

MARGRETHE MAERSK

IMO No: 8613322 CONTAINER 1989 / 52191 GT

COMPANY:

A.P. Moller,
Denmark
(Maersk)

YARD INFORMATION:

Odense Staalskibsvaerft A/S
Lindo Shipyard (Denmark) 125
Design: Maersk M-Class

DEMOLITION

Alang, 18/10/2016



Shanghai 1/12/2004 © S. Wiedner

2006: Sold to Seaspn Corp, Canada (incl. back charter). Renamed MAERSK MATANE.

2009: Renamed CAP VICTOR (charter name).

2011: Renamed VICTOR (charter expired).

Renamed MSC MANU (charter name)

2016: Demolition at Alang 18/10/2016.

BASIC DATA:

GT: 52191
DWT: 60639
TEU: 4437
Reefer: 500
Loa: 294.11
Bmd: 32.22
Draft: 13.52
Engine: 1x oil B&W 10K90MC
Power: 42425 kW
Speed: 23.0 kn

OWNER & FLAG HISTORY:

MSC MANU since 01/11/2011
VICTOR since 01/06/2011
CAP VICTOR since 01/08/2009
MAERSK MATANE since 01/11/2006
MARGRETHE MAERSK 12-05-2000 LRF
Flag Date of record Source
Panama since 01/11/2011
Hong Kong, China since 01/11/2006
Denmark 12-05-2000 LRF
Registered owner Date of record Source
SEASPAN CORP since 20/10/2006
MOLLER-MAERSK A/S since 30/06/2004
DANSK SUPERMARKED INVEST 1 since 02/07/2001
DANSK SUPERMARKED INVEST 01-01-1997 LRF
Ship manager Date of record Source
MSC MEDITERRANEAN SHIPPING CO during 11/2011
SEASPAN SHIP MANAGEMENT LTD since 20/10/2006
MOLLER A.P. LRF

NAME HISTORY:

MARGRETHE MAERSK	1989-06	Dansk Supermarked Invest (1) AS, Denmark
MARGRETHE MAERSK	2004-06	A.P. Möller-Maersk A/S, Denmark
MAERSK MATANE	2006-09	Seaspan Corp, Hong Kong
CAP VICTOR	2009-11	Seaspan Corp, Hong Kong
VICTOR	2011-11	Seaspan Corp, Hong Kong
MSC MANU	2011-16	Seaspan Corp, Hong Kong

GENERAL VESSEL INFORMATION:**2006:****American Shipper**

October 08, 2006

Maersk sells, charters back four ships to Seaspan

Seaspan Corp. has signed a deal to acquire four 4,800-TEU container ships from A.P. Moller-Maersk for a total of \$160 million.

The ships will be chartered back to Maersk for five years at a rate of \$23,500 per day. Maersk will have the option to extend the charters for \$22,400 per day the sixth year and \$20,400 per day the seventh year.

The four ships, the 'Mette Maersk,' 'Mathilde Maersk,' 'Maren Maersk' and 'Margrethe Maersk,' were built by Maerk's Odense Steel Shipyard affiliate in 1989.

(<https://www.freightwaves.com/news/maersk-sells-charters-back-four-ships-to-seaspan>)

2011:**Seaspan Corporation : Seaspan Reports Financial Results for the Three and Nine Months Ended September 30, 2011**

11/01/2011

Seaspan is finalizing agreements to bareboat charter to MSC the remaining two of its 4800 TEU vessels (Maersk Merritt and Victor) under the same terms as the first two ships, beginning from vessel delivery dates that are expected to occur in November 2011. The two vessels had previously been chartered to A.P. Moller-Maersk A/S (APM) but these vessels are expected to be re-delivered early by APM. The transaction with MSC is expected to result in an aggregate loss on vessels of approximately \$7.5 million.

2016:

Name	Ex. Name	IMO No.	Type	LDT	Country	Built	Beached	Plot
🔗 MSC MANU	NA	8613322	CONTAINER	23450.00	DENMARK	1989	18-Oct-2016	88 - ATAM MANOHAR SHIPBREAKERS P. LTD.

(<http://www.alangtoday.com/all-demolition.aspx>)

Odense-built 'M-class' panamax vessels (1988-1991)

Original name	Hull	built	last/later trading names	fate
MARCHEN MAERSK	123	1988	MSC MYKONOS, MYKONOS	scrapped at Alang, 2017
MARIT MAERSK	124	1988	MSC MANDRAKI, MANDRAKI	scrapped at Chittagong, 2017
MARGRETHE MAERSK	125	1988	MSC MANU, CAP MANU	scrapped at Alang, 2016
MAJESTIC MAERSK	126	1990	MSC SARISKA V	trading (class until February 2027)
MARIE MAERSK	127	1990	MSC FEDERICA	trading (class until June 2023)
MAGLEBY MAERSK	128	1990	MAGLEBY, MSC PILAR	trading (class until June 2026)
METTE MAERSK	129	1989	MAERSK MERRITT, MSC VERONIQUE	trading, to be scrapped at Alang
MATHILDE MAERSK	130	1989	MAERSK MONCTON, MSC CAROLE	scrapped at Alang, 2016
MAREN MAERSK	131	1989	YORK, MSC LEANNE	scrapped at Alang, 2016
MCKINNEY MAERSK	132	1991	MAERSK MARATHON, MSC MARATHON	scrapped at Alang, 2014
MADISON MAERSK	133	1991	MAERSK MYTILINI, MYTILINI	scrapped at Alang, 2014
MAYVIEW MAERSK	134	1991	MAERSK MESSOLOGI, MESSOLOGI	scrapped at Alang, 2014



right: MSC has agreed to sell the panamax vessel MSC VERONIQUE for recycling in India. The ship is one of twelve Danish-built 'panamaxes' from Odense Shipyard. The vessels were originally built for Maersk Line and, at the time, they were considered the Danish carrier's flagships.

Here, the MSC VERONIQUE is seen in 2015 upon arrival at Rotterdam.

photo: P. Jessen

below: The MARCHEN MAERSK was the lead ship of the Maersk-M-class in 1988. Here, she is seen brand new in Copenhagen at the occasion of her formal naming.

photo: Creative Commons



MSC sells former Maersk flagship for scrap at age 34

MSC has sold the 1989-built 4,809 teu panamax MSC VERONIQUE to a cash buyer that will recycle the vessel in India.

Chinese sources report that the vessel fetched USD 550 per metric ton. At a lightweight displacement of around 23,450 metric tons, the ship is believed to have changed hands for USD 12.9 M.



The MSC VERONIQUE is part of a series of twelve former Maersk Line flagships, built at the A.P. Moller - Maersk Group's (then) own Odense Steel Shipyard in Denmark from 1988 to 1991. Eight of the sisters have already been broken up and three will remain for the time being - all trading for MSC.

When delivered, the vessels were among the largest container ships in the world, though Maersk was traditionally secretive about the 'true' carrying capacities of its ships and often understated actual intakes. Originally named with 'M-prefixes' the series was known as the 'Maersk M-class' or the 'M-class panamaxes'.

The panamax sisters are 294.12 m long and 32.30 m (13 rows) wide. They are powered by a MAN-B&W 10 K90MC main engine that delivers 35,350 kW. An electric booster motor can feed another 3,000 kW to the tail shaft to give the ships a top speed of 23 knots.

Maersk's iconic panamaxes were stalwarts on the carrier's high-capacity mainline services until larger ship classes, including various generations of Odense-built overpanamax ships, relegated them into second-tier loops.

The shipping line held on to the vessels for some 20 years, until it sold the ships off in the mid-noughties. Many of the sisters were then chartered back by Maersk under new names.

Today's MSC VERONIQUE for example was built as the METTE MAERSK and she remained under Maersk ownership until 2006. She was then sold to the non-operating owners Seaspan in 2006, with a charter back to Maersk under the new name MAERSK MERRITT.



Maersk then sublet the vessel to MSC for three years. During this time, the panamax ship traded as the MSC SWEDEN. In 2011, Seaspan then bare-boat chartered the vessel directly to MSC under the new name MSC VERONIQUE. In 2016, MSC then acquired the ship for only USD 5.0 M - less than half of her current scrap value.

Over the past few years, MSC traded the MSC VERONIQUE on numerous services including Far East - North America runs, South America services, Baltic Sea feedering, intra-Asia loops and services in the Middle East Gulf.

Very frequently, the ship also operated on the Atlantic, particularly on services to Montreal in Canada.

Now, the ship's schedules end in Mundra, India, from where she is expected to ballast to Alang for beaching.

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MATHILDE MAERSK	130	1989	MAERSK MIDNIGHT, MSC CARDLE	scrapped at Alang, 2016
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Once the MSC VERONIQUE is gone, only three of the original 'Maersk M-class' ships will remain in service: all with MSC. These are the MSC SARISKA V (originally the MAJESTIC MAERSK), the MSC FEDERICA (MARIE MAERSK) and the MSC PILAR (MAGLEBY MAERSK).

Of these, the MSC SARISKA V will likely be the last survivor of the type since she has gone through a class drydock at Dubai last year.