



DEUTSCHE AFRIKA-LINIEN
JOHN T. ESSBERGER

news

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The Group's In-House Magazine

www.rantzaude



Silke Steinfurt, Malte Willer, Philipp von Rantzaue, Georg von Rantzaue, Johan Isaksen, Dr Ricardo Alvarez, Dr Arif Reschke (from left to right) and Dr Eberhart von Rantzaue in front: the new team assembled for the first time

Welcome to the new von Rantzaue generation

Three members of the family joined the privately owned Deutsche Afrika-Linien/John T. Essberger Group starting 1 October 2025 and were introduced by Managing Director Dr Eberhart von Rantzaue

On 29 September three members of the next generation of the von Rantzaue family officially joined the DAL/JTE Group and took over their offices. They are Caroline von Rantzaue (25), daughter of Dr Eberhart and Patricia von Rantzaue, who finished her studies in London with a master's degree and subsequently gained experience in various shipping-related companies, working at Clarkson Shipbrokers and Helm Chemicals. Her brother Philipp von Rantzaue (27), after earning his master's degree in London, gained inside knowledge at various institutions and shipping companies world-

wide. Georg von Rantzaue (41), son of Heinrich and Annette von Rantzaue, joint Managing Owner of OKEE Maritime shipping company, is now also taking on responsibilities in the family business. The photo was taken at the first joint meeting with the group's current board: Silke Steinfurt (HR), Malte Willer (E&S Tankers), Philipp von Rantzaue, Georg von Rantzaue, Johan Isaksen (Shipmanagement), Dr Arif Reschke (Controlling), Dr Ricardo Alvarez (Finances), left to right, with Dr Eberhart von Rantzaue (Managing Owner) in front. Caroline attended the meeting virtually.



Caroline von Rantzaue joined the meeting online



Our professional world is undergoing radical change. Communication technology allows us to do our work wherever we are. During the coronavirus pandemic, this was a great help in keeping business running, but it also meant a loss of personal contact. Working from home, or "home office", is a legacy of this period.

For three generations, we have followed the example of John T. Essberger, who coined the term "shipping family". This means that the personal, human component plays an important role in our group of companies. Artificial intelligence, on the other hand, cannot replace family, not the cohesion, not the joy, not the pride in what we have achieved together.

John T. Essberger's good reputation is based not only on a modern fleet, but also on satisfied, motivated employees. The crews of our ships are at the forefront of this. It is thanks to them that JTE enjoys an excellent reputation in the maritime world, among pilots, port authorities, our local customers – and even among the crews of our competitors. This is recounted in the report on a voyage of the "Liselotte Essberger" on the following pages.

A family business of manageable size such as Essberger offers the best conditions for continuing the tradition of the "shipping family". The new, fourth generation, which is now officially beginning to take on responsibility, will also follow this example. Caroline and Philipp have grown up with this in mind, and Georg has already demonstrated how to be successful in the diversified shipping company he founded.

Yours Heinrich von Rantzaue



The blue 'E' on a white funnel is a familiar sight not only in the Baltic Sea chemicals trade. Dramatic cloud scene on the way to Finland

A chemical tanker is not a cruise ship but it has its own qualities...

A late summer trip to the far Baltic on the "Liselotte Essberger"/ An inside story of life on board a ship that never rests

The "Liselotte Essberger" (7,135 dwt) is a 125-metre-long tanker that transports various parcels of often highly sensitive chemical-industry products in its 16 stainless steel tanks. The vessel mainly operates in the North Sea and Baltic as part of the E&S Tankers joint venture. The engine is optimised for operation with either MGO (marine gas oil) or LNG (liquefied natural gas). The LNG is stored in a large tank on deck. When planning for the newbuild began five years ago, this was considered an environmentally friendly solution and therefore subsidised by the German government.

The "Liselotte" was delivered by a Chinese shipyard in 2024, and laying ready to depart from DOW Chemicals' loading port in Stade-Bützfleth on the Elbe,

one might think she had only just been put into service. During the voyage, it will become apparent that its good condition is particularly appreciated by marine experts such as pilots who accompany the ship in nar-

row waters. The 16 members of the crew, led by Captain Arkadiusz Duczynski, are clearly proud of their "Liselotte".

The guest on board is given a friendly welcome. The third officer shows him to the spacious

owner's cabin. This is already a major bonus: a shower room, leather sofa, desk and a queen-size bunk – what more could you expect? This 4-star accommodation is located directly below the bridge deck, with a view through large windows made of 53 mm thick safety glass. Two windows to starboard, one window aft, a view to the horizon in every direction.

After arrival the third officer explains not only the portrait photo of the ship's namesake, Liselotte von Rantau-Essberger, but also the framed pictures of all the ships that have sailed under this name to date. This is a clear statement of the sailors' attachment to the family-run shipping company and its proud history. It is also well known on board that

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Steam-powered icebreaker "Stettin", built in 1933, passing in the Kiel Canal



Action on the bridge during jamming and spoofing attack



Superstructure of "Liselotte" with command centre on top – like an airport tower



Modern steering wheel, ball-sized engine room telegraph to the right



Entrance/exit of the free-fall lifeboat at the ship's stern with C/E Prena leaving



"Liselotte Essberger" safely moored in the Malmö oil port prior to discharge. The port has no proper breakwater and is open to westerly winds and waves

16 crew on “Liselotte Essberger” – The heart



No more portholes: five-star panoramic view from owner's cabin over the sunny Baltic Sea. No cruise ship could offer more quality to the guest on board

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Liselotte von Rantzau's daughter-in-law, Patricia von Rantzau, was personally involved in the ship's interior design.

But now to business. The tanker, coming from Antwerp and Rotterdam, has made a stopover on the Elbe. The cargo tanks are now filled with butyl acrylate, styrene monomer and formaldehyde, raw materials for the chemical industry.

The day is drawing to a close when the pilot comes on board. After sailing for two hours in waters smooth as glass, she reaches the entrance to the Kiel Canal. And soon the lock is passed, and the “Liselotte” is on her way to Kiel, assisted by the canal pilot and two canal helmsmen.

The next morning there is time to take a closer look at the ship. The “Liselotte” is a motor vessel. But the engine is barely audible. No smoke can be seen from the funnel, no shimmering air of hot exhaust gases. Anyway, not much power is required for now. The “Liselotte” crawls through the

canal at the maximum permitted speed of 6.5 knots (approx. 10 km/h). Cycling to Kiel would be faster. During breakfast in the mess room, the trees along the canal embankment slowly pass by like a theatre set.

The bridge is the brain of the ship

The bridge is the brain of the ship. Imagine it looks like an airport tower: all-round glazing, 12 windows to the front, 12 large windscreen wipers, 22 steps from port to starboard. In the middle is the main control station with seven large monitors and a crystal-clear screen for the live camera that monitors the bow and oncoming traffic. Here all the important technical and navigational data comes together. The fist-sized engine telegraph and the electronic nautical chart showing the ship's position and course can be monitored from two comfortable “office” chairs. At sea, the vessel is



We are family! Master and officers of “Liselotte” from left to right: Junabe G. Arbolario (2/O), Nathaniel R. V. Dejarlo (3/E), Remigijus Juska (2/E), Arkadiusz Duczynski (Master), Marcin Prena (C/E), Nikolay Kirillov (C/O), Vladlen Khmeliuk (3/O)

and the brain and the hands of a good ship

steered by autopilot. To change the course, you simply turn a knob to the desired compass degree. There is also a steering wheel for manual operation, mainly for canal navigation, harbour manoeuvres or if the electronic helmsman should fail. The wheel is no larger than a saucer and needed when precise manoeuvring is required, for example when navigating the Kiel Canal. On both sides of the bridge there are smaller steering stations for a better overview during harbour and mooring manoeuvres.

Today is an Essberger Day again says the channel pilot

The automation of ship operations has reached a high level that makes life considerably easier for those responsible on the bridge. However, at the same time, the bureaucratization of shipping has turned into a veritable monster. It is not only the crew of the "Liselotte" who complain about the bureaucratic effort involved.

Even the most seemingly mundane events on board are recorded, such as when the pilot enters the deck or arrives on the bridge.

But here in the Kiel Canal, the sun is shining and there is plenty to see. Around noon, the "Helga Essberger" passes by on an opposite course. She is followed by the historic steam icebreaker "Stettin" from 1933 on its way to Hamburg. Maj Reger from Essberger Shipmanagement is on board, but as a guest, not on duty. The pilot dryly remarks, "Today is an Essberger Day again." With its modern, well-maintained ships, friendly crews and many, many canal passages, the Essberger fleet is highly regarded by pilots. After a leisurely 100-kilometre journey through the canal, the "Liselotte" reaches the Kiel locks and finally sets course for the open sea.

When the watch schedule allows, the captain and officers take their meals together. No one needs to be dragged to dinner, because the galley of the "Liselotte" is ruled by a popular chef. He goes by the beautiful



Like an insect's proboscis: loading operations with shore equipment

name of Rocky Dayanan Genosa and says, "The knife is my best friend!" But don't misunderstand. The chef cooks European food for the officers and Asian food for the crew quarters. Everyone agrees on his homemade pizza, which takes up several square metres of table space fresh out of the oven. The crew likes pizza, even cold and even two days later. The galley is open around the clock: a good soup, cold cuts and bread,

or alternatively rice and leftovers from the day are always available. The meals are as tasty as they are generous. Fresh fruit, salads and vegetables are always included.

In the Fehmarn Belt, the day draws to a close with a magnificent sunset. The "Liselotte" sails eastwards at 8 knots instead of its usual cruising speed of 12.2 knots. We are too early, because the pier in the oil port of Malmö, Sweden, is not yet vacant and there is time to save LNO fuel. Around midnight, the ship reaches the Kadetrinne, the narrow shipping lane between the shallow Danish Gedser Reef in the north and the Mecklenburg coast of the Darß peninsula in the south. The 20-nautical-mile-long Kadetrinne is considered the busiest shipping channel in the world. At its narrowest point, it is barely a nautical mile wide, and it is precisely there that a 90-degree course change takes place. Watch out! In 2014, 55,000 ships were counted passing through, 16,000 of them tankers. After passing the Kadetrinne in the darkest hours of

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Be prepared! "Liselotte's" deckhands: Neil Ivan Calleja de Leon (AB), Jessie Gabby Bonite Matunog (PMP), Jacub Ciszewski (D/C), Alfonso jr Tubesa Tabares (MTM), John Lloyd Torres Lasola (E/CDT), Jeremy Solosa Plantado (AB), Rennel Paliza Salalima (AB), Rocky Dayanan Genosa (CCK), Christian Tablizo Tapel (OS)

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the night we turn north, heading for the Öresund, which separates Sweden and Denmark. This passage also requires great attention, because on both the Danish and Swedish shores, the water is too shallow for a tanker with a draught of more than seven metres.

Manoeuvring a tanker in shallow waters

The next morning brings an impressive sunrise accompanied by a freshening westerly wind. We pass the bridge over the Öresund, clearance height 57 metres, and set course for the oil port of Malmö, Sweden's third largest city. Because we are still too early, the "Liselotte" drops anchor in the Malmö roadstead. By the time the pilot is on board, the barometer has fallen sharply and a cold north-westerly of force 5-6 is blowing directly onto the small, unprotected entrance of the oil port. This is where the captain is in his element.

The oil port is a particularly dreary example of an industrial area. Surrounded by stone embankments, concrete quays, kilometres of pipelines and more than a dozen storage towers, no one on board misses going ashore. Such is the fate of Essberger chemical tanker crews. Their voyages often take them to places where it stinks and hisses and where metre-high security fences do little to spread cheer. The "Liselotte" is only supposed to stay in Malmö for a few hours. But there is no pilot available for the time of departure at 4 a.m. Both parties agree on 8 a.m.

During the night hours, work continues but most of the crew



Sailing eastward into a new late-summer morning. "Liselotte Essberger" heading towards Finland

Romantic sunrise indicates change

has gathered for dinner. Today, the European "pasta-and-potato faction" in the officers' mess is served smoked mackerel, stuffed peppers with potatoes, chicken soup, salad and "ice cream in a bag". Homemade bread is available with cold-cuts and cheese from the refrigerator. There is also water and various fruit juices, coffee and tea. Beer, wine or

even a Jägermeister? No chance. The rule is strictly no alcohol on board. With one exception: the captain sits on a crate of beer so to say and treats each crew member once a week with one bottle (!) of either Warsteiner or Heineken beer. Those who have finished eating return their dishes to the galley themselves. Smoking is not permitted. Not even in the toilet, although the Chinese shipyard has integrated ashtrays into the toilet roll covers as a precaution.

Of the 16 crew members, five officers from four nations are included under the command of the Polish captain. They are from Poland, Russia, the Philippines, Ukraine and Latvia. But nationality is irrelevant on board. In this small world, a better world, politics are not an issue. The usual 24/7 media barrage is silent at sea. As the captain says: "The news from around the world is not noticed here at all. That's how we live on board, sheltered like children." If there is any news at all, it comes from

the sailors' families. All ships are equipped with the Starlink satellite system. This allows connection to home free of charge at any time in port and up to 12 miles off the coast. For officers spending two months on board and Filipino ratings four months or more, contact with relatives is at least guaranteed virtually.

Fresh wind and no pilot available

What would international shipping be without the diligence, seamanship and loyalty of the ratings from the Philippines? They primarily perform deck work, i.e. loading and unloading, mooring, casting off, anchoring manoeuvres, changing flags, ship maintenance and ensuring order and cleanliness. This is hard work, and not only in winter. Essberger's training of cadets in Manila ensures a steady supply of new nautical and technical personnel. The second officer and



Meeting sister ship "Eberhart Essberger" with all crew attending on bridge deck



Approaching Nynäshamn oil terminal to take on 6,150 t of transformer oil destined for Rotterdam. Modern port facilities, swift cargo operations

of weather – oil terminals are purely business

third engineer of the “Liselotte” are Filipino sailors, and a cadet from Manila is gaining his first experience on board in the engine room.

The “Far-East faction” has its own mess and enjoys Asian soups, fish, a never-ending supply of chicken legs and a pot of rice steaming 24/7 in the galley – not to mention pizza.

When the Malmö pilot steps on board at 8 a.m. sharp, the north-westerly breeze has picked up. 25 knots of wind from starboard are too much to leave the berth. The bow thrusters do not provide enough power to turn the tanker against the wind. But where can you find a tugboat on an early Sunday morning? The pilot consults the local weather service and hope arises that the wind will slowly subside. Finally, the captain manages to turn the ship into the wind and safely leaves the uncomfortable port.

The “Liselotte” now takes a southerly course through the Öresund. Shortly before passing the bridge, we encounter her

sister ship “Eberhart Essberger”, bound for Kattegat and the Swedish west coast. The entire crew of the “Eberhart” has gathered on the bridge deck and waves to us. Greetings are exchanged with the ship’s horn, and soon afterwards the “Eberhart” is out of sight again. In gusty, showery weather, we now sail eastwards into a new night.

Next morning, the “Liselotte” is located off the island of Bornholm heading into a dramatic, illuminated sunrise sky, an indication for bad weather. At midday, the north-westerly steadily increases to force 5-6 from the north-west, and after an uneventful day another night falls over the Baltic. At midnight, rain squalls are gusting to wind force 7. For the first time on this voyage, the deeply laden tanker slightly moves in the swell.

The “Liselotte” has now reached the edge of a stationary low-pressure system centred over Latvia. In the morning, the ship sails under a blue sky with a light breeze. We have reached the

core of the low-pressure area, the calm eye of the storm, so to speak, which is slowly moving with us, so we can still enjoy the sunshine. The world around is shrouded in eerie black clouds.

Loading process 21 hours, plus 3 hours pure paperwork

Captain Arkadiusz Duczynski takes advantage of the calm weather to conduct a drill with the free-fall lifeboat. Shortly after the alarm sounds, the entire crew has taken their assigned positions at the manoeuvre station and one by one climbs into their designated places on the boat. The ratings quickly find their seats.

Reaching the entrance to the Gulf of Finland, roughly between Helsinki and Tallinn, many tiny black beetles appear on the horizon. On closer inspection, the beetles turn out to be fully grown tankers at anchor, about 20 in number, waiting for a berth to load Russian crude oil. They are

part of the obscure so-called Russian “shadow fleet”. As darkness falls – it is 8 p.m. in Finland, but still 7 p.m. in Germany – we reach the outermost Finnish archipelago. Two and a half hours to go until Hamina. The pilot takes over, says a friendly “good evening” and then nothing else until we are moored at our destination port at night. Never mind, he is a typical Finn.

On a cool and dark autumn night, the tanker is moored at the brightly lit terminal of Hamina. This is a purely industrial port, as usual far away from the city, much larger but no more attractive than Malmö. The rest of the cargo is left here.

In the morning, with empty tanks and rain approaching we head for Nynäshamn, an industrial port on the Swedish eastern coast. Here, the “Liselotte” takes on a cargo of 6,150 tonnes of transformer oil bound for Antwerp and Rotterdam. The loading process, including three hours of final paperwork, takes around 24

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"Liselotte Essberger" entering the Kiel Canal. A flock of pleasure boats shares the lock space in Kiel. Big and small vessels are heading for the Elbe/North Sea estuary

Cyberattack in the Baltic Sea but all went well

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hours. This is an opportunity to stretch our legs a little on land. The chief engineer grabs his Filipino cadet from the engine room, for whom Europe is still a wonderland. Like father and son, the two march into the nearby town. Apart from the green-covered granite rocks typical of the Swedish coast and a few pretty blonde Swedish girls, there is not much to discover. A stately church sits enthroned on the highest rock, but most of the shore landscape is taken up by the concrete surfaces of ferry terminals.

The calm suddenly comes to an end

The friendly engine crew, Chief Engineer Marcin, Second Engineer Remigijus, Motorman Alfonso and Cadet John, are only seen at mealtimes. Their home is the engine control room. Behind the steel safety door hides the powerful heart of the vessel, the 4,325 hp MAN main engine and the screaming diesel auxiliary engines that provide power for the ship's operations. Never enter the room without ear protectors.

In the ship's basement, temperatures can reach 50 degrees Celsius in summer. When asked if he sometimes misses daylight, Second Engineer Remigijus replies: "The sun always shines in our engine room."

The following afternoon all the cargo tanks are full and the bow of the "Liselotte" is now pointing south, straight back to the Kiel Canal. The sea is calm, and the banks of clouds from the low-pressure system are disappearing in the east. For many hours there is nothing in sight. "Liselotte", with her cruising speed of 12.5 knots, is more of a donkey than a racehorse: slow but steady. The journey across grey water under a grey sky invites meditation, were it not for the dead man's alarm, which loudly reminds us every few minutes that dreamers have no place on the bridge of a ship. It is not without reason that duty on board is called "watch", six hours at a time. The day passes, the night is quiet. At 7.10 a.m., the calm suddenly comes to an end. Although the sea is as smooth as a duck pond, the stern of the ship begins to swing, and a zigzag course can be seen in the wake. In no time the ship's com-

mand is gathered to assess the automatic steering and position determination.

Terrestrial navigation is asked when the GPS fails

The "Liselotte" is located south-east of the island of Gotland. This is an area where the Swedish Transport Agency has detected persistent cyberattacks to air and sea traffic. According to the Swedish authorities, the source of the disruptions is in located in the Russian enclave of Kaliningrad. Jamming involves transmitting interference signals so that the receivers on board cannot detect the weak signals from the navigation satellites. Spoofing involves transmitting signals that appear authentic but have been deliberately manipulated to cause incorrect position determination. Spoofing was also involved in this case: Vessel Tracker shows a position far inland in Poland for the coastal bulk-carrier "Celtic Mariner". In fact, we can still see her a few miles ahead in the haze.

The watch officers on the bridge are confused for a moment. What next? The captain, who likes to go

sailing in his free time, seems quite amused and instructs his officers to resort to terrestrial navigation: searching for and identifying fairway buoys with binoculars, calculating speed and distance, and recording them on the nautical chart. These old skills are not common anymore since the younger generation of sailors is dependent on automatic navigation systems. After an hour or so, the cyberattack finds an end. When the "Liselotte" takes aboard the pilot off Kiel the following morning in warm and sunny weather, the incident off Öland is discussed once again. The pilot assures us that spoofing and jamming have become a permanent problem in the southern and eastern Baltic Sea and are currently the number one topic of conversation among nautical officers.

Truly, we live in uncertain times. As if to confirm this, the "Liselotte" is followed on her way to the Kiel Fjord by a flotilla of futuristic navy stealth frigates from Sweden, NATO's new partner. While the "Liselotte" enters the Kiel Canal lock, the grey ships find a berth not far from the former Imperial Cadet School where, in 1907, John T. Essberger began his career as an imperial naval officer and later shipowner.



Jessie Matunog, Pumpman



2nd Officer Junabe Gemudiano Arbolario from Iloilo City (Philippines) is familiar with Swedish waters



Captain Arkadiusz Duczynski



Jeremy Plantado, AB



First trip: Engine Cadet John Lasola



Neil Ivan de Leon, AB



Bon appétit: Chief Cook Rocky Genosa with leftovers for the night watch



Chief Officer Nikolay Kirillov (Kaliningrad), 3rd Officer Vladlen Khmeliuk (Kaniv, Ukraine)



Chief Engineer Marcin Prena and his deputy Remigijus Juska



Nathaniel Dejarlo, Third Engineer



A. T. Tabares, Motorman

Whereabouts

October 2025

Ship name	Master	First Mate	Chief Engineer
Agnes Essberger	Yury Shcherbinkin	Jaroslav Kawczynski	Tomasz Wolczek
Amalie Essberger	Jakub Nadaj	Marcin Zietek	Jeremias Cerdenia
Anneliese Essberger	Leonardus Kanter	Kokou Gbegan	Geert Sap
Annette Essberger	Koen Ghysels	Maciej Piotrowski	Artur Krupa
Birthe Essberger	Cezary Niczyperowicz	Andrey Kaytukov	Sergey Panishev
Caroline Essberger	Chris De Boer	Marcus Klein	Arnoldus Eland
Charlotte Essberger	Boguslaw Gajdowski	Svajunas Ramanauskas	Yevgen Klyuyev
Christian Essberger	Krzysztof Niedzielski	Marison Tabotabo	Alexandru Androne
Coral Essberger	Paulo Santos	Denis Barusevicius	Jan Niewierowski
Cuno Essberger	Dariusz Swierkosz	Igor Novozhilov	Marek Ptaszniak
Eberhart Essberger	Lukasz Antczak	Waldemar Rzepka	Stefan Tudorache
Edith Essberger	Krzysztof Nazorek	Maciej Maciejuniec	Marius Ion
Ellen Essberger	Adam Incewicz	Dorian Głodowski	Mirosław Szylobryt
Elsa Essberger	Alexander Tkachenko	Andrejs Krutikovs	Sergey Kononenko
Georg Essberger	Henryk Bienestok	Krzysztof Brandalski	Sylwester Leszczynski
Gisela Essberger	Maciej Kaminski	Filip Rajner	Aleksey Plyasukhin
Heinrich Essberger	Enrique Lopez	Roman Rybin	Volodymyr Yurkevych
Helga Essberger	Denis Vlasov	Martins Taurins	Olegs Cerepanovs
Inga Essberger	Mareks Satkovskis	Adrian Mariak	Ian Christopher Bonhoc
Johann Essberger	Marcin Harasim	Artem Zatsarnyy	Ruslans Sokolovs
John Augustus Essberger	Piotr Tchorowski	Andrejs Kivko	Alexander Konstantinov
John T. Essberger	Jaroslav Spors	Piotr Adamski	Andrzej Szyca
Liesel Essberger	Antonio Petinga	Pedro Janeiro Tavares	Mladen Rodic
Lisa Essberger	Sergey Pogorelovskiy	Michal Pietryka	Sergey Kokorin
Liselotte Essberger	Grzegorz Kakol	Mateusz Borysewicz	Andrzej Sullik
Nordic Saga	Rogen Calledo	Jose Randi III Villanueva	Vladimir Shapovalov
Nordic Sira	Harry Reinikka	Richard Calingacion	Mark Angelo Villaronte
Nordic Sola	Lorentz Lorentzen	Ronald Jr. Llanos	Steinar Avloyp
Nordic Sund	Leif Arneback Moller	Michael Mabunay	Sergiy Gruby
Patricia Essberger	Daniel Kubacki	Szczepan Pachula	Dagnis Gavars
Philipp Essberger	Viacheslav Leonov	Maksim Naumcik	Vitor Belo
Roland Essberger	Piotr Bes	Radoslaw Ewertowski	Tomasz Kozlowski
Theodor Essberger	Ali Ayara	Ruslanas Karpovas	Dmitry Shcherbov
Ubena	Janusz Urbanski	Rafel Nones	Yevhenii Moshkovskiy
Ulanga	Cezary Trzeciakiewicz	Oleksandr Leshan	Romeo Roman
Ursula Essberger	Jeroen De Koster	Sjoerd Rijndorp	Hendrik Van Schoonhoven
Wilhelmine Essberger	Eriks Ciblis	Evgeny Krushelnitskiy	Oleksandr Burlaka

Aus der Reederei-Familie

Jubiläen

40 Jahre

Kees Zuidam, *Accounting*,
23.09.1985

25 Jahre

Albertus Wilhelmus Joseph
Konijn, CO, 30.08.2000

Roberto Bose Bergado, AB
16.09.2000

Michael Sass, IT, *Organization &
Digitization*, 01.07.2000

Lars Krugmann, IT, *Organization
& Digitization*, 01.08.2000

10 Jahre

Daniel Karstens, S&P
Procurement, 01.10.2015

Besondere Geburtstage

85 Jahre

Dieter Breckling, *Pensionär*,
04.09.1940

Anke Schmidt-Eisner,
Pensionärin, 22.10.1940

75 Jahre

Jan Mordhorst, *Archive*, 09.05.1950

John Putter, *Pensionär*, 26.08.1950

65 Jahre

Niall Mushet, *Ship Management*,
25.05.1960

Ute Reineke, *Post Fixture*,
27.07.1960

Hubertus Floris Meulenberg,
Capt., 17.08.1960

Bernd Schlarmann, *Ship
Management*, 25.09.1960

Szczepan Pachula, C/O, 05.10.1960

60 Jahre

Anke Piper, *Treasury*, 08.05.1965

Torsten Dörnte, *Controlling*,
18.05.1965

Harry Kristian Reinikka, *Capt.*,
04.09.1965

Boguslaw Tarasiuk, *Elect. Officer*,
03.10.1965

Einar Bjoerkavaag, *Capt.*,
13.10.1965

50 Jahre

Andreas Schmergal, *Property
Management*, 26.06.1975

Nicole Hildebrand, *Post Fixture*,
30.07.1975,

Alfonso De Guzman Rodas,
CCK, 01.08.1975

Pedro Miguel Janeiro Tavares,
C/O, 02.08.1975

Gilbert Sabares Nullas, AB,
03.08.1975

Alejandro Delfin Artillo, AB,
15.08.1975

Jason Brito Olalia, AB, 15.09.1975

Marcin Szalinski, 2/O, 20.09.1975

Marlon Arcilla David, CCK,
23.09.1975

Honorson Sangalang Virata, 3/E,
02.10.1975

Sergey Sergeevich Kononenko,
C/E, 05.10.1975

Urbano Jr Vicada Saberon, 3/E,
06.10.1975

Neue Mitarbeiter an Land

Tatjana Drobny, *Crewing*,

Marcel Richter-Bukowski,
Ship Management

Javiera Perez Cardenas, *Operations*

Moritz Tomfohrde, *Operations*

Lars Klamt, *Versetzung ins Chartering*

Timon Spreckels, *Senior Operator*

Manou Bringmann, *Operations*

Emily Falckenhagen, *Operations*

Neue Azubis

Christopher Harms, *John T. Essberger*

Arvid Weers, *John T. Essberger*

Geheiratet haben

Leif Nechwatal, *Chartering*,
06.06.2025

Wir gratulieren zur Geburt

Christian Vang, Sohn Lupo

Alexander, 27.05.2025

Helena le Roux, Tochter Harriet,
15.08.2025

Rente

Athos Buchheister, *IT*, 30.04.2025

Wir gedenken

Ghoneim Bhanassi (100 Jahre)
August 2025



Kees Zuidam 40th anniversary

It is a rare occasion for John T. Essberger to celebrate the 40th anniversary of an employee. So, Heinrich von Rantzaу took the opportunity to meet Kees Zuidam to congratulate him, to hand over a gift and a bouquet of flowers and to look back on the last four decades. Kees has been a member of JTE since 2003 and has many years of experience with Royal van Ommen and Vopak Chemical Tankers to his credit before he took over. Today Kees is a senior manager in Hamburg and MD in Dordrecht, with finances as his main responsibility.



Moving forward on our ESG journey

In September, our DAL/JTE Group was awarded the EcoVadis Silver Medal in recognition of our environmental, social and governance (ESG) performance. This places us among the top 15% of all companies assessed, marking an important step forward in our ESG journey.

EcoVadis is an independent platform that evaluates participating companies' management of sustainability across four areas: environment, labor & human rights, ethics, and sustainable procurement. The assessment considers our policies, actions, and results, showing where we are already performing well and where we can improve.

For our customers, this recognition demonstrates that we take our responsibilities seriously and are committed to running our operations fairly, transparently and sustainably. It also helps us to meet the growing expectations of accountability and responsible business practices within the supply chain we are operating in.

Going forward, we will use the feedback from this assessment to set new priorities and continue to improve our ESG performance. This achievement is the result of many steps, big and small, taken together, and shows that we are heading in the right direction.

Both new and second-hand vessels, have faced their challenges, which the ship crews and shore teams managed exceptionally well. "Heinrich Essberger's" performance has been very good since her delivery in 2024, demonstrating safe and efficient operation.

Yes, we can Bavarian Oktoberfest

October is time for Oktoberfest parties, not only in Munich but also in the Hamburg office. Bavarian beer, Bavarian bratwurst and pretzels and a Bavarian mood was shared at an after-work party with our employees, some of them dressed in Oktoberfest outfits: original dirndls and lederhosen.



Dressed traditionally: Carsten Radau and Kirsten Michaelis



Timon Spreckels, Helen Heindorf, Capt. Jacob Drobnik, Javiera Perez Cardenas, Oleksandr Yatsuk, Moritz Tomfohrde enjoying a first beer



Silke Steinfurt, Ina Schulte and Dr Arif Reschke



Jihan Saab and Helen Heindorf – wine was also served

Impact of artificial intelligence on shipping companies

An interview with Dr.-Ing. Andreas Freier, Head of IT at Deutsche Afrika-Linien / John T. Essberger on opportunities, challenges and possible solutions

DAL/JTE News: Mr Freier, AI is a hot topic right now. As the head of IT at a shipping company, how do you view the current developments?

Andreas Freier: Artificial intelligence has become part of everyday life for many people in the form of mobile apps such as ChatGPT from OpenAI, Gemini from Google, Claude from Anthropic and many others. It is impressive to see how quickly chat tools have become established as a form of AI among the general population. There is a clear expectation among many employees that they should also be allowed to use these tools as support in their professional environment.

That sounds understandable. How do you reconcile the wishes of employees with the duty of care of IT?

As the IT department, we keep an eye on information security, data protection and IT architecture. Licence costs and copyright law also play a significant role. An internal AI policy as a guideline for all employees is the basis for the introduction of AI tools. It enables safe use and at the same time averts potential damage.

For example, it is only permissible to enter company data into a "sandbox", i.e. software tools officially licensed by the company. AI should not learn highly confidential business data in order to make it available to the public. In addition, AI-generated results may be protected by copyright. Colleagues need to be aware of these risks.

OK, safety first. What opportunities do you see for AI at DAL/JTE?

Shipping is predestined for the use of artificial intelligence. There are the same administrative tasks as in other companies, such as finance, controlling, HR and IT.

In ship management and chartering there is also much back office, where general-purpose AI such as Microsoft Copilot can be used directly as a digital assistant to increase the productivity and creativity of employees. We also see great potential in AI-supported workflow automation.

Our logistics system offers a wide range of suitable operational research (O/R) questions, such as demand forecasts, waiting time predictions, network optimisation, and ship deployment. Data volumes have grown massively in recent decades and data quality is high compared to other industries. Artificial intelligence can provide decision support with enormous cost leverage.

How exactly should we imagine the introduction of AI tools at DAL/JTE?

The introduction of digital assistants for the use of public or integrated data sources is similar to private use and is subject to licensing. Here, the job profile is used to decide which employees receive licences. The application of AI to company data is in line with our long-term digital strategy. Since AI relies on the availability of sufficient quantity and quality of training data, the files and data must first be transferred to where the AI can find them. To this end, we have strategically moved our file storage from the data centre to the cloud as an intranet. Our data lake, which is also set up in the cloud, continuously processes the data from our ERP systems and the telemetry data sent by the fleet. External data sources round off the input for AI.

To what extent are organisation and development activities still necessary?

Both play a very important role in maintaining an overview and



Dr.-Ing. Andreas Freier – guide into the future of artificial intelligence

achieving good results with AI. We have a design guide for our intranet in Modern SharePoint to build document storage along our internal processes. Tasks and data should be organised in lists and linked to stored documents. Low-code platforms allow workflows to be developed with little effort, which now even include AI models as building blocks – keyword AI agents.

The same applies to the data lake, where data flows developed by us automatically process data products and exchange data with other systems via APIs. AI models are integrated into these data flows as building blocks. For the data catalogue, we rely on a domain-driven design as an organisational principle. The topic of IT architecture should only be mentioned at this point. Both the intranet and the data lake have in common that all data is always access-protected. It must be prevented, for example, that user authorisation in SAP is indirectly circumvented by, for example, an AI model.

What is your recommendation for introducing AI in summary?

We regularly exchange ideas across

ITs, and it is clear that the way technologies such as AI are introduced also depends on the size of the company and the available capacities. For us as an SME, the following approaches have proven successful:

Quick wins: With the use of digital assistants for selected target groups secured by clear rules, productivity and creativity can be increased enormously immediately and without much effort.

Governance: Always establish clear design principles and guidelines so that the solutions can scale and do not proliferate into an unmanageable "big ball of mud".

Collaboration: Document management, lists and workflows are necessary prerequisites for robotic process automation with AI in the work organisation.

Data lake: Building a well-structured data lake is the basis for developing AI models and integrating them into workflows. Complex Excel macros should be replaced in advance by data flows.

Validation: As there are many promises, mandatory benefit assessment in advance and measurement of the quality of results (e.g. forecast errors) are must-haves. Expert judgement is important to identify outliers.

Buy over make: Every line of code you develop yourself is tomorrow's maintenance work. If there is no threat of vendor lock-in and the architecture is suitable, it is better to buy than to build yourself.

Everyone is wondering these days whether their job will be replaced by AI in the future.

There may be two groups in future only. Those employees who are generalists in multiple fields and instruct AI as a powerful tool within short roundtrips, and those whose work cannot be supported by AI.