

CAPE BALTIC

IMO No: 9311476 BULKER 2005 / 88541 GT

COMPANY:

Kawasaki Kisen Kaisha Ltd,
Japan
(Sandigan Ship Services Inc,
Philippines)

YARD INFORMATION:

Mitsui Eng. & SB. Co. Ltd.
Chiba Works (Japan) 1604

DEMOLITION:



Gibraltar 1/6/2011 © S. Wiedner

2020: Sold to Seenergy Maritime Holdings, Greece. **Renamed GOODSHIP.**

2023: Sold to Seaenergy's spinoff United Maritime.

Sale & leaseback deal by United Maritime with an unnamed Chinese lessor.

BASIC DATA:

GT: 88541
DWT: 177536
Loa: 289.00
Bmd: 45.00
Draft: 17.97
Engine: 1x oil B&W 6S70MC
Power: 16860 kW
Speed: 14.5 kn

OWNER & FLAG HISTORY:

GOODSHIP since 01/08/2020
CAPE BALTIC since 01/11/2005
Flag Date of record Source
Liberia since 01/08/2020
Singapore since 01/11/2005
Registered owner Date of record Source
GOOD MARITIME CO since 01/03/2023
GOOD OCEAN NAVIGATION CO since 15/07/2020
LILY LEO PTE LTD since 29/11/2005
Ship manager Date of record Source
SEENERGY MANAGEMENT CORP since 15/07/2020
V SHIPS GREECE LTD since 15/07/2020
SANDIGAN SHIP SERVICES INC since 27/01/2015
LAUREL SHIP MANAGEMENT PTE LTD since 06/07/2013
SANDIGAN SHIP SERVICES INC since 23/05/2006
KAWASAKI KISEN KAISHA LTD since 29/11/2005

NAME HISTORY:

CAPE BALTIC	2005-20	Lily Leo Pte Ltd, Singapore
GOODSHIP	2020-23	Good Ocean Navigation Co, Liberia
GOODSHIP	2023-	Good Maritime Co, Liberia

GENERAL VESSEL INFORMATION:

2020:



Cape Baltic makes waves with confirmed sale

MAY 25TH, 2020



HANS THAULOW



ASIA, DRY CARGO

Japanese owner Libera is behind the biggest bulker deal concluded in May so far, and the first semi-modern cape sold since February, successfully offloading selling the 14-year-old 177,000 dwt [Cape Baltic](#) for \$10,5m, charter free. No taker is attached to the deal yet, but sources say the ship received plenty of attention with at least five vessel inspections taking place for this ship and owners now making moves for tonnage that is increasingly being viewed as cheap.



Celeste Holding have committed their Capesize “**Cape Baltic**” 177/2005 Mitsui Chiba Ichihara, Japan (**SS/DD 11/2020**) to Indonesian buyers at levels **USD 10,4 mill**. Last similar sale was back in February, when “Shinyo Alliance” 176/2005 Universal, Japan was sold for USD 14 mill.

Type	Name	Dwt	YoB	Yard	SS	M/E	Gear	Price
Capesize	Cape Baltic	177.536	2005	Mitsui, Japan	11/2020	B&W	-	\$ 10,4m

(Weekly Market Report - Week 21 (15th May to 22nd May 2020))



Seanergy seals acquisition of Japanese capesize



Grant Rowles · July 8, 2020

1 🔥 1,405 📄 Less than a minute

Greek capesize owner Seanergy Maritime Holdings has announced the acquisition of a secondhand capesize, growing its fleet to 11 vessels.

Seanergy said it is paying \$11.4m for the vessel, which was built in 2005 at Mitsui Engineering & Shipbuilding in Japan and is being renamed to *Goodship*. While it did not identify the vessel or seller, the description matches the 14-year-old 177,536 dwt [Cape Baltic](#) which was reported by brokers as sold in May.

Cape Baltic was sold by Japan’s Libera Corporation, which owns ships under Celeste Holdings in Singapore. The vessel is expected to be delivered to Seanergy by the end of July 2020.

2023:



Seanergy adds Japanese capesize as it ships out two oldest ships to spinoff United Maritime




Adis Ajdin · January 4, 2023

0 🔥 957 📄 1 minute read

In addition, the Stamatis Tsantanis-led company has sold the 2005-built [Goodship](#) and the 2006-built [Tradership](#) for \$36.25m. The ships should deliver in the first quarter of 2023, with the company banking a profit of around \$8m.

United Maritime seals sale and leasebacks for capesize trio

 Adis Ajdin · November 16, 2023

Nasdaq-listed Greek bulker owner United Maritime has secured \$30m sale and leaseback financing for its three capesize vessels to sort out upcoming loan maturities and bolster liquidity.

The Stamatis Tsantanis-led spinoff of Greek capesize pure-play Seanergy Maritime has entered into three separate and identical \$10m sale and leaseback deals with an unnamed Chinese lessor for the 2004-built *Gloriuship*, the 2005-built *Goodship* and 2006-built *Tradership*.

The deal will see United refinance the outstanding debt of the trio under the company's loan with shipping financier EnTrust.

The vessels will be sold and chartered back on a bareboat basis for three years, with options for United to buy them back after six months into charter and a \$5m repurchase obligation per ship at the end.

Last update: 4/12/2023