

# EVER DEVOTE

IMO No: 9134268 CONTAINER 1998 / 52090 GT

## COMPANY:

Evergreen Marine Corp. Ltd.,  
Taiwan

## YARD INFORMATION:

Mitsubishi Heavy Industries Ltd  
(Japan) 1224  
Design: Evergreen D-Class

## DEMOLITION:



Rotterdam 14/3/2004 © S. Wiedner

**2023: Reportedly sold for demolition.**

## BASIC DATA:

GT: 52090  
DWT: 55604  
TEU: 4211  
Reefer: 476  
Loa: 294.13  
Bmd: 32.20  
Draft: 12.60  
Engine: 1x oil Sulzer 12RTA84C  
Power: 48635 kW  
Speed: 25.0 kn

## OWNER & FLAG HISTORY:

EVER DEVOTE during 1998  
Flag Date of record Source  
Singapore since 01/06/2009  
Panama 12-05-2000 LRF  
Registered owner Date of record Source  
EVERGREEN MARINE SINGAPORE since 25/06/2009  
EVERGREEN INTERNATIONAL 01-01-1998 LRF  
Ship manager Date of record Source  
EVERGREEN MARINE ASIA PTE LTD since 01/02/2023  
EVERGREEN MARINE SINGAPORE since 25/06/2009  
EVERGREEN MARINE 01-01-1998 LRF

## NAME HISTORY:

EVER DEVOTE	1998-09	Evergreen International S.A., Panama
EVER DEVOTE	2009-23	Evergreen Marine (Singapore) Pte Ltd, Singapore

## GENERAL VESSEL INFORMATION:



### Evergreen D-class

The **Evergreen D-Class** is a series of [container ships](#) . All ships were built between 1997 and 1998 by the Mitsubishi Heavy Industries shipyard for the Taiwanese shipping company [Evergreen Marine](#) . The ships of the class have been scrapped since 2020.

The ships are from a [twelve-cylinder - diesel engine](#) of the manufacturer [Sulzer](#) (Type: 12RTA84C-UG) with 49,325 [kW power](#) driven. The engine, built under license by Mitsubishi Heavy Industries, acts on a [propeller](#) . The service speed of the ship is 25 [kn](#) . The ship is equipped with a [bow thruster](#) .

Four diesel generators, each with an output of 1770 kW, are available for the power supply on board.

The [deckhouse](#) is located in the aft area about three quarters of the ship's length. The ship has nine holds equipped with [cell guides](#) . There are fourteen 40-foot bays in front of the superstructure, and another four behind the superstructure, the rearmost bay only being able to accommodate deck containers. Cell guides are also on deck for the two lower layers. On deck, the ship can load thirteen [containers](#) side by side (from the second tier) and up to six tiers on top of each other. There is a breakwater in front of hatch 1 to protect the deck containers from overflowing water.

The container capacity is 4,211 [TEU](#) . There are 476 connections for [refrigerated containers](#) . The ships do not have their own [loading gear](#) .

Building name	Build number	IMO number	delivery
<i>Ever dainty</i>		9134232	1997
<i>Ever Decent</i>		9134244	1997
<i>Ever Dynamic</i>		9142198	1998
<i>Ever devote</i>		9134268	1998
<i>Ever Delight</i>		9142162	1998
<i>Ever diadem</i>		9134270	1998
<i>Ever deluxe</i>		9134256	1998
<i>Ever Develop</i>		9142174	1998
<i>Ever Divine</i>		9134282	1998
<i>Ever Diamond</i>		9142186	1998

([https://de.zxc.wiki/wiki/Evergreen\\_D-Klasse](https://de.zxc.wiki/wiki/Evergreen_D-Klasse))

#### 2016:

In light of the business opportunity presented by the expansion of the Canal, Evergreen recently upgraded the size of the ships it utilizes on its Far East - USEC services, introducing 8,452 TEU L-class containerhips to replace the 4,211 TEU D-type vessels previously deployed. Evergreen's internal research indicates that the eco-friendly L-class vessel can offer the equivalent capacity as two traditional Panamax ships while at the same time reducing fuel consumption by 40% and lowering carbon emissions by the same percentage.

(<https://www.evergreen-line.com>)

#### 2023:



### Evergreen steps up scrapping with two-ship sale as Indian steel prices firm

Evergreen Marine Corporation has joined the ranks of liner operators who have been demolishing or selling older tonnage as the freight market weakens.

Last week, it was reported that the Taiwanese mainline operator had sold two 1998-built vessels, 4,211 teu *Ever Devote* and 1,296 teu *Uni Aspire*. *Ever Devote* was sold for \$555/ldt on an "as is" basis while *Uni Aspire* fetched \$585/ldt for recycling in India.

(<https://theloadstar.com> - 18/09/2023)

Last update: 19/9/2023