P&O NEDLLOYD ENCOUNTER

IMO No: 9227302 CONTAINER 2002 / 45803 GT

COMPANY:

Reederei Claus Peter Offen GmbH & Co. KG, Germany

YARD INFORMATION:

Samsung Heavy Industries Co. Ltd. (South Korea) 1358

Design: SANTA R (Albatross) class

DEMOLITION:

Delaware River © J. Curdy (S. Wiedner collection)

2006: **Renamed MAERSK DACARTUR** (Maersk charter name).

2010: **Renamed SANTA REBECCA** (Maersk charter expired).

2014: Sold to SFL Ship Finance International Ltd (J. Fredriksen).

2015: **Renamed MSC KATYA R.** (MSC charter name).

2025: Sold to long-term charterer MSC (purchase option ?)

BASIC DATA:

GT: 45803
DWT: 53410
TEU: 4112
Reefer: 1300
Loa: 281.00
Bmd: 32.20
Draft: 12.50
Engine: 1x oil Sulzer 9RTA96C
Power: 51434 kW
Speed: 25.0 kn

OWNER & FLAG HISTORY:

MSC KATYA R. since 01/07/2015
SANTA REBECCA since 01/03/2010
MAERSK DACARTUR since 01/01/2006
P&O NEDLLOYD ENCOUNTER since 01/04/2002
SANTA REBECCA since 01/01/2002
SAMSUNG 1358 12-05-2000 LRF
Flag Date of record Source
Liberia since 01/05/2014
Germany since 01/11/2004
Liberia during 2002
Registered owner Date of record Source
ALDEN OCEANWAY LTD since 03/07/2025
SFL REBECCA INC since 15/05/2014
SANTA REBECCA 22-04-2002 LRF
Ship manager Date of record Source
MSC MEDITERRANEAN SHIPPING CO since 03/07/2025
MSC SHIPMANAGEMENT LTD since 15/05/2014
CLAUS-PETER OFFEN REEDEREI since 11/04/2002

NAME HISTORY:

SANTA REBECCA	2002-02	KG MS 'SANTA REBECCA' Offen Reederei GmbH & Co., Liberia
P&O NEDLLOYD ENCOUNTER	2002-04	KG MS 'SANTA REBECCA' Offen Reederei GmbH & Co., Liberia
P&O NEDLLOYD ENCOUNTER	2004-06	KG MS 'SANTA REBECCA' Offen Reederei GmbH & Co., Germany
MAERSK DECARTUR	2006-10	KG MS 'SANTA REBECCA' Offen Reederei GmbH & Co., Germany

SANTA REBECCA	2010-14	KG MS 'SANTA REBECCA' Offen Reederei GmbH & Co., Germany
SANTA REBECCA	2014-15	SFL Rebecca Inc., Liberia
MSC KATYA R.	2015-25	SFL Rebecca Inc., Liberia
MSC KATYA R.	2025-	Alden Oceanway Ltd, Liberia

GENERAL VESSEL INFORMATION:

2002:

BRS Liner Newsletter **No 24 - May 2002**

P&O Nedlloyd took in charge the P&O NEDLLOYD ENCOUNTER, second of its 4,112 teu container ships aimed at the ANZ trades. She belongs to a series of seven ships ordered at Samsung in early 2000 by German owner **Claus Peter Offen** (CPO). The P&O NEDLLOYD ENCOUNTER has been built as the SANTA REBECCA, her name under CPO ownership. She is fitted with 1,300 reefer plugs. The P&O NEDLLOYD ENCOUNTER loaded her first boxes on 16th April at Shanghai on a China-NZ maiden trip before joining the North Europe-ANZ service (7110).

Aptly named P&O NEDLLOYD REMUERA the vessel is the first of 10 "Albatross" class of 4100 teu capacity container carriers that will link Australia and New Zealand with the US East coast and Northern & Southern Europe. The 7 vessels to be operated by P&O NEDLLOYD will be actually owned by Germany's Reederei C.P. Offen, chartered for eight years by the Anglo-Dutch mega-carrier and will sail alongside 3 similar vessels owned by the service partner, the CP Ships subsidary Contship Containerlines. Among their impressive specifications is a refrigerated container capacity for 1300 units.

Following delivery by Samsung H.I. the vessel sailed for Shanghai to load the first containers. After Shanghai she proceeded on a largely flag waving voyage to New Zealand and Australia,during she was christened at Auckland on 10th February 2002.

After her maiden voyage P&O NEDLLOYD REMUERA returned to New Zealand in late March to take her place in the present eastbound service to Europe, the full service not getting under way until the end of 2002 when her sister vessels are all in service.

P&O NEDLLOYD REMUERA is registered in Liberia and in their usual tradition, the Offen company has designated her their company name SANTA RAFAELA, which she will assume when the charter ceases.

(WSS Marine News 2002)

2014:

ALPHALINER
Weekly Newsletter

SFL in high reefer panamax swoop

NYSE-listed Ship Finance International Limited (SFL) has announced the purchase of seven 2002-built, 4,100 teu container vessels from the German KG market. This purchase is backed by 5.5 year time charter contracts to an as yet unnamed liner operator with purchase options at the end of the employments.

Although SFL does not name the ships, it is believed that the vessels involved in the transaction are the high-reefer, Claus Peter Offen-controlled, Samsung-built SANTA RAFAELA, SANTA REBECCA, SANTA RICARDA, SANTA ROBERTA, SANTA ROSANNA, SANTA ROMANA and SANTA RUFINA, which are part of a ten-ship series known as the 'Albatros' Class. These panamax vessels feature 1,300 reefer plugs, an exceptionally high number for ships of this size, and are in demand by carriers involved in reefer-intensive trades. They were initially built for long term employment on the Europe-ANZ services of P&O Nedlloyd.

The SANTA RAFAELA, SANTA RICARDA and SANTA ROBERTA are currently on charter to Hapag -Lloyd, who uses them on its Med Pacific Express Service operated jointly with Hamburg Süd. The SANTA ROMANA and SANTA ROSANNA have been recently fixed by MSC for its South American trades. As for the SANTA REBECCA and SANTA RUFINA, they are on charter respectively to CMA CGM and Simatech.

The current charter parties of the vessels are due to expire in 2015 except for the SANTA RUFINA whose charter with Simatech is due for expiry around August this year.

(Source: Alphaliner Weekly Newsletter 09/2014)

TradeWinds
The Global Shipping News Source

SFL swoops for seven

Ship Finance International (SFL) has moved quickly to boost its fleet just days after cancelling a pair of newbuildings.

The John Fredriksen-controlled shipowning venture has dipped into the German KG market for seven 2002-built boxships.

The 4,100-teu ships come with long-term charters to a leading container line which holds purchase options on all seven exercisable after an average of 5.4 years, it said today.

Santa Rs

SFL does not name the ships involved which it says should each add around $10m per year in ebitda for the duration of the charters.

However market sources suggest the vessels are the seven Santa-R-class boxships owned by Reederei Claus-Peter Offen on which insolvency proceedings began towards the end of last year.

As **TradeWinds has reported** the vessels, which are financed by MPC Capital, were thought to have been marketed for around $10m each.

The ships in question are the Santa Rafaela, Santa Rebecca, Santa Ricarda, Santa Roberta, Santa Romana, Santa Rosanna and Santa Rufina.

Recent charter rates are thought to be around $8,000 per day.

(www.tradewindsnews.com - March 3rd, 2014)

2025:

AXS ALPHALINER 2025-21
the weekly container shipping newsletter
21 May - 27 May

MSC buys seven 4,112 teu panamaxes from SFL

MSC has bought seven container vessels from non-operating owner SFL Corporation Ltd at an undisclosed amount.

The ships in the transaction are believed to be the 4,112 teu 'classic panamax' sisters MSC ANISHA R, MSC ARUSHI R, MSC JULIA R, MSC KATYA R, MSC VAISHNAVI R, MSC VIDISHA R and MSC ZLATA R ('Albatross Class').

MSC will become owners of the MSC JULIA R and six SFL sisters. Here, the ship is seen on the Scheldt River.

photo: C.H. Mercier

All seven vessels have been on bareboat charter to MSC for around ten years, including what Alphaliner believes was a purchase option that has now been exercised.

These high-reefer ships of the so-called 'Albatros' class were built in 2002 in South Korea by Samsung H.I. for German owner CP Offen.

They were originally the SANTA RAFAELA, SANTA RUFINA, SANTA ROMANA, SANTA REBECCA, SANTA ROSANNA, SANTA ROBERTA and SANTA RICARDA.

The vessels started their career with an eight-year charter to P&O Nedlloyd C.L. that was subsequently taken over by Maersk after the Danish carrier bought the Anglo-Dutch shipping line.

After a period of trading on the charter market, the vessels were sold in 2014 to SFL Corporation and fixed to MSC.

Among their technical characteristics, the ships have a deadweight of 53,328 tons, a length of 281.00 m and a beam of 32.30 m.

Their key feature is a very high reefer capacity of 1,300 plugs, a record for this size of ships.

Of note, these vessels have three quasi-sisters built by Daewoo (DSME) in 2002 for defunct Contship Container Lines, CONTSHIP AURORA, CONTSHIP AUSTRALIS and CONTSHIP BOREALIS.

All three are now owned by Hapag-Lloyd and operated as LIVERPOOL EXPRESS, DUBLIN EXPRESS and GLASGOW EXPRESS.

(Source: Weekly Alphaliner Newsletter 21/2025)

Last update: 24/9/2025