

BROOKLYN

IMO No: 9313931 CONTAINER 2007 / 48788 GT

COMPANY:

Maersk Line A/S,
Denmark

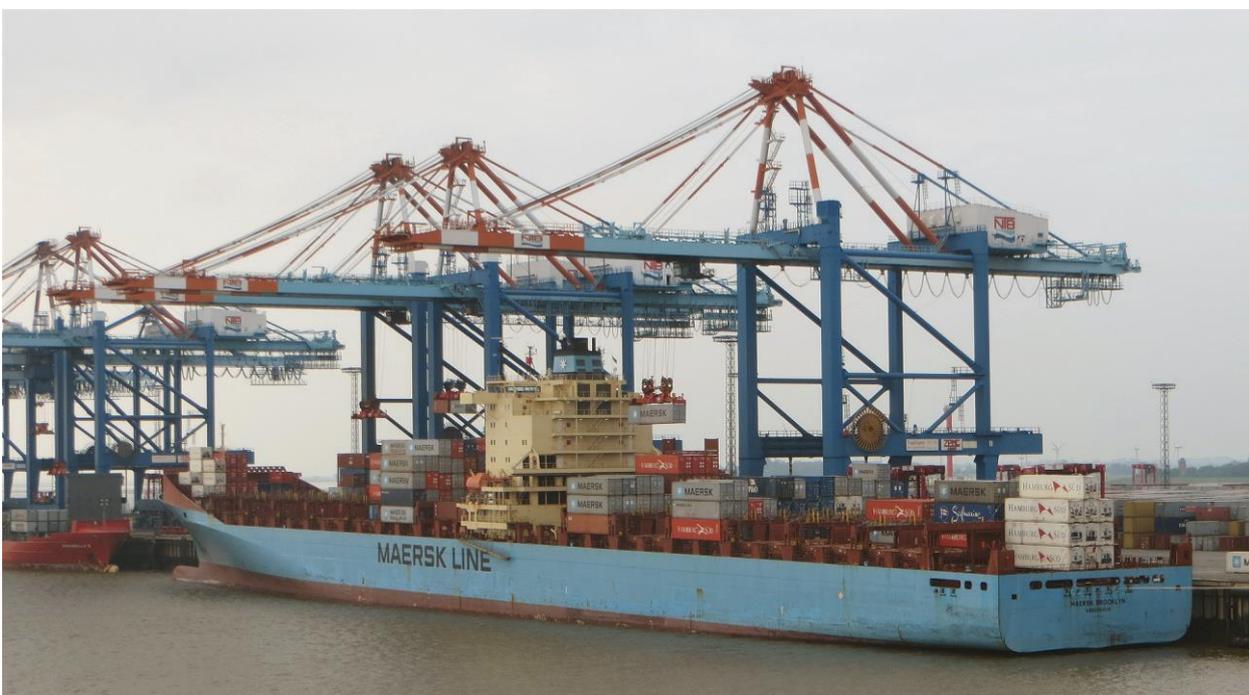
YARD INFORMATION:

Volkswerft Stralsund GmbH
(Germany) 462
Design: Boston class

DEMOLITION:



MAERSK BROOKLYN renamed BROOKLYN subletted to MSC Felixstowe (UK) 25/5/2011 © S. Wiedner collection



Named MAERSK BROOKLYN (after MSC charter expired in 2012) Bremerhaven 13/6/2015

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BASIC DATA:

GT: 48788
 DWT: 53890
 TEU: 4504
 Reefer: 1400
 Loa: 293.83
 Bmd: 32.18
 Draft: 13.50
 Engine: 1x oil Wartsila 12 RT-flex96C
 Power: 68640 kW
 Speed: 29.2 kn

OWNER & FLAG HISTORY:

MAERSK BROOKLYN since 01/03/2012
 BROOKLYN since 01/09/2010
 MAERSK BROOKLYN since 01/03/2007
 Flag Date of record Source
 Denmark (DIS) since 01/05/2011
 United Kingdom since 01/03/2007
 Registered owner Date of record Source
 MAERSK LINE A/S since 02/02/2015
 MOLLER-MAERSK A/S since 16/06/2011
 MAERSK CO LTD since 09/03/2007
 Ship manager Date of record Source
 MAERSK LINE A/S since 01/02/2015
 MOLLER-MAERSK A/S since 25/05/2011
 MOLLER AP since 09/03/2007

NAME HISTORY:

MAERSK BROOKLYN	2007-10	Maersk Co Ltd, UK
BROOKLYN	2010-12	Moller Maersk A/S, Denmark (DIS) / subletted to MSC
MAERSK BROOKLYN	2012-15	Moller Maersk A/S, Denmark (DIS)
MAERSK BROOKLYN	2015-	Maersk Line A/S, Denmark (DIS)

GENERAL VESSEL INFORMATION:

The BOSTON-class ships, delivered in 2006-2007, were originally designed in 2003 for a speed of 28 knots at a time when fuel oil prices were more affordable. They have a relatively low container intake compared to ships of the same external dimensions due to their super sleek hulls.

(Source: Alphaliner weekly newsletter 1/2013)

2007:

German Volkswerft shipyard of Stralsund, a member of the Maersk shipbuilding group, recently delivered its fourth frigate-type container ship. The vessel left the yard as **MAERSK BROOKLYN**. Maersk used the occasion to reveal at least some details of the ship type's innovative design. The vessels are equipped with a Sulzer Wartsilä 12RT-flex96C main engine that develops 68.4 MW. The B-class ships with their more streamlined hull and significantly smaller displacement can sail at about 30 knots. On the downside, a Bclass vessel can only load 4,170 TEU - about one fifth less than what a conventional panamax design can carry. In order to prevent excessive rolling of the slender hull, Volkswerft's container frigates are fitted with fin stabilisers. A look at today's world box fleet reveals that MAERSK BROOKLYN and her sisters are the fastest container vessels in existence. Once the series is completed, all vessels will be employed in a service linking the Far East and the US-east coast via the Panama Canal. Thanks to the vessels' high service speed and a very streamlined schedule, Maersk will be able to run a weekly loop with a fleet of just seven ships. A comparable service would require eight or even nine ships, when operated with conventional tonnage. (www.containership-info.com/newsletter_2007_12.pdf)

2010:

Mediterranean Shipping Company (MSC) is to charter four Maersk laid-up vessels, the 4,500-TEU MAERSK BEAUMONT, the MAERSK BOSTON, the MAERSK BENTONVILLE and the **MAERSK BROOKLYN** which will be deployed for 12-months on MSC's Cheetah service.

The vessels boast the fastest speed of containerships at 30 knots and will be in direct competition with the Danish carrier's subsidiary Safmarine service linking South Africa to Asia. A daily rate for the Swiss carrier's 12-month time charter is double the rate of the market six months ago at US\$24,000 according to a report from London's Containerisation International.
(www.transportweekly.com - 06.09.2010)

Last update: 16/1/2023