

MSC BENEDETTA

IMO No: 9302566 CONTAINER 2006 / 54214 GT

COMPANY:

MSC Mediterranean Shipping Co.
SA, Switzerland

YARD INFORMATION:

Hanjin Heavy Industries &
Construction Co Ltd
(South Korea) 145
Design: Hanjin 5000

DEMOLITION:



Felixstowe (UK) © S. Wiedner collection

2007: Sold by MSC to US Fortress Investment Group.

2015: Sold to Cyprus Sea Lines (Cyprus Maritime Co, Greece). **Renamed S SANTIAGO.**



Named **S SANTIAGO** Hong Kong 10/11/2016 © H. Rosenkranz www.rosenkranz-shipphotos.de (S. Wiedner collection)

2016: Renamed **ANL WANTIRNA** (charter name).

2017: Renamed **S SANTIAGO** (ANL short-term charter expired).

2021: Reportedly sold to OM Maritime Pte Ltd, Singapore.

2022: To Sea Lead Shipping Pte Ltd / Draco Buren Shipping Pte Ltd, Singapore. **Renamed PUMBA.**

2025: Sanctioned by OFAC due to links to Iran. Sea Lead long-term charter terminated.

BASIC DATA:

GT: 54214
 DWT: 68125
 TEU: 5059
 Reefer: 454
 Loa: 294.09
 Bmd: 32.20
 Draft: 13.50
 Engine: 1x oil MAN-B&W 9K90MC-C
 Power: 41130 kW
 Speed: 24.0 kn

OWNER & FLAG HISTORY:

PUMBA since 01/05/2022
 S SANTIAGO since 01/02/2017
 ANL WANTIRNA since 01/12/2016
 S SANTIAGO since 01/09/2015
 SCT SANTIAGO since 01/08/2011
 MSC BENEDETTA since 01/05/2006
 HANJIN PUSAN 145 2003-11-10 LRF
 Flag Date of record Source
 Liberia since 01/05/2022
 Marshall Islands since 01/07/2007
 Panama since 01/05/2006
 Registered owner Date of record Source
 PUMBAA SHIPPING INC since 17/05/2022
 S SANTIAGO SHIPPING SA since 15/09/2015
 CASTLE GENEVA LLC since 01/07/2007
 BENEDETTA NAVIERA since 29/05/2006
 Ship manager Date of record Source
 DRACO BUREN SHIPPING PTE LTD since 17/05/2022
 SEA LEAD SHIPPING PTE LTD since 17/05/2022
 CYPRUS SEA LINES CO LTD-LIB since 15/09/2015
 BERNHARD SCHULTE-CHR since 23/05/2012
 BERNHARD SCHULTE SINGAPORE since 11/02/2009
 WILHELMSSEN SHIP MGMT SINGAPORE since 08/08/2007
 SEACASTLE SINGAPORE PTE LTD since 01/07/2007
 MEDITERRANEAN SHIPPING CO SRL since 09/11/2006
 MSC MEDITERRANEAN SHIPPING CO since 29/05/2006
 RICKMERS REEDEREI GMBH & CIE 2003-09-22 LRF

NAME HISTORY:

MSC BENEDETTA	2006-07	Compania Naviera Benedetta S.A., Panama
MSC BENEDETTA	2007-11	Castle Geneva LLC, Marshall Islands
SCT SANTIAGO	2011-15	Castle Geneva LLC, Marshall Islands
S SANTIAGO	2015-16	S Santiago Shipping SA, Marshall Islands
ANL WANTIRNA	2016-17	S Santiago Shipping SA, Marshall Islands
S SANTIAGO	2017-22	S Santiago Shipping SA, Marshall Islands
PUMBA	2022-	Pumbaa Shipping Inc, Liberia

GENERAL VESSEL INFORMATION:**2007:**

US financial player Fortress Investment Group is mounting a major offensive in the shipping sphere by splashing out some \$640m on panamax-containership newbuildings and existing vessels.

Fortress, through its Singapore-based ship-purchasing affiliate Seacastle, is ordering four 4,000-teu vessels and buying another quartet of 5,000-teu ships from Mediterranean Shipping Co (MSC)

Fortress is also paying about \$90m each for four 2006-built 5,060-teu ships the *MSC Benedetta*, *MSC Debra*, *MSC Mara* and *MSC Olga*. The vessels are said to have four-year charters attached back to MSC.

(www.tradewindsnews.com)

“MSC BENEDETTA” / “MSC DEBRA” / “MSC MARA” / “MSC OLGA”
67,600/06 - HANJIN PUSAN - MAN/B&W 55,890 - 5,050 TEU
Sold for \$90 mill. each to US/Singapore based buyer (Fortress).

(Weekly Market Report - August 10th, 2007)



Our technical team is responsible for the initial due diligence on our vessel purchases such as ship inspections, as well as the oversight of our third party ship managers who provide the daily operating services required under our time-charter parties. Currently, we have engaged two reputable third party ship managers, namely Bernhard Schulte Shipmanagement and Alfa Ship Managers Pte Ltd, as the technical and crew managers for our existing containership fleet.

2015:



This is the first time that Cyprus Sea Lines has bought boxships since July 2015 when it purchased two panamax containerships — the 5,060-teu SCT Santiago (renamed S Santiago, built 2006) and 5,060-teu SC Mara (built 2006) — en bloc for an estimated \$35.6m.

(www.tradewindsnews.com)



LION SHIPBROKERS
WEEKLY REPORT

M/V "SC MARA" - 68,165 dwt, blt 2006, Hanjin Busan/S.Korea, AB, 5059 teus, B+W 9K90MC-C, gearless
M/V "SCT SANTIAGO" - 68,126 dwt, blt 2006, Hanjin Busan/S.Korea, AB, 5059 teus, B+W 9K90MC-C, gearless
Sold en bloc to Greek buyers for \$17.8 mill total

(Weekly Market Report - 24 July 2015)

2021:



OM Maritime linked to S SANTIAGO (5,060 teu) purchase

The 5,060 teu S SANTIAGO (Hanjin 5000) controlled by Athens-based Cyprus Maritime Company Ltd has reportedly been sold to Singapore-based OM Maritime for USD 58 M.

This sale appears rather profitable for Cyprus Maritime who is reported to have bought the vessel back in 2015 for only USD 17.8 M.

Before delivering the ship to OM, Cyprus Maritime is taking advantage of the current booming charter market with the S SANTIAGO having recently clinched a highly lucrative charter of about 80 days at USD 120,000 per day with Chinese liner shipping company BAL Container Line.

(Source: Alphaliner Weekly Newsletter 28/2021)

2025:



SeaLead Terminates Charters on Sanctioned Ships Linked to Iran

The Loadstar

Total Views: 1800

August 1, 2025

By [Alison Koo](#) (The Loadstar) –

Singapore carrier SeaLead Shipping yesterday terminated charters on 16 ships caught up in the US Office of Foreign Asset Control's (OFAC) [sanctions](#) on an Iranian political adviser.

The Loadstar has identified the ships as *Dhanu* (1,726 teu, 2001-built), *Bertie* (2,478 teu, 2003-built), *Tex* (2,492 teu, 2003-built), *Moana* (4,992 teu, 2004-built), *Bigli* (6,350 teu, 2005-built), *Rantanplan* (5,888 teu, 2006-built), *Yogi* (5,888 teu, 2006-built), *Pumba* (5,060 teu, 2006-built), *Ale* (3,398 teu, 2006-built), *Zagor* (2,702 teu, 2006-built), *Lidia* (3,450 teu, 2007-built), *Hakuna Matata* (6,661 teu, 2008-built), *Pinocchio* (4,860 teu, 2009-built), *Timon* (6,966 teu, 2009-built), *Star* (3,534 teu, 2009-built) and *Simba* (6,865 teu, 2015-built).

SeaLead is understood to have taken the ships on long-term charters between 2022 and 2025, as the carrier expanded its network beyond its traditional Persian Gulf/Red Sea focus, amid the Covid-induced boom. As mainline operators shunned the Suez Canal due to the Houthi scourge, SeaLead filled the gap by expanding its Red Sea offerings.

Although international vessel databases showed several of the vessels are owned by Chinese finance lessors, OFAC said the ships were linked to Marvise SMC DMCC, a Dubai-registered entity, said to be part of the “vast shipping empire” controlled by Mohammad Hossein Shamkhani. All the vessels are technically managed by Draco Buren Shipping, a Singapore-registered company that was also sanctioned yesterday, and is also alleged to be linked to Mr Shamkhani.

Last update: 8/9/2025