

MARGRIT RICKMERS

IMO No: 9287924 CONTAINER 2005 / 54214 GT

COMPANY:

Rickmers Reederei GmbH & Cie.,
Germany

YARD INFORMATION:

Aft & pt cargo sections:
Hanjin Heavy Industries &
Construction Co Ltd, Ulsan
(South Korea) 127
Fwd & pt cargo sections:
Hanjin Heavy Industries &
Construction Co Ltd, Busan
(South Korea) 127
Design: Hanjin 5000

DEMOLITION:



Felixstowe (UK) 2010 © S. Wiedner collection

2016: Renamed ANL WERRIBEE (charter name).

2017: Renamed MARGRIT RICKMERS (charter expired). Sold to US investment company Mangrove Partners.

Renamed MP THE EDELMAN.

2021: Sold to MSC. Renamed MSC VERACRUZ.

BASIC DATA:

GT: 54214
DWT: 68042
TEU: 5060
Reefer: 454
Loa: 294.07
Bmd: 32.20
Draft: 13.50
Engine: 1x oil B&W 9K90MC-C
Power: 41107 kW
Speed: 23.0 kn

OWNER & FLAG HISTORY:

MSC VERACRUZ since 01/11/2021
MP THE EDELMAN since 01/08/2017
MARGRIT RICKMERS since 01/01/2017
ANL WERRIBEE since 01/09/2016
MARGRIT RICKMERS since 01/02/2010
MAERSK DHAKA since 01/01/2005
MARGRIT RICKMERS during 2004
Flag Date of record Source
Portugal (MAR) since 01/11/2021
Liberia since 01-01-2005
Registered owner Date of record Source
EDELMAN OCEANWAY LTD since 19/11/2021
MPF INVESTCO S1 LTD during 09/2020
MPF DE SHIPCO S1-EDELMAN GMBH since 25/08/2017
FUENFTE REEDEREI NEUMUHLEN 19 since 14-01-2005
Ship manager Date of record Source
MSC SHIPMANAGEMENT LTD since 19/11/2021
ANGLO-EASTERN SHIP MANAGEMENT since 26/09/2020
MSC MEDITERRANEAN SHIPPING CO during 09/2020
ZEABORN SHIP MANAGEMENT since 25/02/2019
RICKMERS SHIPMANAGEMENT-GEU since 25/05/2010
RICKMERS REEDEREI GMBH & CIE since 14-01-2005

NAME HISTORY:

MARGRIT RICKMERS	2005-05	Verwaltung Fünfte Reederei Neumühlen 19 Schiffahrtsgesellschaft mbH, Liberia
MAERSK DHAKA	2005-10	Verwaltung Fünfte Reederei Neumühlen 19 Schiffahrtsgesellschaft mbH, Liberia
MARGRIT RICKMERS	2010-16	Verwaltung Fünfte Reederei Neumühlen 19 Schiffahrtsgesellschaft mbH, Liberia
ANL WERRIBEE	2016-17	Verwaltung Fünfte Reederei Neumühlen 19 Schiffahrtsgesellschaft mbH, Liberia
MARGRIT RICKMERS	2017-17	Verwaltung Fünfte Reederei Neumühlen 19 Schiffahrtsgesellschaft mbH, Liberia
MP THE EDELMAN	2017-20	MPF DE ShipCo S1-Edelman GmbH & Co. KG, Liberia
MP THE EDELMAN	2020-21	MPF Investco S1, Ltd, Liberia
MSC VERACRUZ	2021-	Edelman Oceanway Ltd, Portugal (MAR)

GENERAL VESSEL INFORMATION:**2017:**

- ▶ AGNES RICKMERS (Blt 2005) 5,050 teu – Hanjin 5000 – Buyer TBA : \$8M
- ▶ JULIETTE RICKMERS (Blt 2005) 5,050 teu – Hanjin 5000 – Buyer TBA : \$8M
- ▶ MARGRIT RICKMERS (Blt 2005) 5,050 teu – Hanjin 5000 – Buyer TBA : \$8M
- ▶ PINEHURST KONTOR (Blt 2004) 5,050 teu – Hanjin 5000 – Buyer TBA : \$7M

(Source: Alphaliner Weekly Newsletter 33/2017)

2021:**MSC continues buying spree – swoops on 5,000 teu quartet**

MSC continues its unprecedented second-hand tonnage buying spree, with the addition of four more vessels to its portfolio. According to market sources, the Geneva-based carrier has purchased the 4,852 teu, 2005-built 'Hanjin 5000' trio MP THE EDELMAN, MP THE GRONK and MP THE BRADY as well as the 4,844 teu, 2006-built 'Hyundai 5000' MP THE BELICHICK from US investment manager Mangrove Partners for a total price of USD 240 M.

This amount suggests a price tag of USD 60 M per ship, to be compared with the USD 50-55 M originally paid for each of these ships when they were ordered back in 2003. All four vessels are already on charter to MSC with employment ending in early 2022. They are fitted with scrubbers.

The MP THE EDELMAN, MP THE GRONK and MP THE BRADY were built in 2005 in South Korea by the Hanjin H.I. shipyard, originally as the MARGRIT RICKMERS, JULIETTE RICKMERS and AGNES RICKMERS for German owner Rickmers Reederei. They have a deadweight of 68,000 tons, a Loa of 294 metres and a beam of 32.20 metres. They are fitted with 454 reefer plugs. The MP THE BELICHICK was built by Hyundai H.I in South Korea in 2006, originally as the KAETHE P. for German owner Patjens Reederei. She features a deadweight of 65,900 tons, a Loa of 294 metres and a beam of 32.20 metres. She is fitted with 600 reefer plugs.

(Source: Alphaliner Weekly Newsletter 36/2021)