

# RICKMERS MARITIME *Newsletter*



Rickmers Trust Management Pte. Ltd.

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## DOUBLE GLORY FOR RICKMERS MARITIME

Rickmers Maritime, along with dignitaries from the Dalian Shipbuilding Industry Corporation (DSIC), gathered at the Dalian Shipyard on 7 November 2008 to commemorate the christening of its two 4,250 TEU vessels, Pingel Rickmers and Ebba Rickmers (renamed MOL Delight and MOL Destiny respectively by their charterer Mitsui O.S.K. Lines).

To the beat of Chinese drums, the ceremony began with Mr Han Hui, Vice President of DSIC and Mr Bertram Rickmers, Chairman of Rickmers Holdings, welcoming guests to the special occasion. The vessels' German Lady Sponsors, Ingeborg Princess zu Schleswig-Holstein and Mrs Marina Busse, were then invited to bless and christen the containerships before the guests proceeded onboard for the bridge ceremony and tour. In accordance with maritime tradition, both ladies sounded the vessel horn thrice. The ceremony ended with a celebratory reception hosted by the shipyard.

Later that evening, guests were invited to a cocktail reception and gala dinner at the Kempinski Hotel. Mr Rickmers presented both lady sponsors, who were visiting China for the first time, with anchor chain bracelets to symbolise their links, as godmothers, with their respective vessels.

Mr Rickmers also presented Mr Zhang Tao, Vice President of DSIC, with a painting of the R.C. Rickmers vessel by French painter, Roger Chapelet, as a token of friendship and to commemorate the continued partnership between Rickmers and DSIC.

The vessels will be deployed on ten-year charters to Mitsui O.S.K. Lines, one of the largest and most reputable shipping companies in the world. They will serve the Far East to South America East Coast trade route.



(From Left): Mr Zhang Tao (Vice President of DSIC), Mrs Marina Busse (Lady sponsor of Ebba Rickmers), Mr Bertram Rickmers (Chairman of Rickmers Trust Management) and Ingeborg Princess zu Schleswig-Holstein (Lady sponsor of Pingel Rickmers)



Dear Investor,

2008 was an eventful yet fruitful year for Rickmers Maritime. As a listed entity in its second year, we continued to roll out a variety of activities aimed at strengthening our corporate profile as well as raising investors' knowledge and understanding of shipping

trusts in general. Over the last three months of the year, we participated in several more conferences and small-group retail-focused seminars, and even conducted a tour of one of our 3,450 TEU vessels, Itel Festosa, for investors in December.

As we enter the New Year, we pledge to remain active on the Investor Relations front. Shipping trusts are a relatively new asset class in Singapore, and still in its early stages of development. We believe more time is required for investors to learn and understand its dynamics, mechanisms and merits. Indeed, we hope to make further progress in raising the market's receptivity and appreciation of shipping trusts this year.

Nevertheless, the waters are expected to be choppy for the shipping sector this year. Due to the global slowdown in consumer demand as a result of the economic crisis, the outlook for many shipping firms is uncertain. However, we maintain that Rickmers Maritime is well-placed to weather this turbulence. Thanks to our positive underlying fundamentals, such as our focus on fixed-rate long-term charters, prudent distribution structure, strong counterparties and robust sponsor, Rickmers Maritime remains on track with its expansion plans for the year.

Amid the uncertainties, life within the shipping sector will continue. In this issue, we also want to offer you a glimpse into life onboard a containership, and introduce you to four of our crew. Spending much of their time at sea, their work offers challenges, excitement and fulfilment.

We hope you will enjoy reading this newsletter, and welcome any feedback that you may have. We will leverage your comments to further improve our upcoming issues.

I would like to take this opportunity to thank you for your continued support, and here's wishing you a Happy New Year!

Thomas Preben Hansen  
Chief Executive Officer  
Rickmers Trust Management Pte Ltd.

## Design

The design of a containership is carried out by naval architects using highly sophisticated 3D design software. The aim of the naval architects is to optimise the amount and weight of cargo the ship can carry while remaining within limited dimensions. A great deal of attention is being given to the hull shape in order to make the vessel as fuel efficient as possible while maintaining an acceptable service speed. The designer will also address issues of severe weather loads and vessel stability to ensure its seaworthiness. Careful considerations are also being given to deck cargo arrangements, fire protection, securing of containers and potential problems with the safety and speed of loading and unloading.

For containerships, capacity is measured in twenty-foot equivalent unit (TEU), the number of standard 20-foot containers measuring 20 x 8.0 x 8.5 feet (6.1 x 2.4 x 2.6 metres) a vessel can carry.

## Steel Cutting

After the final design is done, thick steel plates are cut according to the design using high-tech computer guided cutting torches to cut the structural steel for fabrication of the vessel. Steel plates may be treated by shot blasting using automatic machines after which multiple layers of protective paint will be applied.

## Assembly

Once all the steel components are fabricated, they will be assembled. In the past, a ship was built from the



## FROM BIRTH TO DELIVERY OF A CONTAINERSHIP

keel upward. The modern method is to construct large sections of the hull independently from one another and assemble them together in a large building berth. Each of these parts is built up from sub-assemblies or component parts, which are then welded together to form each complete section. These various sections are manufactured under cover in large sheds, generally at

some distance from the building berth, before being transported to the berth and there fitted into place and welded to the adjacent sections.

## Launching

After a ship is assembled, it will be launched. The more traditional method is the end-on launch, in which the vessel slides into the water from the stern. It involves the transfer of the vessel's weight from the blocks that have supported her during construction to the launch ways. However, modern yards are assembling the ship sections in large building berths which will simply be flooded by letting in water and thereby avoiding the traditional launch.

A ceremony is usually held to commemorate the launch, where the ship would be blessed with safe journeys.

## Outfitting

After launching, the ship is berthed in a fitting-out basin for completion. The main machinery, together with auxiliary engines, piping systems, deck gear, lifeboats, accommodation equipment, plumbing systems, navigation and communication systems are installed on board.

After the vessel has been fitted, a sea trial will be carried out to ensure that the vessel performance meets the newbuilding specifications.

Once the test is successfully completed, the vessel will be delivered to its owner, ready to sail!



Chief Engineer Thant Zin Tun  
ANL Windarra



Chief Officer Zhang Zequan  
Ital Fiducia



AB Seaman Kyaw Htet Zaw  
ANL Warringa



Master Captain Kyaw Myint  
MOL Delight

## LIFE ON A CONTAINERSHIP: FIRSTHAND INSIGHT FROM OUR CREW MEMBERS

The complement of a modern containership comprises a diverse set of seafarers. Each member of the crew has different responsibilities onboard the ship, but work closely as a team to ensure that the ship is operated safely, that it reaches its destination on time and is in a position to make delivery of its cargo.

We recently interviewed several crew members who provided us with an insight into their lives onboard a containership in the 21st century. Although life at sea has changed over time with reporting and compliance forming part of the daily routine for the officers onboard, bringing the ship across the oceans remains the fundamental task and attraction that has kept so many people committed to the job.

When asked what they liked best about their jobs, Captain Kyaw Myint, Master of MOL Delight, who has

been a seaman since 1982, says, "I enjoy the challenge of manoeuvring a large ship in and out of busy ports and navigating the vast oceans." For Thant Zin Tun, who has been a Chief Engineer for more than three years and now currently onboard ANL Windarra, he was drawn to his job because of his interest in large ships and working with complex machinery. "Tackling and solving complex problems with state-of-the-art machinery the size of a three-storey building is extremely exciting to me," he adds. According to Able-Bodied (AB) Seaman Kyaw Htet Zaw of ANL Warringa, ensuring a high level of ship maintenance, safety and environmental protection appealed to him most.

Being a good seaman requires certain critical skills. Captain Kyaw quips, "As a Ship Master, experience in handling various types of ships and sensitive cargo, as well as having sound knowledge of the designated route is absolutely critical." Zhang Zequan, Chief Officer of Ital Fiducia, agrees, saying "The Chief Officer position comprises several roles – job administration, navigation, cargo stowing, trainee supervision and even garbage management! Together with the Captain, we Chief Officers are also responsible for the well-being

of the crew. It is important that the safety of both the crew and the ship is maintained to meet the stringent requirements of regulatory bodies."

Life at sea can be extremely demanding at times as seafarers are often confronted by a plethora of unique challenges. These can be in the form of rough weather, breakdown of machinery, damage to cargo, crew issues or disagreement with workers at ports. Being on a ship for several months at a stretch also means being away from family and friends during that period. However, the availability of e-mail via satellite has made communication with loved ones a lot easier and less costly compared to only a few years ago. This emotional aspect is something the crew has to face and overcome. AB Seaman Kyaw, who has had five years of experience under his belt appeared to have found his way of coping. He says, "I feel that it is very important to keep fit and healthy during the time out at sea. It helps me to concentrate on my work." Living quarters onboard modern containerships are of high standards and offers plenty of recreation space including a well-equipped gym and home theatre.

Despite the challenges and dangers they face in the course of their work, these seamen find great fulfilment and pride in what they do. Chief Officer Zhang sums his sentiment up nicely, saying, "I have no regrets becoming a seaman because of the wonderful experiences I have had across oceans and continents." With a twinkle in his eye, Captain Kyaw concludes, "People would be surprised at how interesting, and even extraordinary, life at sea can be."

We wish all our crew a happy and fulfilling life at sea.



## CORPORATE UPDATES

### 31 Oct 08

Rickmers Maritime sustains its strong financial performance in the third quarter of financial year 2008, with all financial indicators registering growth from the same period a year ago. The Trust maintains its distribution per unit at 2.25 US cents for the second consecutive quarter.

### 12 Nov 08

Rickmers Maritime takes delivery of its 13th vessel, MOL Delight. A 4,250 TEU vessel, MOL Delight is the third in a series of five containerships that are chartered to Mitsui O.S.K. Lines for a period of 10 years each. Following the delivery, Rickmers Maritime's fleet portfolio comprises 13 quality and modern containerships chartered to the world's leading liner companies.

### 22 Nov 08

Rickmers Maritime participates in a corporate profile seminar organised by the Securities Investors Association of Singapore. The Trust's participation in this seminar is just one of the many activities that it undertakes to raise the level of understanding and knowledge of shipping trusts and the container shipping industry among retail investors in Singapore.

### 6 Jan 09

Rickmers Maritime welcomes its first newbuilding for 2009. MOL Destiny, the fourth 4,250 TEU vessel to be chartered to Mitsui O.S.K Lines, is the first in Rickmers Maritime's fleet to be equipped with Propeller Boss Cap Fins, an innovative propeller enhancement feature that reduces fuel consumption and carbon emission.

### 9 Feb 09

Rickmers Maritime releases its Full Year 2008 (FY2008) financial results. To find out more about Rickmers Maritime's FY2008 results and presentation, log on to <http://www.rickmers-maritime.com/>

## ALL ABOARD!

Beneath sunny skies on the morning of 22 December 2008, a group of five, comprising investors and a freelance journalist boarded Rickmers Maritime's 3,450 TEU vessel, Ital Festosa alongside Pasir Panjang Terminal in Singapore. For two hours, they were guided around the ship by Mr Thorsten Odefey, the Fleet Manager responsible for the management of the Technical and Crewing Department in Rickmers Shipmanagement (Singapore) Pte. Ltd. and an ex-Chief Engineer on board ships with eight and a half years of sailing experience.

The tour started at the wheelhouse, where Mr Odefey gave an introduction to the containership structure and its main compartments. However, far from introducing only the technical aspects of the ship, the tour also offered a glimpse of what life at sea entailed. Visitors got to view the comfortable messroom and accommodation quarters for the Captain, officers and crew, as well as visited the cold room and general supply room that holds the food and day-to-day supplies for all onboard the vessel.

The tour also focused on the operational aspects of the ship, with the group spending a considerable amount of time at the engine room, which houses the machinery and equipment that enable the vessel to sail. Investors also witnessed at close distance the loading of container boxes into the cargo holds. The tour ended with a trip around the main deck of the ship.

Throughout the tour, investors kept Mr Odefey busy with a variety of questions, ranging from general issues such as the possibility of pirate attacks on containerships to operation-specific questions relating to issues such as vessel fuel consumption, cargo planning and cargo storage allocation.

Rickmers Maritime plans to conduct vessel tours for small group of investors every calendar quarter, depending on the amount of interest. Investors keen to participate can notify the Trustee-Manager at [ir@rickmers-maritime.com](mailto:ir@rickmers-maritime.com).

## RICKMERS MARITIME CHARGES TO THE FOREFRONT AT SGX CHARITY FUN RUN

The Singapore Exchange Bull Charge 2008, an iconic charity fun run in the Central Business District, saw the Rickmers Trust Management team sprint to the finishing line.

Held at the Padang on Friday 24 October 2008, the annual event included activities such as the Management Team Relay, Doggie Road Race (a race for pooches!) and the Gateway Challenge (a telematch-style race).

CEO, Mr Thomas Preben Hansen did the team proud by finishing second runner-up in The Big Boss Challenge, a 3.2 kilometre run open to company CEOs, Managing Directors and Presidents.

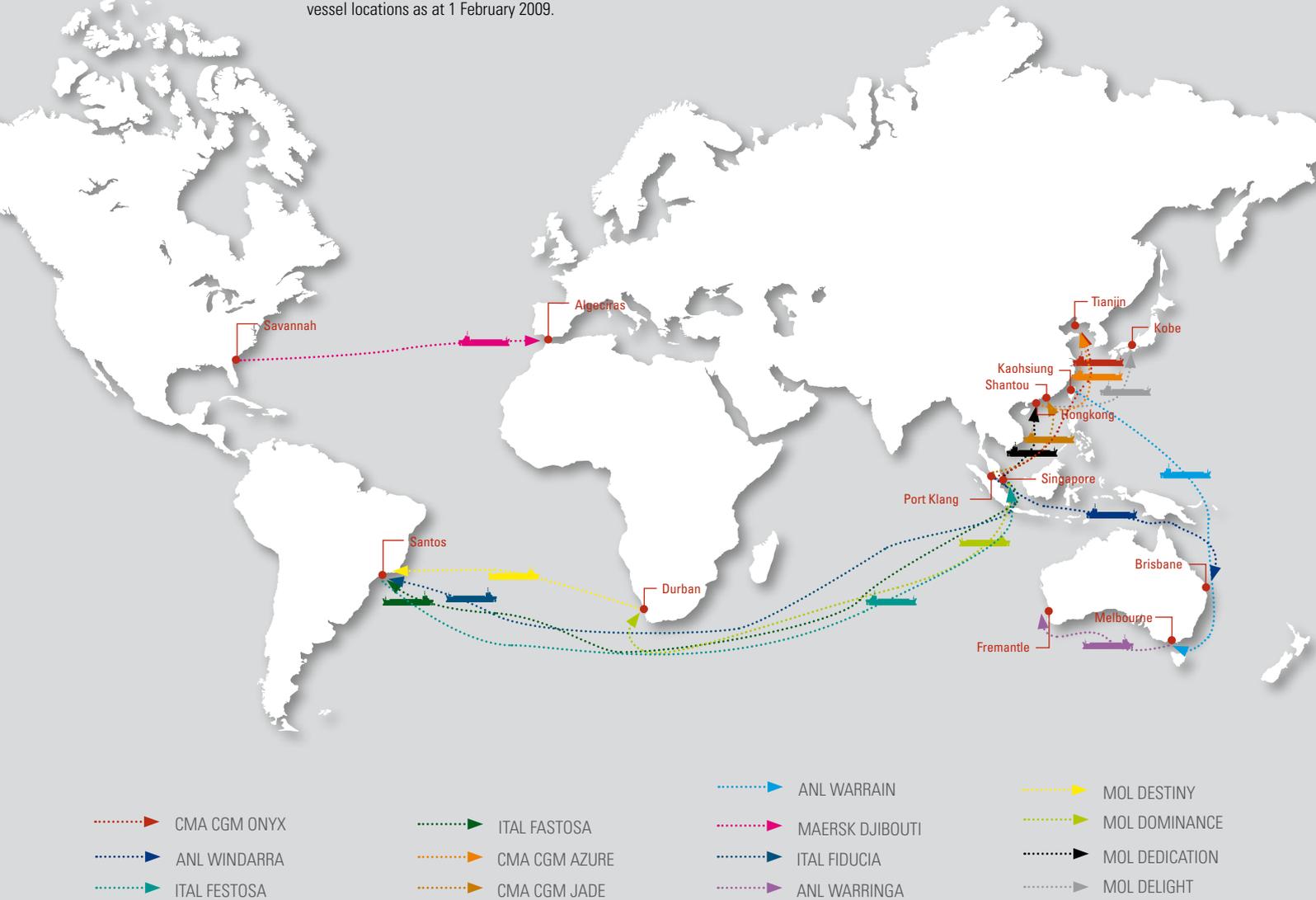
"Rickmers Maritime is thrilled to participate in The Bull Charge 2008 for the first time as part of its commitment and efforts to promote local corporate and social responsibility. We look forward to engaging in more exciting social causes both locally and internationally in the future," Mr Hansen remarked.

During the four-hour event, participants and beneficiaries soaked in the carnival atmosphere and enjoyed the sponsored food and drinks. Despite their exhaustion, the team ended the race in high spirits and went home feeling extremely fulfilled.

Rickmers Maritime was one of 68 listed companies that participated in the fun race. In total, around S\$2.1 million was raised and distributed to a record 19 welfare societies, including Autism Association (Singapore), National Council of Social Service and The Straits Times School Pocket Money Fund.



Our vessels carry goods destined for Europe, United States or Australasia on various trade routes and across multiple time zones. Here is a geographic display of our vessel locations as at 1 February 2009.



## GLOSSARY

### Master

The commanding officer onboard a vessel, and the individual who oversees all ship operations. He keeps the ship's records and takes personal control of the vessel in difficult weather conditions.

### Chief Officer

The second in command of the ship. The Chief Officer assumes operational control of the vessel in the absence of the Master.

### Chief Engineer

The Chief Engineer is responsible for the satisfactory working and upkeep of the engine,

the boiler plant and other machinery onboard a ship.

### Deck Officer

Deck Officers assist the Master in navigating the vessel and also supervise the handling of cargo when the vessel is in port.

### A/B or Able-Bodied Seaman

A member of the deck crew who performs a variety of duties. His duties include standing watch on the bridge of the vessel, performing regular rounds to maintain security, assisting in the mooring and unmooring of the vessel and the care and maintenance of deck equipment.

### Helmsman

The helmsman is responsible for the actual steering of the ship.

### Pilot

The pilot is a port official who assists the Master in navigating the vessel when it enters or leaves port.

### Reference:

<http://www.donpedroshipping.co.uk/maritime-glossary.html>  
<http://ports.co.za/maritime-terms.php>