

SCHARNEBECK EXPLOSION

A MOTION PICTURES FILM PROJECT

by Zwerglein Porduction
based in Palm Bay Florida
Tel# 321 549 1124
email- Riloef@ gmail.com

We are pleased and excited to present to you an overview of our new production concept.

A team of six members working on the development of the screenplay

This fictional story was conceived by Richard Löffler from Lüneburg, Germany, after visiting the shiplock in Scharnebeck, near Hamburg.
They are the largest ship elevator of their kind in the world.

The story came as an inspiration and it was just a matter of writing it down while it was still lived in his imagination.

He then submitted the idea to Nina Nikitin from Hamburg, a TV journalist, whose opinion was the project was too big for a German production and suggest we submit it to few American producers.
To this regard we have attached the communication between her and Mr. Löffler.

Wolfgang Petersen (Das BOOT Air force One .etc) is

being an option.

The first translation from German to English has just been completed and our team is beginning work on the initial screenplay

We have already contacted Martin Warsh (Electric Light Orchestra) and he has agreed to write the musik for ther soundtrack of the film.

Enclosed is a copy of the raw from the original German storyline.

We hope you will find the time to read it and that you will contact us with any feedback and let us know your thought and interest in joining us to bring this exciting porject to the big screen

Thank You for your time

Sincerley

The Shiplock of Scharnebeck Team / Zwerglein
Productions

RICHARD LOEFFLER

2/7/2011

MR. XXXXXXXXXX
XXXXXXXXXXXXXX
XXXXXXXXXXXXXX

Re: Scharnebeck Explosion Script

Dear Sir:

After mailing the above script, we discovered numerous errors made with the translation. In our haste to get the script out, we sent it without proofing it. This was a serious mistake but we assumed the translators that we hired did their jobs properly. The story line is accurate but we now know that there were errors made on numerous pages.

We apologize for this mistake and we are in the process of making the necessary corrections. The errors will not impact the story line but they may cause you to question our work. We expect to have the corrected transcript within a week or so. However, if the errors will impact your decision, we will attempt to send out an error free transcript sooner.

Again, we apologize for not proofing the story before the mailing and any inconveniences it may have caused you. Hopefully, you will be able to make a decision on the story line itself without the corrections. But the corrected copies will be mailed as soon as possible.

Sincerely,

Richard Loeffler



Richard Loeffler <riloef@gmail.com>

Brief von Nina Nikitin

Waltraud Fitzgerald <walli.fitz@gmail.com>

Mon, Oct 18, 2010 at 3:28 PM

To: Loeffler Richard <riloef@gmail.com>

March 28, 2010

Dear Mr. Loeffler

You have sent your material quite a while ago to me but unfortunately, only today can I reply.

First of all, I want to tell you that your material did not get to the right place. I only produce documentaries about real life, not action movies, nor productions. therefore, I cannot help you because we movie makers work in different domains and action movie colleagues I only meet when prizes are awarded etc,

I still have read your work and think that you have a fantastic imagination. Naturally, your story is very scary and I think it would require an American production. The story is too big for the German market. But this fact will have to be determined by the action movies producers.

I wish you good luck in your search.

Kindly say hello to our Ingrid Kansy. I trust you will meet her sooner than I.

All the best in Florida and kind regards,

Nina Nikitin

TV-journalist
Eichenstr. 66
20255 Hamburg
NinaNikitin@gmail.com



Richard Loeffler <riloef@gmail.com>

Ihre Exposés

Original from Germany Mrs. Nikitin

Nina Nikitin <ninanikitin1@googlemail.com>

To: riloef@gmail.com

Sun, Mar 28, 2010 at 12:58 PM

Letter

Sehr geehrter Herr Löffler,

schon vor einiger Zeit hatten Sie mir Ihr Material geschickt und ich komme erst heute dazu, Ihnen zu antworten.

Ich muss Ihnen gleich sagen, dass Ihre Arbeiten bei mir nicht an die entscheidende Stelle gelangt sind. Ich mache nur Dokumentarfilme aus dem wirklichen Leben, keine Spielfilme, keine Inszenierungen. Deshalb kann ich Ihnen auch nicht weiterhelfen, denn wir Filmemacher arbeiten in unterschiedlichen Bereichen und die Spielfilm-Kollegen sehe ich allenfalls mal bei Veranstaltungen wie Preisverleihungen oder ähnliches.

Ich habe mir dennoch Ihre Arbeiten angesehen und denke, dass Sie eine ganz phantastische Phantasie haben.

Natürlich graust einem vor der Geschichte, die mir eher nach amerikanischen Format ausseht. Für den deutschen

Markt eher eine Nummer zu groß.

Aber das müssen Spielfilmproduzenten beurteilen.

Ich wünsche Ihnen viel Glück bei der Suche, bei der ich Ihnen leider nicht helfen kann.

Bitte grüßen Sie unsere Ingrid Kansy herzlich, sie werden sie vermutlich eher sehen und sprechen als ich!

Alles Gute in Florida und viele Grüße von Nina Nikitin

Nina Nikitin
TV-Journalistin
Eichenstr. 66
20255 Hamburg
NinaNikitin@gmail.com

*translation
attached!*

THE

ONE

MILLION

DOLLAR

PASSENGER

LOTTERY or Trip

10 Set

THE ONE MILLION DOLLAR PASSENGER LOTTERY (or Trip this better for the Government)

TO WHOM IT MAY CONCERN

Dear Sir and or Madam:

We would like to present to you the one million dollar passenger lottery which we think would be interesting for you.

Your sales would increase by 50 per cent and there are no cost to you. All cost would be paid for by the client who would not know it. You could also take a tax cut for the costs incurred which would be an additional advantage to you. Everything is a matter of close examination. The game itself is quite simple.

Explanation of the Game

Every customer who purchases an airlines ticket would pay an additional 3 (three) dollars. The customer will not notice the three dollar increase because it is so small.

The airlines would incur some cost in preparation of the game which will be quickly recuperated because of the large amount of tickets sold.

Translation into Action

We assume, according to a market survey, that you are selling at least one million tickets in one year. The airlines would incur expenditures for advertising, which would not be difficult. The introduction of the One Million Dollar Passenger Lottery would have to be made worldwide, in various languages, in newspaper, magazines, TV, radio and posters.

Operation

When purchasing a ticket every customer will participate automatically in the One Million Dollar Passenger Lottery. Since every ticket already bears a number the winning number could be drawn by computer. The winner of the jackpot wins 1 Million Dollars. The winner would be announced on TV and in magazines and therewith it would create an incentive for future flyers to purchase tickets from your airlines. Every purchaser of a ticket participates, without knowing it, in future drawings.

We think that customer would love to participate in such a supergame
Because he automatically participates and doesn't have to stand in line
To buy a lottery ticket. The chain of this game is indefinite.
The cruiesline could also offer interim winnings, i.e. car, a free cruiesline ticket or
A house.

WHEN THE TIME, IN THE YEARS STILL COMING, YOU COULD OFFER
A TRIP TO THE MOON OR MARS, FOR THE FIRST HUMAN BEING AS
THE FIRST CruiesLINE EVER TO DO SO.

IF YOU COULD OFFER SOMETHING LIKE THAT, YOU WOULD BE
AHEAD OF ANY OTHER ORGANIZATIONS WORLDWIDE TO DO SO.
YOUR CRUIES LINE WOULD MAKE A NAME FOR THEMSELVES BY
PARTICIPATING IN THAT PROMOTION.

America is the country of unlimited possibilities, open your eyes and
Envision the future. This is the key to success !

The three extra dollar added to the ticket price would be divided as follows:
1 dollar to the winning ticket
1 dollar for administration and advertising
1 dollar for my company

Granted, a game like this cannot be implemented in one day but it is
A matter of your advertising staff to put it in action.
It is basically very simple

(This promotion was originated in German and then translated into English)

We would appreciate your thoughts and are available for a personal discussion.

Sincerely,
Richard Loeffler President
THE ONE MILLION DOLLAR PASSENGER LOTTERY LTD

THE ONE MILLION DOLLAR PASSENGER LOTTERYs protected
worldwide, by copyright patterns and design # AZ: DE 3740642 A1 and
B64 D 25/ 1

The use of this or similar games is prohibited and will be punishable by law
Court of Jurisdiction: Melbourne, FL .USA

Richard Loeffler
1412 Napanee Street NW
Palm Bay, FL, 32907

Phone 321 951-1186 ~~2265077~~ 549 1124
Email : RILOEF@~~adl.com~~ gmail.com



Richard Loeffler
1412 Napanee Street
Palm Bay, FL 32907-8023

Re: Unsolicited Material

Dear Mr. Richard Loeffler,

Enclosed please find your letter to Wolfgang Petersen, dated March 12, 2008, and the enclosed materials you recently sent to Radiant Productions ("Radiant"). We are returning the materials to you unread. It is Radiant's firm and unalterable policy not to read or accept unsolicited material, so as to avoid potential litigation based upon the submission of ideas, themes or material identical to or similar in nature to projects that we may have been or are currently developing internally.

If you wish to have Radiant consider your material, it must be submitted to Radiant by an established talent or literary agency.

Thank you for your interest in Radiant Productions and best of luck in your endeavors.

Sincerely yours,

RADIANT PRODUCTIONS

By:  Dated: 3/17/08

10 Set

1

The Scharnebeck Explosion

The largest catastrophe ever caused by humans

In Lower Saxony

Written by Richard Loeffler, 1412 Napanee Street, Palm Bay, Florida 32907, on May 24th, 2007, in Germany; temporarily living in Germany for 6 months, at 21339 Lueneburg, Bardowicker-Wasserweg 57. Tel. 04131-232016, email Anette@loeffler-it.com.

This story is protected/copy-right via my own company in Florida: Zweigleinrecord, and cannot be used without permission of the author.

Production

People, ideas, time and storyline are totally fictitious.

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On March 16, 2007, the River Freighter Ariane set off from Hamburg with a freight load of 1.9 million liters Nitroglycerin on the Elbe River, in the direction of the Midland Canal Hanover.

At the turn-off to the Elbe side canal near Artlenburg, regulations require that this direction has to be taken so that ships with dangerous cargo are being routed onto a detour canal, enabling them to avoid oncoming traffic and travel without interference.

Hamburg, approx. 6:30 a.m.

Captain Heinz Bertram, owner of the ship Ariane, as well as his seaman Stanislaw Boroscheck, of Polish descent, met again after a vacation on land at 6:30 a.m. at Quay 27 in Hamburg, to get the River Tanker ready for operation. Stanislaw Boroscheck had already been working with Captain Bertram for 4 years; they were a well tuned team, each of them could rely on the other – one at the wheel, to steer the ship where it is supposed to go, the other to keep the ship in prime shape, so that it continues running.

Each one of them knew that fighting for each trip was a real battle, because any share of the market has to be achieved with hard work.

Seaman Stanislaw checked the sealed covers of the cargo tanks and the fire extinguisher equipment, as well as the amount of Diesel fuel in the Diesel tanks. Everything was being checked the way it is basically required at the outset of any such voyage. Food provisions, however, were the responsibility of Captain Bertram, although he could have left it up to Stanislaw – but Captain Bertram knew that Polish food is different from German food, and now and then a can of real Labskaus just has to be opened and enjoyed. A real Hamburger just doesn't want to let go of his traditions easily.

At 7 a.m., Seaman Stanislaw reported to Captain Bertram that everything was alright, clear for starting out on the river.

Captain Bertram had to take care of a few telephone calls, due to the high level of security requirements, which is always something to handle before the order "anchors aweigh" can be issued.

Captain Bertram's instructions clearly stipulated that at every town adjacent to the river he has to contact the fire and police departments via radio, in order to avoid any potential disturbances upstream of the Elbe.

The cargo was designated Danger level 1, which is the highest possible level, in the event anything went wrong.

But that's not something they had on their mind; particularly since the two of them had successfully completed several tours like this one, without incident.

What is there to happen, Captain Bertram thought, when he called Stanislaw to the bridge, to order a cup of coffee. Seaman Stanislaw was on board mainly to take care of the engines, then the ropes. Further he served as the cook, coffee boy and cleaning crew. Well, at the bridge there's no time to cook or clean the ship. Certainly a Captain is expected to safely deliver his ship and cargo to the destination, particularly when it's such a highly explosive cargo.

"Years ago", Captain Bertram said to Stanislaw, as they were drinking their coffee on the bridge, "I went sea-faring on the Pamir, that was a huge sailing vessel. The Pamir was on her way from Argentina back to Germany with a load of grain, when she ran into a storm and sank, and I was one of the survivors of this tragedy."

Captain Bertram said that he wasn't going to ever set sail again, he had already faced death once, and you can't deal with the sea like a plough horse. You are totally helpless, and prayers at the last minute don't help either – the only way is to fight against the sea and for your survival.

Stanislaw was speechless: What did you just tell me? You sailed on a sailing vessel across the Atlantic and it sank? What happened? I didn't know that, why didn't you tell me about this before? Captain Bertram said: I wasn't going to pass this story on, because it for a long time it haunted my dreams. It was like a bad nightmare, only it was based on actual facts.

To the left and right of the Elbe River, the landscape slowly moved along; everywhere there were small houses at the river banks, the trees were sprouting with green leaves and blossoms, new grasses were growing in the meadows. There were even a few people sitting alongside the banks who enjoyed the first rays of sunshine.

The day was beautiful and the Diesel motors of the ship had a nearly calming sound, which they really didn't notice anymore, because they were so used to it.

The ships passing to the left approached with a bit higher speed, they spoke a few words on the radio and exchanged "Good speed" wishes. Another tanker approached them; the captain – likely another Hamburger – asked in the local dialect: "Wat haest du den ob din Aebbelkan for en tuech geloden, do kan doch nech jeder met oem ne ne pas to blös met op." Captain Bertram answered in the same dialect: Ek haf do en Fluessigstoff ob me Tanker un I mot domet no Honnover". "So den mohl gode Fahrt", said the other one.

Well, you couldn't even say on the radio what kind of cargo you were transporting, since everyone had the ability to listen in on the radio. In today's age, terrorism has so much advanced that even here on the Elbe River a ship of this kind could possibly be blown up.

Stanislaw was still standing next to Captain Bertram, hoping that he still might hear more about the story of Captain Bertram and the Pamir. Captain Bertram ordered Stanislaw down to the engine room, since his monitoring screen showed some problem, which the seaman needed to investigate. Stanislaw immediately put his coffee down and ran as fast as he could down to the engine room. A chain which controls the feed of diesel fuel to the pump was a little loose and just needed to be tightened up with a hand crank, and that took care of all of the excitement. Nothing would have happened, it's just that the sensor showed this problem, and it's always better for the Captain if there no problem shows up on the monitor screen.

Well, said Captain Bertram, when I think of those times today, the guys who caused the disaster with the Pamir should be put behind bars.

We had loaded grain in Argentina, that was around 1958. I was hired as a seaman on the Pamir. The Pamir was being loaded in the port of Buenos Aires. Already at that time, most of it was automatic: the hatches were opened and the grain was pumped into the individual chambers of the cargo area with large flexible pipes – but the cargo chambers were not filled completely, only to a certain height. At the time, regulations

weren't as strict about loading and safety features. Basically, everything had to be done quickly, since every additional day meant money lost.

A portion of the crew was on shore leave, since only one crew needed to be on board for the loading. I was only a seaman trying to make a career out of it. My dream was always to steer a ship myself, to be at the helm. You know, Stanislaw, when you are young, everyone has their dreams and always strives for the next step up.

The next day, when the Pamir was loaded, we were ordered to be back on board at 5:50 a.m.; the crew was counted to make sure that nobody stayed back in bed with a girl. Luckily, all were present, the ship was declared clear for sailing by the first officer, the ropes were untied, the first wind breeze filled the sails, and the heavily loaded ship slowly moved out of the harbor.

The first few days everything and everyone went according to schedule; the sea was calm, regular day-to-day activities on ship prevailed.

On the 3rd day, we received notice that a depression was moving from North-North-West towards us. It is quite usual that towards the end of summer, big storms with strong winds or bad weather might be expected, but the Pamir had nothing to fear, since the crew had handled similar weather incidents on previous trips.

Towards evening, it started: huge waves washed over the backboard so violently, that the deck was completely flooded; this went on all night long. Nothing on the ship was in its previous place, there was a lot of rumbling and tumbling going on in the ship's hold, and no could think of sleep at that time. Even the off-duty crew had to be up on deck, they all had to man the sailing ropes to take down the sails or adjust them as the Captain commanded. But the sea was as diabolic as I had ever seen it.

Morning dawned around 4:30 a.m., when I saw a huge wave coming at us from about 400 yards, to the backboard side. I remember hearing the Captain shouting "Steer hard backboard", maybe hoping to dip into the wave, but the crew at the rudder was not able to move to backboard in such a short time. Then the wave, as high as a house, likely 25 yards high, hit over the backboard. Everyone on deck was holding on to ropes that had been strung across the deck earlier.

Of the approx. 70 people on deck, there were only 45-50 left on the ropes – the others were taken out to sea to their eternal graves; they had had no chance with this huge wave – it was so incredibly strong, no one could have had the power to fight it.

When all the water had flushed away from the deck, we noticed that the ship was listing by 20%, and that meant panic among the crew. We asked ourselves what happened, but after a short time it became clear that the cargo had shifted.

Since the cargo chambers hadn't been fully loaded, all that grain now was pushed to the starboard side; additionally, a lot of water had rushed in and everyone can imagine what

happens when water and grain meet. Also, it was impossible to move the 8000 tons of grain by shovel from left to right.

With these weather conditions, the ship was in no way able to straighten itself. Whoever was available, had to go below deck to possibly shovel a part of the cargo to the right, which basically did not make any sense. The guys who were responsible to load the cargo in such a way that it wouldn't shift, should go to prison, but who is going to admit to that nowadays. It was over, and the folks who perished at the time, cannot talk anymore.

At this time, the ship was tossed around like a ball, we tried to save what could be saved, but rescue was no longer possible; the radio operator had sent a SOS signal soon enough, and a number of ships were on their way to us, but in the raging sea no one could reach us quickly enough.

Most of the sails had already been torn off, so we could only sail with our underpants, and the sea was getting more and more vicious, as if the bowels of hell had opened.

I had made peace with losing my life, like most of my comrades. We watched another huge wave approaching us from starboard, which was even higher than the first backboard wave. The ship was practically lifted high up and then hit the water – it's impossible to imagine such pictures or events, and the forces that were unleashed.

Towards the center of the ship, 2 or 3 cargo hatches must have ripped open, water was now running down into the midship decks and filling the whole ship. The Pamir couldn't get up any more, she found her gravesite here in the Atlantic. There were hardly any seamen left on board, many had gone overboard or were trapped down below. For the folks down below, there was no way to escape. I don't want to imagine what my poor comrades had to endure. Boy, we were all around the age of 20-30, everyone certainly had his bride or parents at home, and those at home could only fear the worst.

For me and my comrade Joerg Hansen, who was right next to me, it wasn't really possible to stay on the ship, we couldn't do anything more, like saving another comrade here and there; we had to get off as quickly as possible, since the suction of the sinking ship might be pulling us down as well. We noticed half of a rescue boat, that was bobbing up and down with the waves. We dragged it on board and went down into the water on it. As we had the half boat in the water and held on to its planks, suddenly another wave came that carried us at least 60 meters away from the ship.

We weren't able to see anything around us, since we were in the deep valley of a wave. When we got pushed up by another wave, we watched the Pamir, filled with water up to its deck and a last wave slow covering it. It looked like the proud ship was going to go to bed with a cover over it, to its eternal sleep.

We were exposed to the wind and sea, our strength was deteriorating. We had not had food or water for days. The worst was thirst, and although the whole sea is full of water,

you can't drink it. Sharks started to swim around us waiting for these these guys to finally kick the bucket. Joerg Hansen had tethered his belt to a plank, as he tried to get some sleep. I yelled at him, do not fall asleep, we have to stay awake – if the cold gets you, you'll never wake up and will sleep forever.

I desperately tried to catch a pilot fish, which sticks to the sharks, with my hand, to at least get some food or quench my thirst with some fluid. Luckily, it worked once. I still had my pocket knife in my bag, but I was barely able to open it, because my fingers were too cold to cut open and portion off my valuable catch.

On the 3rd day, we saw a rescue ship in the distance, which ended up rescuing us after many hours.

On board of the rescue ship, we were first brought back to life and then transported to Germany. When we arrived, it seemed like all of Germany had been waiting for us. People and more people, all the newspapers were full of reports on this rescue – and now, dear Stanislaw, I am sitting here on my bridge on my own ship, which I was able to purchase as a result of this rescue. I am really sorry about the suffering of my many comrades, who had to perish only because some idiots didn't know how to load and secure a ship.

Can you now understand why I don't want to go to sea anymore, Stanislaw? Here on the Elbe River, or the Rhine, nothing of this sort can happen again to me: wind and huge waves, sharks, no water, no food, nor rescue. Captain Bertram asked Stanislaw to get him another cup of coffee. Stanislaw went down to the kitchen to fetch a cup of coffee, maybe there was still a slice of the carrot cake left which Stanislaw had baked earlier.

The trip was along a very long stretch from Hamburg along the Elbe River, then branching off to the Elbside Canal to the Midland Canal towards Hanover. This dangerous cargo cannot be transported overland on the roads, since in case of an accident, it would trigger the fear of an environmental catastrophe. Sure enough, that stuff could have been transported on the roadways, but the legislative deemed to danger too extreme, endangering both people and the environment. Just an unexpected braking maneuver on the road might have resulted in blowing the truck up. The stuff that was being transported was Nitroglycerine or flammable explosives.

After many hours, we arrived at the Northern Elbe, towards Geesthacht, and we soon saw the biggest environmental mistake – the nuclear plant Kruemmel. Kruemmel with its energy and us with a ships' load of highly explosive materials! High explosives could mean an atom bomb!

But, as it is, Kruemmel is built on land, we are just floating by like two friendly knights who are going their own ways. Captain Bertram was very carefully monitoring the route and the movement of waves, actually anything that moved in the river. Near Hohnstorf, there is a right turn to a branch of the Elbside Canal, which is very quiet to travel and

has no risks whatsoever; the water is quiet and oncoming traffic is just as tranquil. This route had been purposely recommended to avoid any risks or dangers.

On this type of route, the regulations stipulate that after 6 hours of traveling, a break is required. At this time, the seaman – in this case Stanislaw – can commandeer the ship under the direction of the captain.

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From Isenbuettel in the Hanover area, at the same morning, the coal freight ship Moewe was on its way with a load of coal on the Elbside Canal, going in the direction of Hamburg.

The ship's captain is Guenter Wieser, and his seaman is Frank Mur, hailing from Halle. Frank Mur is married and has 3 children; in the former East Germany, he was a tractor driver in the state-owned Halle agricultural commune (VEB).

Frank Mur had been out of work for 2 years in Halle. In the Eastern part of Germany, he was a recipient of the Hartz 4 program, and the economic situation in this area did not change in any way. He could hardly pay the rent for his 3-room apartment, and there just wasn't enough to go around to support his family.

More and more, alcohol got into the picture, since the hope to land another job moved further and further away.

Well, during the DDR times, he said, everyone had a job, everyone could pay their rent, and the cost of living was always way lower than it is nowadays. Often times, he said, he would have been better off in the East, than nowadays in the West. They should have left the wall standing, just opened the borders, so that folks could buy a few jeans and other stuff once in a while.

He indicated he had applied for a job everywhere, but he had always been declined. Sometimes it was a matter of commuting problems – he doesn't have a car and it's too difficult to get to your place of work by bicycle over a distance of 15 kilometers, that's 15 kilometers one way, for a total of 30 kilometers, and nobody pays you one Euro for that. The hourly rate as a forklift operator in Eisleben is only 7.50 Euro, which means that he couldn't afford any extras. His wife, he said, wanted a divorce, since he was a loser, and that's why he often reached for the bottle, and alcohol helps you forget everything.

At a booze binge with other fellows he related that Fritz Westphal – a guy from another village – told him to apply for the position of a seaman on the Rhine or Elbe River. Fritz supposedly had a telephone number that he should be calling.

Six days later, Frank Mur called that telephone number. It was a Dutch company from Amsterdam which had several freighters under contract. A female voice answered and

asked for the purpose of his call; she spoke very good German and soon he overcame all inhibitions to state his request. Mrs. Van Soepen indicated that they had an agent in Halle which he should contact.

Frank Mur went home on his bicycle with a case of beer, as usual, his friends were quickly called and invited to a cool drink for all. Fritz Westphal brought a bottle of "Brown", and he also brought Mario Raeuber who was another out-of-work Hartz 4 recipient. They were all eager to hear Frank tell them what the woman on the other end of the telephone had said.

As it turned out, the terms of the job were 6 days per week on the Elbe River, on the coal freighter Moeve (Seagull); the trips are always different, depending on the freight – it could be gravel some time, another time coal or cement. At any event, the ship has to be fully loaded on both trips, since the cost of a trip without cargo is way too high.

The hourly pay is 13.50 Euros, food and board are paid for, and separation pay per day is 25 Euros, since he is married. Employee benefits are also much better than in Germany. One trip by train is being paid by the shipping company, and every week he'd be home with his friends in Halle.

Fritz and Mario congratulated him on such a good job, then they quickly bought another case of beer, and another bottle of "Brown" – life could be so good if you just handled it properly.

One week later, Frank reported in Halle at the agent's office, Luis van Grachten, right on time at 11:30 a.m. for his appointment. Everything was discussed again, but basically it was the same information that Mrs. Van Soepen had already given him.

Van Grachten produced all the necessary documents, and so did Frank Mur, such as his report cards and certificates, and the usual documents regarding federal income from Germany. Frank had to sign all papers in order for the Dutch employer to have valid records. Frank Mur asked Mr. Grachten, if he didn't have to complete training as a seaman, but he moved his head from left to right: ne, da brok we nit in Holland, wenn de Kapiteen secht, do must man ene Kabel an de Poller knope, dann et dat good. Everything else he would be taught on the ship.

Frank Mur was told to report in two weeks at the Hamburg Harbor on the ship Moeve with Captain Guenter Wieser. He would be given the location of the ship by the harbor administration.

Mr. Wieser was also a German and it would be beneficial if the two fellow Germans would work "tosame" (together). Mr. Grachten also told him that he was to report there at 11 a.m., then the freighter would be loaded and everything else was to be discussed with Captain Wieser.

Mr. Grachten gave Frank Mur an advance of 100 Euros to pay for the cost of the train.

The Scharnebeck Explosion, Part II, written on 5-25-2007

Captain Guenter Wieser, basically a very level-headed man, had been working for years for the Dutch company as a captain on the Rhine and Elbe rivers, he could always be depended upon for his well-considered opinion and reliability. Sure, at an age of 63 years, he knew all the tricks and dangers of such a job. As he was traveling up and down the Elbe, he knew most of the captains of the other ships and always exchanged a few words over the radio. Well, working on the water is pretty much the same as working in a big factory, only the place of work is on dry land, and this one is on the water.

He wasn't married anymore, his wife moved to Australia with another man, since he had hardly any time to take care of her. In the earlier days, he said, his wife Gilda traveled with him, but when a baby was on its way, that wasn't going to work anymore – how could she push a baby carriage on board or see a doctor – no, here on board it just doesn't work, he argued.

He wasn't upset when Gilda took off with Tommy who she had met earlier, at least she'll be happy in Australia with those hopping animals. Every now and then she'll write a letter with a few photos attached, how the children were doing, but otherwise his only thoughts were about the river.

Gunter Wieser had bought a small house with a backyard in Lauenburg, along the Elbe, where spent his time when he was off during the month – which means being on the ship for 3 weeks, then off for one week, since the company had some alternating captains who could work for a week to substitute for the other captains.

These schedules worked really well, because 4 weeks on a ship are too much, you need to exercise your legs, otherwise they'll still rock in your sleep.

He received his captain's commission 35 years ago, he could even navigate the high seas on it, but nowadays the pressure is just too high. At his age, he is no longer interested in regulations and all that nautical knowledge. Sure, more money can be made, but what would I do with so much money at my age, I have no one to leave it to.

As he is watching the flowers that he planted grow in his backyard, as well as the kohlrabi (turnips?), putting a bottle of wine on the table and enjoying it watching a beautiful sunset – all dreams of distant places fade away.

[illegible]

10

On March 16, the Engelburster company had sent out invitations in Walsrode for an event at the restaurant "Green Linden Tree" in Uelzen. The Engelburster company sells wool blankets, lama fur blankets, and a few more things.

On a Monday morning at 10:30 a.m., tables were all set at the restaurant "Green Linden Tree" for guests who had all registered according to the reservations list.

Mrs. Erna Plunder was very surprised when she opened a letter which she had received during the week before. It said, in big and fat letters: Dear Mrs. Plunder, you have won a free trip, including breakfast and lunch, as well as a tour of the canal-lift company for ships in Scharnebeck near Lueneburg.

But the main prize is a lama blanket at a special discount, where you can save 80% for sure.

Mrs. Plunder called her best friend, Hilda Bachter. Listen, Hilda, I won a trip with the Engelburster company, the entire day is free of charge, including traveling by bus to Lower Saxony to an event, and even a tour of the canal-lift company in Scharnebeck near Lueneburg.

Hilda replied: Listen, Erna – that's just a scam, they just want to sell you stuff, and the 80% discount is manipulated to take the last few bucks from the stupid people.

Hilda, I don't care about buying any stuff, I just want to get out of my 4 walls, I haven't been anywhere since my husband's been gone. Hilda, let's just take the trip! We'll have coffee and cake, I also have never seen the canal-lift facility, that is supposed to be one of a kind.

But you are not a guy, Hilda said, who might be interested in something like this. But Hilda, I do want to see that.

OK, then I'll come along, although I hate scam trips like this, but we might be able to make it a nice day trip.

What are you going to wear, asked Hilda. If it's not too cold, I am going to wear the gray suit with a jacket, and shoes to match, said Erna. OK, then I'll dress accordingly.

Approximately 75 people had gathered at the large bus on the corner of Lingen Street and Buecker Street in Walsrode. A gentleman in a dark blue suit stood in front of the bus with a list in his hand. He was Mr. Schweiger and he welcomed all participants, called each one by name and gave each one a seat number for the bus.

Inside the bus, Mr. Schweiger again welcomed all guests on behalf of the Engelburster company and wished them a beautiful trip to Uelzen.

Upon their arrival in Uelzen at the restaurant “Green Linden Tree”, all exited and congregated in front of the restaurant. Mr. Schweiger asked them all to come inside. It smelled wonderfully of freshly brewed coffee, the tables were prettily set, and they all started to take their seats. The servers rushed into the restaurant with the cakes, to place a slice of cake on everyone’s plate.

Mr. Schweiger said, Ladies and Gentlemen, on behalf of my company Engelburster I would like to sincerely welcome you to coffee and cake, please enjoy!

After everyone had finished their cake and coffee, the servers came back, cleaned everything away except for the coffee cups, and another server removed two large white sheets from another table, that was loaded full with products from the Engelburster company. Mr. Schweiger immediately started with explaining the products offered by Engelburster. It took about 2 hours of Mr. Schweiger's full-throttle sales tactics to convince everyone to buy such an article; even Erna Plunder's friend Hilda Bachter bought a Lama Anti-Rheumatism blanket with a foot heating pad for 460 Euros.

Hilda said to Erna, why didn't I buy something like this before, with my rheumatism, I am sure it will get rid of the pain.

Mr. Schweiger certainly did a good job for the Engelburster company, it's an art to sell such a Lama fur blanket for 460 Euros.

Look at the people, said Hilda Bachter, they are all buying like crazy, and, Erna, I am glad you came along with me, I am very grateful.
Don't mention it – and you had told me it was scam trip....

[illegible]

The high school in Schneverdingen was just having a work prep session to discuss which profession a student was going to choose.

Teacher Leopold Hippentraud wanted to find out what his pupils were going to be. He started with the first row. First he asked the question, do you even want to work? Slowly a few hands began to rise, but half of the class kept their hands down.

Oh, Mr. Hippentraud thought, that's not much what I am seeing here. The class had 45 students, and participation was 50/50%. Well, Hippentraud thought, I'll start with the guys who kept their hands down.

The first student was Jens Stoecker: Jens, what do you want to become? Basically, Mr. Hippentraud, it makes no sense to even answer this question, there is no work for us; my father and I have already tried with many applications to get a job, but always

being in a strange city like Hamburg. But luckily he found a cab outside which he hailed, and he gave the driver the slip with the directions. The cab took off and in about 10 minutes he arrived at the wharf where the Moeve was located.

The Moeve was already loaded up, since the crew had been on duty earlier and had already put the cargo in; these are internal agreements between the various crews, and the leaving crew has to pass the loaded ship on to the new crew. The cargo hatches were all open and you could see the mountains of coal sticking out. Frank could have well used 4 big loads of coal in Halle to heat his apartment during the winter.

After climbing down the gangway, he followed the old seaman's custom to ask the captain, Mr. Wieser, permission to come aboard, who welcomed him. Guenter Wieser also was an old Frieslander and his dialect was Friesisch as well. Na, den kom mohl ren men Jong, we alt bes den do so em ganzen. Frank replied he was 37 years old.

Did you ever work on a ship, Wieser asked. The answer was no – naturally, Wieser was very surprised to hear this, since he had requested a trained seaman and not a beginner or untrained seaman. He didn't have anything against him, Wieser said to Frank, but he was nevertheless annoyed that the shipping company had sent him an inexperienced worker.

Captain Wieser showed Frank Mur his quarters, his sleeping area and his closet where he could store his stuff. Frank had earlier bought and finished 2 Underberg drinks he had bought at a sidewalk vendor, in order to get rid of his stress.

But he did carry a slight drift of alcohol behind him; Captain Wieser asked him, if he had been drinking anything. Captain Wieser said that alcohol is strictly prohibited on any ship, but after the end of the workday it was up to each one of them how to conduct their lives.

Frank Mur apologized that he had 2 Underbergs, because he was not feeling well, and that he also couldn't deal well with stressful situations. Maybe Captain Wieser understood this somewhat, but he wasn't happy with it, and later he made an entry of this in his log book.

Now Captain Wieser showed Frank Mur the engines – what he had to watch out for, which phone he had to pick up when he was called, and how to fasten knots to a pillar (?) to secure the ship in the harbor. All orders from the bridge can be transmitted by hand signals, but then they have to be confirmed by the crew with return hand signals. Frank Mur was given a big list of all security regulations to study, which he was supposed to learn by heart on his time on the ship. It's difficult to make your way as a new seaman...

When Captain Wieser returned to the bridge, he immediately called his shipping company in Amsterdam to complain who they had sent him as a staff member. But he was only told to make the best of it and they wouldn't be able to send him another

seaman because of time constraints. Oh, how he hated these excuses, because they couldn't care less how the ship travels from one point to the other, the main thing is the profit, and human concerns were a distant second.

Starting from Isenbuettel in the area of Hanover, the freighter Moeve was chucking along. Speed along the Elbside Canal was fairly slow, since it's not a running river, only a canal, and the engineers of this canal did not intend it to be a race track. Average speed was about 12-10 knots, there were no cross currents, and apart from that, the canal isn't wide enough to travel at high speed; this canal was built to relieve the Elbe from traffic and connect with other waterways where trucks cannot go with dangerous cargo, where everything was going to put on water safely.

Many shipping companies considered this a good deal to earn some extra Euros, since the shipping market was over-saturated by many close-by countries like France, Netherlands, Belgium, Poland, Germany and Hungary. For economic reasons, the era of river-trafficking wasn't what it used to be 50 years ago. The shipping companies had to cut expenses, so the only slogan left was: Lots of cargo at one time, at low cost.

During the trip, captain Wieser did his homework, he had to complete new cargo documents, and there also had to be an accounting of the consumption of Diesel fuel on the ship; the shipping company could pretty much figure out how much fuel an old freighter such as the Moeve would consume during the trip.

By the way, the old vessel was already written off on the books, but she still complied with the German regulations regarding the ship's security. To renovate the old boat and make it like new would have been too expensive, and so they went along with the way it was.

Captain Wieser always reported and complained about the state of this Oldtimer, but why should he get upset, in 2 year's time he was going to retire and then he couldn't care less what happened with the freighter.

Additionally, Wieser had a previous agreement with the shipping company to run the boat for as long as it would work, and that would be very beneficial for his retirement benefit.

The Scharnebeck Explosion part 3, written 5-26-2007

Stanislaf Boroscheck used a wooden plank to rest for a little while since the sun was already pretty warm. It reminded him of vacationing on warm beaches with turquoise waters. What was missing he thought was for him to hold a beautiful lady in his arms. This would so much feel like on a cruise ship.

It was lunchtime. The Captain did not object for resting since it was very slow and nothing was going on.

Ariane was leasurly cruising on the Elbe-side canal where she was only able to go 16-18 km/hr which is also the maximum speed allowed for such hazardous cargo.

Stanislaf didn't ask the Captain of the content of the cargo. It wasn't important to him. He had all kinds of different cargos, like marmalade and gasoline. So what, he could not change anything anyway. His only concern was to finally get a chance for a vacation, maybe with a girlfriend, to relax and to let go of all stress.

Work on the ship was so boring, like working as a street sweeper. At least as a street sweeper one has the chance to find things other people lost. But here on the Elbe-side canal you should actually have a fishing rod to possibly enhance everybody's lunch. Trout and Carp caught in the river are safe to eat again, considering that the German Democratic Republic is still using the river Elbe just like a toilet with waste dumping. It is unbelievable. Who gave them the right? The big political powers like Honecker and his cohorts could not have cared less about environmental pollution and safety. As a matter of fact, they actually blamed the West with their Capitalism to be the biggest offenders of pollution and the people had to believe this absurdity on top of it. It is time for these thugs to be silenced.

A small signal initiated by the Captain and indicating to meet on the bridge brought Stanislaf out of his dreams and back to reality.

Stanislaf curiously asked the Captain for the reason of gathering. Bertram answered with a lunch suggestion for the the day. And what to you like to eat, asked Stanislaf? Don't we have any frozen chicken and rice left over? Just defrost it in the microwave, Bertram replied. Stanislaf got bussy in the galley to prepare lunch.

For a while already Ariane had passed Geesthacht on the way to Artlenburg. The Elbe-side channel was calm. Because of the steady sound of the river (you can also use a kajak) the noise of the motor, which is running with 900 ps, is minimal. The motor was just 3 years ago refurbished because the diesel motor was too strong for a 85m long ship. Sometimes more however is better than not enough.

A ship like this should be powerful, just in case a sudden maneuver is necessary to prevent a collision.

Time was passing slowly with the monotonous sound of the engine. That's the reason why this canal is also known as the Elbe-Boredom-Canal. So boring, that you will look for something to do.

Lake always on these passages, cleaning had to be done. Stanislaw got the hose connected to make sure that others will recognize the tidiness of the ship. Nobody wants to have and see an old rundown ship.

At the same time a seagull traveled in the direction of Hamburg-Bodenteich. Captain Wieser was very surprised not to have heard or seen Frank Mur for a while. Well, ok, Wieser thought and pressed the ship's horn to get his attention.

Not until the second sound did Frank appear on the bridge. What's happening, he asked. Following the Captain's curiosity, Frank told him that he was in the kitchen to eat something and that he was planning to bring some coffee up on deck.

Ok, so where is the coffee the Captain replied. Hmm, one moment, I will bring it.

At this moment Captain Wieser noticed the alcohol breath on Frank Mur. Wieser promptly questioned Frank if he was drinking. The Underberg alcohol should really not have been in his system anymore to be smelling like this. Frank became a bit nervous and replied, that it always takes his body a while, especially by not having any food and by not drinking lots of water.

Just before Frank got on board Marion Raeuber gave him as a gift a bottle of whisky. All the drinking buddies usually had a little gulp when things got intolerable but Frank, because of all his problems, was just having too many gulps.

The "Gruene Linde" was bidding their guests farewell. Everybody bought mole blankets and other souvenirs. Mr. Schweiger was satisfied with his Engelbuster Company's sales. This will be a good commission Schweiger thought, 900 Euro per day. All I need are 5 trips per week which will be 4,500 Euro per week, 20,000 Euro per month and per year a total of 250,000 Euros. Not bad, the thought. Then I would have my yacht in Mallorca and my retirement.

Ladies and Gentlemen, may I ask you to re-board the bus again. As promised, I would now like to show you the Shiphoist in Scharnebeck. Make sure you have your cameras ready for this impressive attraction. Erna Plunder and Hilda Bachter felt tired from listening to Mr. Schweiger's unimportant talking. To be back on the bus was a relief for them. After an approximate $\frac{3}{4}$ hour drive they arrive in the parking lot of Scharnebeck's Shiphoist. Everybody got off the bus and Mr. Schweiger recommended to visit the Shiphoist's showroom first. The whole herd walked over to the showroom where a guide, already prior informed by the arrival of the group, welcomed everybody.

Ladies and Gentlemen he started. I hope you had an enjoyable trip to Scharnebeck's Shiphoist. I have the honor to how the operation of the Hoist in details. How can somebody remember all this information Erna Plunder asked Hilda Bachter. Everything is in weights, tons, pounds, pulls, chains, electrical depth, meters, drive power, upstrokes, direct electrical currents and so on. Impossible. Much better would be to get a cup of coffee with some butter coffee cake.

A second bus arrive. It was Hippentraud's from Schneverdingen graduating class. All these young people wanted to see the Shiphoist since the tour was funded by the school. Everybody gathered first at the showroom of th Shiphoist.

Serge Tunwald asked Mr. Hippentraud at the parking lot if it is possible to go to the restaurant first to use the restroom and to get a drink. The girls couldn't wait. Teacher Hippentraud had no objection and all walked into the restaurant. Some of the boys smoked a few and blue smoke came from somebody's pipe. They orderd refreshments, hot dogs or maybe pork schnitzel.

Lueneburg-Oldtown was on the agenda for the evening to do some celebration.

½ hour later the rush in the restaurant was over, everybody paid and was happy. Listen up all, called Mr. Hippentraud. Let's go and learn all about th Shiphoist's theory in the showroom.

The whole gang listened to the presentation of the leader, which was filled with interesting words and facts.

The physical operation of the whole complex without doubt was very impressive. The engeniens of this project really put an effort into it Jens Stoecker commented.

Hippentraud asked if it was a good tour. Just a couple of girls disagreed. They most likely would have been happier visiting the hospital's infant station in Lueneburg or seeing Germany's next top model.

Ok, the tour is over we can leave now.

The seagull had passed Egesdorf for a long time and was getting close to reach Adendorf and the Shiphoist Scharnebeck, Captain Wieser was thinking.

My God, where the heck is Frank? The guy doesn't even show up on time, since it was not long until they would see the Shiphoist. Many things had still to be taken care of to make sure everything is in good running order.

Captain Wieser used the ship horn once, then a second time. He was waiting before he tried a third time. Frank did not show up.

Captain Wieser called the ship owner to let him know that this man does not answer. .

But the ship owner's answer was not any better. Look for him, he said.

Wieser became very annoyed. What a shit, he swore. This looser lets me sit here on the bridge by myself and I don't even know how to run and handle this whole business of mooring and post tie downs. He was afraid that the ship would drift without proper lines and mooring procedures.

Captain Bertram was passing now through the Neetze-Canal at New Rullstorf. Using the loudspeaker Stanislaw gave order to proceed to the front to set the mooring lines for tie down in the trough of the Shiphoist.

From the central navigation station of the Hoist all speeds, side maneuvers and moorings in trough 1 and 2 are being controlled.

The front ballast opened for the ARIANE to glide easily into the Hoist trough. This was actually no problem for Captain Bertram and Captain Stanislaw Boroscheck but for extra security all fire extinguishing canons were in place just in case a fire would threaten this so dangerous shipment.

All visitors from the bus tour were standing together with the school class of Mr. Hippentraud to the left in direction of Scharnebek to observe the maneuver. A few walking visitors were also joining to see what was going on. It does not happen often for a chance to experience this event especially when you live far away.

Captain Wieser was listening to the news that was being transmitted on the MOEVE. Eigner called to ask again if the new man had showed up. No, Wieser answered and right now he couldn't even go down to look for Frank Mur. Wieser did not know of what to do. The stupid loudspeaker was not working either to get Frank's attention to get up to the ship's deck.

The situation escalated for Captain Wieser. He was not able to do everything on his own on this damn ghost ship. He should have fired Frank Mur already at the time he noticed the alcohol breath. But to find a replacement is not the easy either.

Captain Wieser was swearing profusely but mostly about the ship owner. Why did the ship owner hire this man without sense of responsibility and experience. Just like in a kindergarten, he complained. With all this aggravation he had to take pill to control his heart condition.

He remembered when he was working with the last sailor.

Sailor Wilfried Schweizer from Cologne was sailing with him on the Moeve for almost 4 years. He was experienced and hard working which freed up some time for here and there. Schweizer's job as a sailor was finished. He did not want to study and continue to become a captain.

Sure, every sailor is dreaming to be the boss of a ship. The direction he had chosen was to become a captain on a transoceanic vessel.

Captain Wieser and sailor Schweizer were talking about it often how it would feel to navigate their own ship. There are differences between navigating a ship or a super tanker. A super tanker has many more regulations and everything is computer controlled and the pay is much higher compared to the Moeve.

Wilfried Schweizer was living with his wife and two children in Cologne. The kids were still very small, but his wife, Anette, was the right wife for a sailor. She knew the sacrifices she would have when the husband is traveling on sea a lot.

Wieser remembered when Schweizer invited his whole family to spend their vacation on board. The ship with 3 bedrooms, bath and shower and a kitchenette could easily accommodate his family.

They spent 2 wonderful weeks together on the ship traveling the Rhine river from Rotterdam to Basel, which is known for ore metal shipping.

A dream had been fulfilled for the kids. Wilfried's wife, Anette, was also a fantastic cook. It is so much better to have a woman do the cooking and to leave the navigation to the men.

Everything has changed, Wieser thought. Frank Mur was just a bad substitute and he had to put up with him.

Captain Wieser was still in contact with Wilfried Schweizer. He placed a call to Cologne to see if he could reach him.

Richard answered after the telephone rang four times. Oh, Mr. Wieser, it is you, said Wilfried Schweizer. How are you doing? Pretty good, answered Wieser. Only do I have now a substitute sailor who is very insufficient. He is drinking and I can never find him. Why don't you call the police to get this man arrested. No, Wieser replied, I can't do this because I will have problems with the ship owner. You know I am close to retirement and would not want to risk anything.

How is your captain training coming along? It's going, but it is a lot of studying and as one says, no hard work- no big reward.

Do you think you will make it, asked Wieser. I will do my best he answered.

Both said good bye on the telephone wishing each other a good trip and success.

Finally Frank Mur appeared from his berth. He was so drunk that he was not able to talk right but asked Wieser what was going on.

Captain Wieser, usually a very calm person, lost his composure and yelled, where the hell are you? I need you here. We need to reduce the speed because in about 12 minutes we will reach Scharnebeck. Still the bottle in his hand he took another gulp and offered Captain Wieser a drink to. Total outrage overcame Wieser.

He did not know what was happening, the blood shooting to his head, then getting chilled, his heart was very irregular, his hands where cramping and his eyes became paralyzed. With his whole upper body he fell on the navigation control panel. A heart attack ended his life.

When he fell he must have hit the gas pedal at the navigation switch. The switch snapped forward. Nobody heard or saw the sound or blinking of the red automatic warning signal that indicated excessive speed. A disaster was imminent.

The Moeve suddenly started to pick up speed. The diesel engines where in overdrive. Frank Mur fell on the floor without being able to get up. The alcohol was overpowering him.

In a total daze and disoriented he realized that something is very wrong but the alcohol was controlling his body and mind.

The Scharnebeck Explosion – Part 4

Friday, at 16:30, just before the beginning of the weekend at the Scharnebeck Ship Hoist, Mr. Loeffler read the duty log one more time.

All co-workers entered repairs and maintenance issues for the next week in this log.

Complaints were most likely not entered but even these are important to record as stated in the Hoist manual. The brake panel of the pull engines for the lift bucket had already used up 6000 braking hours. One can not compare a brake panel like this with the brakes of a car. They are so much bigger and stronger. In the process of braking a ship valuable lives are also involved and have to be considered.

Just imagine that this brake panel has to lift and hold a fully loaded ship for about 12 meters in the trough which all together can add up to 4-5000 tons. Immense power is required for this maneuver.

Before building a ship hoist mechanical components are pre-tested before they are even used. Strict guidelines have to be implemented and followed. The Motor Vehicle Department is checking and releasing these components before they are being released. In the general technical guide it is stated, that for 14 days the port and dock documents for the Peine and Arensburg destination have to be checked for any defects either man made, through tree fall damage or levy brakeage. Some time ago a terrible accident had occurred. Due to carelessness by the building company a bridge cracked which in turn started a major flood. Since then the Elbe-Side-Canal is now also known as the Elbe-Flood-Canal.

At the opening ceremony the building company was praising the Canal as this centuries biggest accomplishment.

To prove any fault of workmanship or using faulty material by the building company was impossible. The working crews were blamed to have been negligent and that all materials used during construction were strictly dictated by the building/mechanical manual.

The engineering division is known here as the most intelligent division. That is where you find engineering specialists who know the technical part of building and know how to figure with pounds, weights and pressures by the book but when it comes to hands on building, then their knowledge ends.

Each weekend at the Ship Hoist is always the same.

The shift in the control center had changed and the workshops were closed. Nothing is really happening on weekends because all machinery is equipped with safety features. If anything would ever go wrong, an alarm would instantly be activated.

In all these years Mr. Loeffler always read all reports when he started his work day on Mondays. Constant streamlining and modernization of computers and software for the whole operation had to be implemented.

Manpower was reduced because computers could now almost operate the Hoist by itself. Replacing workers with computers has become in every field the norm. But the correct data still has to be fed into the computer by someone. How long until this will also eliminated workers?

It could also backfire pretty badly to have a piece of technology do the thinking.

This problem was often discussed by Mr. Loeffler with other co-workers, like Mr. Muratt. Muratt's opinion is that because of technology, people are now not even able to add 1 and 2 anymore.

As an example he talked about his last year's vacation in the USA. While shopping in a supermarket for some cigarettes and some refreshments a power outage occurred which made all cash registers inoperable. He had to pay \$8.25 and gave the cashier a \$10.00 bill. She was not able to figure the difference to be returned without the help of the register. How sad...she was not able to figure this out in her head.

Muratt was getting very aggravated when the Cashier was looking for the manager's help in resolving this matter. After about three minutes he arrived and all he said to the girl is to give back the change of \$1.19. Meanwhile the line and wait time at the register was getting longer. A simple subtraction of \$8.81 from \$10.00 was a problem for her.

Muratt continued..... Just look at what is being taught in our schools today. The kids are sitting in front of computers in the classrooms from mornings until night or they are so involved in their game boy. Books are nowadays not the favorite anymore. And at home the television takes over with nothing but advertisements, soap operas and games and grandmother is only there to sign a check for a new car.

Real, meaningful movies, like some years ago, are difficult to find and if, then so many are repeats. What is brought today are mostly US movies and shows and often more harmful than anything else and shouldn't even be shown in Germany.

Muratt continued saying, that he never seen a German made movie in America. He thinks that the Germans are only Sauerkraut eaters for the Americans.

On the other hand, Germans are always the first ones to copy anything that is American made. Just look and listen to the German language. So many English words are being used. For example, it is not "good" anymore, now it is "cool". The word "Pampelmuse" totally disappeared and is now only "Grapefruit" and the old traditional word of "Good Day" is now "Hi".

The French aren't this stupid, they are keeping their language pure.

Then I am also thinking of our music. We have such great composers and lyrics. Why do we hear on every station nothing but American hits? On the other hand, nobody hears German music in America, even when considering our great composers like Mozart, Beethoven and Wagner. It is so sad to see all tradition disappear.

Instead of teaching our children for instance of how to cultivate a vegetable garden or how to produce electricity by using a watermill does it look more like our children are getting dumber by the day.

People are being misinformed and lied to through our media, cell phones and computers.

At the time Mr. Loeffler arrived at the Ship Hoist all documents and reports where presented by Muratt. Not much was written. The weekend was eventless.

The only thing mentioned was the water accumulation happening in the driveway above the Hoist. Nobody seemed to be concerned. New sealers where scheduled to be installed during summer to prevent leakage. Wear and tear of the seals by operating them about 8-10 times a day calls for replacement usually every 5 years.

It also depends of how many ships are being hoisted and passed through.

Loeffler walked over to the Hoist Museum to check if the weekend was ok. The summer season is known to be the main season. Visitors are arriving from all over the country and the world to see the famous Hoist in operation. Guides in the Museum are there to explain and answer questions.

A meeting was called for all Technicians of the Hoist. The agenda was to discuss the best way to disassemble the brakes in a timely manner since the Hoist would be inoperable during this time especially with having several ships waiting to pass through. It would also be a major hazard if a ship is in the through and one of the brakes would be failing.

Emergency brakes are installed but should really only be utilized in emergencies. Luckily we never had a situation like this, Loeffler said, and let's not have one now either.

So the decision was to repair all brakes the following month and to receive the Motor Vehicle Departments pre-registration.

Loeffler was relieved to have this meeting with all Technicians settled and to have the brakes repaired within a reasonable time. No other maintenance work was scheduled to the trough.

Touring the Hoist could now be scheduled and video films, which are usually kept in the archive, were made available.

Loeffler and Muratt started early that morning. First the left side of the waterway was checked. Young people liked to party around the inner harbor and debris like bottles and cans had to be removed. A cleanup crew was ordered for this purpose.

Meanwhile a cargo ship with mechanical problems was forced to dock on the right side of the canal and tended to.

Explanations were given briefly and additional help was offered. But everything seemed to be under control.

Looking to the left showed nothing so that Loeffler and Muratt could sign off the papers. Regulations always needed two signatures. As this side was all clear attention was given to the left side of the Elbe-Side-Canal. You can only reach the upper entrance by driving a few yards. The car was parked on a big parking lot that also served to accommodate building equipment and vehicles.

To view the left side of the canal a tour guide was engaged. Mr. Stieber was instructed to pick up Loeffler and Muratt at the 5ml mark. Both took out their camera and Loeffler held the clipboard to record anything suspicious they would notice. Everything was inspected, even the metal dump with the video camera recording.

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the video camera was directed to the left in the direction of the side canal bank. Nothing suspicious was noticed, everything seemed to be in order. On the right side no changes were noticed either and it was decided to inspect the left bank upstream of the canal. Loeffler fetched his cell phone from the car which he had forgotten. He wanted to call his wife to tell her that he would be late since the monthly report had to be finalized.

They walked about 10 minutes on the left side canal bank, but nothing strange was seen. The regulation stipulated to walk at least 5 km. Loeffler and Muratt observed in the distance a coal freighter sailing direction Hamburg on the upper Elbe-side canal. At the same time they noticed that something was not in order on the vessel since the vessel produced a large bow wave. At this time Loeffler and Murat were only approx. 19 minutes away from the hydraulic lift.

At the same height with the coal freighter they noticed that the captain was lying on top of the steering wheel and one of the mates was lying across the ropes on the floor. This situation looked very dangerous. At once Loeffler telephoned the police. He reported the incident to the police and he described the helicopter hovering over them. The police contacted the helicopter pilot at once in order to warn him. Loeffler also explained to the police that a tanker in the trough was carrying 1.9 million liter of nitroglycerin and was going to collide with the coal freighter.

Loeffler phoned the Hoist, foreman Horst Geller answered the call. Horst, said Loeffler, you need to sound the alarm at once and you all have to run for your life. Don't ask any questions - just run. The coal freighter is going to collide with the ship at high speed. the ship is going to break in two - you all have to run.

The police helicopter also assessed the situation and a second helicopter approached at once and informed the population via loudspeaker.

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Loeffler and Muratt jumped in to the waiting bus driven by Stieber and Loeffler shouted at Stieber: drive as fast as you can. There will be a catastrophe - we must drive to Scharnebeck and try to save what we can save.

Both helicopters were flying over Scharnebeck and you could hear from the loudspeaker: quickly, run to safety into the bunker, behind hills and don't stay in the street. You only have 3 minutes, run for your life. The peoples were running about in a panice on the street of the Hoist.

At the same time the Ariane was raised in the trough slowly to reach the necessary height to continue her voyage on the Elbe side canal direction Peine.

Loeffler, Murat and driver Stieber noticed in Scharnebeck behind an Aldi grocery store a class of 5th grade students. The children were screaming in fear because they didn't know what was happening. Loeffler jumped off the bus with Murat. Risking their own lives they threw the kids into the bus which only had room for 10 people. But all 30 persons were accommodated, including the teacher. Murat and Loeffler ried to calm the kids down. Fahrer Stieber drove the vehicle at maximum speed, as if he were propelled by a rocket. The temperature in the Bus was so hot - probably 60 deg. centrigrade. The main thing was that all children were saved and without Loefflers brain storm all children would have burned to a crisp.

About 200 people were standing at the rail to watch the hoisting of the ship, all passengers of the butter trip and the class of teacher Hippentraud. First, a bow wave of the Moewe flooded over the upper level on the dripping roof which had been built across the street since there were always water drops dripping down from the upper level. But then there was an extremely loud noise coming from the upper level. People below at the rail were screaming in panic and most of them were holding their hands and arms over their heads and many tried to escape to the left and right sides of the street.

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The Moewe had reached an approx. speed of 40 km, the wave crashed over the gate and tore it out of its frame like a cardboard cover of the shoe box and fell on top of the Ariane. The estimated weight could be estimated to be 6000 tons.

This exit bulkhead was built to bear very heavy weight, but a 6000 tons was never expected and nothing in the world could withstand such a pressure.

The police helicopter which was en route to A2 highway could follow everything and film the event with the traffic camera. The pilots interrupted their flight and alarmed the fire departments and the police through all possible frequencies. The Moewe crashed onto the Ariane like a furious bull and hit her at midship and produced a chain reaction.

It is the same as if a bomb filled with 1.9 mill. liter explosives explodes.

Such a bomb could have erased a Bunker in La Rochel easily during the 2nd world war. The bomb was the mighty tanker and the explosives of 1.9 mill liters of Nitroglycerine was like a grenade.

The explosion was such that it looked like a huge fire ball and could be compared to a A bomb during the 2nd world war. The peoples standing at the rail like Erna Plunder, Hilda Bacher or Herr Schweiger were extinguished in an instant and could not feel anything anymore.

Both vessels did not exist anymore.

In a radius of 1 km everything was erased in a millisecond, the strong pylons of the hoist and there was only a huge hole in the ground. The forests burned to ashes until Adendorf.

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In the nearby villages and towns the windows and doors kept flying out of their frames and the shingles of the roofs flew off. Everything was burning as far as one could see. The pressure was so great as if it was a meteorite.

During the first moment of the explosion at least 10.000 people perished in the fireball. The peoples did not die a natural death -- at the contry they burned alive to a crisp.

And then came the flood: approx. 20 million cubic meter of the Elbe side canal started to move. The explosion had torn off the wall of the canal. The emergency catch door did not function since the electronics were also destroyed.

Now the flood could flow freely and its speed increased. The water tore with such a might downstream that it took everything with it that was in its path.

Many houses in direction Artlenburg were torn away and were leveled to the ground. Men and livestock died a quick death by drowning. Years ago the North Sea claimed many lives because of a flooding catastrophe but this time it was man who caused the catastrophe. When Loeffler, Murat and Stieber returned 3 hours later, to see whether there was anything to be salvaged they only witnessed destruction. The houses of Scharnebeck were all gone. Only the people who followed the instructions of the police and stayed in the basements were still alive. Anybody who was in the street during the explosion was burned to a crisp.

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The Scharnebecj Explosion - Part 5

Departure of Air India flight No. 236

at 244.35 hours the Air India flight no. 236 fro Calcutta to Paris via Hamburg informed the tower in Hamburg that the jet had engine damage in engine #2. Flight captain Mahatma Jarivalla had to prepare an emergency landing in order to avoid the danger of fire.

The distance was about 380 km until Hamburg-Fuhlsbuettel. The tower wanted to know how many passengers were on board and captain Jariwalla said 285 passengers and 12 crew members.

The tower replied: could you reach Hamburg or do you want to land at a closer air\port like Hannover? Normally, large air craft do not land in Hannover because it does not offer the facilities for a large emergency. Captain Jariwalla said: well we can try. The flight crew is well trained for emergencies and they would try to stay calm and not create a panic for the passengers. The tower calculated the fastest route in order to guide the aircraft safely to Hamburg. The emergency personnel like fire brigades and ambulances were always ready and prepared to be available on site. In Hamburg all other aircrafts were diverted in order to give the Air India flight priority.

Flight attendant Kikula Nymgen was ordered to the cockpit and was told that there was going to be an emergency landing and she should offer a free drink to the passengers. The passengers were all tired because it was a 14 hour flight and people did not watch the movie and only were wishing to be landing the sooner the better.

The drinks were served quickly and the fasten seatbelts signs were switched on. The tower gave instructions in what direction the aircraft had to fly. It was to be avoided to fly over the nuclear power plant Kruemmel - this was a no-fly zone.

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Captain Jariwalla and his co-pilot were concentrating on their instruments. Various passengers were observing a strange noise. It was like a strong scratching sound and howling, as if something was grinding. However, this noise was suppressed during the fast downward flight and the low pressure in the cabin, because the ears were feeling the pressure.

The flight crew calmed down the passengers and said that this was a normal approach sound in order to slow down the engines. This was the only explanation given to the passengers.

Captain Jariwalla changed the course of the flight on his computer but he used a wrong coordination route which led the flight approx. 10 km around Kruemmel. the tower in Hamburg remarked this change and capt. Jariwalla confirmed the error and the computer was reprogrammed.

In the meantime the Air India aircraft was flying at 22 ft. An aircraft however needs 33 ft for the approach at 270 km speed and approx. 25 minutes, in order to make the descent bearable to the passengers and so that they would not suffer hearing damage. The noise in the left engine increased but because of the downward flight the pressure in the ears diminished. A few instructions were broadcasted in the cabin, ie. to fasten seatbelts, strighten seat backs and store the tray tables. It was further advised to have all papers for the entry into Germany readily available., iike passports etc.

The layover in Hamburg would be approx. 2 hrs. and 25 minutes until they would continue the voyage to Paris - it was advised not to leave the airport.

The weather in Hamburg was cloudy, and the temperture was approx. 22 degs, centigrade. There were strong turbulences during the approach, since the rainclouds were sailing very high. The cockpit assured the passengers that everything was normal in the Hamburg area. The crew prepared the cabin for landing at Hamburg airport.

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The aircraft drove through the cloud cover and one could see forests and fields. All the passengers looked tired out of the window. The quietness before the landing was always the same on all flights.

Air India reached the area of Scharnebeck as all of a sudden a huge explosion took place. A tremendous pressure wave engulfed the aircraft up to an altitude of 9.000 ft.

The aircraft was shaken violently and the produced vacuum pulled the aircraft up and down. The oxygen masks were released, people were torn out of their seats, the plane leaned 45 degs. to the left the whirlpool caused by the heat caused the pilot to loose control of the flight. One of the wings was torn out of the hull and all passengers were screaming.

The jumbo jet of Air India sped towards Blankenese, closer and closer to the ground. In the cockpit all warning signals were sounding. Captain Jariwalla tried his best to gain control but couldn't. He screamed into microphone: we cannot control the aircraft! Mayday, mayday!

The first houses came into view, closer and closer and then happened what could be called a holocaust in aviation. Women and children screamed, some people prayed in desperation. The fate of all these people was undescribable.

The jumbo aircraft with a 350 tons of weight crashed into an industrial area. Office buildings were torn into pieces and everything in the way was razed to the ground like straws, just as a farmer mowing the grass.

People who were working in the buldings burned to a crisp because of the leaking kerosene. Buildings melted away. Everywhere bodies were strewn about. Everywhere were air craft parts and building remnants within a radius of 2 km.

The stewardess Kikula Nymgen used the lavatory although it was forbidden because she needed to take some meds. Being in the lavatory saved her life and she survived the crash. It was a miracle

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the only one who survived flight # 236. in the majority of the airline crashes the aft part of the aircraft is torn off but in this case the aircraft manufacturer had inserted an iron wall.

The helicopter crew of the police department notified the nuclear power plant Kruemmel via emergency frequency to disconnect the reactor.

Dr. Rainer Stuemper being the director of the nuclear power plant ordered the shut-off which is a complicated procedure. However, the shutoff was successful. It would be unthinkable if the reactor could not have been shut-off. The ensuing catastrophe would have been worse than the one at Tschernobyl since this power plant produces more electricity than the one in Russia. Thank God the regulations in Germany were the strictest, in compliance with the latest development in research, as far as security is concerned. In Tschernobyl pliers and hammers were used to disconnect the reactor. Two more tankers were waiting in the hoisting trough direction Peine Elbe side canal. The security regulations are such that a tanker can only be hoisted once every hour in order to be hoisted to the upper level.

One of these tankers carried a cargo of liquid gas, i.e. 1,9 mill liters. This is in compliance with the German law.

The distances between the tankers have to be at least 500 meters to the trough of the hoisting mechanism. The pressure wave reached the first tanker with the liquid gas. Now it started a chain reaction. Because of the incredible heat and pressure of the nitrogen explosion another explosion followed which razed everything in the way until the town of Lauenburg. The fireball of both of these explosions was too great to describe. There was no more oxygen in the air.

All houses in Lauenburg and the surroundings were razed off the ground because of the nitro glycerin and the liquid gas. All peoples who lived there were burned in a matter of seconds. At the power plant Kruemmel on the Elbe river all buildings were destroyed although they were reinforced with steel. Nothing was left, all houses, and structures around the power plant did not exist anymore.

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The forests burned, there was fire everywhere. The third reaction finished off what was left.

The third tanker with a cargo of 1,6 mill. liters Diesel was completely destroyed and burned out. The leaking diesel fuel burned on the Elbe side arm. The water flowing from the upper canal flowed under the diesel fuel in the lower canal. The Elbe side canal is not a flowing body of water. Therefore all water flowed downward in direction Elbe river. 1,6 Mill liters of Diesel fuel made the whole river burn. In the whole area around Scharnebeck until Lauenburg was no more sign of life. In a radius of 56 km everything was erased. No animal survived, only what hid in burrows as well as people who made it in time into bunkers and basements. But everything perished in the extreme heat.

Lauenburg on the Elbe river is a tourist destination with restaurant and beer gardens. Everything happened so fast that nobody could say good-bye when emptying their last glass of wine or beer.

A US reconnaissance satellite registered the whole scenario on video and beamed it immediately to the Pentagon and to the different headquarters in Germany and the United Nations. The department of Defense was notified in order to find out whether it was an attack on Germany by Iraq or Iran. Obviously, Saddam Hussein would not hesitate to carry out such an attack and it wouldn't matter to him how many people perished.

At once the US Army initiated an EMI with Descom 3, all US nuclear bombers over the Atlantic were diverted by Descom 3 to attack.

Two German Phantom bombers ascended to investigate the dimension of the catastrophe. NATO was notified by the US commander in chief to discuss the use of nuclear weapons. The whole world was facing a third world war, just as it was the time of Cuban crisis during the cold war. None of the countries in central Europe could fathom what had happened. It looked like a rocket attack! One could have flown under the radar without being seen.

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Via the red wire in Moscow questions were being asked but nobody knew anything because nothing was recorded. Everything disappeared in the explosion and nothing was left.

The crews of the German Phantom jets could not find out anything either. A fact-finding inspection was not possible in a matter of seconds. Nothing was showing on the radar screens of the reconnaissance satellites.

From everywhere in Lower Saxony fire trucks, air crafts and helicopters were deployed to put out the raging fires which took days.

When the heat wave dissipated in the Scharnebeck area and surroundings the situation could be assessed in its entirety.

Stieber, the driver of the company bus of the hoisting trough as well as Loeffler ran for the life before the explosion with the children to a bunker from the third Reich at the exit of Scharnebeck. This bunker had a deep entry on the North side which was built into a hill and the gates were not locked because the bunker was being used to store construction vehicles. This bunker from the Third Reich finally had a peaceful use saving the lives of the school children, as well as Mr. Hippetraud, Loeffler, Muratt and Stieber.

The wives of Loeffler and Muratt who were employed the at the Nuclear Power Plant also escaped because they were looking for files in the lower level of the plant.

The Heroes

Those heroes were unselfishly and without any fear as well as jeopardizing their own lives in order to save other peoples live. To mention is the driver of the work bus Stieber, the manager of the factory Loeffler and Muratt, which saved 30 children which were waiting at the front door of Aldy's to purchase milk.

What has happened to the children and adults of the village Scharnebeck? They all were burned and dissolved into nothing. The village Scharnebeck was wiped off the face of the earth, leaving a white spot on the map and the name only was part of history.

Heroes named as follows need to be mentioned Dr. Helmut Wolfgang
Dieter , Achim because through their instant actions, as shutting down the power plant on the river Elbe, could be an even more devastating accident prevented. Such a procedure consists of many small transactions and only one small mistake would have caused the same effect as a launch of an atomic bomb. This would have destroyed the entire country.

They died on their control stations, melting into the matter around them. A second Chernobyl was prevented due to their fast reaction and it might have been much bigger than the catastrophe in Russia.

The Luck

The wives of the manager Loeffler, Muratt and Stieber worked at the power plant in the accounting department. At the day of the accident they had an audit of the internal revenue service which took place in the basement of the building that houses the files of the power plant. Those parts of the plant are resistant proven bunkers of any attacks by war or other events. All the women and auditors survived the inferno.

None of the women knew if their husbands had survived but when the doors opened, they could fall into each other's arms, which was like a second birth to everybody.

When the inferno was done and life went on, all flags in Germany were lowered to half mast to show the support of everybody. The entire world showed support and sent condolences.

The entire German population grieved for the deaths in the greatest catastrophe ever happened in Lower Saxony.

It took several months until the counts of the fatalities were completed. It is estimated that 900.000 people had perished and the damage was about 2 Billion Euros.

The Senate in Hamburg awarded to the 9 deceased heroes the highest medal in the country. Those heroes will stay in the mind of the people forever.

The states president and chancellor as well as the members of the government were present when the survivors Loeffler, Muratt and Stieber received the highest honors.

All newspapers and TV stations broadcasted the truth about the catastrophe told by Loeffler, Muratt and Stieber.

There should never be a catastrophe caused by carelessness and inexperience.

**PREPARATION FOR THE SCREENPLAY TO “Scharnebeck Explosion”
as well as preparation of the characters.**

**Therefore, we provide an overview to the following screenplay as well
as dialogue and script**

**The Tower prepares the take-off of Air India - showing the smoking
area with 5 rows of seats as well as the “Million Dollar Passenger
Lottery)**

aft follows the “Aldi” section - who are singing.

Calcutta Airport

**5 PM last call for passenger Mr. John Pullman, flight # to Paris
via Hamburg/Germany.**

**Mr. Pullmann comes running breathless with the excuse, that he fell
asleep in his seat in the waiting hall, since he did not sleep at all the
night before.**

**At the counter before the gate, the ground employee says: please
hurry up - we are closing the door of the aircraft. Arriving at the plane
the stewardess, Mrs. Nyugen, says “your seat is in row 8, at the
window.**

**All passengers are wondering that the last passenger finally arrived.
Mr. Pullman stores his belongings in the overhead compartment.**

**Meanwhile, in the cockpit, flight captain Jarivalla goes over the
checklist with his copilot, Mr. Nubng. Capt. Jarivalla talks to the
tower: I guess we can use runway #2. Hey, it is wonderful because
today we are one of the first who can use the new runway after the
expensive repair.**

**The tower gives the order. The captain says: why don't you start your
coffee makers now.**

**In the cabin the stewardesses go over their checklists and check
whether the passengers are all buckled in correctly, whether the
tables and seats are in upright position. In the cockpit the usual
preparations for take-off take their course and the jumbo jet is pulled**

away by the towing vehicle. The engines are being started for warm-up.

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The stewardess, Mrs. Nyugen is the purser and explains the safety rules of which there are quite a few because it is a long flight.

All passengers are wondering about the novelty in the aircraft, i.e. the installation of a separation wall with each two doors on the right and left side of the aisle.

She says "Ladies and Gentlemen, we are the first airline who introduces again a smoking compartment because there have been worldwide requests for this.

This smoking department has an especially large smoke escape in order not to bother the non-smoking passengers.

Captain Jarivalla is taxiing the aircraft to runway #2.

all data were logged into the computer of the cockpit.

The tower indicated the traveling altitude of 11.000 meters (33.000 ft). Over Bombay turbulences are being expected. Captain Jarivalla gets the clearance for take-off. We wish you a good flight and please bring back a case of German beer. Ok. we shall try.

Captain Jarivalla says to his copilot Nugang: well then, please start the engines. The engines roar and the jet reaches the take-off speed of 275 km for lift-off and flies in the direction of Paris - Europe.

Meanwhile, in Lüneburg/Germany, Heidekamp 3 the grade school teacher Mrs. Ilse Stuckner says to the pupils of grade 4: today we shall learn a new song and I thought it would be nice to learn "A bird is getting married".

German Tet:

Ein Vogel wollte Hochzeit machen,
in einem grünen Walde, fideralala, fideralala, fideralala

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Die Drossel war der Braeutigam, die Amsel war die Braut

fideralala, fideralala, fideralala, fideralala

Der Seidenschwanz, der Seidenschwanz der bringt der Braut

den Hochzeitskranz, fideralala, fideralala, fideralala,

der Auerhahn, der Auerhahn, der ist der wuerdige Kaplan

fideralala, fideralala, fideralala.

Die Meise, die Meise, die singt das Kyrieleise

fideralala, fideralala, fiderala,

Die Gaense und die Anten, die sind die Musikanten

fideralala, fideralala, fiderala

Der Pfau mit seinem bunten Schwanz, fuehrt die Braut zum
Hochzeitstanz,

fideralala, fideralala, fideralala!

Meanwhile, in the Jumbo Jet of Air India en route to Paris the first
dinner is being served. The stewardess offers a selection of
chicken on rice or tuna fish on spinach, and fruit.

After dinner the window shades are being lowered and the lights
are dimmed. The movie "Flight of the Phoenix" starring Hardy Krueger
is being shown. Mrs. Nyugen observes that one of the passengers
had pressed the call button. Another steardess, miss Gertrud Singer,
who speaks German approaches aisle seat # 56 and asks what the
question is.

Yes, I have a question: I am reading a brochure here announcing that
Air India offers a lottery.

Yes indeed, we give this brochure out when you buy your ticket.

Yes, but I do not understand how it works.

Please wait and I will explain it in detail after the movie ends.

In class teacher Ilse Stuckner compliments the class: Kids you have
performed admirably. However, we have to practice once more since
on Friday dean will pay us a visit and we cannot make a mistake. We
want to surprise the dean!!

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Reiner Thiel, one of the boys in the class, asks Mrs. Stuckner: you promised us to give us some sex education. Why do you need sex education, Reiner?

Well, Mrs. Stuckner, I have a girl friend and I would like to know how I have to behave correctly.

Says Mrs. Stuckner: I think you are a little bit too young.

Maybe so, says Reiner, but it is never too early to learn. My dad always says: Boy, you need to learn everything early in life in order to comprehend everything so that you do not do the wrong things for which you will be sorry.

Yes, Reiner, we will start with the sex education next week. But now we have to practice the song for the dean.

Mrs. Nyugen makes an announcement over the intercom:

Ladies and gentlemen!

As you have noticed we have handed out a brochure with your ticket that we are the first airline offering this promotion. Most airlines offer frequent flyer miles and most of them expire if you do not use them in a certain time frame. However, our airline offers something innovative and special, which we have purchased in Germany and which hardly costs anything to the passengers. We are charging an extra three dollars for the ticket which is only a nominal fee. These extra 3 dollars are a ticket for a lottery enabling you - if your ticket number is drawn by computer - to win a free flight, a car, a trip around the world, a house. The grand prize is a million dollars or a trip to the moon!. We call this our one million passenger lottery. When you purchase a ticket your ticket number is logged into our computer. It is a win-win situation. It is the first chance in your life to win without the usual cheating in the lottery business.

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It doesn't matter at which airport you board an Air India flight. Your ticket number is automatically entered in our computer and is logged in worldwide. This lottery is only offered by Air India and its partner air carriers.

One morning in Hamburg

A special area of Hamburg is restricted because of dangerous goods class 10. Only authorized personnel can handle these goods.

The Nitro container ship "Ariane" has a cargo of 1,7 million liters of nitro glycerine loaded at BASF company in Ludwigshafen. This cargo is being shipped to Hannover with a stop in Hamburg.

The travel time was 22 hours on the river Rhine to Holland and then East on the North Sea along the coast to Hamburg. The container ship was accompanied by three fire extinguishing boats with the names FT 1, FT 12 and FT 8. These fire extinguishing boats are required by law. All other vessels on the Rhine and Elbe rivers were ordered ahead of time by radio to stop and anchor until the "Ariane" has passed because on such a busy water way a collision could easily occur. On the length of the Rhine from Ludwigshafen until Holland at every kilometer marker the fire department and police were present to prevent an accident. The "Ariane" was anchored on a tributary in order to avoid an accident. Those rules are mandatory by law.

At 6.30 AM die "Ariane" was ready in the harbor basin in Hamburg to continue her voyage.

The inspection took place by the safety department of hazardous materials of the Shipping Registry (Hazardous materials class 7-10), in conjunction with the fire department and police. It was determined when the "Ariane" would head for certain points so that those places would especially be safeguarded by police and fire dept.

because the voyage would pass by the nuclear power plant Kruemmet on the Elbe river. All regulations are put in place by the corresponding government institutions. The TUF Inspection dept. in Ludwigshafen boarded the Ariane in order to assure that all equipment corresponded with the highest security regulations so that the hazardous cargo would not jeopardize the towns bordering the river in any way.

When the Ariane docked in Hamburg and anchored in the harbor, the fire department and the inspection authority (TUEF) Hamburg ordered the same like given by the authorities in Ludwigshafen. All documents were produced and sealed.... the usual red tape is thoroughly regulated in Germany. Consequently, less accidents with hazardous materials happen in Germany than in other countries worldwide.

Air India

For the Jumbo Jet of Air India the routing was mapped out flying over Bombay, then across the Indian Ocean direction Oman in Saudi Arabia, then across the PERSIAN Gulf over Kuwait, passing Iran, in Turkey over the cities of Ankara and Istanbul, to Vienna and then to Hamburg.

Duty free shopping commenced in the cabin and as on every overseas flight cigarettes, liquor and perfumes and other luxury goods were available. The passengers noticed some slight turbulence and the signals to fasten the seat belts came on.

Copilot Nygung made the announcement: ladies and gentlemen, please fasten your seat belts since we are flying through inclement weather which is not unusual during spring time. You don't have to worry: it is the same as when you were driving with your car over potholes. Our aircraft is brand new. Stewardess Nyuegen repeated the announcement in French and stewardess Gertrude Singer in German, since there were German vacationers returning home from Calcutta. One could observe that many passengers were frightened and

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sweating. Drinks were passed out because some passengers thought it was easier to get through the turbulence if they downed a few whiskies. All seats were full in the smoking section and every passenger had a few beers sitting on their tray tables - just if they were sitting in a pub. They didn't notice the turbulence until the aircraft fell into a hole approx. 1500 ft. deep.

The window shades which had been lowered , were catapulted up and some passengers were somewhat lifted out of their seats. This lasted about 2 1/2 minutes until the aircraft stabilized. All shades went down again and women and children were screaming of fear and some of the men turned pale. All stewardesses were running across the aisles. At the same time, Capt. Jarivalla spoke a few calming words: ladies and gentlemen and children, I hope you were all buckled in. Even if this aircraft had carried a double load this air pocket would not have done any damage to the plane, or to you. Please enjoy the continuation of your flight!

Captain Jarivalla telephoned immediately the Air India headquarters and informed them of the incident. Headquarters were very worried whether to continue the flight because the aircraft was fully booked and maybe it would be advisable to fly to the nearest airport to check whether there was any damage to the wings or the engines.

The flight crew checked the computer whether there was any indication of malfunctioning.

The School

The dean of the grade school Lueneburg, Dr. Schnellgars, knocked on the door of class #4. Teacher Ilse Stuckner ordered the student who sat next to the door to open it. Peter put down his pen and ran to the door and opened it and there was the dean with the student who was supposed to join the class with his keyboard. The dean asked the boy "may I come in, my name is Schnellgars and I am the dean of this grade school. Please do come in, said Mrs. Stuckner . Dear kids this is your dean and he would love to hear what you have learned. The students were somewhat frightened when they laid their eyes on the dean, because it was known that he was quite strict. He would not tolerate fist fights nor skirmishes and it was not allowed to smoke in

the school, nor were the students allowed to bring cell phones to class. The dean enforced the principle that students had to study without distractions. Children, we have brought in a musician with a key board so he can accompany you The musician connected the small amplifier and plugged in the key board. Mrs.Stuckner sang the first verse and said: now, kids, we shall all sing together. All children then sang the song Ein Vogel wollte Hochzeit machen, etc.

Hamburg Harbor

Captain Heinz Bertram and his sailor Stanislaw Boroscheck returned from a two-day furlough since the voyage from Ludwigshafen to Hamburg was very tiresome. They met at 3.20 AM at the harbor cafe Hamburger Morgenstern (Hamburg morning star) which was open 24 hours. Then let us have breakfast~! Eggs and bacon on rolls with hot coffee were served which they thoroughly enjoyed in view of the upcoming voyage. Captain, the last trip was quite tiresome , said Stanislaw (the following is to be spoken in North German dialect “ne min Jung dat gei do op dem naechsten Fahrt no vell schlemmer do mos we an dat Atomkraftwerk Kruemmet vorbei foern met unsem Appelkahn. Besser do don wer olle Fenster to maken domet ken beschen Wind renkoemt suns faengt da Nitro Fuehr wenn dat so rappelt von dat Wellen ! (This was Northern German dialect).

Continued in dialect: So Stanislaw, said Capt. Bertram, mog we mohl ob unserem Appelkahn gehn so ig mot do mohl betoln den Kellner, un den geid dat los. Capt. Bertram said we better had loaded spring water for Africa instead of such dangerous cargo. But for the hazardous load they would earn a lot of money and they could retire soon. .

Both men then proceeded to the harbor police. One has to present the vessel's ID papers as well as their own documents which would be scanned like at the airport.All data were checked by computer. Police Chief Steinbauer said: guys, you have quite some voyage ahead of you and I don't envy you. But this is the only way to take the cargo from one place to the next, i.e. by ship. If you would ship this cargo by plane and there were turbulence the whole plane would explode.

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On the highway the danger of an accident is too great. maybe the nitro glycerine should be frozen and delivered in blocks in a freezer can, just like ice used to be delivered! But this is highly explosive ice, good grief, it is material from the devil!

But you have the German police and the fire department accompany you and nothing in principle is going to happen. Captain, what do you think?

Yes, Mr. Steinbauer, your word in God's name. Yes, Mr. Bertram, but what has God to do with it? Your exceptional skill is required to ship the nitro safely to its destination. The problem, however, is not the voyage to Hnnover, not the nitro glycerine, not the precautions, but we might have a case for terrorism. Since weeks it was announced on TV and in the press, that such a freight was being shipped from one city to another one. This fact should not have been made public but remained classified.

The police, the fire department and the authorities are responsible for this danger, because all news stations were notified. What did happen in New York when the New York when the World Trade Center was hit by the airplanes? Naturally the press from all over the world is going to be present to witness this event

(this is the place where the journalist is exploding with rage!)

Well, Mr. Steinbauer, I don't have a good feeling about this voyage. You are sitting in your nice office at the police station and we have to drive the vessel. I would love to give you the responsibility and you can ship the nitro and I stay at the harbor and check all peoples at the checkpoint. Who knows whether there was no attack diver from Iraq and placed a bomb under the hull. We are not on good terms with Iraq - did you or the authorities check for this possibility. I insist that, before I drive my tanker, that an urgent inspection of the hull is going to take place. The German army has marine and attack divers stationed in Hamburg. So please call the Army and request the inspection of my ship. Well then, I will call the Army in Eckerfoerde.

The marines also have attack divers says police chief Steinbauer. He is looking for the phone number on his desk and finds it in a few minutes, he dials the number and the barracks in Eckernfoerde answer the call. Staff lance-corporal Selters here. You have reached the

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Harbor Police Hamburg. Chief Steinbauer, we are having a big problem here and I would need to speak to the Commander in Chief. Please, what is his name. His name is lieutenant colonel Duellmer. Please connect me to him, it is most urgent. The phone rings and on the other end lieutenant colonel answers the call, what can I do for you? This is the Hamburg Harbor Police Chief Steinbauer. Colonel, as you are aware we have a hazardous cargo originating from BASF company on the Rhine river with a stop in Hamburg to Hannover and then we transport on the Elbe river to Peine. The captain of the tanker, Mr. Bertram fears a terrorist attack on the tanker and he will not continue the voyage unless an search and inspection of the hull is carried out. The tanker's crew, the police and fire department as well as the TUEF (INSPECTION) have taken all measures as well as thorough checking of the vessel to insure her safety. We would need from you a diver who could inspect the tanker from the bottom. But Mr. does the fire department not have attack divers.? Yes, indeed, they do, but one of them is hospitalized and the other one is on vacation. Therefore, we would need the army to help us out and maybe it is possible to send us one of your divers, without the usual red tape. Yes, principally it is possible. ok. I will send one of our divers . Please let me know where exactly the diver will have to report to. Thank you so much, lieutenant colonel for your speedy assistance. Don't mention it!

Coal Cargo Ship:

This is a vessel "Moewe (seagull)" with a cargo of 600 tons . The Moewe sails out of the harbor Peine under the command of Captain Gunther Wiesner and the mate Frank Mur. Their destinaion is Hamburg.

Captain Wiesner informs the shipping company in Holland that the speed is 12 knots. This is enough for the old ship so that the engines will not break down.

School

After the kids sang the song for dean Schnellgrass, the dean applauded the kids and told them: Kids, you did a great job and I think

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you deserve a reward. I was thinking to visit with you the big hydraulic ship lift ????? in Scharnebeck by means of which the ships on the Elbe River are hoisted from a lower level to a higher level which means that the ships can continue their voyage on a higher waterway. You have to imagine this: on the bottom of a stream there are stones and the stream always flows downward and when the stream flows over stone steps the ship has to be hoisted over it so that it can continue to sail. Can you understand this? Oh yes, screamed the kids - this is very exciting. Go and tell your parents that we are planning to travel there. Inge Mueller asked the dean whether they needed to take along some money but the dean said no - this is paid for by the school. You should all wear warm jackets in case it is chilly.

Air India

a second movie was shown during the Air India flight with the title "How life goes on " with Jack Langohr and Robin Miller. The majority of the passengers tried to sleep and some did cross word puzzles. Others went to the smoking lounge to converse about the bad turbulence which had passed thank God. Over the loudspeaker the voice of the co-pilot Nugan was heard and he said that below you can see the lights of Bombay. All passengers who had window seats raised the window shades in order to see the beautiful lights. It was as beautiful as thousand and one nights. Only the flying carpet was missing.

New York Times

The supervisor of the New York Times asked one of the journalists, Mrs. Casey Gray to come to his office to discuss the hazardous German cargo of nitro glycerine from March 16, 2007 from Hamburg to Hannover. The action station is the Nuclear Power Plant Kruemmet on the Elbe river. Mrs. Gray was to film the departure of the tanker together with the camera man Peter York, i.e. from Hamburg harbor to Hannover.

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The New York Times requested all details via satellite as to how the voyage is proceeding. The supervisor said that they would place a super mega telescope one mile away from the power plant. The New York times received information that there was an attack planned on this hazardous cargo tanker, probably by Iranians or Iraqis.

The FBI received this information through their intelligence but it is not known who is behind all this.

The Americans had warned Germany, but Germany said it would be a similar encounter like when the German Lufthansa was hijacked in Mogadishu and where the German army resolved the problem. This would be a similar problem and the Germans could solve it.

Mrs. Casey asked the supervisor if something like this could occur in front of the power plant. Yes, this is a question which I cannot answer. You could discuss it with Peter York and you would be a celebrated journalist who had witnessed a catastrophe. Your report would earn you 1 million dollars.

We shall order you and Peter York an airline ticket and have made reservations at the Hamburg Hilton Hotel. A rental car is waiting for you at Hamburg airport.

I wish you good luck and success in your mission. If you have any more questions please do not hesitate to ask. An advance of \$10,000 should be sufficient.

Yes, this is enough. Would you please sign the contract stating that you will forward all information via satellite telephone.