

On the Screen



A Newsletter from the HMS-Group

The HMS-Group

HMS Hanseatic Marine Services offers you a long tradition in ship supplies, spare parts and catering services. Our offices are located in Hamburg, Singapore, Kiel, Rotterdam and Antwerp.

We provide containerships, bulk carriers, tankers, general cargo vessels, oil rigs, passenger vessels, navy vessels, river cruise ships and ferries of international shipping companies at all European and overseas ports.

We cover the full range of ship supplies from provisions to bonded and all technical stores as well as spare parts. For the cruise and hotel industries we are specialised in food and beverage products, consumables and hotel equipment. For more than 750 cargo ships we manage a worldwide catering service at fixed rates.



The huge locks at Kiel-Holtenau where the newly built office and modern logistic centre of HMS is located.

New warehouse at Kiel-Holtenau locks:

HMS-Kiel: Connecting the North and Baltic Sea

The newly built office and state-of-the-art logistic centre of HMS Hanseatic Marine Services GmbH & Co.KG in Kiel with its 8,000 square metres of most modern store keeping is located right at the Kiel-Canal locks, the gateway for the trade between the countries of the Baltic area with the rest of the world. At this perfect location HMS offers a 24 hours/7days a week supply service covering the whole range of international trade, navy, cruise and ferry requirements.

Our 70 qualified experienced members of staff provide an extensive supply service for our 19,000 standard provisions, bonded stores, technical equipment, spare parts as well as Duty Free items. HMS offers complete customs clearance services for all deliveries. HMS Marine Services represents continuity of product range and a flexible reliable one-stop cooperative partnership with our customers. HMS Kiel is authorized agent for Unitor and Hempel.

HMS not only supplies ships passing the Kiel Canal. Kiel is daily destination for several ferry-lines to Norway, Sweden and the Eastern Baltic and one of the highly frequented cruise harbors at the Baltic. Therefore, these ships and the Thousands of passengers have to be provided at the Ostufertafen, Schwedenkai and Norwegenkai in the inner part of Kiel harbor.

Most welcome is the fact that the huge CITTI whole sale market which offers more than 60,000

articles of food, beverages and non-food items is situated just a few minutes away from the locks and all Kiel harbors. HMS delivers all goods in perfect condition by trucks which are equipped with cutting edge technology.

Last but not least: Inform the HMS-Catering Dept. asap. if you plan to sail via the Kiel Canal. Thus you will avoid expensive harbours and possible additional costs (e.g. supply boat). If we are informed in time we will do our very best to meet your requirements.

The new HMS office and logistic centre at Kiel locks.



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Kiel Canal - Facts & Figures

Technical data

Dimensions

length: 98.637 km
width at the waterline: 162 m (partly 102.5 m)
width at the bottom: 90 m (partly 44 m)
water depth: 11 m

Locks

Old locks:

usable length: 125 m
usable width: 22 m
lock transit time: 30 minutes

New locks

usable length: 310 m
usable width: 42 m
lock transit time: 45 minutes

Shipping data 2011

Ships: 33 522

Total cargo: 98 036 571 t

Excluding pleasure crafts and other small boats, an average of 92 ships per day used the canal in 2011.

Distance savings

e.g. Hamburg-Gdansk

via Kiel Canal: 437 nm
via Skagen: 777 nm
Savings: 340 nm



Medal issued on the occasion of the opening of Kaiser Wilhelm Canal in 1895: The North Sea greets the Baltic Sea.



Rush hour in the Kiel Canal? Not at all. This is a common view as the canal is the most frequented artificial waterway on earth.

The ditch that connects the North Sea with the Baltic Sea

Already the Vikings knew that the way around Skagen can be a dangerous one. Especially, in winter when westerly storms, current, poor visibility or fog affect safe shipping. In ancient times, where there were no sea charts and no navigational aids the shores around Cape Skagen became the graves of numerous ships. Therefore, the attempts to establish a safe crossing of the Cimbric Peninsula date back to the Middle Ages.

However, it took a long time until the first canal was built. The Vikings landed their ships at the coast of Schleswig-Holstein and transported goods by carriage. After this time many plans were made, but the first canal to be digged was opened in 1784. The „Eider Canal“ was the first canal in the world that allowed sea-going ships to pass. During 111 years more than 300,000 ships safely sailed through its 6 locks.



Sailing-ship passing one of the six locks of Eider Canal. Abt 1880.

In the beginning age of steam and big sailingships the Eider Canal became too small and was replaced by the Kiel Canal.

From „Kaiser Wilhelm Canal“ to „Kiel Canal“

In 1878 Hamburg shipowner and businessman Hermann Dahlström presented to the German government a concept for the construction of a canal which took both commercial and military considerations into account. In 1886 it was announced that a shipping canal that was suitable for the German navy would be made from the mouth of the Elbe via Rendsburg to Kiel Bay.

On 3rd June 1887 Kaiser Wilhelm I laid the foundation stone of the North Sea-Baltic Canal. On 21st June

1895, after 8 years of work and at a cost of 156 million Marks, Kaiser Wilhelm II opened the Kaiser-Wilhelm-Kanal, as the North Sea-Baltic Canal was called until 1948, in Holtenu. From 1907 to 1914 it was necessary to carry out construction work to widen the canal at a cost of an additional 242 million Marks.

In order to meet the increasing traffic and of course also the expanding German naval interests, the canal's cross-section was considerably increased between 1907 and 1914. The enlargement projects were completed by the installation of each two larger locks in Brunsbüttel and Holtenu.

After the First World War, the Treaty of Versailles set out regulations that in effect internationalized the canal while leaving it under German administration. Since the Second World War the canal is following the practice of being open to all traffic again.

Besides some widening and dredging projects and modernizations especially since 1965 the canal has not changed its major features since the first widening until 1914. Although officially re-named Nord-Ostsee-Kanal, it is nowadays internationally better known as the Kiel-Canal.

Opening of Kaiser Wilhelm Kanal with Imperial Yacht HOHEN-ZOLLERN by Emperor Wilhelm II in 1895.

