Essberger Night, for the first time in the park of the Palmaille office. Talk, barbecue, drinks and dance in beautiful summer weather. In her welcoming speech Caroline von Rantzau emphasised the importance of this event that was attended by many members of the von Rantzau family. The party, initiated by Caroline, ended long after midnight and it looks like the Essberger Night will continue next year.



Caroline von Rantzau addressing her guests and declared the buffet open



Dr Eberhart von Rantzau with Andreas Rasch (HCOB)



Kirsten Kettler (Valenz Group), Bjarke Nissen (Stolt Nielsen)



Johan Isaksen, Christian von Rantzau



W. Schoon (CA-CIB), Patricia von Rantzau, Dr Dühmert (DB)



Christian Vang (E&S Tankers), Grete Lunke (Yara)



Johann Heinrich von Rantzau, Dr Ricardo Alvarez



Dr Arif Reschke, Nicole Hildebrand (JTE)



Malte Willer (E&S Tankers), Merethe Bostad (Yara)



Palmaille Park, waiting for the grill to start. Covers for temperature control under the Hamburg sun



Tim Johannsen, Michal Esser, Jana Lübben, Sönke Köster



Dejan Golub, Sergiu Bondoc (JTE Shipmanagement)



Kathrin Riess, Daniel Karstens (E&S Tankers)



Jacky Goh, Katrin Marit Kähler, Jihan Saab, Jorge Parada, N.Barreiro



Nele-Sophie Bauer and Annika Rinck



Kirsten Michaelis and Julia Piirala with Betty Radau



Nicolas Gloor (ZKB), Moritz Kapsreiter (UBS), Marie Zimmermann (UBS), Stephan Beneke



Timon Spreckels, Gep Navest, Javiera Perez Cardenas, Mico Milojevic



Gerret Grage, Dorina Wichern, Emily Falckenhagen, Andrea Hanak



Phillipp Koeke (Aurubis), Jihan Saab (JTE Crewing)



Nicklas Ranskov, Alan Dakers and Etienne Cossade



Katrin Marit Kähler with Louisa Stieglitz

Whereabouts

July 2025

Ship name	Master	First Mate	Chief Engineer
Agnes Essberger	Yury Shcherbinkin	Viacheslav Leonov	Piotr Popiel
Amalie Essberger	Pawel Bula	Marcin Zietek	Jeremias Cerdenia
Anneliese Essberger	Albertus Linthorst	Kokou Gbegan	Jan Lodder
Annette Essberger	Waldemar Literski	Maciej Piotrowski	Artur Krupa
Birthe Essberger	Cezary Niczyperowicz	Robert Halicki	Sergey Panishev
Caroline Essberger	Chris De Boer	Marcus Klein	Arnoldus Eland
Charlotte Essberger	Edward Dziduszko	Carl Marx Cidro	Lukasz Zeromski
Christian Essberger	Robert Szmaj	Marison Tabotabo	Oleksandr Samusenko
Coral Essberger	Dawid Sadecki	Dariusz Podsiadly	Jan Niewierowski
Cuno Essberger	Dariusz Swierkosz	Piotr Czajkowski	Marek Ptasznik
Dutch Aquamarine	Nicky Nicolaas Petrus Burger	Patryk Szymanski	Steven Van Royen
Dutch Emerald	Alex Buren	Krzysztof Maniecki	Sipke Steenbergen
Eberhart Essberger	Andrei Malenkov	Waldemar Rzepka	Vitaliy Kolesnyk
Ellen Essberger	Adam Incewicz	Pawel Czarnacki	Roman Kulish
Elsa Essberger	Alexander Tkachenko	Jaroslav Krok	Sergey Kononenko
Georg Essberger	Henryk Bienenstok	Mariusz Piorkowski	Florin Chirpac
Gisela Essberger	Maciej Kaminski	Filip Rajner	Vladimir Skorobogatov
Heinrich Essberger	Enrique Lopez	Roman Rybin	Volodymyr Yurkevych
Helga Essberger	Denis Vlasov	Martins Taurins	Pavel Kuzma
Johann Essberger	Marcin Harasim	Quirino II Agot	Piotr Trusinski
John Augustus Essberger	Piotr Tchorowski	Bartosz Kutko	Alexander Konstantinov
John T. Essberger	Jaroslav Spors	Piotr Adamski	Andrzej Szyca
Liesel Essberger	Ivo Rubenis	Pedro Janeiro Tavares	Andrey Yarokhno
Lisa Essberger	Cornelis Lodder	Paul Gene Galotera	Johan De Jong
Liselotte Essberger	Grzegorz Kakol	Mateusz Borysewicz	Andrzej Sullik
Nordic Saga	Rogen Calledo	Russel Derequito	Alexey Yakovlev
Nordic Sira	Harry Reinikka	Jose Randi III Villanueva	Lc Vincent Giuseppe Saul
Nordic Sola	Magnus Drake Af Hagelsrum	Michael Mabunay	Steinar Avloyp
Nordic Sund	Leif Arneback Moller	Marlon Bien Gonzaga	Sergiy Gruby
Patricia Essberger	Rafal Garbacz	Evgeniy Buzyrev	Dagnis Gavars
Philipp Essberger	Mareks Satkovskis	Maksim Naumcik	Taras Popov
Roland Essberger	Marcin Madry	Radoslaw Ewertowski	Tomasz Kozlowski
Theodor Essberger	Ali Ayara	Ruslanas Karpovas	Sergei Bondarenko
Ubena	Janusz Urbanski	Rafel Nones	Gleb Kolechkin
Ulanga	Aleksandr Popov	Erwin Fanugon	Piotr Turski
Ursula Essberger	Jeroen De Koster	Michal Pietryka	Hendrik Van Schoonhoven
Wilhelmine Essberger	Marco Boshuijzen	Maciej Maciejuniec	Oleksandr Burlaka

Aus der Reederei-Familie

Jubiläen

12,5 Jahre

AB Jethrey Villamayor Tangente,
01.11.2012

Capt. Krzysztof Niedzielski,
07.11.2012

C/O Erwin Andan Fanugon,
09.11.2012

C/E Sergey Panishev,
09.11.2012

3/E Michael Marges Ruiz,
18.11.2012

PMP Leohner Silla Legislador,
05.12.2012

C/E Marek Ptasznik,
14.12.2012

Capt. Robert Waldon,
08.01.2013

AB Carlo Benedict Apitong
Mandar, 09.01.2013

MTM Lysle Mila Melgar,
09.01.2013

AB Edmar Saavedra Varca,
09.01.2013

3/O Jose Mari Tamin Sangines,
18.01.2013

2/E Dmitrii Pekhov,
29.01.2013

40 Jahre

Capt. Cornelis Lodder,
30.07.1985

Besondere Geburtstage

50 Jahre

AB Limuel Laurenio Ningal,
27.05.1975

PMP Marlon Bassig Natividad,
07.06.1975

C/E Olegs Cerepanovs,
23.06.1975

PMP Rizal Jr Butac Rosete,
11.07.1975

60 Jahre

C/E Sergey Kokorin,
06.07.1965

PMP Rodel Dizon Natividad,
18.07.1965

2/O Grzegorz Gawronski,
20.07.1965

65 Jahre

C/O Kokou Gbegan, 04.05.1960

Capt. Magnus Drake Af
Hagelsrum, 20.05.1960

Capt. Nicolaas van den Belt,
23.05.1960

CCK Pedrito Pullan Monsalud,
29.06.1960

PMP Daniel Reyes De Ocampo,
21.07.1960

Capt. Antonio Jose Petinga,
28.07.1960

Capt. Krzysztof Niedzielski,
31.07.1960



Louise Jacob Tecson graduated with Latin Honors



The boys of Batch 30. They are Johndy Mari Taganahan, Renier Agarin, King Mert Eddrick Cascayan, Ronan Raphael Lata, John Lloyd Lasola, Dinel Gilcent Salvador, Chell Mart Pepito, Jim Lawrence Tantuan and Joseph Albarina (from left to right)

JTE Cadetship Program shapes the next generation of officers

At John T. Essberger (JTE), cadets are not only an integral part of our crew – they are the future of our fleet. Ensuring a steady pipeline of well-trained, passionate, and competent future leaders is vital to upholding the high standards of excellence and safety that JTE is known for. This commitment is exemplified through our partnership with the Norwegian Ship-owners' Association (NSA) via the NSA Cadetship Program, which ensures a consistent annual intake of cadets. Under this programme, cadets experience two years of formal academic study, followed by one year of sea service, and a final year at their academy. This model enables cadets to integrate

theoretical knowledge with real-world on-board experience, shaping them into well-rounded, competent, and adaptable maritime professionals.

This summer marks an exciting milestone for Batch 30, as they prepare to embark on their first-ever sea service. On 17 May, they attended a pre-embarkation orientation seminar at the Lima Campus of Lyceum of the Philippines University – Batangas. The orientation was led by Training Coordinator Jihan Saab, who provided a comprehensive overview of the company. She placed particular emphasis on the Cadetship Program, outlining what cadets can expect throughout their journey and what the com-

pany expects in return. She also stressed the vital importance of safety, personal accountability, and preparedness at sea, setting the tone for the professional standards expected on board. Joining her was Donna Delgado, Ass. Crewing Manager of Transocean Shipmanagement Phils., Inc. – JTE's branch office in the Philippines – who discussed essential pre-embarkation requirements. The presence of the cadets' families further underscored the company's commitment to transparency and partnership during this pivotal stage in each cadet's journey.

These aspirations are already bearing fruit. A recent milestone was proudly marked by Batch 27

cadet Louise Jacob Tecson, who graduated with Latin Honors – the first such achievement since JTE joined the NSA Cadetship Program in 2020. In a heartfelt message, Tecson wrote: "I am formally writing this letter to extend my warmest appreciation to the company, John T. Essberger, and the Cadetship Program development team, before and currently, for taking me as part of the future of the company."

The journey of our cadets is one of dedication, learning, and transformation. As we continue to support and invest in the next generation of maritime officers, we remain confident that they will carry forward the legacy and values of JTE.

JTE and Hamburg HafenCity Run



Wonderful spring weather, 20,000 participants at the start, including 584 company teams. Four kilometres of running through Hamburg's spectacular city district. Eleven John T. Essberger employees took part. The annual charity run through HafenCity had no losers, as times were not recorded and there were only winners. 120,000 euros were

raised for a good cause this year. The Essberger team had no failures and so we saw only beaming faces at the end. Running for JTE were: (above) Jan Schuppius, Kristof Kück, Deniss Tatarinovs, Thomas Varkey and (below) Sergiy Radov, Katarzyna Walentynowicz, Kai Nothdurft, Katrin Marit Kähler, Christine Voigts, Lea Huemer, and Ines Huemer.

It's all about sustainability

Kristof Kück is Essberger's new sustainability manager. He tells us why we need to pay special attention in the shipping business

Not long ago, a role like this might have gone unnoticed: E&S Tankers has welcomed a new team member dedicated to sustainability. Back then, few would have known what such a position meant within a shipping company. Today, however, the topic of sustainability sits firmly at the top of the agenda. Not just within our group of companies, but for all our industry partners, as well. A sustainability manager's mission is to help that the decisions we make in the business context today do not negatively impact future generations. The goal is to protect their right to live on a planet with a stable climate and a healthy environment.

Since April 2025, that responsibility at E&S Tankers has been in the hands of Kristof Kück (34) and he is well-prepared for it. Born in Bremen, Kristof studied Nautical Science in Elsfleth, spent his seafaring career on board product and chemical tankers. He joined JTE in 2020 as SSHEQ Superintendent. With the support of the group, Kristof successfully completed an Executive MBA at Kühne Logistics University in Hamburg alongside his role as Compliance Officer at JTE. His studies focused on leadership and sustainable supply chain management. Kristof is an active member of the German Shipowner Association's working groups on ESG reporting and CO₂ emissions, and he serves on the Intertanko Environmental Committee. DAL News asked him:

Why is it such a big topic for shipping in particular?

Shipping transports around 90% of global goods, making it the backbone of international trade. Although it is more efficient per ton-mile than other modes of transport, it contributes approximately 2% to 3% of global GHG emissions. Moreover, shipping is considered a "hard-to-abate" sector. Like other energy-intensive industries, reducing emissions is technically complex. For us, sustainability is not just about doing what is right for the planet. It is



Kristof Kück joined JTE in 2020 as SSHEQ Superintendent

about staying competitive, keeping pace with changing regulations, and by reducing our environmental impact, securing our license to operate in the long run.

When did sustainability become a real topic in our industry?

The topic has gained real momentum over the past decade, especially with rules and frameworks developing. A key milestone was when the IMO member states agreed on the "Net-Zero Framework". We became the first industry with a science-based pathway to reduce emissions to net-zero globally.

What are your responsibilities as Sustainability Manager?

My role includes reducing emissions, improving how we track and report our progress, and aligning with global goals like the United Nations Sustainable Development Goals. But it is not just about numbers or ticking boxes. It is about embedding sustainability into everyday decision-making across departments to create a positive impact across our whole value chain.

Are we being evaluated?

Our customers, regulators and increasingly also financial institutions are watching us closely. Many of our clients already expect sustainability performance as part of doing business. So, yes, sustainability is no longer a "nice-to-have". It is becoming our license to operate and also an important factor in how we are being selected as a partner.

Do we work on sustainability together with our customers?

Definitely. Most of our customers have set their own climate goals, and since our vessels are part of their value chain, they rely on us to support these targets. We actively collaborate on improving energy efficiency, enabling on-shore power supply, using lower-emission fuels, and sharing data to track performance. These partnerships make both sides stronger and have the potential to turn into long-term business partnerships.

Have we already achieved some results in this area?

Yes, and that is really encouraging! We have been tracking our emissions since 2021, and in 2024, we reached a turning point: our efforts led to measurable reductions in funnel emissions. Our reporting is also getting better, and awareness across departments is growing. What is especially positive, we are not just reacting to new regulations, we help shape them.

What are you currently working on?

Right now, a lot of effort goes into preparing our first corporate sustainability report and ensuring compliance with new regulations like FuelEU Maritime. We are also further developing initiatives like our internal "Carbon Bank", which will support the broader use of sustainable fuels. Long term, our goal is to steadily reduce our emissions and move toward a more circular business model. That means using fewer resources, producing less waste, and thinking in life cycles, from cradle to cradle.

Can we afford it?

I would turn it around: can we afford not to act? Sustainability is not about choosing between the environment and profitability. It is about finding smart ways to achieve both. Some measures require investment. But many already helped us reduce net energy use and improve operational efficiency. And sustainable performance is becoming a key factor in how our customers choose their partners. The companies that act now will have a clear competitive advantage in the future.

Any message to your colleagues across the group?

Climate change is real, it is undeniable, and it puts us and future generations at serious risk. And because it is human-made, it also means we have the power to change it. We are not starting from the scratch, and we are not doomed. Society is already on the move, and every step we take matters. It takes teamwork and shared commitment.