

# CHARLOTTE C. RICKMERS

IMO No: 9287900 CONTAINER 2004 / 54214 GT

## COMPANY:

Rickmers Reederei GmbH & Cie.  
KG, Germany

## YARD INFORMATION:

### Aft & pt cargo sections:

Hanjin Heavy Industries &  
Construction Co Ltd, Ulsan  
(South Korea)

### Fwd & pt cargo sections:

Hanjin Heavy Industries &  
Construction Co Ltd, Busan  
(South Korea) 125

## DEMOLITION:



Felixstowe (UK) 18/11/2010 © S. Wiedner collection

2013: "CHARLOTTE C. RICKMERS" KG fund went into receivership.

2014: Renamed CHARLOTTE.

Sold to Feeder Kontor (Germany). Renamed AUGUSTA KONTOR.



Named AUGUSTA KONTOR Hong Kong 31/10/2016 © S. Wiedner

03/2017: Sale to Greek owners reported. Renamed AUGUST.

09/2017: Named LONG CHANG (Blue Whale Maritime Pvt Ltd, St. Kitts & Nevis flag).

10/2017: Sold to Shanghai Zhonggu Logistics Corp: Renamed ZHONG GU ZHE JIANG.

2021: Reported CMA CGM charter (24 months) finally failed.

Reportedly sold to undisclosed buyers (enbloc sale of four classic Panamax vessels by Zhonggu Logistics).

**BASIC DATA:**

GT: 54214  
 DWT: 68150  
 TEU: 5060  
 Reefer: 454  
 Loa: 294.10  
 Bmd: 32.20  
 Draft: 13.50  
 Engine: 1x oil B&W 9K90MC-C  
 Power: 41107 kW  
 Speed: 23.8 kn

**OWNER & FLAG HISTORY:**

ZHONG GU ZHE JIANG since 01/10/2017  
 LONG CHANG since 01/09/2017  
 AUGUST since 01/04/2017  
 AUGUSTA KONTOR since 01/07/2014  
 CHARLOTTE since 01/01/2014  
 CHARLOTTE C. RICKMERS since 01-12-2009  
 MAERSK DOUALA since 01-10-2004  
 Flag Date of record Source  
 China Peoples's Republic since 01/10/2017  
 St.Kitts and Nevis since 01/08/2017  
 Marshall Islands since 01/07/2014  
 Germany since 01-01-2005  
 Liberia during 2004  
 Registered owner Date of record Source  
 XIAMEN GUODA SHIPPING CO LTD since 15/10/2017  
 GEMINI DEVELOPMENT LTD since 08/09/2017  
 ADMIRAL ORGANISATION INC since 26/04/2017  
 AUGUSTA KONTOR SHIPPING LTD since 21/07/2014  
 CHARLOTTE C RICKMERS SCHIFFS since 29-10-2004  
 Ship manager Date of record Source  
 SHANGHAI ZHONGGU LOGISTICS since 15/10/2017  
 BLUE WHALE MARITIME PVT LTD since 08/09/2017  
 PLATFORM SHIPPING LLC since 26/04/2017  
 RICKMERS SHIPMANAGEMENT-GEU since 01/01/2012  
 RICKMERS REEDEREI GMBH & CIE since 29-10-2004 LRF

**EX-NAMES:**

MAERSK DOUALA	2004-05	"CHARLOTTE C. RICKMERS" Schiffahrts GmbH & Cie. KG, Liberia
MAERSK DOUALA	2005-09	"CHARLOTTE C. RICKMERS" Schiffahrts GmbH & Cie. KG, Germany
CHARLOTTE C. RICKMERS	2009-14	"CHARLOTTE C. RICKMERS" Schiffahrts GmbH & Cie. KG, Germany
CHARLOTTE	2014-14	"CHARLOTTE C. RICKMERS" Schiffahrts GmbH & Cie. KG, Germany
AUGUSTA KONTOR	2014-17	Augusta Kontor Shipping Ltd, Marshall Islands
AUGUST	2017-17	Admiral Organisation Inc, Marshall Islands
LONG CHANG	2017-17	Gemini Development Ltd, St.Kitts and Nevis
ZHONG GU ZHE JIANG	2017-	Xiamen Guoda Shipping Co Ltd, China

**GENERAL VESSEL INFORMATION:****2013:**

A court in Bremen has placed the KG (limited partnership) funds that own the two 5,100-teu, Rickmers-managed vessels *Jennifer Rickmers* and *Charlotte C Rickmers* (both built 2004) into receivership, according to German legal sources.

The Rickmers vessels were financed by Atlantic, the KG issuing house belonging to the company, and were ordered in 2003 at Hanjin Heavy Industries & Construction (HHIC) as part of a series of six sisterships on long-term charter to Maersk Line.

The vessels are maxi-panamax, which is a sector of the container market that has been suffering low rates for some time. Some Asian operators planning to relet more 5,000-teu vessels in the coming months rates could see rates sink still further.

2014:

**TradeWinds**  
The Global Shipping News Source

Legal proceedings by disgruntled KG (limited partnership) investors are prompting Rickmers Group to sell more ships to minimise risks associated with further vessel insolvencies.

Recent sales have comprised two further containerships, the 5,060-teu Jennifer Rickmers and Charlotte C Rickmers (both built 2004), renamed Pinehurst Kontor and Augusta Kontor, to Germany's Feeder Kontor (see story below).

(www.tradewindsnews.com - September 5th, 2014)

**WEBERSEAS**  
(HELLAS) S.A.

“JENNIFER RICKMERS” 68,187/04 - HANJIN - B&W 55,798 - 5,060 TEU  
“CHARLOTTE C. RICKMERS” 68,150/04 - HANJIN - B&W 55,889 - 5,060 TEU  
Sold en bloc on private terms to German buyers (Feeder Kontor).

(WeberSeas Weekly Market Report - September 5<sup>th</sup>, 2014)

LION SHIPBROKERS  
WEEKLY REPORT

M/V "AUGUSTA KONTOR" - 68,150 dwt, blt 2004 Hanjin/S.Korea, GL, 5060 teus, B+W 9K90MC-C  
Sold to undisclosed buyers for \$14 mill

(LION SHIPBROKERS WEEKLY REPORT - 29 AUGUST 2014)

**TradeWinds**  
The Global Shipping News Source

The Kontor companies were established in 2012 with the intention of helping investors with ships on the verge of bankruptcy find an alternative solution until the freight market recovered.

Initially, the intention was to hold onto the ships for a couple of years, with the expectation of a full recovery of shipping in 2016 but ongoing poor markets mean credit structures have had to be extended, says Duken.

(www.tradewindsnews.com - September 5th, 2014)

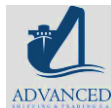
2017:

**TradeWinds**  
The Global Shipping News Source

Another two vessels in that category, the 4,800-teu Buffalo Hunter (built 2005) and 5,060-teu Augusta Kontor (built 2004), have been acquired for further trading just months after their sisterships were sent to the breakers.

Separately, the Hanjin-built Augusta Kontor is reported sold to Greeks at an undisclosed price.

(www.tradewindsnews.com - March 23rd, 2017)



Type	Name	TEU	YoB	Yard	SS	M/E	Gear	Price	Buyer
Panamax	Augusta Kontor	5,060	2004	Hanjin Hi, Korea	10/2019	B&W	-	Undisclosed	Greek

(WEEKLY SHIPPING MARKET REPORT - 31th Mar 2017)

Containers

Size	Name	Teu	Built	Yard	M/E	SS due	Gear	Price	Buyers
PMAX	LONG CHANG	5,060	2004	HANJIN HI, S. Korea	B&W	Oct-19		\$ 9.5m	Chinese (Shanghai Zhonggu)

(Intermodal Research & Valuations Weekly Market Report - 14th November 2017)

**SPLASH24/7**

## Zhonggu Shipping raises \$87m for fleet expansion

JANUARY 10TH, 2017



JASON JIANG



CONTAINERS, GREATER CHINA

Shanghai-based container shipping company Zhonggu Shipping has announced a plan to raise RMB600m (\$87m) through issuing 30m new shares.

Zhonggu Shipping will use the proceeds to fund the construction of ten 2,500 teu containerships and the acquisition of 65,000 containers.

In May, Zhonggu Shipping [ordered four 2,500 teu containerships](#) with options for an additional two at Shanghai Shipyard. In June, the company placed an [order for four 2,500 teu containerships at Jinling Shipyard](#).

Delivery of the vessels will start from March 2018.

(<http://splash247.com> - January 10<sup>th</sup>, 2017)

2021:



### Tonnage-hungry CMA CGM raids Chinese domestic fleet

French carrier CMA CGM has found a creative way to

address the shortage of 'classic panamax' tonnage in the charter market by tapping into the fast-growing Chinese domestic containership fleet which does not usually trade on international routes.

The French shipping line is reported to have fixed six Chinese-flagged 'classic panamax' vessels of 4,294 to 5,089 teu, from Chinese shipping company Zhonggu Logistics Corp, the ZHONG GU GUANG DONG, ZHONG GU GUANG XI, ZHONG GU JIANG SU, ZHONG GU FU JIAN, ZHONG GU ZHE JIANG and ZHONG GU HE BEI.

All six vessels have been fixed for period charters of 24 months at rates ranging from USD 37,000 to USD 38,000 per day.

(Source: Alphaliner Weekly Newsletter 16/2021)

### Zhonggu Logistics sells classic panamax tonnage

China's domestic liner shipping company Zhonggu Logistics has sold the 5,089 teu 'classic panamax-es' ZHONG GU HE BEI and ZHONG GU ZHE JIANG (Hanjin 5000) as well as the 4,294 teu, 2008-built ZHONG GU GUANG XI and ZHONG GU GUANG DONG (Hyundai Super 37) to an undisclosed buyer.

CMA CGM and MSC have both been named as the potential takers.

The French carrier had initially chartered the four

units for 24 months employments but this fixture is reported to have finally failed.

The ships are all former German NOO tonnage bought by Zhonggu in 2017 at prices of about USD 6.7 M per unit.

The rapid rise in asset values observed in the past weeks, with 12-year old 'classic panamax' tonnage selling in excess of USD 30 M, will see Zhonggu achieve a very substantial profit on this sale.

(Source: Alphaliner Weekly Newsletter 18/2021)