

**Sequence protocol "The Waried Transport Company –
A Chapter from the History of German Technology"**



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A Chapter from the History of German Technology"

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chapter	time codes (from – until)	visual motifs	audio commentary
1	10:00:00:00 –10:01:26:19	W.A. Riedemann, DAPOL sign, Esso trademark, „Andromeda“, „Glückauf“, the Waried trademark and flag	Wilhelm Anton Riedemann founded the Esso Transport Company, which was re-named as the Waried Tankship Transport Company in 1928. Before that – in 1890 – Riedemann had co-founded the German-American Petroleum Company, of which Waried was a spin-off. It became part of Esso Germany in 1950. Riedemann was a tank ship pioneer: around 1879 he had the sailing vessel "Andromeda" refitted as the world's first sail-driven tanker; 1885 he built the first petroleum tank in Germany; and he built the world's first steam-powered tank ship – the "Glückauf" – which had its maiden voyage in 1886. [...] Starting around 1930, the then director of the Waried Company, Adolf Schneider, made movies of business and private occasions. These film documents provide interesting insights into the years between the beginning of the Great Depression and the outbreak of the Second World War.
2	10:01:26:20 –10:03:19:02	launch and sea trial of the „Heinrich von Riedemann“	Launch and sea trial of the „Heinrich von Riedemann“: she was built by the Waried Company in 1930 for the Baltic-American Petroleum Import Company and sailed since 1935 for the Panama Transport Company. [...] On April 17th 1942, the „Heinrich von Riedemann“ was torpedoed and sunk near Trinidad by the German U-boat U 66. All 44 crew members were saved.
3	10:03:19:03 –10:14:35:23	launch and sea trial of the „Harry G. Seidel“	Launch and sea trial of the „Harry G. Seidel“: she was built by the Friedrich Krupp Germaniawerft in Kiel in cooperation with the Waried Company in 1930. Once again the owner was the Panama Transport Company, a Standard Oil subsidiary. [...] Here we see the launch again from a higher perspective. [...] The maiden voyage is put to good use to provide the christening guests with a munificent celebration. [...] At this time, over 3 million people were unemployed in Germany. That was some 16% of the work force. [...] The sea trial served to determine the seaworthiness of a new ship. [...]

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			<p>The construction and operation of such huge technical installations and machines always requires a close cooperation of the persons involved. Like interpenetrating chain links, the various activities of individuals combine. They are subordinated to an external meaning and purpose.</p> <p>[...]</p> <p>On April 29th 1942, the "Harry G. Seidel" was torpedoed and sunk near the South American coast by the German U-boat U 66. It was the same U-boat that had sunk the "Heinrich von Riedemann" 12 days earlier. Two crewmen died, 48 survived.</p>
4	10:14:35:24 – 10:15:56:18	Venice	<p>Venice: the director's family is on vacation. A gondola ride on the Canale Grande – with the Rialto Bridge in the background. Palaces along the Canal. Heading towards St. Mark's Square. Sauntering around St. Mark's and playing with the doves. In the distance there is the Bridge of Sighs. Departure is by bus.</p>
5	10:15:56:19 – 10:16:49:23	sea trial of the „Peter Hurl“	<p>The „Peter Hurl“ was built in 1930, re-named as the „Esso København“ in 1948 and scrapped in 1963. The films shown here were made during a sea trial and only show the ship's surroundings from on deck. During World War II, she transported oil between Aruba and New York. The „Peter Hurl“ was only attacked once by a submarine, and in 1942 she also tried to ram a submarine herself. She remained undamaged in both encounters.</p>
6	10:16:49:24 – 10:23:43:10	launch and sea trial of the „J. H. Senior“	<p>Launch and sea trial of the „J.H. Senior“: This tank ship was initially launched in December 1930 and completed in 1931. These are excerpts from a professionally made contemporary film.</p> <p>[...]</p> <p>The hotel "Weißes Haus" in Emden, where the christening guests stayed, was destroyed on September 6th 1944 during a bombing raid.</p> <p>[...]</p> <p>Ships and industrial plants became increasingly large and complex. They stood for the economic and political power of their respective nations and expressed their faith in salvation via technology. The shock waves caused by the Great Depression plainly did little to change that.</p> <p>[...]</p>

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			<p>In 1931, 4 and a half million Germans were out of work: that was nearly a quarter of the work force.</p> <p>[...]</p> <p>On August 19th 1943, the "J.H. Senior" - while sailing in convoy in the North Atlantic - collided with the "J. Pinckney Henderson". The "Senior" was carrying aircraft fuel. Both ships were badly damaged. 25 sailors on the „Senior“ died in the accident.</p> <p>The „J.H. Senior“ was repaired 1949 and returned to service. She was re-named as the „Esso Picardie“ in 1950 and scrapped in 1955.</p>
7	10:23:43:11 – 10:27:40:19	sea trial of the „Franz Klasen“	<p>Sea trial of the „Franz Klasen“, built in 1932. These scenes were shot on the Elbe River near Finkenwerder and Blankenese.</p> <p>[...]</p> <p>The „Franz Klasen“ sailed in several convoys during World War II and took part in the invasion of Southern France in the summer of 1944. She was only damaged once, when she rammed a lift bridge in Chesapeake City, USA. She was taken out of service in 1960 and scrapped.</p>
8	10:27:40:20 – 10:27:55:05	Hyde Park	A walk in London's stately Hyde Park.
9	10:27:55:06 – 10:30:02:21	launch of the „R.L. Hague“	<p>Launch of the „R.L. Hague“, built in 1932. A Far Eastern dignitary provides the spiritual accompaniment at the christening ceremony.</p> <p>[...]</p> <p>That year, 5 and a half million people were unemployed in Germany – or about 31% of the work force.</p> <p>[...]</p> <p>On September 9th 1943, "the Hague" was scuttled by her crew near La Spezia. She was recovered and repaired, then sunk again by aerial attack. Recovered and repaired yet again, she returned to duty in 1948. The "Hague" was re-named as "Esso Italia" in 1951 and was scrapped in 1960.</p>
10	10:30:02:22 – 10:38:26:04	launch of the „Robert F. Hand“	<p>These scenes from the launching of the „Robert F. Hand“ are taken from an advertising film commissioned by the Germaniawerft. They were made in 1933.</p> <p>[...]</p> <p>For the first time, we get to see actual workers. These scenes were staged, however.</p> <p>[...]</p>

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			<p>The Swastika flag and the Krupp company flag stand companionably side-by-side.</p> <p>[...]</p> <p>The camera hovers attentively over guests in Nazi uniforms.</p> <p>[...]</p> <p>Those in civilian garb also show a well-practiced Hitler salute.</p> <p>[...]</p> <p>Every successful ship launch is also the success of an invisible machine. Hundreds of persons worked together for several years in a perfectly functioning organisation – itself a kind of machine - to build the vessel. The wheelwork functions on orders from the top of an apparatus which follows a strictly organised hierarchy – no matter if it's Nazi Germany, the Stalinist Soviet Union or the capitalist USA. One can make huge technical constructs or conduct bloody wars with an apparatus organised in this fashion. Lewis Mumford coined the term "megamachine" for this.</p> <p>[...]</p> <p>The festive banquet for the christening guests.</p> <p>[...]</p> <p>The "Robert F. Hand" sailed in several convoys during the war. She collided in 1942 with another ship – the "Parthenia" – near Scotland. The "Parthenia" sank. After three re-christenings, the "Hand" was scrapped in 1967 under its final name, the "Oligisto".</p>
11	10:38:26:05 – 10:39:10:00	celebration on the „Victor Ross“	<p>A celebration on board the „Victor Ross“. She was completed in 1933, but these scenes probably date from the year 1936.</p> <p>[...]</p> <p>The "Victor Ross" was torpedoed and sunk on December 2nd, 1940 by the German U-boat U 43. All 44 crew members died in the attack.</p>
12	10:39:10:01 – 10:40:36:15	launch of the „Orville Harden“	<p>Launch of the „Orville Harden“ in 1933. The lack of National Socialist pomp is due to the ship having been built in Monfalcone, Italy.</p> <p>[...]</p> <p>The "Orville Harden" sailed in several convoys during the war. She collided with the Dutch tanker „Ena“ near New York harbor on February 4th, 1945. The "Harden" capsized, but was raised and repaired. After the war she was re-christened twice and scrapped in 1962.</p>

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13	10:40:36:16 –10:45:03:16	sea trial and flag change „D.L. Harper“	Sea trial and flag change of the „D.L. Harper“. She was launched in 1932, but these scenes are from a sea trial in 1933, the year of her completion. By then, the Nazis had taken power in Germany. [...] Nazi notables are now present in large numbers at the transport company's celebrations. At first, the Hitler salute is given in a relaxed and un-martial fashion. [...] The “D.L. Harper”, which was owned by the Anglo-American Oil Company of London since 1939, sailed in a number of convoys during the war. In 1941 she took motor damage from a German aerial attack. In the 1950s, the ship changed owners three times. She was scrapped in 1960.
14	10:45:03:17 –10:47:49:06	a journey through Europe	The Elbchausee in Hamburg [...] Wilhelmine-style buildings in Northern Germany [...] Berlin – the Brandenburg Gate with scaffolding [...] Paris: Notre Dame, Arc de Triomphe, Château de Versailles [...] A train ride through an Italian landscape [...] Milan: the Galleria Vittorio Emanuele on Cathedral Square
15	10:47:49:07 –10:49:08:06	„W.B. Walker“- sea trial	Sea trial of the „W.B. Walker“, which was built by the Friedrich Krupp Germaniawerft in Kiel in 1935. [...] The “Walker” was hit by a torpedo from the German U-boat U 93 on January 29th, 1941 and sunk. 4 crew members died, 43 survived.
16	10:49:08:07 –10:51:45:03	launch of the „G.S. Walden“	Launch of the „G.S. Walden“ 1935 in Rotterdam. The Dutch also make do quite well without a theatrical stage production. [...] The double-edged hatchet serves to symbolically sever the ropes. [...] The German U-boat U 552 hit the “Walden” with a torpedo on August 3rd, 1942. She was damaged and one sailor died in the attack. She was then repaired. On May 14th, 1944 she took a

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			torpedo hit from the German U-boat U 616. The "Walden" was repaired again. After two re-christenings in the 1950s, the ship was scrapped in 1962.
17	10:51:45:04 – 10:53:17:02	„Haakon Hauan“ – sea trial	These scenes from a sea trial of the "Haakon Hauan" cannot be precisely dated. The Waried Company director must have been a guest on the Danish tanker. [...] The "Haakon Hauan" was hit amidships by a torpedo from the German U-boat U 753 on May 25th, 1942. She was repaired and was scrapped in 1960.
18	10:53:17:03 – 10:56:03:16	Schiffstaufe „Friedrich Breme“	Ship christening of the „Friedrich Breme“ on May 15th, 1936. Friedrich Breme – the then chairman of the board of the DAPG – acted as master of ceremonies in person. [...] Herr Breme is sporting a thumb-sized party badge – clearly visible on his coat lapel. [...] Frau Breme is being escorted by a uniformed League of German Girls member. [...] Frau Breme's christening motto 'fortune and blessing for all your voyages' failed to come true: the "Friedrich Breme" was hit and sunk by cannon fire from British warships on May 27th, 1941 or – according to another report – was scuttled by her own Captain Otto Schulze after being set on fire by hits from the H.M.S. "Sheffield". Captain and crew were taken prisoner by the British. The "Breme" had served as a supply vessel for the battleship "Bismarck".
19	10:56:03:17 – 11:00:29:13	launch of the „Narragansett“	In 1936 – the year in which the „Narragansett“ was launched – Nazi Germany inaugurated a Four Year Plan. Its goal was to contribute to a drastic increase in the productivity of the economy and the armed forces in order to achieve Hitler's plan to attack the Soviet Union. To this end, technical developments were expedited and brought into service. Technical progress and the destruction of reason thus became completely synonymous. An artist from the "Narragansett's" home country on the other hand took a critical position towards technical progress:

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			Charlie Chaplin's film "Modern Times" premiered in American movie theaters in 1936. In Germany, showing this movie was forbidden. [...] The obligatory brass band. [...] The guests of honor give the Hitler salute in a body. But the workers are also allowed to show their Nazi convictions. [...] The "Narragansett" was attacked and sunk by the German U-boat U 105 on March 25th, 1942. All 49 crew members died in the attack.
20	11:00:29:14 – 11:03:11:01	launch of the „Paul Harneit“	Scenes from the launching of the „Paul Harneit“ 1936 in Danzig. [...] Yet another brass band. [...] The "Harneit" had served the German air force as an oil ship and stationary tanker since 1939. She was seized for reparations by the British in 1945 and re-named as the "Empire Tagalam". The ship was scrapped in 1960 after two more flag and name changes.
21	11:03:11:02 – 11:04:41:15	„Otto N. Andersen“ – ship christening	The „Otto N. Andersen“ was originally a fishing trawler. The date of construction and the shipbuilder are unknown. The scenes of the ship christening were filmed by the Waried director. [...] The "Andersen" was employed by the German navy as a minesweeper starting in 1939. She was sunk by a Canadian bomber on October 9th, 1944.
22	11:04:41:16 – 11:05:43:07	celebration on the „Wilhelm Gustloff“	The „Wilhelm Gustloff“ was built by the Blohm & Voss shipyard as a „Strength through Joy“ ship for the German Labour Front. These scenes cannot be dated exactly, but may have been shot 1936 at the christening celebration, which Waried's director attended as a guest. [...] The guests arrive by water taxi and go on board. [...] The "Gustloff" was attacked and sunk by the Soviet submarine S 13 on January 30th, 1945. She was badly overloaded with fugitives. The number of fatalities was never determined

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			exactly; the most reliable estimate is that 9000 persons died. The sinking of the "Wilhelm Gustloff" was the greatest catastrophe in maritime history.
23	11:05:43:08 –11:07:47:20	montage	<p>The ships of the Waried Transport Company experienced the globalisation of the economy long before this became a post-modern catch-phrase. The ships shown in this film sailed the oceans of the world under various names for numerous companies and flew all manner of flags. The economic globalisation was soon followed by yet another globalisation: a world war. Most of the ships were attacked by German or Allied warships or warplanes and in most cases were damaged or sunk.</p> <p>In 1956 the Waried Transport Company was re-named to "Esso Tankship Company Ltd."</p>