

# MSC EDITH

IMO No: 9169029 CONTAINER 1998 / 25219 GT

**COMPANY:**

MSC Mediterranean Shipping Co  
SA., Switzerland

**YARD INFORMATION:**

Howaldtswerke-Deutsche Werft AG  
(HDW) Kiel (Germany) 336

**DEMOLITION:**



Lyttelton (N.Z) 27/12/2006 © A. Calvert

**BASIC DATA:**

GT: 25219  
DWT: 18779  
TEU: 1388  
Reefer: 294  
LOA: 216.00  
Bmd: 26.66  
Draft: 10.40  
Engine: 2x oil MAN 9L58/64  
Power: 25020 kW  
Speed: 23.0 kn

**OWNER & FLAG HISTORY:**

MSC EDITH 2005-08-30 LRF  
LYKES CRUSADER 2004-06-22 LRF  
AYRSHIRE 2004-05-24 LRF  
SAFMARINE PRIME 2003-12-01 LRF  
AYRSHIRE 2001-11-12 LRF  
ADCL SAMANTHA 2000-09-20 LRF  
NORASIA SAMANTHA 2000-05-12 LRF  
Flag Date of record Source  
Malta since 01/01/2011  
Panama 2005-08-30 LRF  
Bahamas 2001-11-12 LRF  
United Arab Emirates 2000-11-28 LRF  
Liberia 2000-05-12 LRF  
Registered owner Date of record Source  
EDITH NAVIERA 2005-09-12 LRF  
AYRSHIRE SHIPPING 2002-05-27 LRF  
ABU DHABI CONTAINER 2000-12-04 LRF  
SAMANTHA SHIPPING 1998-01-01 LRF  
Ship manager Date of record Source  
MSC SHIPMANAGEMENT LTD since 27/10/2007  
MSC MEDITERRANEAN SHIPPING CO 2005-08-30 LRF  
MEDITERRANEAN SHIPPING CO SRL since 20/08/2005  
V SHIPS MONACO SAM 2004-06-28 LRF  
V SHIPS LTD 2001-11-12 LRF

**EX-NAMES:**

NORASIA SAMANTHA	1998-00	Samantha Shipping Ltd., Liberia
ADCL SAMANTHA	2000-01	Abu Dhabi Container Lines P.J.S.C., United Arab Emirates
AYRSHIRE	2001-03	Ayrshire Shipping Inc., Bahamas
SAFMARINE PRIME	2003-04	Ayrshire Shipping Inc., Bahamas
LYKES CRUSADER	2004-05	Ayrshire Shipping Inc., Bahamas
MSC EDITH	2005-11	Compania Naveira Edith S.A., Panama
MSC EDITH	2011-	Compania Naveira Edith S.A., Malta

**GENERAL VESSEL INFORMATION:**

NORASIA SAMANTHA 9169029 Built 1998 by HDW (y.n. 336)  
 6.5.1998 Launched  
 9.7.1998 Completed for Samantha Shipping Ltd., Liberia  
 2000 Sold to Abu Dhabi Container Lines P. J. S. C. E., UAE and renamed  
 ADCL SAMANTHA  
 2001 Sold to Ayrshire Shipping Inc., Bahamas and renamed AYRSHIRE  
 2003 Renamed SAFMARINE PRIME whilst chartered out  
 2004 Renamed LYKES CRUSADER whilst chartered out  
 2005 Sold to Compania Naviera Edith S.A., Panama and renamed MSC  
 EDITH

**(WSS Marine News Article by John White 11/2016)**

	Yard No.	Launched	Commissioned
<b>Built at JIANGNAN Shipyard (Group) Co.Ltd., Shanghai, China</b>			
ADCL SULTANA ex NORASIA SULTANA (8.2000)	H.2240	4.12.98	9.1999
ADCL SELINA ex NORASIA SELINA (10.2000)	H.2241	7.4.99	11.1999
ADCL SHEREEN ex NORASIA SHEREEN (9.2000)	H.2242	19.7.00	11.2000
ADCL SALWA ex NORASIA SALWA (9.2000)	H.2243	14.10.99	7.2000
ADCL SABRINA ex NORASIA SABRINA (11.2000)	H.2244	20.1.00	11.2000
<b>Built by Howaldtswerke-Deutsche Werft A.G., Kiel, Germany</b>			
ADCL SAMANTHA ex NORASIA SAMANTHA (9.2000)	336	6.5.98	7.1998
ADCL SAVANNAH ex NORASIA SAVANNAH (7.2000)	337	20.5.98	8.1998
ADCL SHAMSAA ex NORASIA SHAMSHA (8.2000) ex NORASIA SALOME (6.1999) Reported sailing as ADCL SHAMSHA in 9.2000 for a short period until amended to ADCL SHAMSAA	338	24.7.98	10.1998
ADCL SHEBA ex NORASIA SHEBA (9.2000)	339	18.9.98	11.1998
ADCL SCARLET ex NORASIA SCARLET (8.2000) Sold at auction in Hong Kong to Berkshire Holdings for US \$16.9 million in mid July.	340	4.12.98	1.1999

The German built ships had dimensions of 215.98 m x 26.66 m x 18.95 m with a draft of 10.4 m. giving a gross tonnage of 25,219. Capacity was 1,388 TEU. Power was provided by two MAN 9-cyl SE 9L58/64 diesels producing a total of 34,018 hp which were coupled to a twin input/single output reduction gearbox driving a single controllable pitch propeller giving a speed of 23 knots.

The Chinese built ships had dimensions of 217.02 m x 26.66 m x 18.95 m with a draft of 9.5 m. giving a gross tonnage of 24,836. Capacity was 1,388 TEU.

Power was provided by two Sulzer 16ZAV40S diesels producing a total of 32,628hp which were coupled to a twin input/single output reduction gearbox driving a single controllable pitch propeller giving a speed of 23 knots. It was reported in the shipping press that when the German-built vessels were on their trials they actually achieved 25 knots with the engines running at 90% of the MCR. The length to beam ratio of about 8.1 was, obviously, proving an advantage.

Strangely there is a considerable difference in the times that the vessels were afloat fitting out in the two shipyards. The German built vessels spent either 2 or 3 months fitting out; whereas the Chinese built vessels spent either 7 or 9 months fitting out. This, to me, seems to be rather odd and I have never seen anything that explains this. Maybe someone has the answer.

The twin input/single output gearboxes were to be a major problem with these vessels and there were frequent breakdowns and repairs in port. These caused delays and sailing schedules were disrupted - so much so that trade was lost and Norasia Lines suffered financial problems. The company was sold to Cia.SudAricana de Vapores. It was proposed to then develop Express Container Services (ECS) to run a "high speed shuttle" between Hong Kong and Trieste using 5 of the 10 "Speedboats". This was not to be as the 10 vessels were sold to Abu Dhabi Container Lines in 2000.

## ABU DHABI CONTAINER LINE VESSELS

Ian Edwards

In 2000 Abu Dhabi Container Line (ADCL) purchased 10 new container ships from Norasia. The ships were built as fast vessels and it was intended to utilize them in a service offering very fast transit times for shippers between the Mediterranean and China. With the breakup of Norasia the vessels were purchased by ADCL to commence such a service. The owners claim that the vessels are under performing and cannot maintain design specifications. The vessels gradually have been laid up and to date seven of the ships are under arrest in Gibraltar, one in Singapore, one on charter and one sold at auction in Hong Kong in mid July. ADCL have instigated proceedings (said to be approx. US\$200 million) against the propulsion suppliers John Crane Lips which no doubt will be hotly contested. The ships are of a very modern design concept offering 1236 teu capacity stowed in a hatchless hull design. The very long (217 metre loa) and narrow (26.7 metre) hulls are propelled by a huge 32600 bhp engine giving a speed of 25 knots. With these dimensions and speed the teu capacity is very small. It will be very interesting to see the future of these 24800 grt vessels as although now over two years old, and much of that being laid up, their careers look like being involved in very troubled waters.

### (WSS Marine News Article by Ian Edwards 12/2001)

All the 10 vessels were re-named with ADCL replacing NORASIA. ADCL intended to establish a fast service from China to the Mediterranean. Sadly this did not come about but they took the gearbox manufacturers to account and had repairs done to correct the problems. MARINE NEWS for May 2002, page 273, reported "three of the nine 1,338teu 25 kt. Container ships bought at auction have been repaired and are coming onto the charter market. They are being renamed after English counties, such as CHESHIRE, LANCASHIRE and BUCKINGHAMSHIRE." This turned out to be not quite the truth as the ships were bought and flagged as Bahamas based single ship companies. Thus the CHESHIRE was now owned by Cheshire Shipping Inc.

In actual fact, the ten vessels have spent almost their entire lives as single ship companies; although when they were sold from the ADCL organisation they were recorded as being owned by ADCL.

Some of the vessels managed to obtain time charters and were subsequently renamed for the charter period.

V Ships Group became involved with all ten vessels at certain points in time as Ship Managers. On checking in Equasis I have found that AYRSHIRE, CHESHIRE, OXFORD and BUCKINGHAMSHIRE were purchased by V Ships Group - who became their 'beneficial owners' on 1st June 2002. I have not been able to trace these changes in my sources. Strangely these were four of the five German built vessels.

However, starting in 2004 all ten vessels were slowly acquired by Mediterranean Shipping Co. and joined the organisation as single ship companies. Bearing in mind that their capacity is only 1,388 TEUs; I would venture to suggest that they must only be classed as 'very fast feeder ships' as much modern day tonnage with that capacity falls into the slot of a 'feeder'.

To the time of writing three of the ten vessels have been scrapped - all three are from the Chinese built group. Whether this is significant I would not venture to suggest, but two of the three were sold on by MSC and traded for a few more years. The third went from MSC directly to the breakers yard. Sadly they went to the breakers after only 13-14 years of life. Their 'troubles' may have caught up with them again.

### (WSS Marine News Article by John White 11/2016)

2001:

**THE ADCL SAMANTHA and ADCL SELINA, plus two sister- ships, were lying idle in Trieste, crippled by mystery technical faults.**

A fifth was limping to Italy at half-speed.

The 1,388 teu open-top containerships, part of a series of 10, are suffering from propulsion difficulties that are now under investigation. A Europe/Asia shuttle service, in which six of the ships were deployed, has been suspended while the problems are rectified. Cargo insurers are reported to have withdrawn cover until the ships are operating normally.

The controllable pitch propellers, manufactured by Lips United of the Netherlands, are not functioning properly, but at this stage it is not clear what is going wrong. The fault is of a very complex nature, a spokesman for Lips said yesterday. None of our investigations or tests has identified any flaw in the design or construction of the propulsion equipment.

The technical failings are not connected with the design of the vessels, according to Nigel Gee, managing director of Nigel Gee and Associates which drew up the blueprint for the unusual ships.

The 10 ships were built for Norasia in Germany and China. They are now operated by ADX Services, the new company set up by former Norasia management after the bulk of the business was sold to Chile's CSAV

01-06-2001

([www.ibiblio.org/maritime/Scheepvaartnieuws/Pdf/scheepvaartnieuws/2001/juni/01-06-2001A.PDF](http://www.ibiblio.org/maritime/Scheepvaartnieuws/Pdf/scheepvaartnieuws/2001/juni/01-06-2001A.PDF))

The ADCL Shereen, ADCL Savannah, ADCL Samantha and ADCL Sultana, ADCL Selina and ADCL Salwa are all now idled at the mouth of the Mediterranean.

([www.tradewindsnews.com](http://www.tradewindsnews.com) - July 19th, 2001)

All seven of the Abu Dhabi Container Lines (ADCL) boxships up for auction in Gibraltar were sold to companies linked to Monaco ship manager and owner V.Ships, it said on Tuesday.

The price is not being disclosed, but was said to be similar to that paid by the company for the previous two ADCL container vessels to come under the hammer.

The 1,400-teu to 1,500-teu ships, built between 1998 and 2000, could have fetched more than \$110m in total, judging from the \$16.9m paid for ADCL Scarlet in Hong Kong and the \$16.5m paid for ADCL Shamsaa in Singapore.

The ships are part of a series of ten 25-knot vessels arrested by German bank KfW.

The bank is seeking to recover more than \$200m on defaulted mortgage loans.

The arrests were made after alleged propulsion problems prevented the ships from continuing a high-speed express service between Trieste and Asia.

The Monaco giant has a substantial shipowning arm and believes it can repair and run the vessels effectively.

([www.tradewindsnews.com](http://www.tradewindsnews.com) - September 18th, 2001)

2004:

date	name	type	dwt	blt	yard	m/e		\$m	buyer	
10/04	Safmarine Prime	Cont	14310	98	Germany	MAN	1388 teu	20.0	Swiss	MSC

([www.shiplink.info/images/sale2004\\_10.htm](http://www.shiplink.info/images/sale2004_10.htm))

Last update: 1/4/2017