

MAERSK PEMBROKE

IMO No: 9168180 CONTAINER 1998 / 31333 GT

COMPANY:

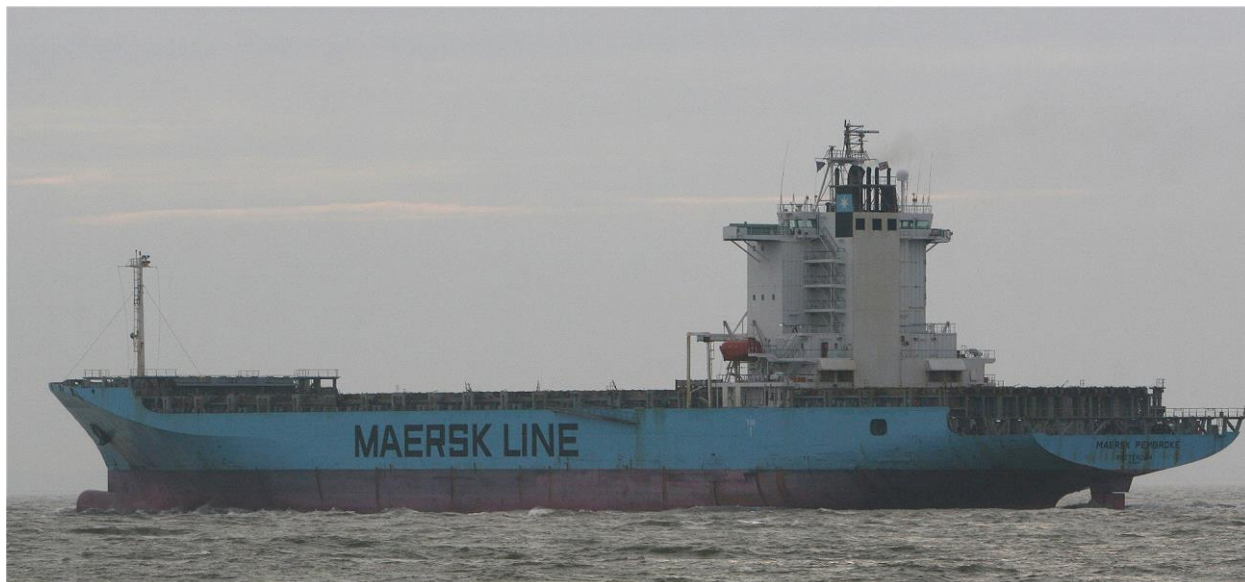
Maersk Ship Management BV,
Netherlands

YARD INFORMATION:

Kvaerner Warnow Werft GmbH
Rostock (Germany) 011
Design: CV 2900

DEMOLITION:

Aliaga, 22/08/2017



Felixstowe (UK) 21/11/2009 © S. Wiedner collection

1998: Delivered as **P&O NEDLLOYD SYDNEY**.

2005: Maersk took over P&O NEDLLOYD.

2006: Renamed **MAERSK PEMBROKE**.

2017: Hit by a fire en route to Montreal, Canada and sent to demolition for Turkey 22/08/2017.

BASIC DATA:

GT: 31333
DWT: 38250
TEU: 2890
Reefer: 400
Loa: 210.10
Bmd: 32.20
Draft: 12.50
Engine: 1x oil B&W 8K80MC-C
Power: 28880 kW
Speed: 22.5 kn

OWNER & FLAG HISTORY:

MAERSK PEMBROKE since 01/02/2006
Flag Date of record Source
Netherlands during 1998
Registered owner Date of record Source
MOLLER SINGAPORE AP PTE LTD during 08/2010
MAERSK BV since 01/07/2008
OCEANSHIP BEHEER I BV since 24/01/2005
Ship manager Date of record Source
MAERSK A/S since 01/02/2015
MOLLER SINGAPORE AP PTE LTD during 08/2010
MAERSK SHIP MANAGEMENT BV since 02/02/2005
MAERSK LINE UK LTD since 25/10/2004

NAME HISTORY:

P&O NEDLLOYD SYDNEY	1998-06	Oceanship Beheer I BV, Netherlands
MAERSK PEMBROKE	2006-08	Oceanship Beheer I BV, Netherlands
MAERSK PEMBROKE	2008-10	Maersk BV, Netherlands
MAERSK PEMBROKE	2010-17	Moller Singapore AP Pte Ltd, Netherlands

GENERAL VESSEL INFORMATION:

2017:



Fire-Hit Maersk Pembroke Destined for Scrapyard

September 27, 2017

The Dutch-flagged 2,902 TEU container vessel Maersk Pembroke, which was hit by a fire in August, has been earmarked for dismantling.

"Maersk is applying for all the necessary permissions from the relevant authorities in connection with the intended recycling of the vessel," a Maersk Line spokesperson confirmed to World Maritime News.

It has not been informed when this approval and subsequent recycling might take place.

The crew of the 1998-built Sub Panamax containership reported the fire in an auxiliary engine on August 22, while some 125 nautical miles South West of Ireland. The ship was en route to Montreal, Canada when the fire erupted.

The fire was doused shortly after and power to the ship was restored, as disclosed [earlier](#).

However, the extent of damage to the ship from the incident was not disclosed.

(<https://www.offshore-energy.biz/fire-hit-maersk-pembroke-destined-for-scrapyard/>)



"We hereby confirm that Sine Maersk has been sent for responsible recycling to Aliaga, Turkey. Build in 1998, this Danish flag Post-Panamax ship (9,640 TEU) will be dismantled at Sök Denizcilik Tic. Ltd. Sti – an E.U. compliant certified yard, who we engaged in 2017 for the recycling of Maersk Pembroke," a Maersk spokesperson told Offshore Energy-Green Marine in a statement.

(<https://www.offshore-energy.biz/maersk-sells-giant-containership-for-green-recycling-in-turkey/>)

2023:



The 2,902 teu MAERSK PENANG (CV 2900) controlled by Greek owner Conbulk Shipmanagement has reportedly been sold for USD 8 M. The buyer is said to be interests linked to Greek owner Pegasus Maritime Enterprises (Rethymnis and Kulukundis).

MAERSK PENANG was built in 1998 in Germany by the Kvaerner-Warnow werft in Warnemunde. She is part of a five-ship series originally built for P&O Nedlloyd and started her career as P&O NEDLLOYD JAKARTA.

Out of the original series, two units, the MAERSK PALERMO (ex-P&O NEDLLOYD AUCKLAND) and MAERSK PATRAS (ex-P&O NEDLLOYD MARSEILLE) are still operated by Maersk while MAERSK PHUKET (ex-P&O NEDLLOYD GENOA) and MAERSK PEMBROKE (ex-P&O NEDLLOYD SYDNEY) have been broken up.

These ships have a deadweight of 37,842 tons, a length of 210 m and a beam of 32.20 m. They are fitted with 350 reefer plugs.

(Source: Alphaliner Weekly Newsletter 28/2023)