

MAIRANGI BAY

IMO No: 7417563 CONTAINER 1978 / 43674 GT

OWNER & HOMEPORT:

P&O Nedlloyd B.V., U.K.
London

YARD INFORMATION:

Bremer Vulkan AG 1007
Vegesack (Germany)

SCRAPPING INFORMATION:

Shanghai 2002



Elbe River 16/4/1998 © S. Wiedner

GENERAL INFORMATION:

Name: Mairangi Bay IMO No: 7417563
Ex: Built: 1978
Type: Container Status: Demolished
SubType: Flag: United Kingdom
DWT: 38,757 Draft: 12.07 Builder: Bremer Vulkan Ag -
Schiffbau
GT: 43,674 LOA: 248.60 Owner: P&O Nedlloyd
NT: Beam: 32.31 Speed/Cons: 23.00/-
Class: LR Depth: 21.52 Engine Type: MAN
TEU: 1,823

OWNER & FLAG HISTORY:

SALES, TRANSFERS & RENAMINGS:

MAIRANGI BAY	1978-02	NatWest Leasing (GB) Ltd., U.K.
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GENERAL VESSEL INFORMATION:

Mairangi Bay was launched and delivered to OCL in 1978, and was scrapped in 2002. The ship was one of two identical sisters built by Bremer Vulkan shipyard in West Germany, the other being the MV Resolution Bay. Owner OCL was to later become P&O Containers Ltd, which itself merged with Nedlloyd Lines to become P&O Nedlloyd. Mairangi Bay operated for all three entities, mainly on the UK/Europe to Australia/New Zealand route.

Mairangi Bay had a tonnage of 43,995 GRT and a top speed of 23 knots. Length was 248.6m, and beam was 32.3m. She was propelled by two 8 cylinder two stroke slow speed crosshead diesel engines with a total power output of 53,280 BHP. The MAN engines, model KS8Z90/160A, had a 900mm bore and 1600mm stroke. They were each directly coupled to one of the two propeller

shafts, turning them at a maximum 122 rpm. Auxiliary power was provided by five 1,500 kW MaK medium speed diesel alternators. She could carry a cargo of 2,344 TEU, 1,223 of them refrigerated (reefer) containers in holds below deck. The reefer capacity was one of the largest of any ship at the time, and the containers when loaded in the holds were connected to the ship's brine circulation system for cooling. The brine was cooled by a large refrigeration plant located in the engine room.
http://en.wikipedia.org/wiki/MV_Mairangi_Bay

Vessel was employed on the eastbound round-the-world service of P&O Nedlloyd until 2002. Then replaced en bloc by five other BAY- vessels by the new 4112 teu "SANTA" class vessels (C.P. Offen, Germany). Vessel left service at Auckland 12/5/2003 (later sold for scrapping).
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Last update: 4/11/2006