

KAETHE C. RICKMERS

IMO No: 9287912 CONTAINER 2004 / 54214 GT

COMPANY:

Rickmers Shipmanagement
(Singapore) Pte. Ltd., Singapore

YARD INFORMATION:

Hanjin Heavy Industries &
Construction Co Ltd
Busan (South Korea) 126

DEMOLITION:

Arrived Chittagong 28/2/2017



Felixstowe (U.K.) 24/12/2010 © S. Wiedner collection

BASIC DATA:

GT: 54214
DWT: 68282
TEU: 5060
Reefer: 454
LOA: 294.04
Bmd: 32.20
Draft: 13.50
Engine: 1x oil B&W 9K90MC-C
Power: 41107 kW
Speed: 23.0 kn

OWNER & FLAG HISTORY:

KAETHE since 01/02/2017
KAETHE C. RICKMERS since 01-01-2010
MAERSK DJIBOUTI since 01-12-2004
KAETHE C. RICKMERS during 2004
Flag Date of record Source
Palau (Republic of) since 01/02/2017
Marshall Islands since 01-03-2007
Liberia since 01-06-2006
Germany since 01-12-2004
Registered owner Date of record Source
ASCENT ENTERPRISES LTD during 02/2017
KAETHE NAVIGATION LTD since 01-07-2008
KAETHE NAVIGATION CO LTD since 01-05-2007
KAETRICK CO LTD since 13-03-2007
VIERTE REEDEREI NEUMUEHLEN since 01-12-2004
Ship manager Date of record Source
ASCENT ENTERPRISES LTD during 02/2017
RICKMERS SHIPMANAGEMENT-SNG since 15/01/2010
SCHULTE SHIPMANAGEMENT-CHR since 17-11-2008
SCHULTE SHIPMANAGEMENT-BER since 01-07-2008
SCHULTE SHIPMANAGEMENT-CHR since 07-10-2007
RICKMERS SHIPMANAGEMENT-SNG since 01/05/2007
RICKMERS REEDEREI GMBH & CIE since 08-12-2004

EX-NAMES:

KAETHE C. RICKMERS	2004-04	name when completed
MAERSK DJIBOUTI	2004-06	Vierte Reederei Neumühlen19 Schiffahrtsgesellschaft mbH & Cie. KG, Germany
MAERSK DJIBOUTI	2006-07	Vierte Reederei Neumühlen19 Schiffahrtsgesellschaft mbH & Cie. KG, Liberia
MAERSK DJIBOUTI	2007-08	Kaetrick Co Ltd / Kaethe Navigation Co Ltd, Marshall Islands
MAERSK DJIBOUTI	2008-10	Kaethe Navigation Ltd., Marshall Islands
KAETHE C. RICKMERS	2010-17	Kaethe Navigation Ltd., Marshall Islands
KAETHE	2017-17	Ascent Enterprises Ltd, Palau (Republic of)

GENERAL VESSEL INFORMATION:**2009**

AP Moller has taken an option to terminate the charter of the 5,060-teu *Maersk Djibouti* (built 2004) and will hand the ship back in February.

Meanwhile, the trust has set aside \$7.5m as a provision in case of the early redelivery of the 5,060-teu *Maersk Djibouti* (built 2004). *boxrickmersIL* Ian Lewis Genoa The financial troubles of Rickmers Maritime Trust has led some to question the financial positions of its sponsor company.

(www.tradewindsnews.com - August 20th, 2009 / November 9th, 2009)

2015:

NYK has taken the 5,060-teu *Kaethe C Rickmers* (built 2004) for 85 to 160 days at \$16,293 per day from the start of April.

It was previously fixed to MSC at \$6,175 per day and in between the two charters was fixed to Maersk Line on a single voyage charter to relocate the ship from Europe to Asia.

(www.tradewindsnews.com - April 13th, 2015)

2016:

In addition to the sale of the *INDIA RICKMERS*, RMT's 2004-built 5,060 teu maxi-panamax *KAETHE C. RICKMERS*, has recently been reported sold for demolition as well.

The scrapping of such young ships is a consequence of the disastrous state of the charter market for classic panamax tonnage.

Ongoing demand weakness and dismal charter rates have brought many owners in financial difficulties, including RMT which recently defaulted on a loan interest payment.

(Source: Alphaliner Weekly Newsletter 52/2016)

2017:

The rapid pace of containership scrapping has continued to be the only reason keeping the idle fleet from swelling further. So far, 33 ships with a total capacity of 111,000 teu arrived at scrap yards during the first six weeks of this year.

Several classic panamax ships that were previously laid up reportedly been sold for scrap as owners abandoned hopes for a quick recovery in charter rates and opted to cash in on the relatively firm scrap prices on offer. Reported scrap sales include the 3,316 teu *FRIEDRICH SCHULTE* (built 2002, previously laid up in Labuan), the 4,646 teu *AL ENTERPRISE* (built 2003, previously laid up in Davao), the 4,992 teu *HALIFAX* (built 2004, previously laid up in Labuan) and the 5,060 teu *KAETHE C. RICKMERS* (built 2004, previously laid up in West Malaysia).

(Source: Alphaliner Weekly Newsletter 07/2017)

Rickmers Maritime Trust (RMT) has confirmed that it has disposed of another of its modern containerships.

The Singapore-listed company said the 5,060-teu Kaethe C Rickmers (built 2004) had been sold, but gave no financial details.

Net proceeds from the sale will be applied towards the payment of operating costs of the secured vessels under senior loan facilities extended by HSH Nordbank and DBS Bank.

TradeWinds reported last month that the vessel had been sold “as is” in Malaysia for scrapping in Bangladesh for \$315 per ldt or \$6.3m.

(www.tradewindsnews.com - January 26th, 2017)

TONNAGE SOLD FOR DEMOLITION							
Name	Dwt	Built	Country	LDT	Price (\$)	Scrap Price \$/ldt	Demo Country
KAETHE C. RICKMERS	68,282	2004	S.KOREA	20,019	6,305,985	315	BDESH ASIS MALAYSIA

(GOLDEN DESTINY WEEKLY S&P MARKET REPORT - December 16, 2016)

CHITTAGONG PORT POSITION 1 ST MARCH 2017						
VESSEL NAME	EX NAME	IMO NO	YOB	TYPE	LDT IN MT	PRICE IN USD
KAETHE	KATHE C RICKMERS	9287912	2004	CONT	20,048.95	333.00
VESSEL NAME	ARRIVED		BOARDING		BEACHING	
KAETHE	28.02.2017		28.02.2017		AWAITING FOR BEACHING	

(SOLAR SHIPPING LINES WEEKLY DEMOLITION REPORT - Week 09/2017)

Last update: 16/4/2017