

# ELEONORA MAERSK

IMO No: 9321500 CONTAINER 2007 / 170794 GT

## COMPANY:

A.P. Moller,  
Denmark

## YARD INFORMATION:

Odense Staalskibsvaerft A/S  
Lindo (Denmark) 205

## DEMOLITION:



Singapore Straits 27/6/2011 © S. Wiedner

## BASIC DATA:

GT: 170794  
DWT: 158200  
TEU: 15550  
Reefer: 1286  
LOA: 397.71  
Bmd: 56.40  
Draught: 16.00  
Engine: 1x (diesel electric) oil Wartsila 14RT-flex96C  
Power: 80905 kW  
Speed: 24.5 kn

## OWNER & FLAG HISTORY:

ELEONORA MAERSK since 01/01/2007  
Flag Date of record Source  
Denmark (DIS) since 01/01/2007  
Registered owner Date of record Source  
MAERSK LINE A/S since 02/02/2015  
MOLLER-MAERSK A/S since 14/01/2007  
Ship manager Date of record Source  
MAERSK LINE A/S since 01/02/2015  
MOLLER AP since 14/01/2007

## EX-NAMES:

|                 |         |                                       |
|-----------------|---------|---------------------------------------|
| ELEONORA MAERSK | 2007-15 | A.P. Moller-Maersk A/S, Denmark (DIS) |
| ELEONORA MAERSK | 2015-   | Maersk Line A/S, Denmark (DIS)        |
|                 |         |                                       |

## GENERAL VESSEL INFORMATION:

2007: Maersk Line has phased in the 14,280 (?) teu ELEONORA MAERSK on its Asia-Europe AE-1 loop,

**The ELEONORA MAERSK is the third of a new series of giant containerhips (belonging to Odense-built E-class vessels)** for the A.P. Möller- Maersk Group. She follows the EMMA MAERSK, delivered in end August, and ESTELLE MAERSK, delivered in October.

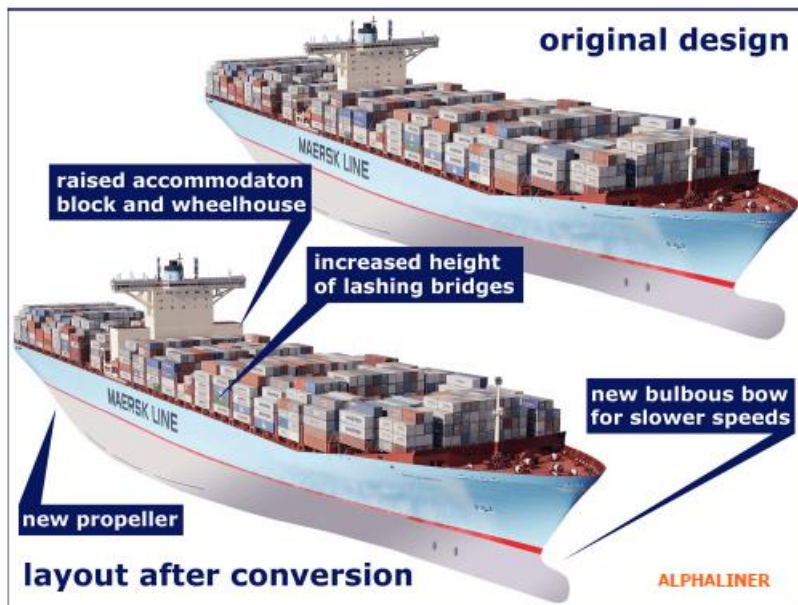
(Source: AXS Alphaliner Weekly Newsletter 03/2007)

2016: Continuing with its extensive fleet upgrade scheme, Maersk Line started a major conversion and lifetime extension program for its iconic Odense-built E-class vessels.

The Danish ocean carrier will use the occasion of the ships' dry docking for their second special classification survey to boost container intake and to better adapt the ten-year old vessels to today's market environment, where slow-steaming, at least to some degree, has become the new norm.

Maersk Line has not disclosed any conversion details yet. From observation however, major design modifications appear to include a slightly raised wheelhouse, strengthened and heightened lashing bridges, a new propeller, and a new bulbous bow. The new lashing bridges and the heightened accommodation block will allow at least one extra tier of containers to be carried on deck. While the ships' deadweight capacity will remain roughly unchanged, **nominal box capacity of the E-class is expected to increase by about 1,000 teu, from 15,550 to an estimated 16,500 teu.** New propellers and bulb sections will increase the vessels' efficiency, particularly at slower sailing speeds. Whether the aforementioned changes are accompanied by further adaptations in the engine room is currently unknown.

The works take place in China at CSIC Qingdao Beihai Shipyard. This yard has carried out the vast majority of Maersk Line conversion works,



(Source: Alphaliner Weekly Newsletter 30/2016)

**ELEONORA MAERSK** will lead the series of E-class upgrades. The vessel entered the Qingdao Shipyard early this month (*July-2016*) and she is scheduled to re-join the 2M-Asia-Europe loop AE-1 / Shogun on 27 August.

(Source: Alphaliner Weekly Newsletter 30/2016)

Last update: 26/7/2016