

MSC MYKONOS

IMO No: 8613308 CONTAINER 1988 / 52191 GT

COMPANY:

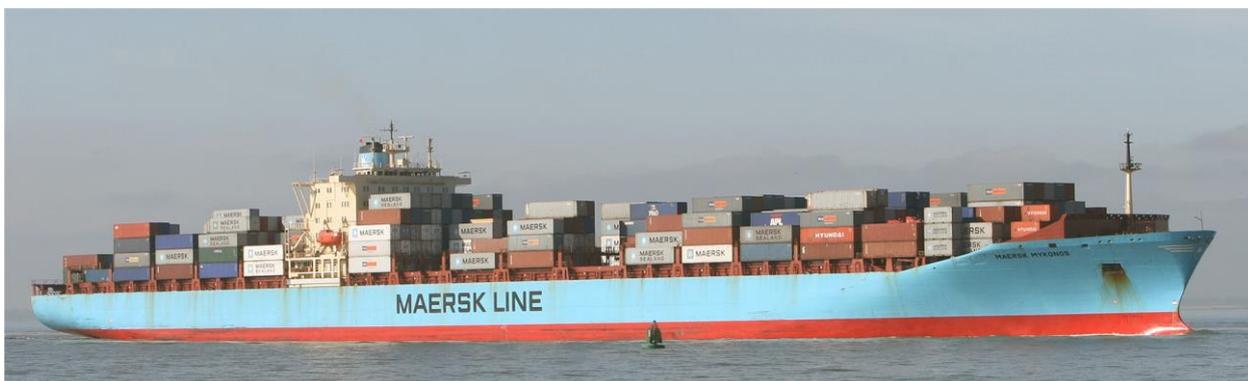
Costamare Shipping Co SA,
Greece

YARD INFORMATION:

Odense Staalskibsvaerft A/S
Lindo Shipyard (Denmark) 123
Design: Maersk M-Class

DEMOLITION:

Alang, 21/09/2017



Named **MAERSK MYKONOS** Felixstowe (UK) 31/3/2008 © S. Wiedner collection



Felixstowe (UK) 1/7/2010 © S. Wiedner collection

2017: Sold to cash buyers and renamed MYKONOS for demolition in Alang 21/9/2017.

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

OWNER & FLAG HISTORY:

MYKONOS since 01/10/2017
MSC MYKONOS since 01/06/2009
MAERSK MYKONOS since 01/01/2005
MARCHEN MAERSK 2000-05-12 LRF
Flag Date of record Source
Greece since 01/01/2005
Denmark 2000-05-12 LRF
Registered owner Date of record Source

Power: 42425 kW
Speed: 23.0 kn

BULLOW INVESTMENTS INC 2005-01-24 LRF
MOLLER-MAERSK AS 2004-08-03 LRF
Ship manager Date of record Source
COSTAMARE SHIPPING CO SA since 16/01/2005
MOLLER AP LRF

NAME HISTORY:

MARCHEN MAERSK	1988-05	A.P. Möller Maersk A/S, Denmark (DIS)
MAERSK MYKONOS	2005-09	Bullow Investments Inc, Greece
MSC MYKONOS	2009-17	Bullow Investments Inc, Greece
MYKONOS	2017-17	Undisclosed cash buyers / demolition

GENERAL VESSEL INFORMATION:

1988:

Odense Yard produces the MARCHEN MAERSK (4,300 TEU), the largest containership of the world. Eleven more ships are built between 1988 and 1991

(http://en.allexperts.com/e/a/a/a.p._moller-maersk_group.htm)

2005:



<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 Middel East and the Indian subcontinent.

2017:



Sam Chambers · September 14, 2017

MSC Mykonos boxship, which scored \$425 per ldt on being sold to Indian breakers.



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 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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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.