



RICKMERS



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SINCE 1834




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**From a small workshop in Bremerhaven  
to a global company.**

In 1834 my great-great grandfather, Rickmer Clasen Rickmers, founded the Rickmers shipyard in Bremerhaven. Since then five generations of my family have been active in shipping. Each of these generations had particular challenges to overcome – and their own successes to celebrate. Adaptability has always been closely associated with our family tradition and has kept us on course whilst navigating the challenges of the changing world of shipping.

I am looking forward to continuing this tradition under the nearly 180-year-old Rickmers flag.

Yours sincerely,



Bertram R. C. Rickmers



**Today's Rickmers Group** is an established international provider of services for the shipping industry with its business segments Maritime Assets, Maritime Services and Rickmers-Linie. We have a reputation for reliability, quality and efficiency. Adaptability and an entrepreneurial mind-set have been a tradition at Rickmers throughout its 179-year history.

We operate a fleet of 109 ships, with over 3,000 seafarers and currently around 480 staff ashore. We have 104 Group companies and seven minority holdings. Rickmers is internationally represented through more than 20 offices and over 50 sales agencies. This network and a strong global management team secure the success of the company which remains true to its core values: **Leadership. Passion. Responsibility.**



Business activities of the Rickmers Group and its three business segments cover the broad range of services in the shipping supply chain.



**Maritime Assets** plans, finances, acquires, and manages our assets as well as ships held in trust which are chartered out to liner operators.



**Maritime Services** provides professional ship management for Rickmers ships and other leading companies in the shipping industry. Services include technical and operational management, crewing and management of newbuilds.



**Rickmers-Linie** offers liner services for breakbulk, heavy lift and project cargoes, operating a fleet of multi-purpose vessels with heavy lift cranes.

**Markets**

**90 percent market share of goods traded globally – dynamic growth and efficiency gains**

With the growth in the global economy and vigorously expanding international trade, shipping has grown dynamically because 90 percent of globally traded goods are transported by sea. The advantages for clients in terms of efficiency are thus immense. Compared with air freight, seaborne container freight is much more cost-effective and environmentally friendly.

**Competences**

**Adaptability based on a 179-year long tradition**

A core competence of the company with its 179-year long history is adaptability. The Rickmers Group has always known how to adapt to new circumstances inherent in the various stages of market development, and has exploited opportunities as they arise. Reliability, quality and efficiency are strengths our clients can rely on, strengths backed by the competences and an entrepreneurial mind-set of our employees.

**Ships**

**109 ships operating around the world**

The Rickmers fleet comprises 109 ships, including 83 container ships from small feeders to 13,100 TEU, 15 multi-purpose carriers that transport breakbulk, heavy lift and project cargoes, six conbulklers, two bulk carriers and three car carriers. We are the sole owners of 53 of these ships, which on average are six years old.

**Clients**

**A loyal client base and new client groups**

The Rickmers Group has an impressive international client base, with client relationships cultivated over many years. We are the preferred shipping partner for many well-known global players. Besides our loyal long-standing client base, we have also tapped new client groups. Drawing on our specific expertise in the market, we support institutional investors and banks in their efforts to exploit the opportunities in shipping.

**Network**

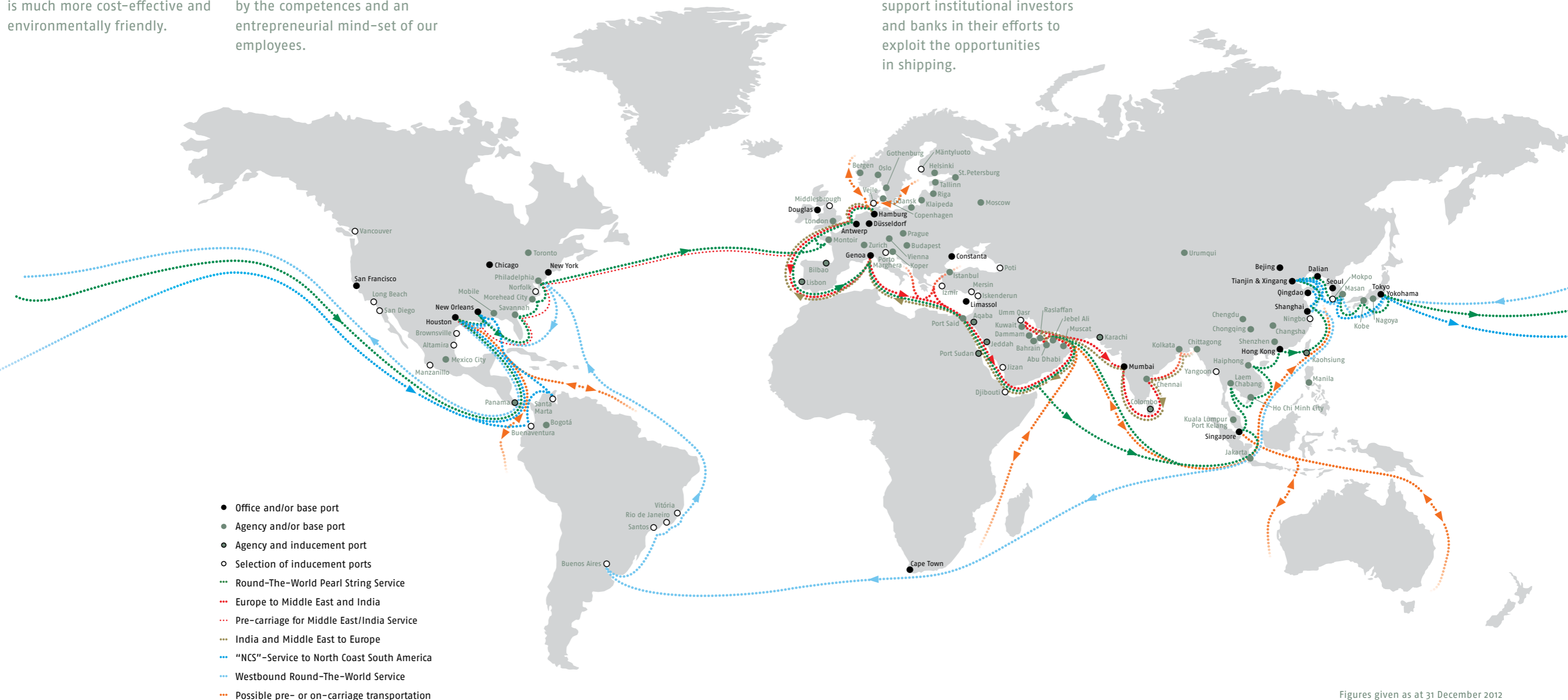
**Excellent relationships along the shipping supply chain**

We have established a strong network that spans many sections of the shipping industry and a broad geographic coverage to serve the needs of our customers.

**Presence**

**Offices and agencies around the globe**

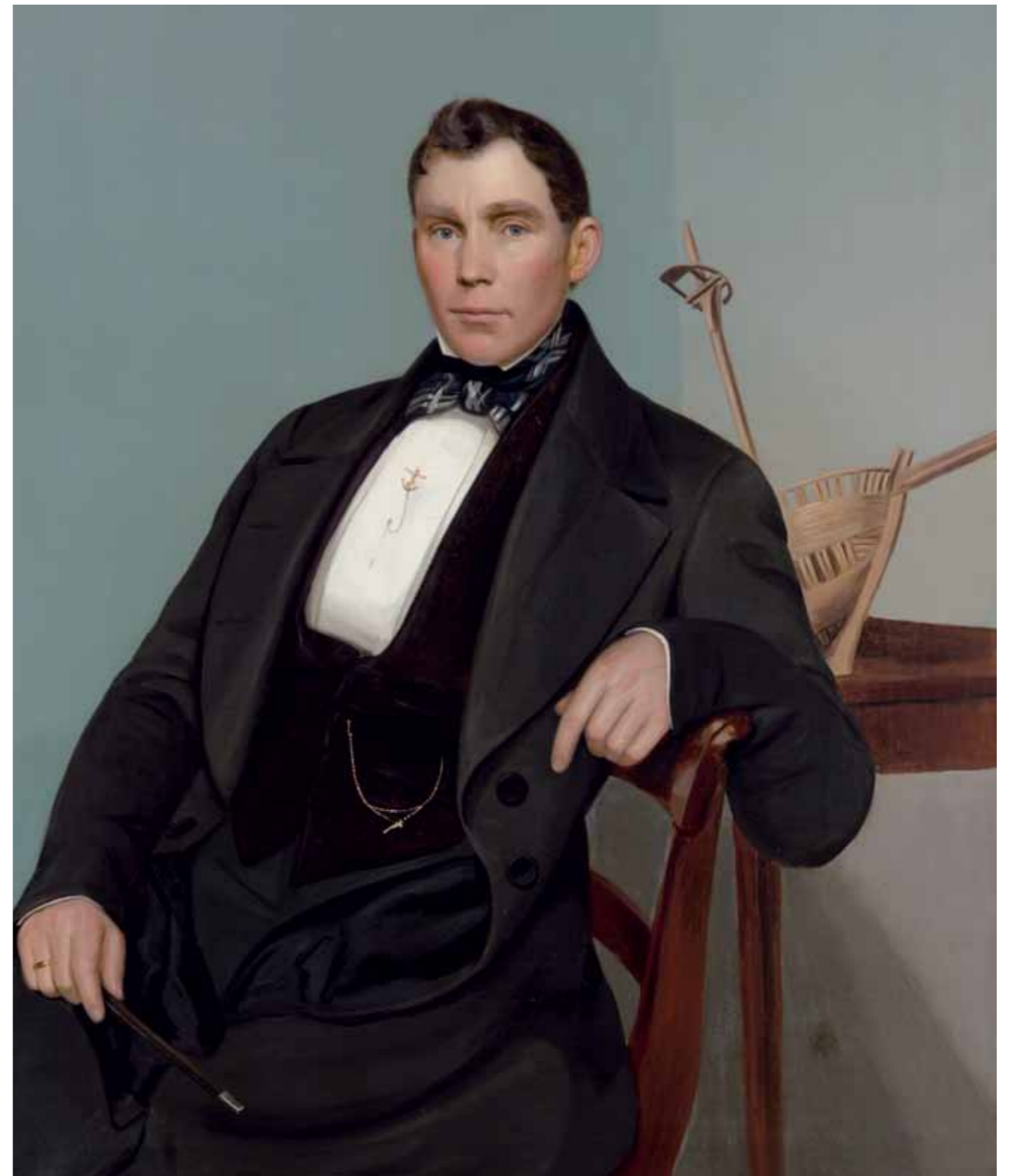
Today, the Rickmers Group has 20 offices and 50 sales agencies around the globe, offering a broad range of services in the shipping supply chain.



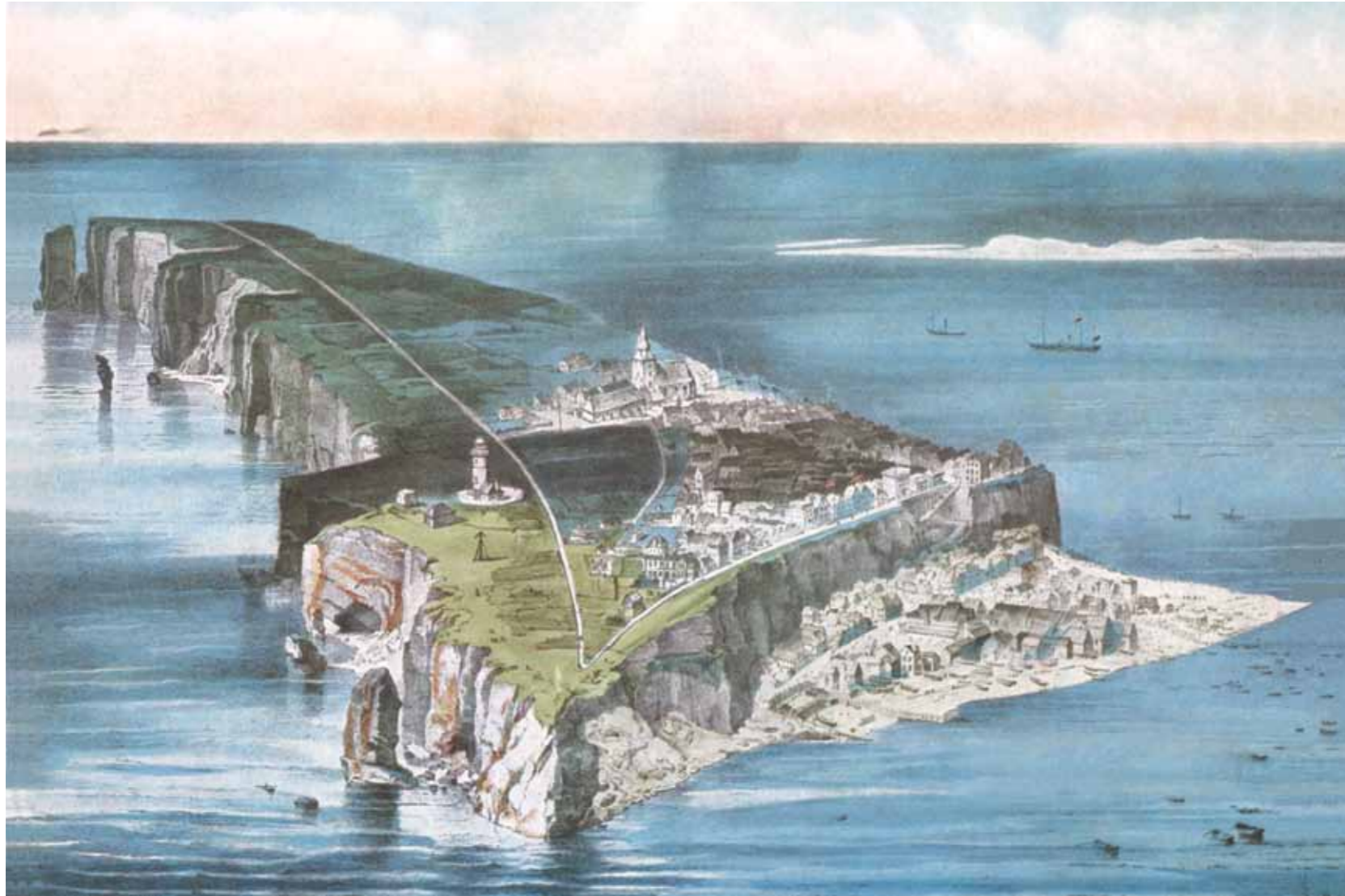
- Office and/or base port
- Agency and/or base port
- Agency and inducement port
- Selection of inducement ports
- Round-The-World Pearl String Service
- Europe to Middle East and India
- Pre-carriage for Middle East/India Service
- India and Middle East to Europe
- "NCS"-Service to North Coast South America
- Westbound Round-The-World Service
- Possible pre- or on-carriage transportation

Figures given as at 31 December 2012

1<sup>st</sup>  
Generation  
RICKMER CLASEN RICKMERS



**Rickmer Clasen Rickmers** \*1807 on the island of Helgoland in the North Sea; †1886 in Geestemünde; established a shipyard, the Rickmers Werft, in Bremerhaven in 1834.



The rocky island of Helgoland during the latter half of the 19th century. R. C. Rickmers' family home was located on the 'Upper Land' portion of the island.



Margaretha Rickmers, also known as 'Etha'. In 1828, she became engaged to R. C. Rickmers. The couple married in 1831 against their parents' wishes and moved to Bremerhaven.

#### Rickmers' History First Generation

**1807** Rickmer Clasen Rickmers was born in 1807 as the son of fisherman Peter Andreas and his wife Deike on the North Sea island of Helgoland. His parents arranged for him to attend school on the mainland for several years.

**1831** When Rickmer Clasen Rickmers was denied permission to marry the love of his life, Etha Reimers, the two of them left the island of Helgoland and got married on the mainland. They settled down in Bremerhaven, where R. C. laid the foundation for the successful shipowning and shipbuilding dynasty.

**1834** Rickmers opened a shipbuilding workshop in Bremerhaven on the Lower Weser. This small business developed into Rickmers' shipyard – and, later on, into a shipping and trading company with operations worldwide.

"Fear God – act justly and dread no one" was Rickmers' motto in life when he went into business for himself as a young shipbuilder. In 1836 the vessel named "CATHARINA" with its 23 GRT was the first newbuilding order for the still young Rickmers shipyard.



R. C. Rickmers remained the decisive figure in the Rickmers family firm, even after his sons went to work for the company.



A general plan of Bremen's Bremerhaven harbour area in 1847. Immediately adjacent to it is the Hanoverian city of Geestemünde.

**1842** In order to use his yard to full capacity Rickmers acquired shares in newbuildings. The shares in ships like "ATHENE" und "WESER" were very lucrative. Rickmers' exertion as coowner turned out to be profitable in more

than one way – it guaranteed orders for his shipbuilding business and secured a successful, long-term investment.

**1848** R. C. Rickmers launched the brig BASSERMANN, a ship built in his shipyard for his own account. This laid the foundations for his shipping company, which he expanded by building other ships for his own account in his shipyard.

The BASSERMANN was the first ship to fly the green-red-white Rickmers flag carrying the white "R". This flag soon became the trademark of R. C. Rickmers' enterprise and made him and the company famous throughout the world.



The Rickmers-designed IDA ZIEGLER before Helgoland. The vessel combined the speed of American clippers with the superior stability typical of full-rigged ships. Public awareness of the Rickmers

shipyard reached new heights when the shipyard model of IDA ZIEGLER was shown as an example of state-of-the-art German shipbuilding at the Exposition Universelle in Paris in 1855.



This postcard shows the Rickmers shipyard newly opened in Geestemünde in 1857. Shown here are the shipyard building and the Rickmers villa, surrounded by workers' quarters.



**1857** The quality of vessels constructed at Rickmers' yard was soon known far beyond Bremerhaven. The yard was working to full capacity and was becoming too small for the ambitious shipbuilding enterprise. R. C. Rickmers bought some land in Geestemünde, Prussia. A modern shipbuilding yard

with new workshops, accommodation for workers, a park and a school was opened in 1857. More than 1000 people found work and a new home here.

**1859** R. C. Rickmers officially founded the "Rickmers Rhederei" shipping company in Bremerhaven.

**1872–1878** Rice had great significance as return cargo on routes from East Asia to Europe and became the most valued good on transports in the 1870s. In order to ensure its distribution in Europe, R. C. Rickmers took a share in the Bremen-based milling company Ichon & Co. When his associate Eduart Ichon decided to

leave the business, R. C. Rickmers took the opportunity to take over the mill. In 1878 the mill's name was changed from "Ichon und Rickmers" to "Rickmers Reismühlen".

The launch of the bark **PETER ROHLAND** in 1862. Great festivities were traditionally held when ships were launched at the Rickmers shipyard.



**WILLY**, a full-rigged ship dating to 1857, was the first newbuilding built for Rickmers' own shipping company at the newly opened Rickmers shipyard in Geestemünde.



**1874** DEIKE RICKMERS was launched in Geestemünde. This fullrigged ship was one of Germany's largest wooden sailing ships ever built at a German shipyard. DEIKE RICKMERS made headlines on other grounds as well. At the ceremoni-

ous launch of the ship, she became stuck on the slipway and would not budge. With his newly built ships, Rickmers acquired a reputation as a specialist for sailing vessels of highest architectural standards.

**Twins Helene and Sophie Rickmers**, néés Bourand. The women, daughters of the mayor of the French town of Cognac, both married into the Rickmers family. Sophie Bourand and Peter Rickmers were wed in 1864, and Andreas Rickmers married her sister Helene a year later.



Built in 1872, the bark **DEIKE RICKMERS** was smaller than its 1874 successor of the same name, yet it had a very special technology on board. A 'windmill pump' had been installed between the mizzenmast and the main mast. The new device used wind power to help pump out any water the vessel might take on.



**1878** After taking over all shares in the company, R.C. Rickmers quickly expanded his rice milling operation, making it the largest rice mill operation in Germany. By this time, his business contacts extended beyond Europe all the way to East Asia.

**1886** R.C. Rickmers died, age 79, in Bremerhaven. He left his sons the mission of continuing the business and converting the shipyard to the building of steam and ironclad vessels.

## 2<sup>nd</sup> Generation

PETER ANDREAS RICKMERS  
ANDREAS CLASEN RICKMERS  
WILHEM HEINRICH RICKMERS



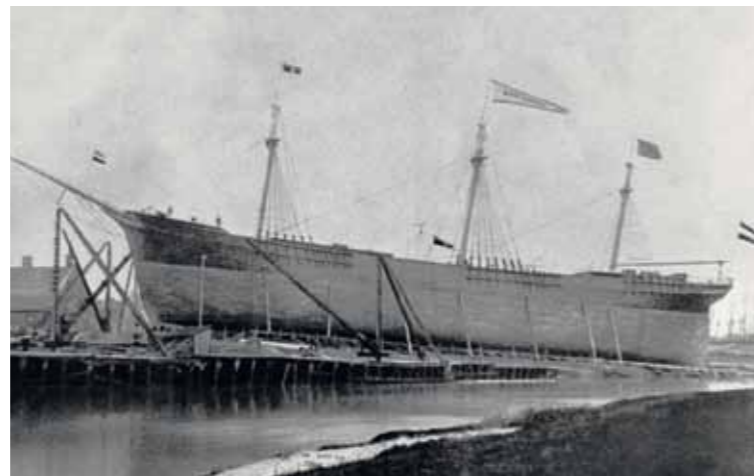
**Peter Andreas Rickmers** \*1838 in Bremerhaven; †1902 in Bremerhaven, served as ambassador and senior spokesman.

**Andreas Clasen Rickmers** \*1835 in Bremerhaven; †1924 in Bremen, was director of the Rickmers Reismühle and initiator of Reis- und Handels AG.

**Wilhelm Heinrich Rickmers** \*1844 in Bremerhaven; †1891 in Bremen, was director of the starch plant and company sales representative.

The wooden full-rigged ship **ETHA RICKMERS** was launched in 1890. She was built in the company's own shipyard according to plans drawn up by shipyard founder R. C. Rickmers.

**RENE RICKMERS**, a four-masted bark, was built for Rickmers in 1887 in Port Glasgow, Scotland. Sold in 1913 to a shipping company in the Åland Islands, the vessel ran aground off New Caledonia on 20 March 1914.



The commercial port of Geestemünde in 1888, with five tallships under the Rickmers flag. Shown left to right **WILLY RICKMERS**, **ELLEN RICKMERS**, **MADLEINE RICKMERS**, **ANDRÉE RICKMERS**, **R. C. RICKMERS**.

#### Rickmers' History Second Generation

**1887** The first ship with a steel hull was added to the Rickmers fleet. With modernisation of the Rickmers shipyard still on-going, the shipbuilding order for the bark **RENÉE RICKMERS** was awarded to Russell & Co. of Scotland.

**1889** Andreas, Peter and Willy Rickmers amalgamated their father's companies to create Rickmers Reismühlen, Rhederei und Schiffbau AG, with headquarters in Bremen. The Rickmers shipyard in Geestemünde became a subsidiary of the limited company (AG). In the same year **HELENE RICKMERS** – the Rickmers

Rhederei's first steam ship was built with a hull of steel and a steam engine. In order to prepare for failure of the new technology, the ship was also fitted with two masts with square rigging for additional sails. Due to her steam engine **HELENE RICKMERS** reached an average speed of 10 knots.

**1890** The Rickmers shipyard delivered the largest wooden full-rigged ship in its history, **ETHA RICKMERS**, with a capacity of 1860 GRT. Blueprints for the ship had been drawn up according to the company founder's instructions.

Andreas Clasen Rickmers, shown here on a beach in Galveston, Texas, in the mid-1870s during a business trip on his father's behalf.

1889 Andreas, Peter and Willy Rickmers amalgamated their father's companies to create Rickmers Reismühlen, Reederei und Schiffbau AG, with headquarters in Bremen. The Rickmers shipyard in Geestemünde became a subsidiary of the limited company (AG).



**1891** Wilhelm Heinrich Rickmers died after a long illness. The youngest son of Rickmer Clasen Rickmers, born in 1844, had run the Union starch plant in Hanoversch Münden, a business that had been in family hands for a time.

**1895** Andreas and Peter Rickmers' dream came true: by putting five newly built cargo steamers into service with the Rickmers fleet, a regular service to East Asia was opened in 1895. Ships then travelled regularly from Bremerhaven and

Built by Russell & Co. in Glasgow in 1889, **HELENE RICKMERS** was the first steamship to sail under the Rickmers flag. Here, the ship is shown unloading its cargo in the port of Penang.



Hamburg to Japan via Antwerp, Shanghai and Hong Kong under the Rickmers flag. This service was soon established under the name of "Rickmers-Linie".

**1899** Rickmers opened the first German service on the upper Yangtze River together with retailers "Melchers & Co". While that area of the upper Yangtze was regarded as extremely economically advantageous, it was also difficult territory for shipping since the river was not only shallow but also had a strong current with many rapids.

**HERZOGIN CECILIE**, a four-masted bark  
was built at the Rickmers shipyard in 1902  
by commission of Norddeutscher Lloyd.  
The vessel earned an outstanding reputa-  
tion as a clipper.

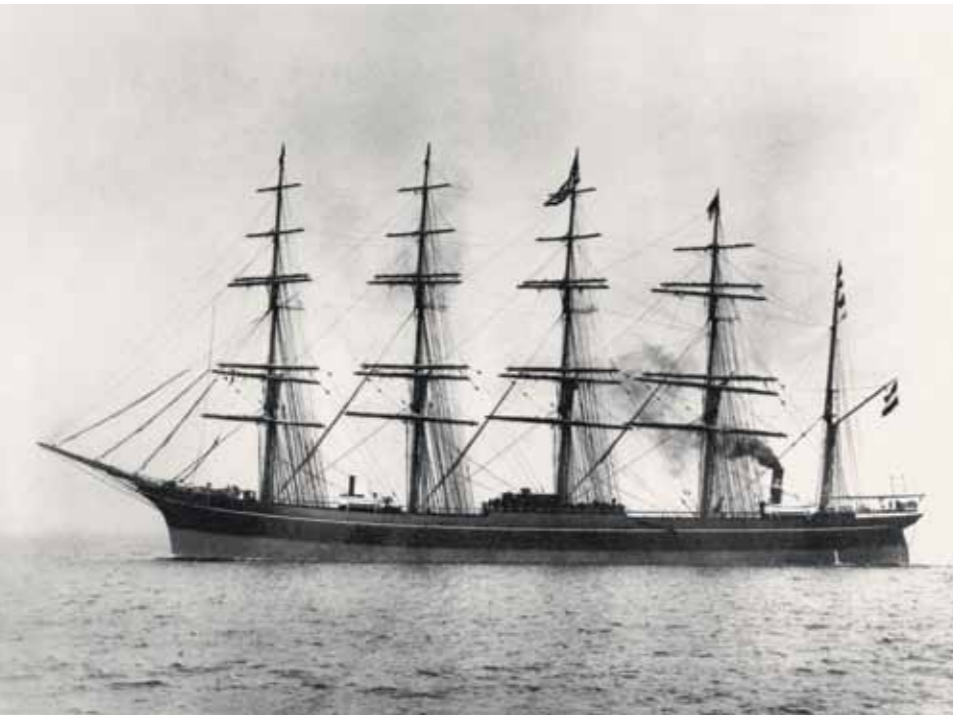


**MARIA RICKMERS**, built in 1892 at Russell & Co. in Glasgow. She was equipped with a steam engine that was used as an auxiliary drive. This made the five-masted bark an 'auxiliary sailing ship'. When commissioned, she was the largest

ship in the Rickmers fleet. She set out for her maiden voyage to Saigon in March 1892; from there, in July of the same year, she set sail for Bremerhaven. The crew and vessel have been considered lost at sea since 24 July 1892.

**RICKMER RICKMERS**, a full-rigged ship built at the company's own shipyard in 1896, ranks among the most famous Rickmers vessels. Now a museum ship and floating landmark of Hamburg, it is docked in the Landing Bridges (*Landungsbrücken*) area in the Port of Hamburg.

Sailing freighter **MABEL RICKMERS**, built in 1898 at the Rickmers shipyard, was sold to buyers in Hamburg in 1912 and remained in service until 1949 under the name Winterhude.



**1900** The Rickmers shipyard designed and built a new type of river steamship equipped with a very powerful engine to meet the challenges of the upper Yangtze River. The steamship SUI HSIANG opened the new service to great public attention. Two additional vessels, the SUI AN and the SUI TAI were built in Shanghai.

**1901** At the beginning of the 20th century German rice importers and rice mills faced increasing competition from British companies. On initiation from Andreas Rickmers all German rice mills formed a joint venture in order to be able to keep up with the new competition. The Rickmers AG brought its rice

mills to the "Reis und Handels AG" and thus became the biggest shareholder of the internationally operating business. Andreas Rickmers became the first supervisory board chairman of the "Reis und Handels AG".

**1902** In December, Peter Rickmers died of a typhoid infection. Following his death, his older brother Andreas assumed sole management responsibilities at Rickmers Reismühlen, Rhederei und Schiffbau AG.



3<sup>rd</sup>  
Generation  
PAUL HENRY RICKMERS



Paul Henry Rickmers \*1873 in Bremerhaven; †1946 in Clarens, was the decisive figure within the group during the third generation.

In 1915, Paul Rickmers, already 41 years of age, was unexpectedly called up for military service. From then on, he carried on the business of the company in writing from the Western front, which is why he had a typewriter sent to him. He corresponded almost daily with the office of the Rickmers-Linie in Hamburg.



**R. C. RICKMERS before Paknam, Thailand.** The British Royal Navy seized the ship in 1914, renaming it the Neath and placing it in service as a freighter. A German submarine sank the five-masted bark in 1917.



1922 Cargo steamship **SOPHIE RICKMERS**, built at the company's own shipyard, resumed scheduled service to East Asia, which had been suspended since 1914.

### Rickmers' History Third Generation

**1904** Due to irreconcilable differences with his uncle Andreas, Paul Rickmers left Rickmers Reismühlen, Rhederei und Schiffbau AG. He moved to Hamburg and in 1905 became a shareholder in Handelshaus Rickmers & Co.

**1911** German foreign trade was developing well, prompting Paul Rickmers to offer a regular service from Hamburg and Bremen to Vladivostok via Antwerp and Aden. The service of the "Rickmers Sibirien Linie" was opened by the steamship **SOPHIE RICKMERS**. After a lengthy conflict with his nephews Robert and

Paul, Andreas Rickmers sold his shares in the family company to Sophie Rickmers, his widowed sister-in-law. This made Peter Rickmers' heirs the sole owners of the limited company.

**1912** As CEO Paul Rickmers decided to move the head office from Bremer-

haven to Hamburg. Furthermore, the name "Rickmers Reismühlen Rhederei und Schiffbau AG" was altered to "Rickmers Rhederei und Schiffbau AG". Thus, the company's new orientation was also represented in its new name. After the First World War the company was ultimately renamed Rickmers Rhederei AG.

Loading an Opel limousine onto a Rickmers ship during the 1930s.



**1917–1922** Paul Rickmers took over all shares in the company. 1920 marked the launch of SOPHIE RICKMERS (fourth vessel with this name), the first freighter built at the Rickmers shipyard after the war's end for the company's own use. In 1922, it resumed service to East Asia.

**1934** The festivities surrounding the company's 100th anniversary lasted for two whole days: beginning at the Rickmers premises in Hamburg, the party moved over to Helgoland by way of the steamship R.C. RICKMERS, where a big celebration was held the following day.

Cargo steamship BERTRAM RICKMERS in Asia in the 1930s. With no cranes on land, the freight had to be unloaded with the ship's own cargo lifting gear. Countless hands were required to carry the goods from the docks.



**1936** The company was expanding again, the fleet was undergoing modernisation and there was demand for the formerly closed yard at Bremerhaven. After the equipment was updated 540 workers were hired for government orders concerning the construction of the German fishing fleet and the navy.

**1940–1945** The Rickmers shipyard delivered ALEXANDER VON HUMBOLDT, a research ship for the fishing industry, to the German Imperial Food Ministry. In the years that followed, it built two series of minesweepers and several auxiliary vessels for the German Navy.

Cargo motorship **URSULA RICKMERS**, built in 1930, in drydock. After long voyages, the hull had become coated with barnacles and had to be cleaned. The ship was given a fresh underwater coating.



**1940-1945** As a result of the outbreak of war in Europe, East Asia was no longer on the shipping route since ships there were being confiscated or chartered out to Japan. Ships remaining in Europe were put into service on the Baltic Sea on route to Scandinavia. By 1945, the Rickmers

fleet was decimated to four of their own ships and an additional three ships allotted to them. As early as June 1945, repairs were again carried out on ships. During the winter, circus wagons and peat excavators were being constructed. Rickmers-Linie, however, had to surrender all remaining vessels.



The gate to the shipyard founded by R.C. Rickmers in Bremerhaven, shown here in 1934. The buildings at the right housed shipyard workers' living quarters.

The Rickmers shipyard in 1938: Two years prior, it had been reopened in connection with rearmament of the German Empire, following its temporary closure in 1924. In addition to trawler construction, the shipyard also performed ship conversions and newbuildings for the German Navy.



**1946** Paul Rickmers died at the age of 73 in Clarens, his residence near Montreux on Lake Geneva in Switzerland, from where he had directed his company since the early 1930s. His three sons Peter, Bertram and Claus took over responsibility for the company. Peter and Claus

dedicated themselves to the reconstruction of the shipping company, Bertram to the shipyard, which was in ruins.

# 4<sup>th</sup> Generation

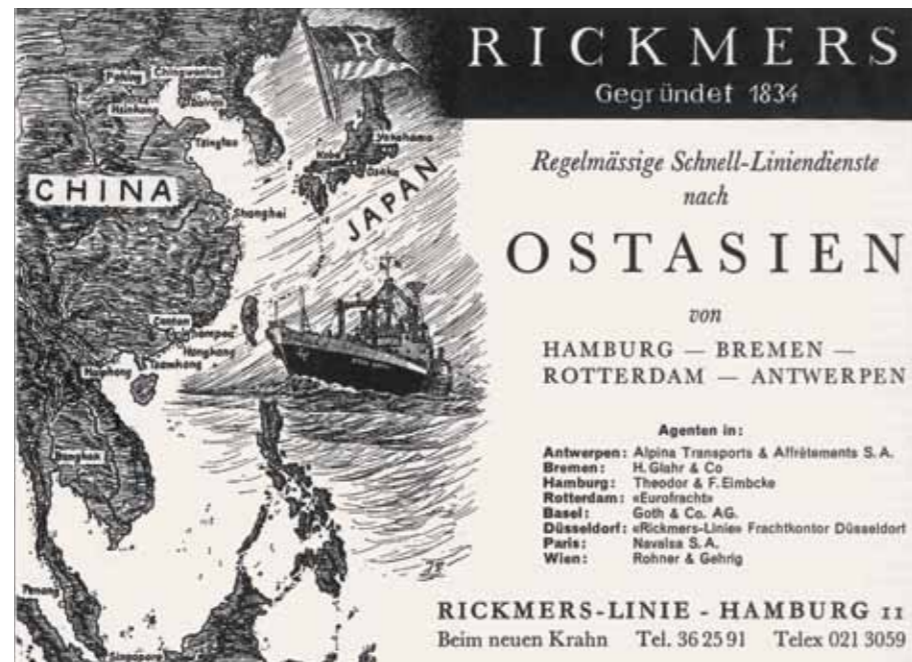
CLAUS RICKMERS  
BERTRAM RICKMERS  
PETER RICKMERS



**Bertram Rickmers** \*1917 in Hamburg, †1971 in Bremerhaven, was Managing Director of the Rickmers shipyard.

**Claus Rickmers** \*1920 in Hamburg, †1991 in Hamburg, was Managing Director of Rickmers-Linie mbH.

**Peter Rickmers** \*1914 in Hamburg, †1974 in Hamburg, was Managing Director of Rickmers Rhederei GmbH.



An advertisement from the Rickmers-Linie dating to 1960. It shows the ETHA RICKMERS with its heavy lift derricks.

Claus, Peter and Bertram Rickmers with their mother at the launch of PAUL RICKMERS. Mai Rickmers was the ship's godmother.



The launch of the PAUL RICKMERS in 1954 in Bremerhaven. This was the first post-war newbuilding for the Rickmers-Line at the company's own shipyard. Rickmers resumed its traditional scheduled service to Asia with this 7910 GRT vessel.

#### Rickmers' History Fourth Generation

**1945** Once the damage from the war had been repaired, business was bustling at the Rickmers shipyard. The American occupying forces used the facility as a repair station.

**1948-1950** The first vessel to be launched after the end of the war was a fishing cutter. The construction of larger units in Germany was banned by the Potsdam Agreement.

**1951** Rickmers' first post war ship was purchased from England. After some alterations to the vessel, the company's traditional China service was intended to be taken up again with the MAI RICKMERS. However on her first voyage, the MAI RICKMERS was seized by the Taiwanese navy and held in Taipei. The

Taiwanese charged that the vessel had been used to ship military equipment to China. The German federal government excluded Rickmers from state assistance programs.

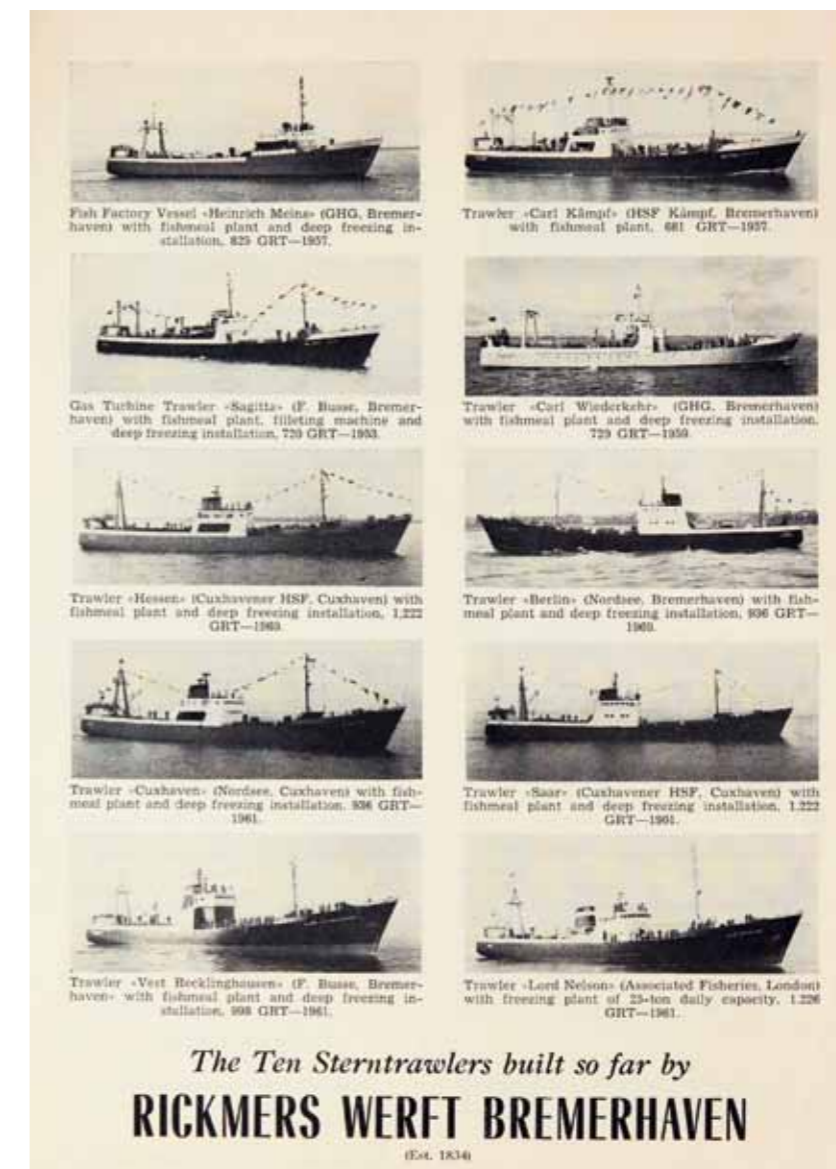
Hamburg artist Jochen Sachse created this painting for the Rickmers-Linie in 1959. It depicts the cargo motorship ETHA RICKMERS in Chinese waters. When Claus Rickmers saw the painting, he felt that the colour of the water was not authentic. He invited the artist to take a trip aboard ETHA RICKMERS, to gather his own impressions on location.



**R. C. RICKMERS in 1964**, unloading cargo in Shanghai. Cargo handling was still carried out in the city centre at that time. Today, most of the city's port facilities are located far beyond the city centre.



*Opposite page: Ten trawlers were built at the Rickmers shipyard between 1957 and 1961; they were considered exemplary fishing vessels.*



**1955** It took another four years before Rickmers-Linie finally could relaunch its service to China and the Far East.

**1958** Claus Rickmers travelled to China, where he became the first shipping executive from the Western world to be received by prime minister Zhou Enlai. From then on, he developed contacts with numerous business partners in the People's Republic.

**1960-1974** Beginning in the early 1960s, a shipping slump caused considerable losses for the shipyard and shipping company. Hapag-Lloyd purchased a 70-percent share in Rickmers-Linie in 1974.

**1979** On 29 October, a Rickmers ship was the first to reach the Port of Hamburg with a load of containers for 'door-to-door' shipping from China. This marked the dawn of a new era in transport logistics for the People's Republic.



In May 1973, Chinese Prime Minister Zhou Enlai welcomed Claus Rickmers to China once again, this time as part of a German trade delegation. Leading business figures from West Germany had travelled to China to prepare the way for a Sino-German trade agreement that went into effect in July of the same year.



**1983** A warm welcome to Hamburg for the RICKMER RICKMERS. After 37 years of service the former Portuguese navy training ship (then called "SAGRES") arrived in Hamburg under its original name. The society "Windjammer für

Hamburg" acquired the vessel dated from 1896 as a museum piece. The last 35 tons of steel needed for the restoration were donated by Rickmers-Linie.



Built at the Rickmers shipyard in 1962, PETER RICKMERS set technical standards in its day with the lifting capacity of its lifting derricks – which were capable of hoisting 300 tonnes. A partnership between the Allianz insurance company and the Rickmers-Linie owned the ship.

**Door-to-door**, the Rickmers-Linie became the first company in 1979 to carry a container 'door-to-door' from Shanghai to Hamburg.



**ESTETURM**, the second RW 39-model container ship built at the Rickmers shipyard, was presented to the J. Hauschildt KG shipping company in Hamburg in May 1981. The shipyard built 13 ships of this type in all, for numerous German shipping companies.



**1984** On the grounds of the shipyard in Bremerhaven, staff and numerous guests, including honorary citizen of the city Helmut Schmidt, celebrated the 150th anniversary of the company, which was still entirely family-owned.

**1986** Bankruptcy proceedings against the Rickmers shipyard were opened in February. After the last newbuilding, BRITTA THIEN, production work at the plant was discontinued.

5<sup>th</sup>  
Generation  
BERTRAM R. C. RICKMERS



Bertram R. C. Rickmers \* 1952 in Bremerhaven, is Chairman of the Rickmers Group.

Built in 1985 at the Rickmers shipyard in Bremerhaven, PATRICIA RICKMERS was the first ship owned by Schiffahrtsgesellschaft Reederei B. Rickmers GmbH & Cie. KG.



#### Rickmers' History Fifth Generation

**1982** Bertram R. C. Rickmers left the family firm in Bremerhaven and went into business in Hamburg as a shipbroker and shipowner with establishing his first company, MCC Marine Contracting and Consulting. Two years later he founded the shipping company Schiffahrtsgesell-

schaft Reederei B. Rickmers GmbH & Cie. KG and put his first containership PATRICIA RICKMERS into service in 1985. In 1991 Nedlloyd Bulkchem B.V. was taken over from the Royal Nedlloyd Group.



The second ship purchased by Schiffahrtsgesellschaft Reederei B. Rickmers GmbH & Cie. KG in 1986 was product tanker JAN, built in 1967. The vessel was followed shortly thereafter by its sister vessel, ERIK.

**BERULAN** marked the entry into the RoRo sector, in 1987. Bertram Rickmers purchased the RW 29 type vessel, one of two RoRo ships, at a compulsory auction. The slightly smaller MAI RICKMERS followed in 1989.

**OLYMPIA RICKMERS** (charter name MOL DOMINANCE) is one in a series of 21 4,250 TEU container ships built at Dalian Shipbuilding Industry in China.

**1988** Hapag-Lloyd took over the remaining shares of Rickmers-Linie from Claus, Christa and Paul Rickmers after a purchase of a 70-percent share already in 1974, which thereby became a 100% subsidiary. In 1989 Rickmers-Linie took over the Hapag-Lloyd "Multipurpose

Service" from Europe to Indonesia / South East Asia. Thus, all multipurpose services of Hapag-Lloyd were then operated by Rickmers-Linie.

**WILLI RICKMERS**, shown here leaving the Port of Sydney, was the last of a total of nine 2,200 TEU units of the same type.

Delivered in 2010–2011, these container ships have a capacity of 13,100 TEU; they are amongst the world's largest. All eight units have been chartered for 10 years each to Maersk Line.



**RICHARD RICKMERS** (built in 2006) is one of six ships with a capacity of 3,450 TEU. Under its charter name ITAL FESTOSA, it sails for Italia Marittima, a subsidiary of the Evergreen shipping company of Taiwan. During the construction phase, three units of this type were sold to Italia Marittima.

**1992–1996** Bertram and his brother Erck Rickmers created the investment house Nordcapital. Differences prompted Bertram R. C. Rickmers to sell his shares in Nordcapital to Erck in 1996. In the same year Bertram founded Rickmers Holding.

**1997** Bertram R. C. Rickmers established the investment house Atlantic. By that time, the fleet of the Rickmers shipping company had grown to 44 vessels.

**2000** Bertram R. C. Rickmers re-purchased Rickmers-Linie from Hapag-Lloyd. He had previously secured sole rights to the use of the Rickmers flag. Nine newly designed Superflex Heavy MPC vessels were ordered.

**2003** Rickmers-Linie announced the official start of its revolutionary Round-The-World Pearl String Service. Fort-nightly departures from the main ports of the service offered completely new possibilities of cargo-flow.

A total of nine Superflex Heavy MPC were built in China between 2002 and 2004. One of these vessels is shown here – the RICKMERS HAMBURG, sailing from San Diego.



**RICKMERS TOKYO** shipped two gas tanks from Livorno to a shipyard in Haiphong, Vietnam in February 2009. Planning for the loading and securing of the 318- and 344-tonne, fully insulated tanks was carried out with RICOSYS (Rickmers-Linie Cargo Operations and Simulations System); this prompted the customer to place follow-on orders with the Rickmers-Linie. With brewery tanks and yachts RICKMERS TOKYO is shown enroute to South East Asia.



**High-speed**, Rickmers-Linie received a major contract in 2011 to carry high-speed trains from Bilbao in Spain to Dammam in Saudi Arabia. For this contract, regular calls at the port of Bilbao were added to the schedule.

Rickmers-Linie carries all kinds of railway equipment. In this photo, a railway crane is being discharged to be set on the tracks on the quayside in a Chinese port.



**2004** Rickmers Reederei acquired all shares of Hamburg-registered CCNI Deutschland. The number of vessels under Rickmers management increased to 73 units. Also in 2004, the charter of the ships BIBI, MERIDA and LEON, which had already been deployed in various

services of Rickmers-Linie since 1996, was extended for three years. After docking the vessels emerged as RICKMERS DUBAI, RICKMERS MUMBAI and RICKMERS CHENNAI, reflecting the service they were running to the Middle East and India. These vessels left the fleet in 2009.

**2006** Rickmers Immobilien was founded to acquire and manage real estate assets for the Rickmers Group. Also, Rickmers (Japan) Inc. was founded and the U.S.-Asia westbound service was established.

**2007** Rickmers Shipmanagement (Singapore) Pte. Ltd. and Rickmers Maritime were established. Also in 2007 Rickmers (Korea) Inc. was founded.

The loading of heavy lifts and oversized cargoes requires thorough preparation. Some parts of the cargoes carried are packed in wooden cases.



RICKMERS SINGAPORE, one of nine identical Superflex Heavy MPC vessels, is shown here entering the Houston Ship Channel with four large coke drums on deck. The maximum lifting capacity of this versatile vessel is up to 640 tonnes.

**2009** The descendants of R. C. Rickmers celebrated their long tradition in ship-building and shipping and the 175-year-old Rickmers flag.

**2010-2011** Rickmers took delivery of eight 13,100 TEU container vessels, the largest ships in the fleet. The Rickmers Group was re-organized with the intention to sustainably strengthen the market position.

**2011-2012** The transformation of the Group with its three business segments Maritime Assets, Maritime Services and Rickmers-Linie continued in order to align its organisational structures with the requirements of the capital market.

# List of Ships

CHRONOLOGICAL FLEETLIST  
OF SHIPS UNDER THE  
RICKMERS FLAG SINCE 1834

NO.	YEAR	NAME	TYPE	GRT	TDW	KN	STATUS
<b>First Generation</b>   RICKMER CLASEN RICKMERS							
1	1848	BASSERMANN	brig	205	350		1852 stranded
2	1859	WILLY	full-rigged ship	855	1 500		1868 stranded
3	1859	ETHA RICKMERS	bark	435	760		1864 sold
4	1860	HELGOLAND	full-rigged ship	815	1 500		1863 stranded
5	1860	ENERGIE	bark	310	550		1867 sold
6	1861	DODO	bark	370	630		1868 sold
7	1862	RUDOLF	bark	227	300		1865 sold
8	1862	GROSSVATER	bark	540	550		1867 sold
9	1863	SOPHIE UND HELENE	bark	365	600		1869 lost at sea
10	1864	ERNST UND MARIA	bark	332	575		1872 sold
11	1864	ANDREAS	full-rigged ship	1 010	1 400		1871 lost at sea
12	1866	DOCTOR PETERMANN	bark	750	1 100		1873 sold
13	1866	ROBERT RICKMERS	bark	438	575		1871 sold
14	1866	ETHA RICKMERS	full-rigged ship	1 160	1 450		1870 stranded
15	1867	PETER RICKMERS	bark	720	920		1884 sold
16	1868	MARIA RICKMERS	bark	585	870		1889 sold
17	1868	ELLEN RICKMERS	bark	375	500		1875 sold
18	1868	LAURITA	schoonerbark	270	450		1873 sold
19	1868	WILLY RICKMERS	bark	850	1 200		1889 sold
20	1868	R. C. RICKMERS	full-rigged ship	1 080	1 760		1882 burnt out
21	1870	SOPHIE RICKMERS	bark	880	1 200		1871 seized by France
22	1871	ETHA RICKMERS	full-rigged ship	1 036	1 475		1889 sold
23	1872	DEIKE RICKMERS	bark	930	1 360		1873 sold
24	1873	ANDREAS RICKMERS	full-rigged ship	1 560	2 500		1878 ran aground and abandoned
25	1874	DEIKE RICKMERS	full-rigged ship	1 840	1 650		1884 stranded
26	1875	ALICE RICKMERS	bark	1 270	1 800		1896 sold
27	1876	PAUL RICKMERS	bark	1 250	1 810		1895 stranded
28	1877	ELISABETH RICKMERS	bark	1 300	1 900		1894 stranded
29	1879	MADELEINE RICKMERS	bark	1 330	2 000		1898 seized by Great Britain
30	1881	RICHARD RICKMERS	bark	1 400	2 100		1899 sold
31	1882	ERWIN RICKMERS	bark	1 460	2 200		1898 sold
32	1884	ELLEN RICKMERS	bark	1 450	2 200		1891 lost at sea

NO.	YEAR	NAME	TYPE	GRT	TDW	KN	STATUS
<b>Second Generation</b>   ANDREAS RICKMERS, PETER RICKMERS, WILHELM RICKMERS							
1	1886	ANDRÉE RICKMERS	bark	1 500	2 250		1896 burnt out
2	1887	RENÉE RICKMERS	4-M-bark	2 066	3 250		1914 stranded
3	1888	ROBERT RICKMERS	4-M-bark	2 277	3 500		1904 lost at sea
4	1888	R. C. RICKMERS	full-rigged ship	1 750	2 700	10,0	1901 sold
5	1889	HELENE RICKMERS	cargo steamship	3 066	4 500		1899 sold
6	1889	PETER RICKMERS	4-M-full-rigged ship	2 926	4 500	10,0	1908 stranded
7	1889	SOPHIE RICKMERS	cargo steamship	3 095	4 500		1899 sold



NO.	YEAR	NAME	TYPE	GRT	TDW	KN	STATUS
8	1890	ETHA RICKMERS	full-rigged ship	1 860	2 900	7,0	1904 sold
9	1892	MARIA RICKMERS	5-M-bark	3 822	6 000	9,0	1892 lost at sea
10	1894	SABINE RICKMERS	tank steamship	1 026	970		1898 sold
11	1894	ALBERT RICKMERS	4-M-bark	2 395	3 350		1900 sold
12	1895	WILLY RICKMERS	4-M-bark	2 069	3 350		1912 sold
13	1895	WANGEROOGE	fishing trawler	131	85		1904 sold
14	1895	SPIEKEROOG	fishing trawler	131	85		1903 sold
15	1895	DOROTHEA RICKMERS	cargo steamship	3 738	5 650	8,0	1899 sold
16	1896	DEIKE RICKMERS	cargo steamship	3 349	5 500	8,0	1899 sold
17	1896	LANGEOOG	fishing trawler	142	90		1903 sold
18	1896	MARIA RICKMERS	cargo steamship	4 888	7 200	10,0	1900 sold
19	1896	ELLEN RICKMERS	cargo steamship	4 905	7 200	10,0	1900 sold
20	1896	ELISABETH RICKMERS	cargo steamship	4 777	7 200	10,0	1900 sold
21	1896	RICKMER RICKMERS	full-rigged ship	2 007	3 060		1912 sold
22	1897	ERIK RICKMERS	full-rigged ship	2 050	3 060		1899 stranded
23	1898	MABEL RICKMERS	full-rigged ship	2 065	3 060		1912 sold
24	1899	SUI TAI	passenger steamship	1 651	900		1901 sold
25	1899	SUI AN	passenger steamship	1 651	900		1901 sold
26	1900	SHANTUNG	cargo steamship	1 687	2 500		1901 sold
27	1900	TSINTAU	cargo steamship	1 685	2 500		1901 sold
28	1900	SUI HSIANG	paddle steamship	826	800		1900 sank
29	1900	BALTRUM	fishing trawler	160	105		1903 lost at sea
30	1901	SOPHIE RICKMERS	cargo steamship	3 548	6 000		1916 seized by Portugal
31	1901	MADELEINE RICKMERS	cargo steamship	1 657	2 500	10,0	1906 sold
32	1902	ANDRÉE RICKMERS	cargo steamship	1 657	2 500	10,0	1906 sold
33	1902	MARIA RICKMERS	cargosteamship	1 657	2 500	10,0	1903 sold
34	1903	ELLEN RICKMERS	cargo steamship	1 632	2 500	10,0	1903 sold
35	1903	ELISABETH RICKMERS	cargo steamship	1 631	2 500	10,0	1906 sold
36	1903	HELENE RICKMERS	cargo steamship	3 543	6 000	11,0	1913 sold
37	1903	DOROTHEA RICKMERS	cargo steamship	1 613	2 500	10,0	1903 sold
38	1904	MARIA RICKMERS	cargo steamship	3 559	6 000	11,0	1912 sold
39	1905	ALBERT RICKMERS	bark	2 039	3 300		1911 sold
40	1906	R. C. RICKMERS	5-M-auxiliary sailing ship	5 548	8 000	7,0	1914 seized by Great Britain
41	1906	ELLEN RICKMERS	cargo steamship	4 117	6 600	11,0	1914 scuttled
42	1906	ELISABETH RICKMERS	cargo steamship	4 174	6 600	11,0	1917 sold
43	1907	ANDRÉE RICKMERS	cargo steamship	4 173	6 600	11,0	1917 sold
44	1907	DOROTHEA RICKMERS	cargo steamship	4 177	6 600	11,0	1917 sold
45	1908	DEIKE RICKMERS	cargo steamship	4 176	6 600	11,0	1917 seized by China
46	1908	MADELEINE RICKMERS	cargo steamship	4 170	6 600	11,0	1912 stranded
47	1909	SABINE RICKMERS	cargo steamship	4 105	6 650	11,0	1914 seized by Russia

NO.	YEAR	NAME	TYPE	GRT	TDW	KN	STATUS
1	1909	ETHA RICKMERS	cargo steamship	4 101	6 650	11,0	1914 seized by Russia
2	1910	MAI RICKMERS	cargo steamship	4 103	6 650	11,0	1917 sold
3	1910	LILLY RICKMERS	cargo steamship	4 081	6 650	11,0	1917 sold
4	1911	AENNE RICKMERS	cargo steamship	4 083	6 800	11,0	1914 seized by Great Britain
5	1911	URSULA RICKMERS	cargo steamship	4 185	6 800	11,0	1917 sold
6	1912 [1892]	DENDERAH RICKMERS	cargo steamship	3 066	4 000	9,0	1912 lost at sea
7	1913	PETER RICKMERS	cargo steamship	5 162	8 000	11,0	1914 scuttled
8	1913	MADELEINE RICKMERS	cargo steamship	3 432	6 400	10,0	1917 sold
9	1914	CAMILLA RICKMERS	cargo steamship	5 130	8 000	13,0	1917 seized in the USA
10	1914	MABEL RICKMERS	cargo steamship	5 130	8 000	13,0	1917 sold
11	1915	WILLY RICKMERS	cargo steamship	5 091	8 000	13,0	1917 sold
12	1920	RICKMER RICKMERS	cargo steamship	6 025	9 300	12,0	1920 as reparations payment to GB
13	1920	MAI RICKMERS	cargo steamship	6 024	9 300	12,0	1920 as reparations payment to GB
14	1920	SOPHIE RICKMERS	cargo steamship	7 033	10 840	12,0	1940 scuttled
15	1921	R. C. RICKMERS	cargo steamship	5 198	8 000	12,0	1942 stranded following torpedo hit
16	1923	BERTRAM RICKMERS	cargo steamship	4 188	6 730	12,0	1941 sunk by British destroyer
17	1924	CLAUS RICKMERS	cargo steamship	5 165	8 170	12,0	1947 as reparations payment to GB
18	1926 [1906]	ETHA RICKMERS	cargo steamship	5 149	8 150	10,0	1942 stranded
19	1926 [1910]	DEIKE RICKMERS	cargo steamship	1 552	2 270	9,0	1927 sold
20	1928 [1917]	URSULA RICKMERS	cargo steamship	5 050	8 740	12,0	1944 sunk by US submarine
21	1929 [1912]	DEIKE RICKMERS	cargo steamship	5 341	8 260	11,0	1938 sold
22	1937 [1919]	MONI RICKMERS	cargo steamship	5 272	8 200	11,0	1940 seized by the Netherlands
23	1938 [1919]	HANS RICKMERS	cargo steamship	5 226	8 200	11,0	1942 sunk by Soviet artillery
24	1944	MAI RICKMERS	cargo steamship	6 000	9 000		blown up on the launchway
25	1944	DEIKE RICKMERS	cargo steamship	1 923	3 000	10,0	1945 as reparations payment to GB
26	1944	PETER RICKMERS	cargo steamship	1 923	3 000	10,0	1945 as reparations payment to GB

NO.	YEAR	NAME	TYPE	GRT	TDW	KN	STATUS
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### Fourth Generation | BERTRAM RICKMERS, CLAUS RICKMERS, PETER RICKMERS

1	1950 [1935]	MAI RICKMERS	cargo steamship	4 743	8 810	10,0	1962 scrapped
2	1955	PAUL RICKMERS	cargo motorship	7 910	11 400	15,0	1982 scrapped
3	1956 [1930]	URSULA RICKMERS	cargo motorship	6 907	9 900	13,0	1964 scrapped
4	1957	R. C. RICKMERS	cargo motorship	8 127	11 430	15,0	1971 sold
5	1959	ETHA RICKMERS	cargo motorship	8 405	11 515	16,0	1964 sold
6	1962	PETER RICKMERS	cargo motorship	10 223	13 670	17,0	1986 scrapped
7	1965 [1957]	MAI RICKMERS	cargo motorship	10 718	15 000	14,0	1986 scrapped
8	1965 [1960]	SÉNÉGAL	motor tanker	1 591	2 271	12,0	1969 sold
9	1966 [1954]	WILLI RICKMERS	cargo motorship	7 003	10 646	15,0	1974 scrapped
10	1967	MONI	motor tanker	2 838	3 929	14,0	1969 sold
11	1970 [1958]	ETHA RICKMERS	cargo motorship	12 669	16 184	18,0	1986 scrapped
12	1970 [1957]	SOPHIE RICKMERS	cargo motorship	12 494	16 696	18,0	1986 scrapped
13	1979	BERTRAM RICKMERS	cargo motorship	14 442	20 376	18,0	1986 sold
14	1980	RENÉE RICKMERS	cargo motorship	14 441	20 376	18,0	1986 sold

NO.	YEAR	NAME	TYPE	TDW	TEU	KN	STATUS
<b>Fifth Generation</b>   BERTRAM R.C. RICKMERS							
1	1985	PATRICIA RICKMERS (1)	container ship	14 198	1 174	15,5	1996 sold
2	1985 [1968]	ERIK	motor tanker	3 210		10,5	1988 sold
3	1986 [1967]	JAN	motor tanker	3 281		10,5	1989 sold
4	1987 [1976]	OLIVER/ULF	motor tanker	4 400		12,5	1990 sold
5	1988 [1984]	BERULAN (1)	roro/general cargo ship	4 250	418	14,0	1991 sold
6	1989 [1981]	DOMINICA	motor tanker	7 202		13,0	1990 sold
7	1989 [1985]	MAI RICKMERS (1)	roro/general cargo ship	3 502	280	12,5	1990 sold
8	1989 [1979]	ROBERT	motor tanker	3 650		12,7	1994 sold
9	1990 [1985]	SOPHIE RICKMERS (1)	cargo motorship	7 250		13,0	1995 sold
10	1991 [1969]	MABEL RICKMERS	motor tanker	3 233		12,0	1993 sold
11	1991 [1976]	MARE NOVUM	motor tanker	3 153		13,0	1994 sold
12	1991 [1976]	MARE MAGNUM	motor tanker	3 153		13,0	1994 sold
13	1991 [1976]	MARE BONUM	motor tanker	3 153		13,0	1993 sold
14	1991 [1975]	MARE ALTUM	motor tanker	2 678		13,5	1993 sold
15	1991 [1975]	MARE IRATUM	motor tanker	2 678		13,5	1993 sold
16	1992	R. C. RICKMERS	container ship	12 576	1 024	17,5	2012 sold
17	1992	MAI RICKMERS	container ship	12 460	1 019	17,0	1995 sold
18	1993	MARIA RICKMERS	container ship	14 063	1 162	17,8	2012 sold
19	1993	PETER RICKMERS	container ship	14 120	1 162	17,7	2012 sold
20	1993	PAUL RICKMERS	container ship	14 191	1 162	17,7	2012 sold
21	1995	ELISABETH RICKMERS	container ship	23 016	1 724	19,6	2012 sold
22	1995	RICKMER RICKMERS	container ship	22 984	1 724	19,6	
23	1995	SOPHIE RICKMERS (2)	container ship	9 200	913	17,5	1998 sold
24	1995	BERULAN (2)	container ship	9 319	907	17,0	
25	1995	CHRISTA RICKMERS	container ship	23 041	1 724	19,6	
26	1996 [1986]	HAVELLAND	container ship	17 100	946	16,0	1999 sold
27	1996	ETHA RICKMERS	container ship	23 064	1 724	19,6	
28	1996	CAMILLA RICKMERS	container ship	22 984	1 724	19,7	2012 sold
29	1996	SANTIAGO	container ship	32 482	2 000	19,8	
30	1996	DEIKE RICKMERS	container ship	22 984	1 724	19,6	
31	1996	HAMBURGO	container ship	32 482	2 000	19,8	2010 sold
32	1997 [1986]	VOGTLAND	container ship	17 088	896	16,0	1999 sold
33	1997	DENDERAH RICKMERS	container ship	22 984	1 724	19,6	
34	1997	MADELEINE RICKMERS	container ship	22 984	1 724	19,6	
35	1997	URSULA RICKMERS	container ship	22 984	1 724	19,6	2013 sold
36	1997	MAI RICKMERS (3)	container ship	14 120	1 162	17,5	2012 sold
37	1997	MABEL RICKMERS	container ship	14 120	1 162	17,0	2012 sold
38	1997	LARA RICKMERS	conbulker	45 070	1 854	15,5	2012 sold
39	1997	ALEXANDRA RICKMERS	container ship	30 781	2 226	21,0	
40	1998	ANNA RICKMERS	conbulker	44 575	1 816	15,5	2012 sold
41	1998	ALBERT RICKMERS	container ship	30 781	2 226	21,0	
42	1998	AENNE RICKMERS	container ship	30 781	2 226	21,0	
43	1998	ALICE RICKMERS	container ship	30 781	2 226	21,0	
44	1998	ANDREAS RICKMERS	container ship	30 781	2 226	21,0	
45	1998	ANDRE RICKMERS	container ship	30 781	2 226	21,0	
46	1998	VALDIVIA	conbulker	45 070	1 860	15,5	sold 2013
47	1998	HELENE RICKMERS	container ship	22 984	1 724	19,6	

NO.	YEAR	NAME	TYPE	TDW	TEU	KN	STATUS
48	1998	LAURITA RICKMERS	container ship	14 120	1 162	18,0	
49	1998	VALPARAISO	conbulker	45 070	1 860	15,5	2013 sold
50	1998	PATRICIA RICKMERS	container ship	30 781	2 226	21,0	
51	1998	LILLY RICKMERS	container ship	14 120	1 162	18,0	
52	1998	CLASEN RICKMERS	container ship	30 781	2 226	20,5	2012 sold
53	1998	WILLI RICKMERS	container ship	30 781	2 226	20,5	
54	1998	VALBELLA	conbulker	45 070	1 860	15,5	2013 sold
55	1998	VALDEMOSA	conbulker	45 070	1 860	15,5	2013 sold
56	1998	FIONA RICKMERS	container ship	23 016	1 724	19,0	2012 sold
57	1998	DOROTHEA RICKMERS	container ship	22 984	1 724	19,6	
58	1998	MARINE RICKMERS	container ship	14 357	1 104	18,5	
59	1999	NORA RICKMERS	car carrier (4 800 CEU)	12 883		18,3	
60	1999	KORA RICKMERS	car carrier (4 800 CEU)	12 893		18,3	2004 sank
61	1999	ARAUCO	conbulker	44 593	1 830	15,5	2005 sold
62	1999	SOPHIE RICKMERS (3)	conbulker	35 471	1 650	16,0	
63	1999	MARIE RICKMERS	conbulker	35 471	1 650	17,0	
64	2000 [1979]	BIBI/RICKMERS DUBAI	multi-purpose-heavy-lift vessel	23 378	816	19,0	2009 sold
65	2000 [1979]	LEON/RICKMERS CHENNAI	multi-purpose-heavy-lift vessel	23 378	816	19,0	2009 sold
66	2000 [1978]	RICKMERS DALIAN	multi-purpose-heavy-lift vessel	24 080	694	17,5	2000 sold
67	2000 [1979]	MERIDA/RICKMERS MUMBAI	multi-purpose-heavy-lift vessel	22 229	816	18,0	2009 sold
68	2000 [1979]	RICKMERS TIANJIN	multi-purpose-heavy-lift vessel	24 938	914	18,5	2004 sold
69	2000	TETE RICKMERS	container ship	15 315	1 216	21,5	2013 sold
70	2000 [1979]	RICKMERS HOUSTON	general heavy cargo ship	24 938	914	18,5	2003 sold
71	2000	CARLA RICKMERS	container ship	15 316	1 216	21,5	2013 sold
72	2000	ERNST RICKMERS	container ship	15 316	1 216	21,5	2013 sold
73	2000	ASTA RICK MERS	container ship	15 316	1 216	21,5	
74	2001 [2000]	BENJAMIN RICKMERS	bulkcarrier panamax	74 381		14,2	
75	2001	JOCK RICKMERS	container ship	15 315	1 200	21,5	2013 sold
76	2001	FELICITAS RICKMERS	container ship	28 366	2 113	20,0	
77	2001 [2000]	GEORGE RICKMERS	bulkcarrier panamax	74 381		14,0	2013 sold
78	2001	JOHAN RICKMERS	container ship	28 351	2 113	20,0	
79	2002	SANDY RICKMERS	container ship	14 885	1 200	22,0	
80	2002	RICKMERS HAMBURG	multi-purpose-heavy-lift vessel	29 750	1 864	19,5	
81	2002	CATHRINE RICKMERS	container ship	58 340	4 444	24,6	
82	2002	RICKMERS TOKYO	multi-purpose-heavy-lift vessel	29 750	1 864	19,5	
83	2003	RICKMERS SINGAPORE	multi-purpose-heavy-lift vessel	29 750	1 864	19,5	
84	2003	RICKMERS SHANGHAI	multi-purpose-heavy-lift vessel	29 750	1 864	19,5	
85	2003	RICKMERS ANTWERP	multi-purpose-heavy-lift vessel	29 750	1 864	19,5	
86	2003	RICKMERS SEOUL	multi-purpose-heavy-lift vessel	29 750	1 864	19,5	
87	2003	ROBERT RICKMERS	container ship	23 063	1 724	19,5	
88	2003	RICKMERS NEW ORLEANS	multi-purpose-heavy-lift vessel	29 750	1 864	19,5	
89	2003	SAYLEMOON RICKMERS	container ship	24 277	1 858	22,0	
90	2003	RICKMERS JAKARTA	multi-purpose-heavy-lift vessel	29 750	1 864	19,5	
91	2004	NINA RICKMERS	container ship	24 277	1 858	22,0	
92	2004	RICKMERS DALIAN	multi-purpose-heavy-lift vessel	29 750	1 864	19,5	
93	2004	SEAN RICKMERS	container ship	21 184	1 620	19,0	
94	2004	JACKY RICKMERS	container ship	24 277	1 858	22,0	
95	2004	JENNIFER RICKMERS	container ship	68 189	5 060	23,8	
96	2004	ARUNI RICKMERS	container ship	24 277	1 858	22,0	

NO.	YEAR	NAME	TYPE	TDW	TEU	KN	STATUS
97	2004	CHARLOTTE C. RICKMERS	container ship	68 189	5 060	23,8	
98	2004	KAETHE C. RICKMERS	container ship	68 282	5 060	23,8	
99	2005	MARGRIT RICKMERS	container ship	68 189	5 060	23,8	
100	2005	JULIETTE RICKMERS	container ship	68 189	5 060	23,8	
101	2005	AGNES RICKMERS	container ship	68 189	5 060	23,8	
102	2005	SEVEN SEAS	container ship	58 250	4 444	25,8	
103	2006	JOHN RICKMERS	container ship	24 277	1 854	22,0	
104	2006	HENRY RICKMERS	container ship	42 822	3 450	23,5	
105	2006	RICHARD RICKMERS	container ship	42 800	3 450	23,5	
106	2006	JACOB RICKMERS	container ship	24 277	1 854	22,0	
107	2006	KIM RICKMERS	container ship	68 189	5 060	23,8	2006 sold
108	2006	SELETHA RICKMERS	container ship	68 189	5 060	23,8	2006 sold
109	2006	JOYCE RICKMERS	container ship	68 189	5 060	23,8	2006 sold
110	2006	MEIKE RICKMERS	container ship	68 189	5 060	23,8	2006 sold
111	2006	PARIS RICKMERS	container ship	24 277	1 854	22,0	2006 sold
112	2006	JASPER RICKMERS	container ship	50 629	4 250	22,0	2006 sold
113	2006	WILHELM RICKMERS	container ship	50 629	4 250	22,0	2006 sold
114	2006	LAVINIA RICKMERS	container ship	50 629	4 250	22,0	2006 sold
115	2007	MONI RICKMERS	container ship	42 806	3 450	23,5	
116	2007	VICKY RICKMERS	container ship	50 629	4 250	22,0	
117	2007	MAJA RICKMERS	container ship	50 769	4 250	22,0	
118	2007	RICKMERS CHINA	container ship	17 350	1 350	20,0	2007 sold
119	2007	MARTE RICKMERS	container ship	50 629	4 250	22,0	
120	2007	LARANNA RICKMERS	container ship	50 769	4 250	22,0	
121	2007	SABINE RICKMERS	container ship	50 608	4 250	22,0	
122	2007	ERWIN RICKMERS	container ship	50 607	4 250	22,0	
123	2007	DAPHNE RICKMERS	container ship	42 800	3 450	23,5	2007 sold
124	2007	TINA RICKMERS	container ship	42 800	3 450	23,5	2007 sold
125	2007	CONNOR RICKMERS	container ship	42 800	3 450	23,5	2007 sold
126	2007	WALTER RICKMERS	container ship	50 700	4 250	24,5	2007 sold
127	2007	JAN RICKMERS	container ship	50 700	4 250	24,5	2007 sold
128	2007	ERIK RICKMERS	container ship	50 700	4 250	24,5	2007 sold
129	2007	OLIVER RICKMERS	container ship	50 700	4 250	24,5	2007 sold
130	2007	DOMINE RICKMERS	container ship	50 700	4 250	24,5	2007 sold
131	2007	RICKMERS KOREA	container ship	17 350	1 350	20,0	2007 sold
132	2007	SUI AN RICKMERS	container ship	17 350	1 350	20,0	2007 sold
133	2008	OLYMPIA RICKMERS	container ship	52 000	4 250	24,5	
134	2008	PINGEL RICKMERS	container ship	50 700	4 250	24,5	
135	2008	MAX RICKMERS	container ship	50 700	4 250	24,5	2008 sold
136	2008	MORITZ RICKMERS	container ship	50 700	4 250	24,5	2008 sold
137	2008	RICKMERS JAPAN	container ship	50 700	4 250	24,5	2008 sold
138	2008	RICKMERS THAILAND	container ship	17 350	1 350	20,0	2008 sold
139	2008	RICKMERS VIETNAM	container ship	17 350	1 350	20,0	2008 sold
140	2008	SUMMY RICKMERS	container ship	32 124	2 730	21,5	2008 sold
141	2009	RICKMERS MALAYSIA	container ship	17 350	1 350	20,0	
142	2009	EBBA RICKMERS	container ship	50 700	4 250	24,5	
143	2009	INDIA RICKMERS	container ship	50 700	4 250	24,5	
144	2009	CLAN RICKMERS	container ship	50 769	4 250	24,5	
145	2009	SUI TAI RICKMERS	container ship	50 930	4 250	24,5	

NO.	YEAR	NAME	TYPE	TDW	TEU	KN	STATUS
146	2009	TANJA RICKMERS	container ship	50 930	4 250	24,5	
147	2009	SCHLIEMI RICKMERS	container ship	50 700	4 250	24,5	
148	2009	VANY RICKMERS	car carrier (4 900 CEU)	11 850		20,0	
149	2009	HARRY RICKMERS	container ship	32 124	2 730	21,5	2009 sold
150	2010	CARY RICKMERS	car carrier (4 900 CEU)	11 850		20,0	
151	2010	RICKMERS MASAN	multi-purpose-heavy-lift vessel	30 000	1 900	19,5	
152	2011	RICKMERS POHANG	multi-purpose-heavy-lift vessel	30 000	1 900	19,5	
153	2011	RICKMERS INCHEON	multi-purpose-heavy-lift vessel	30 000	1 900	19,5	
154	2011	RICKMERS BUSAN	multi-purpose-heavy-lift vessel	30 000	1 900	19,5	
155	2010	BARBARA RICKMERS	container ship	52 000	4 250	24,5	2010 sold
156	2010	WOLFGANG RICKMERS	container ship	52 000	4 250	24,5	2010 sold
157	2010	DAVID RICKMERS	container ship	52 000	4 250	24,5	
158	2011	SAMUEL RICKMERS	container ship	52 000	4 250	24,5	
159	2010	PEARL RICKMERS	container ship	140 530	13 100	24,5	
160	2010	RUBY RICKMERS	container ship	140 530	13 100	24,5	
161	2010	AQUA RICKMERS	container ship	140 530	13 100	24,5	
162	2010	COCONEE RICKMERS	container ship	140 530	13 100	24,5	
163	2011	LEO RICKMERS	container ship	140 530	13 100	24,5	
164	2011	SCORPIO RICKMERS	container ship	140 530	13 100	24,5	
165	2011	TAURO RICKMERS	container ship	140 530	13 100	24,5	
166	2011	LIBRA RICKMERS	container ship	140 530	13 100	24,5	
167	2011	RICKMERS YOKOHAMA	multi-purpose-heavy-lift vessel	17 000	900	16,0	
168	2012	RICKMERS TIANJIN	multi-purpose-heavy-lift vessel	17 000	900	16,0	

Fleets owned by the Rickmers family in their respective generations (ownership or management).

The year shown in the second column indicates the year in which the respective ship was incorporated into the fleet, which is generally also the year of construction. The year in brackets shown after that indicates a different year of construction if applicable (in the case of secondhand ships for example).

All figures as at March 2013

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