

# MSC MANDRAKI

IMO No: 8613310 CONTAINER 1988 / 52191 GT

## COMPANY:

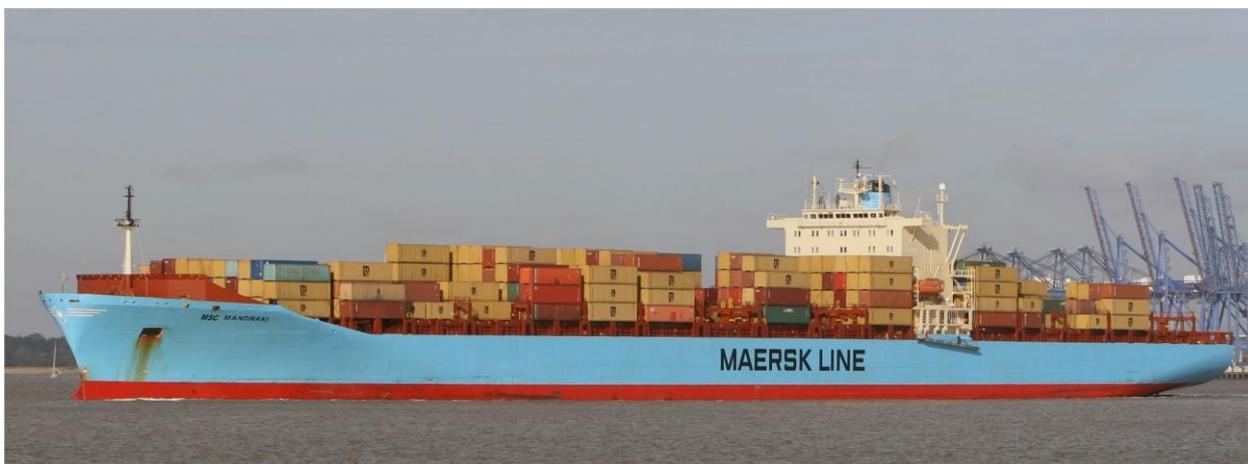
Costamare Shipping Co SA,  
Greece

## YARD INFORMATION:

Odense Staalskibsvaerft A/S  
Lindo Shipyard (Denmark) 124  
Design: Maersk M-Class

## DEMOLITION:

Chittagong, 09/09/2017



Felixstowe 17/10/2008 © S. Wiedner collection

**2017: Renamed MANDRAKI (MSC charter expired).**

**Sold to cash buyers and renamed MANDRA for demolition at Chittagong 09/09/2017.**

## BASIC DATA:

GT: 52191  
DWT: 60639  
TEU: 4437  
Reefer: 500  
Loa: 294.11  
Bmd: 32.22  
Draft: 13.50  
Engine: 1x oil B&W 10K90MC  
Power: 42425 kW  
Speed: 23.0 kn

## OWNER & FLAG HISTORY:

MANDRA since 01/09/2017  
MANDRAKI since 01/06/2017  
MSC MANDRAKI since 01/09/2008  
MAERSK MANDRAKI since 01/10/2004  
MARIT MAERSK 2000-05-12 LRF  
Flag Date of record Source  
Comoros since 01/09/2017  
Greece since 01/10/2004  
Denmark 2000-05-12 LRF  
Registered owner Date of record Source  
MARATHOS SHIPPING 2004-10-25 LRF  
MOLLER-MAERSK A/S 2004-08-03 LRF  
DANSK SUPERMARKED INVEST 1 2001-07-25 LRF  
DANSK SUPERMARKED INVEST AS 1997-01-01 LRF  
Ship manager Date of record Source  
COSTAMARE SHIPPING CO SA since 17/10/2004  
MOLLER AP LRF

## NAME HISTORY:

MARIT MAERSK	1988-04	Dansk Supermarked Invest (1) AS, Denmark
MAERSK MANDRAKI	2004-08	Marathos Shipping Inc, Greece
MSC MANDRAKI	2008-17	Marathos Shipping Inc, Greece
MANDRAKI	2017-17	Marathos Shipping Inc, Greece
MANDRA	2017-17	Undisclosed cash buyers, Comores / demolition

**GENERAL VESSEL INFORMATION:**

**2004:**



<https://www.js-containerships.de>

Costamare has continued to look for good second hand ships and its most recent fleet additions this year have been two panamax vessels formerly belonging to AP Moller the MARCHEN MAERSK & MARIT MAERSK.

After the announcement of the sale of MARIT MAERSK to Athene based Costamare Shipping some weeks ago, Maersk Sealand has now also sold the first Odense build M-class sistership MARCHEN MAERSK to Costamare Shipping. The ship has changed name to MAERSK MYKONOS, and are transferred from Danish register to Greek register, she will continue in a charter to Maersk Sealand, where she is deployed in the AE3 service linking Europe with Middle East and the Indian subcontinent.

**2017:**



Costamare

By Mfame Team - October 26, 2017

- In August and September 2017 we sold for demolition the 1988-built 4,828 TEU container vessel *Mandraki* and the 1988-built 4,828 TEU container vessel *Mykonos* and we recorded an accounting gain of \$1.5 million.



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 'panamax'es' 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 panamax'es'.

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 panamax'es 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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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.