



DEUTSCHE AFRIKA-LINIEN
JOHN T. ESSBERGER

news

October/2026

The Group's In-House Magazine

www.rantzaud.de



Inside view of the modern shipbuilding hall of Rainbow Shipyard. The "Ann-Mari Essberger" hull is almost assembled but still missing the stern part and superstructure. Thanks to the sheltered dry dock, bad weather is kept out

Work is progressing on first 13,800 dwt tanker newbuild

*Rainbow Shipyard in Shanghai will eventually deliver four chemical tankers.
The first ship is expected in late spring 2027*

To ensure John T. Essberger is well-equipped to meet the challenges of the coming years, eight chemical tankers of various sizes have been ordered from Chinese shipyards. This is the most ambitious new-build project in the company's recent history. The focus is currently on the first two of a total of four tankers being built at the Rainbow Shipyard near Shanghai. With a deadweight tonnage of 13,800 dwt, these are the largest vessels John T. Essberger will operate since the shipping company began specialising in the maritime transport of chemicals in 1972. Like most of the tankers operated by JTE, they will be named after family members, too: "Ann-Mari Essberger",

after Georg von Rantzaus wife, and "Nofretete Essberger", after the wife of his brother Christian von Rantzaus. The Rainbow Shipyard is a young semi-state-owned

enterprise whose co-owner is well acquainted with Dr Eberhart von Rantzaus following a private visit to Germany. The modern shipyard

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The man in the white overall is Dejan Golub, Newbuilding Manager in charge



At a time of major geopolitical and economic upheaval, such as we are currently experiencing, chemical tanker operations face new challenges on a daily basis. Whilst our vessels are not deployed in conflict zones at risk of war, if the oil stops flowing, the chemical industry is affected. Such developments, combined with a range of other external factors, make planning for the future of E&S Tankers increasingly complex.

The good news is that we have got almost everything right so far. Our group has delivered some healthy financial results in recent years, helping to finance our ambitious newbuilding programme. The focus is currently on the first two 13,800 dwt chemical tankers, which are under construction at Rainbow Shipyard in China.

Our experts at Essberger Shipmanagement are pleased with the progress being made. The shipyard has quickly gained the expertise required to build high-specification stainless steel chemical tankers. However, this quality comes at a price, and bargains are now increasingly difficult to find in China. With the first vessel now at an advanced stage of construction, the Rainbow Shipyard is slightly behind schedule. However, we expect that the experience gained during the construction of the first vessel, which is scheduled for delivery next spring, will have a positive impact on the construction timelines of the subsequent vessels.

Let us not forget our well-maintained older tankers, which can help finance the new vessels. Robust fleet management is essential. Whilst we may not have any influence over the market, we do have answers to many challenges.

Yours Heinrich von Rantzaus



A part of the bow section is lifted and integrated into the tanker structure. In the background the green meadow is visible that still separates the vessel from the Yangtze River. But dredging has begun

Work is proceeding on first 13,800 dwt tanker newbuilding

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halls are situated on a tributary of the Yangtze River delta, just over an hour's drive from Shanghai Airport. The hall in which the "Ann-Mari" is nearing completion is situated in marshland on an open field. Some dredging work is still required to install a slipway. A large offshore supply vessel was recently built in the neighbouring hall. So, the relatively new Rain-

bow Shipyard certainly has experience in the construction of specialised vessels.

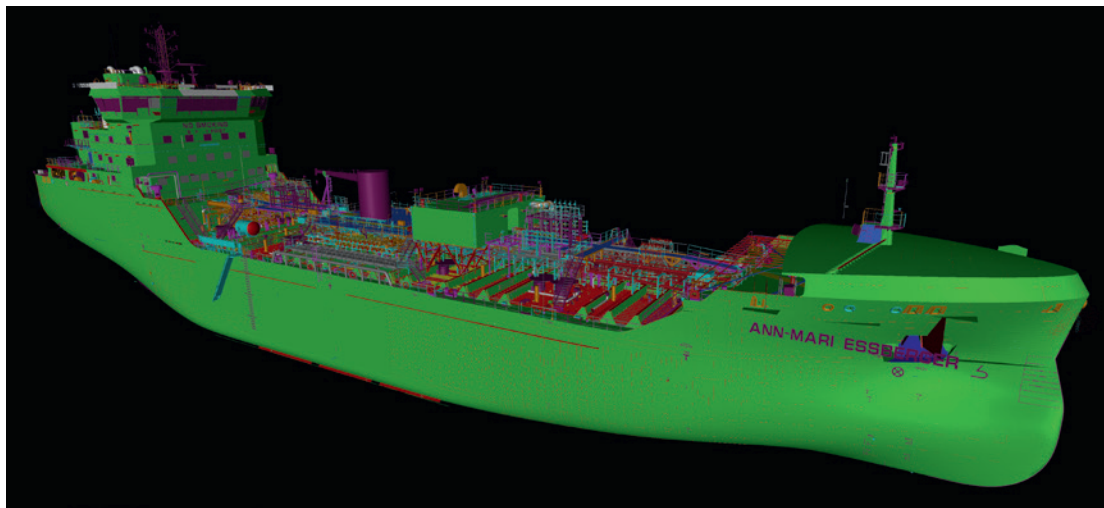
Newbuilding Manager Dejan Golub from Essberger Shipmanagement last visited the shipyard in August. Now that the hull is largely complete, work is turning to the finer details of the outfitting. Golub: "The 3D design is complete and has been submitted to the shipyard. With a chemical

tanker, this is a very labour-intensive task – not only because of the complex piping systems – and one in which errors can still occur. Several engine room blocks have already been installed.

The pipework for the cargo manifolds is being assembled separately and will be fitted later. Work was able to continue in the sheltered hall even during the hot summer months. In the

meantime, dredging work for the slipway has also begun." Dejan Golub has already overseen a whole series of newbuild projects in China. The "Ann-Mari", scheduled for delivery in spring 2027, is also slightly behind schedule. Yet Golub remains optimistic: "The 'Ann-Mari' is the first vessel in the series. With the experience gained from the first newbuild, the shipyard should be able to deliver the subsequent vessels on time and make up for lost time. Rainbow is a young shipyard that wants to make a name for itself by building our ships. And is therefore putting in a great deal of effort."

Work on the next vessel, the "Nofretete Essberger", is advancing well, with the steel-cutting process underway and the first hull sections assembled. The shipyard is on schedule. Dejan Golub remains optimistic: "What really impresses me about the Rainbow Shipyard is the good organisation, orderliness and cleanliness that prevail here, as well as the excellent cooperation. I've never experienced anything as positive as this at a Chinese shipyard."



3D computer model of the tanker. This is an important tool to work on the deck and the piping layout

JTE recognises long-standing partnership with RINA

RINA awarded a plaque to John T. Essberger as a symbol of the trust and excellent cooperation that JTE has demonstrated towards RINA over the years. RINA stands for Registro Italiano Navale, a ship classification society founded in 1861 in Genoa. It was handed over to André Rimmel, Fleet Manager Ship Management, on the SMM fair in Hamburg. Rimmel explains:

“We would like to express our sincere appreciation to RINA for the trustful and successful cooperation between our companies over many years. We see this commemorative plaque as a symbol of the mutual trust, strong partnership, and outstanding collaboration that both organisations have built together. The plaque represents a shared commitment to quality, innovation, and the continuous improvement of maritime operations.

Over the past years, JTE and RINA have successfully collaborated on numerous projects in the field of ship condition assessment (CAP), digitalisation,

regulatory compliance and operational excellence. An important element of this partnership has been the execution of several Condition Assessment Programs (CAP) since at least 2023. These projects consistently achieved the highest CP rating of ‘1 – Very Good Condition’ reflecting the high technical standards maintained throughout the Essberger fleet.

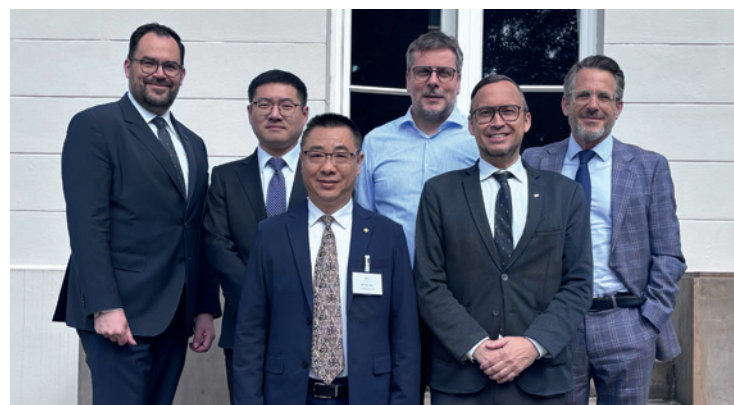
Another milestone has been the fleet-wide implementation of RINA’s Electronic Logbook (ELB) following extensive trials on board several vessels. This project forms an important part of Essberger’s long-term strategy. Implementation of MARPOL electronic record books commenced in 2023 and was successfully rolled out fleet-wide.

Both companies see substantial opportunities for strengthening their cooperation. Key focus areas will include digitalisation, data integration, condition monitoring, sustainability initiatives, and the continuous enhancement of safety and operational efficiency.”



Essberger’s André Rimmel with plaques and RINA delegates

Building on a strong partnership with guests from China



During the SMM fair, we were pleased to welcome representatives from China Merchants Yangzhou Dingheng Shipyard to our headquarters at Palmaille. Cyril Chen, Commercial Director & Deputy General Manager, and Jason Ye, Commercial Manager, visited John T. Essberger to further strengthen the relationship between our two companies.

Important milestone in fleet programme

Dingheng successfully delivered our most recent series of 7,100 dwt chemical tankers in 2023 and 2024. These vessels have performed very well and represented an important milestone in our fleet renewal programme.

Our cooperation continues with the next project: four firm 7,900 dwt chemical tankers currently under construction at Dingheng. Steel-cutting for the first vessel is planned for March 2027, with the first delivery expected in August 2028.

The visit provided an opportunity to discuss the newbuild-

ing project and broader developments in the Chinese shipbuilding industry, while also giving our guests a deeper understanding of John T. Essberger, our history and our values. A tour of the historic Palmaille building sparked considerable interest, particularly in the company’s long tradition and proud heritage.

Strong partnerships are essential when developing high-specification vessels, and the meeting was another positive step in the close collaboration between our teams.

Following the meeting, we enjoyed a lunch together. We were also joined by Stephan Beneke, who has played a key role in both the current and previous newbuilding projects, particularly in contractual, structural and financial matters. This was also the first opportunity to meet the Dingheng team in person.

Upper photo: Lunchtime at the Elbe River with Johan Isaksen, Cyril Chen, Malte Willer, Stephan Beneke, Dejan Golub and Jason Ye. Below: Visiting the Palmaille office with Essberger CFO Dr Ricardo Alvarez, far right

From DAL/JTE trainee to head of IT department

For Frank Hardenack, 1 August is a magical date. On 1 August 2002, he began his apprenticeship as an IT specialist for system integration in the “IFU” IT department of the Rantza Group, and exactly 24 years later to the day – in 2026 – he became head of the “IT Organisation & Digitalisation” department of the Rantza Group, formerly IFU. In the intervening years, he has enjoyed an impressive professional career.

Frank Hardenack was born in Hamburg. After finishing school in the Rahlstedt district, he began studying computer science at the University of Applied Sciences (HAW) in his home city, graduating with a master’s degree. He gained his first professional experience at an IT solutions consultancy and, for a very short time, at a lottery and sports betting organ-

isation, where he learnt that in sports betting there is always only one winner: namely, the organiser.

In 2015, he joined the Global IT department at the logistics company Kuehne & Nagel in Hamburg’s HafenCity, where he remained for ten years. Through a headhunter, he came into contact with the Rantza Group, which he had already come to know as a good employer during his apprenticeship. He is now married, has a young daughter, enjoys riding his motorbike and is a keen hunter.

We’ll find out what IT innovations our crews can look forward to in an interview in our next issue of DAL/JTE – but for now, let’s give him a bit of time to settle in. One thing is already certain: the IT system plans to significantly improve the Wi-Fi connections on board, including for personal use.



Frank Hardenack is back at the place where he started his career 24 years ago



The former surf launch “WL 2” was built in Hamburg for service on the West African coast and is now an active part of a maritime museum

From Hamburg to West Africa and back

Although Deutsche Afrika-Linien does not currently serve any destinations on the African continent, news continue to emerge from its historic voyages to Africa. One example is this rather unassuming launch with an African past, which was recently discovered on the Krueckau, a tributary of the Elbe near Hamburg.

The “WL 2” – the letters standing for Woermann-Linie whose ships were deployed on routes to West Africa – is a surf launch. These boats were used on African shores where there were no harbours, primarily to haul logs from

the shore to ships lying at anchor in the roadstead. In the post-war years, tropical timber was in high demand for the reconstruction of Germany’s war-torn cities.

The “WL 2” was built in 1952 at the Kremer shipyard in Elms horn on the Krueckau river. It served in Gabon, formerly French Equatorial Africa, which is known for its vast rainforest. In 1967 the vessel returned to the River Elbe and came into the possession of the historic Cölln shipyard in Hamburg-Finkenwerder, which primarily built fishing trawlers from 1767 to 1974. There, the ten-metre-long “WL 2” was used

as a shipyard tug. As Cölln is now merely a repair yard, the boat was put up for sale in 2026, when the MS Klostersande Museum in Elmshorn purchased the tug for 8,000 euros “in good condition, along with all the logs of its operations and much more”.

The “WL 2” is now once again in service as a tug, assisting the museum ship MS “Klostersande” – a coastal general cargo vessel – with manoeuvring in the small port. Thanks to its robust construction and manageable dimensions, the boat is open to the public and suitable for pleasure cruises on the Elbe and its tributaries.

A double goodbye

As part of John T. Essberger’s fleet renewal programme, two tried-and-tested chemical tankers were sold to prospective buyers in Southern Europe: the “Helga Essberger”, built in 1999, and the “Gisela Essberger”, built in 1998. Both vessels had been in service with E&S Tankers until September 2026, meaning they were 27 and 28 years old respectively and still in good condition. They were the two oldest vessels in the Essberger fleet. Replacements are already under construction, with the first newbuilds expected next year.



“Helga Essberger” (9,887 dwt)



“Gisela Essberger” (9,554 dwt)



During cargo operations in Stade on the River Elbe, the “Amalie Essberger” (8,571 dwt) received a distinguished visit from the Hamburg office. Philipp von Rantzau and his cousin Georg von Rantzau, who both represent the fourth generation of the von Rantzau family, were given a tour of the engine room by Chief Engineer Dmitriy Bondarev and Motorman Roberth Villaco. In the background, the heart of the ship can be seen: the MAN B&W 6S35 main engine with an output of 4,440 kW

A day off for the crew of “Philipp Essberger”

In early September, Johan Isaksen visited Remontowa Shipyard in Poland, a place that JTE has increasingly utilised over the past year. At the time of his visit, MT “Philipp Essberger” was undergoing her intermediate survey and maintenance work under the supervision of Technical Superintendent

Pavlo Polishchuk. During the visit, all officers and ratings gathered for a meeting on board to discuss safety, vessel performance and current company developments. The session provided an opportunity for crew members to raise questions and discuss topics of interest directly with the management. Particular

focus was placed on the company’s fleet renewal programme. Says Johan Isaksen: “The highlight of the visit was the open dialogue with the crew, whose professionalism and commitment are essential to the success of our operations.” Another highlight: Essberger’s Gdynia office arranged a visit for Captain Adrian

Mariak and the Philippine crew to explore the city of Gdansk. “During our visit, we had the chance to see some of the city’s historic and beautiful churches, admire its magnificent old architecture, and simply walk around and experience the atmosphere of this remarkable place,” was their statement.



“Philipp Essberger” crew assembled in the historic city of Gdansk: Capt. A. Mariak, O/S J. Pineda, RG/DC E. De La Cruz, 3/O A. Frigillana, 3/E R. Panaguiton, AB J. Agot, 2/O A. Juanillo, E/C J. Taganahan and D/C J. Vinuya

Whereabouts

September 2026

Ship name	Master	First Mate	Chief Engineer
Agnes Essberger	Jaroslav Spors	Jaroslav Kawczynski	Tomasz Wolczek
Amalie Essberger	Wojciech Nowak	Karol Osmolski	Dmitriy Bondarev
Anneliese Essberger	Przemyslaw Mazur	Volodymyr Vitenchuk	Dmytro Polyavka
Annette Essberger	Koen Ghysels	Aleksandr Brichkin	Artur Krupa
Birthe Essberger	Cezary Niczyperowicz	Dominik Gorecki	Ruslans Lesciks
Caroline Essberger	Pawel Pawlik	Robert Halicki	Dmytro Kyrys
Charlotte Essberger	Robert Waldon	Carl Marx Cidro	Yevgen Klyuyev
Christian Essberger	Grzegorz Kakol	Marison Tabotabo	Miroslaw Jaworski
Coral Essberger	Paulo Santos	Denis Barusevicius	Jan Niewierowski
Cuno Essberger	Mariusz Borek	Edgars Seliverstovs	Pawel Wieclaw
Eberhart Essberger	Andrei Malenkov	Antons Paulausks	Alexander Konstantinov
Edith Essberger	Enrique Lopez	Patryk Szymanski	Andrey Yarokhno
Ellen Essberger	Arkady Khramushin	Pawel Czarnacki	Roman Kulish
Elsa Essberger	Sergey Gavriluk	Dariusz Podsiadly	Sergey Varakin
Georg Essberger	Maciej Kaminski	Maksym Morozov	Florin Chirpac
Heinrich Essberger	Pawel Bula	Igor Batakov	Artur Gzella
Inga Essberger	Deniss Tatarinovs	Dmytro Kachur	Remigijus Juska
Johann Essberger	Blazej Czapiewski	Damian Mandau	Piotr Trusinski
John Augustus Essberger	Piotr Tchorowski	Quirino II Agot	Kirill Reprintsev
John T. Essberger	Edward Dzidusko	Bartosz Kutko	Andrzej Szycza
Liesel Essberger	Pawel Szalek	Pedro Janeiro Tavares	Mladen Rodic
Lisa Essberger	Sergei Leskov	Michal Czarnacki	Vladimir Skorobogatov
Liselotte Essberger	Daniel Szarzynski	Nikolay Kirillov	Andrzej Sullik
Nordic Saga	Menard Responde	Enrique Barrina	Alexey Zimenkov
Nordic Sira	Rogen Calledo	Marlon Bien Gonzaga	Steinar Avloyp
Nordic Sola	Harry Reinikka	Michael Mabunay	Mark Angelo Villaronte
Nordic Sund	Einar Bjoerkavaag	Sherwin Halina	Robert Lasac
Patricia Essberger	Rafal Garbacz	Evgeniy Buzyrev	Zoran Zambata
Philipp Essberger	Adrian Mariak	Daniel Sorescu	Taras Popov
Roland Essberger	Marcin Madry	Filip Rajner	Vyacheslav Frunze
Theodor Essberger	Bartosz Selau	Andrei Rosu	Oleg Bondar
Ubena	Aleksandr Popov	Marek Kajdasz	Yevhenii Moshkovskiy
Ulanga	Erwin Fanugon	Rafel Nones	Romeo Roman
Ursula Essberger	Valerijs Moskovkins	Rafal Drezno	Artem Glushko
Wilhelmine Essberger	Sergey Pogorelovskiy	Andrey Klyuchko	Danut Vasilache

Aus der Reederei-Familie

Jubiläen

25 Jahre

Maynard Della Dasalla, J/3O,
29.08.2001

12,5 Jahre

Jeruben Rodrigo, MTM,
04.02.2014

Jay Mhark Perez Pagcaliwagan,
2/O,
05.02.2014

Aleksey Plyasukhin, C/E,
14.02.2014

Jeffrey Efa Quinones, MTM,
16.02.2014

Szczepan Tomasz Skolimowski,
2/E,
24.02.2014

Adrian Mariak, Master,
21.03.2014

Piotr Trusinski, C/E,
01.04.2014

Ryszard Surowiec, FTR,
16.04.2014

Jhon Cyril Paredes Fajardo,
PMP,
25.04.2014

Jefferson Blanco Arcilla, AB,
28.04.2014

April John Gemoros Dagandan,
2/O,
28.04.2014

10 Jahre

Dirk Kornblum,
Ship Management,
16.08.2016

Alexandra Hansen,
Crewing,
01.09.2016

Besondere Geburtstage

80 Jahre

Hans-Dieter Konrad, Pensionär,
06.09.1946

75 Jahre

Grietje Lucka, Pensionärin,
27.09.1951

Jan Buisman, Pensionär,
15.10.1951

70 Jahre

Elke Münsterberg, Pensionärin,
02.08.1956

50 Jahre

Louie Enrica Mesina, AB,
05.08.1976

Rodoslaw Romanowski, 2/E,
18.08.1976

Jan Niewierowski, CE,
17.09.1976

George Piroi, 2/E,
22.09.1976

Neue Mitarbeiter an Land

Michaela Eggers, HR Shore,
01.08.2026

Frank Hardenack, Manager IT,
01.08.2026

Daria Kaluzna,
Crew Accountant,
01.08.2026

Elisabeth Dorofee Weiss,
Post Fixture Analyst,
01.08.2026

Christian Haugaard Hoey,
Operations,
15.08.2026

Anto Subasic,
IT Support Specialist,
01.09.2026

Sandra Pontow, Azubi,
01.08.2026

Melina Sobotka, Azubi,
01.08.2026

Wir gedenken

Jost Asbach (86 Jahre)
13.05.2026
Hans-Joachim Salomon (87 Jahre)
19.05.2026
Heinrich Sitterich (83 Jahre)
27.06.2026

Liselotte-von-Rantzau-Platz



An important section of the HafenCity construction site in Hamburg has been completed: the square, which has been named the Liselotte-von-Rantzau-Platz (1918–1993). She was the daughter of the shipping company's founder, John T. Essberger, and ran the company until her death in 1993. By naming the square after her, the city honours her as a pioneer for women's emancipation, and her generosity

as a patron of the arts. The most impressive building on the square is the 65-metre-high Roots Building, which is Germany's tallest timber-framed building (pictured left). Under its roof are owner-occupied flats, but also, spread over 2,200 m², the "Message from the Wild", an interactive permanent exhibition by the German Wildlife Foundation, which aims to convey to visitors the fascination of Germany's wild animals.

Cuno von Rantzau is now six years old and it's time to pay a visit to John T. Essberger's office. After all, Cuno's great-great-grandfather, the founder of the shipping company, used to manage his fleet from here. Accompanied by his father, Georg von Rantzau, the young man took a look around all six floors. And to make sure nobody overlooked him, he wore a proper sailor's cap. Like all of John T. Essberger's descendants, Cuno is already familiar with various ship-naming ceremonies. Next year, it will be that time again. Then the next Essberger tanker will be commissioned and christened "Ann-Mari" after his mother. Of course, he hopes to be there.



After-work party – as always arranged by the HR team



Three times a year, the HR department organises after-work parties, the most recent of which took place in September. Weather permitting, the event is held in the park on Palmaille, where a catering marquee is set up; this time, it offered a selection of burgers made with chicken and pork, along with var-

ious side dishes and refreshing drinks. The sun shone for most of the time. The odd brief shower was weathered out in the garden room of the Essberger House. The purpose of the gathering – to get to know one another a little better – was achieved. We have HR Manager Silke Steinfurt and her team to thank. Her

ladies Michaela Eggers, Réka David (Deputy Manager), Silke Steinfurt and Katrin Kaehler also had a good time (large photo). In the smaller photos, we can see Elisabeth Weiss, Arif Reschke, Christine Voigts and Katarzyna Walentynowicz at the top, the queue below, and Niall Mushet at the bottom.



Guardian at a Baltic choke point

Keldsnor Fyr is not only a lighthouse – it indicates a fortification on the Langeland Belt built to control the entrance and exit to the Baltic Sea

The Keldsnor Fyr lighthouse stands on the southeastern tip of the Danish island of Langeland. Its light, situated 39 metres above sea level, has a range of 25 nautical miles and has been guiding shipping through the Langeland Belt since 1905. This is the only deep-water route leading into the Great Belt and on to the North Sea. The 12-kilometre-wide passage between the islands of Langeland to the west and Lolland to the east is therefore of paramount economic and political importance. All shipping traffic entering or leaving the Baltic Sea passes through this bottleneck: the tankers of the Russian shadow fleet, the Russian navy, large and small container ships, ferries – and, very often, our E&S tankers.

Political tensions in the Baltic Sea have intensified considerably since the start of Russia's war of aggression against Ukraine in 2022. A new Cold War has long been raging in the Baltic Sea, characterised above all by cyber-attacks – for example, on navigation systems – such as those experienced by our tanker crews on an almost daily basis.

Hidden in the hills of Langeland Island

The Langeland Belt passage is one of the most important international waterways and falls into a similar category as the Strait of Hormuz, which leads into the Persian Gulf, the Bab el-Mandeb at the entrance to the Red Sea, and the Strait of Malacca, which connects the Indian Ocean with the South China Sea.

The strategic importance of the Langeland Strait has been a topic of discussion in Denmark since the end of the Second World War. Denmark was one of the founding members of the North Atlantic Treaty Organisation (NATO) in 1949 and, in 1952–53, when the world was on the brink of armed conflict, built Langeland Fort, hidden in the hills of the island of Langeland near Keldsnor Fyr.



On the southern tip of Langeland you can find a still active lighthouse, an U-boat in a corn field and a 15-cm gun battery of WW2. It's part of a museum on a spot of once again strategic importance

For 40 years, Danish soldiers monitored the Warsaw Pact fleet from here. In the event of war, Langeland Fort was designed to prevent enemy ships from passing through, using heavy guns, anti-aircraft missiles, minefields and a submarine stationed as a sentinel in the same sea area. For over four decades, the fort remained a world of its own and, with up to 400 soldiers and civilian staff, was the largest employer on the island of Langeland. With the end of the Cold War, the military gradually withdrew, and in 1993 the fort was finally closed.

The rules governing navigation in the Langeland Belt are precisely defined. The eastern half is an international waterway, the legal status of which is based

on the Copenhagen Convention of 1857. The western half and the remaining parts of the Danish straits fall under Danish jurisdiction.

The Kingdom of Denmark is a peaceful country. Its many small and larger islands, with their hills, fields, woods and beaches, as well as its charming little villages and towns, are popular with tourists. This is also true of the fort's vast, park-like grounds, which have been largely preserved and lie two to three kilometres from the coast. Today, there is no longer a military presence, but there are many visitors who pay ten euros for entry to the "first Danish museum of the Cold War". On the two-kilometre circular walk, the first surprise is a submarine

that suddenly appears in the middle of a cornfield. The U-boat, a veteran of the Cold War, is named "Springeren"; it is 53.90 metres long, was built in 1964 and decommissioned in 1990. It once patrolled off the coast during the Cold War. A whole host of bunkers house military equipment, including a full-scale section of a submarine, a Russian MiG-23 fighter jet and an original "nuclear-proof" bunker – which feels as though it lies two metres underground – complete with all its fittings and it is accessible to visitors. Anyone who ventures inside experiences an Armageddon every five minutes, complete with rumbling thunder, a vibrating floor, alarm sirens and flashing red emergency lights – a simulated nuclear attack that would frighten any child.

15-cm guns remind us of the Cold War

Behind the hills on the lakeside, four 15-cm guns stand in their concrete open-top foundations. These are German guns that were once intended for the defence of the Westwall. Now they stand at the Danish Eastwall. On the meadows, you can still see anti-aircraft guns, a few decommissioned tanks and a historic Swedish SAAB Gripen fighter aircraft. Given the way wars are waged today, this Cold War-era equipment seems like children's toys.

In Denmark, in this idyllic landscape, in this tranquillity by the sea, no matter how many guns may stand here – nothing but peace can be felt. Anyone viewing Keldsnor Fyr from the sea would scarcely suspect what fears were once hidden in the hills behind it.

Incidentally: in 2006, Keldsnor Fyr was sold to a private individual. However, the operation and maintenance of the lighthouse have remained in state hands. For all ships heading for the Kiel Bay at night, Keldsnor Fyr is a reliable guiding star to the north.