

**COMPANY:**

Rickmers Reederei GmbH & Cie.  
KG, Germany

**YARD INFORMATION:**

Stocznia Szczecinska SA  
(Poland) B183-II/10  
Design: B183-II

**DEMOLITION:**

© (S. Wiedner collection)

1999: Renamed PETER RICKMERS (charter expired).

Renamed ZIM MEXICO III (ZIM charter name).

2006: Renamed PETER RICKMERS (ZIM charter expired).

2007: Renamed BORDER (charter name Ocean Africa Container Lines ?).

2012: Renamed PETER RICKMERS (charter expired)

Renamed BORDER (Manx Ocean Crewing / Navalis Group related to Schiffahrtskontor tom Wörden GmbH & Co. KG.

2015: Officially managed by Schiffahrtskontor tom Wörden GmbH & Co. KG, Germany

2021: Managed by Schiffahrtskontor tom Wörden GmbH & Co. KG, Germany / operated by Ocean Africa Container Lines (OACL).

JV Maersk (51%) + Grindrod Intermodal under approval.

**BASIC DATA:**

GT: 10736  
DWT: 14120  
TEU: 1156  
Reefer: 98  
Loa: 162.87 (BB)  
Bmd: 22.30  
Draft: 8.12  
Engine: 1x oil B&W 6L50MC  
Power: 6930 kW  
Speed: 17.0 kn  
Cranes: 3x40t

**OWNER & FLAG HISTORY:**

BORDER since 01/03/2012  
PETER RICKMERS since 01/02/2012  
BORDER since 01/09/2007  
PETER RICKMERS since 01/06/2006  
ZIM MEXICO III 12-05-2000 LRF  
Flag Date of record Source  
Antigua and Barbuda since 01/03/2012  
Antigua and Barbuda 12-05-2000 LRF  
Germany 01-02-1999 LRF  
Registered owner Date of record Source  
SPIRIT OF AFRICA SHIPPING CO since 16/03/2012  
PETER RICKMERS 25-04-2000 LRF  
RICKMERS REEDEREI 01-01-1993 LRF  
Ship manager Date of record Source  
TOM WORDEN GMBH & CO KG since 09/05/2015  
MANX OCEAN CREWING LTD since 16/03/2012  
RICKMERS SHIPMANAGEMENT-GEU since 24/01/2012  
RICKMERS REEDEREI GMBH & CIE since 14/11/2002  
RICKMERS REEDEREI 01-12-1999 LRF  
GEMINI SHIPMANAGEMENT 31-12-1997 LRF

**NAME HISTORY:**

|                |         |   |
|----------------|---------|---|
| PETER RICKMERS | 1993-94 | Reederei B. Rickmers GmbH, Antigua and Barbuda                  |
| KAIAMA         | 1994-99 | Reederei B. Rickmers GmbH, Antigua and Barbuda                  |
| PETER RICKMERS | 1999-99 | MS "PETER RICKMERS" Schiffahrts GmbH & Co., Antigua and Barbuda |
| ZIM MEXICO III | 1999-06 | MS "PETER RICKMERS" Schiffahrts GmbH & Co., Antigua and Barbuda |
| PETER RICKMERS | 2006-07 | MS "PETER RICKMERS" Schiffahrts GmbH & Co., Antigua and Barbuda |
| BORDER         | 2007-12 | MS "PETER RICKMERS" Schiffahrts GmbH & Co., Antigua and Barbuda |
| PETER RICKMERS | 2012-   | Rickmers Reederei GmbH & Cie. KG, Antigua                       |
|                |         |   |

**GENERAL VESSEL INFORMATION:****2004:**

As ZIM MEXICO III in collision in fog with U.S. offshore supply vessel LE III 21/2/2004 at the Southwest Pass in the Mississippi. The river was closed to shipping until 25/2/2004 while the wreck of LEE III was dragged clear. The crew of five were lost. ZIM MEXICO III sustained some bow damage.

(WSS Marine News 05/2004)

**2006:**

M/V ZIM MEXICO III, chartered by Israel-based ZIM Lines, hit the crane at 11:30 a.m. March 2. The 534-foot-long ship was turning in the river when her bow struck the crane, which was not in use at the time. Two electricians, both employees of Gulf Electric Co. Inc. of Mobile, were installing a device on the crane when it was hit. The electrician who died, identified by police as 46-year-old Shawn David Jacobs of Mobile, could not immediately be retrieved from the wreckage. Rescue workers removed the body about 5 p.m. M/V ZIM MEXICO III had arrived in Mobile from Kingston, Jamaica, carrying general cargo, M/V ZIM MEXICO III had been unloaded & scheduled to leave Mobile, bound for Houston, on March 1, but was delayed by fog.



Container M/V ZIM MEXICO III suffered accident in Mobile Bay, Alabama, March 2006 © www.cargolaw.com

(Report & photo by www.cargoletter.com March 4 2006)

**2008:**

Stranded in heavy weather 9/2/2008 in the Macuti Channel at the entrance to Beira, Mozambique, in position 19.49S, 34.52E. She was on passage from Durban for Nacala with containers.

Refloated 20/2/2008 and berthed at Beira for inspection

(WSS Marine News 04+05/2008)

2021

**ALPHALINER**  
Weekly Newsletter

Subject to regulatory approval, Maersk and Grindrod plan to transfer various South African port, shipping and logistics assets into a new joint venture in which the Danish carrier will have a 51% majority.

Under the proposed plan, the South African container logistics businesses of Grindrod Intermodal (GIM) and Ocean Africa Container Lines (OACL) would be transferred into a unified new setup with Maersk's inland container terminals.

As far as shipping is concerned, the creation of the new joint venture would technically see OACL come under (51%) Maersk control.

Ocean Africa Container Lines operates a fleet of three 1,100 teu container ships that cover South Africa, Namibia and Mozambique. In addition to its domestic ports of Cape Town, Port Elizabeth, Ngqura and Durban, the niche carrier calls at Walvis Bay and Luderitz on the Atlantic, as well as at Beira and Maputo on the Indian Ocean. The carrier's small fleet is entirely chartered and all vessels are geared.



**Container ship fleet**

| Vessel name | capacity  | built |
|-------------|-----------|-------|
| BARRIER     | 1,104 teu | 1998  |
| BORDER      | 1,156 teu | 1993  |
| HORIZON     | 1,157 teu | 2003  |



above: Ocean Africa's Polish built container vessel BORDER arrives at Durban.

The ship was delivered to German owner Rickmers in 1993 by Szczecin Shipyard. Originally, she traded as the PETER RICKMERS and under many charter names.

Today, the vessel is managed by German NOO Schiffahrtskontor tom Wörden.

photo: OACL

(Source: Alphaliner Weekly Newsletter 45/2021)

Last update: 5/12/2022