

**COMPANY:**

Klaveness Asia Pte Ltd,  
Singapore

**YARD INFORMATION:**

Stocznia Szczecinska Nowa Sp.  
z.o.o. (Poland) B178/I/09  
Design: B:178

**DEMOLITION:**

Malacca Straits (Singapore) 4/7/2011 © S. Wiedner

**2012:** Stranded 15/3/2012 in the Taiwan Strait, 25 miles SE of Jiangyin (China) in position 25.15N, 119.40E and the forward hull fractured and partially sank. Declared a total loss. The stern and forward sections have been successfully separated from the hull by the salvors Shanghai Salvage Co. The forward section has been beached and the stern section towed to Tanguy Anchorage.

**2014:** Renamed ZHENG YUN 1 (re-entered service under Chinese ownership).

**2021:** To HAMMONIA Reederei GmbH & Co. KG (Schulte & Bruns, Germany). Renamed HAMMONIA LIPSIA.

**2023:** Sold to MSC. Renamed MSC LIPSIA III.

**BASIC DATA:**

GT: 35881  
DWT: 42300  
TEU: 3091  
Reefer: 500  
Loa: 220.41  
Bmd: 32.26  
Draft: 12.15  
Engine: 1x oil B&W 7K80MC-C  
Power: 26270 kW  
Speed: 22.1 kn  
Cranes: 3x45t

**OWNER & FLAG HISTORY:**

MSC LIPSIA III since 01/02/2023  
HAMMONIA LIPSIA since 01/11/2021  
ZHENG YUN 1 since 01/12/2014  
BARELI since 01/05/2011  
EMIRATES VICTORY since 01/04/2010  
NORASIA POLARIS since 01/05/2003  
WIELAND during 2003  
Flag Date of record Source  
Liberia since 01/11/2021  
China Peoples's Republic since 01/03/2016  
Sierra leone since 01/12/2014  
Singapore since 01/11/2010  
Liberia since 01/05/2004  
Registered owner Date of record Source  
CLYMENE OCEANWAY LTD since 20/02/2023  
LILLA SHIPPING GMBH & CO KG since 29/11/2021  
LIANYUNGANG WUFENG SHPG CO LTD since 17/03/2016  
LIANYUNGANG WUZHOU SHIPPING since 03/03/2015  
HONGKONG ZHENGYUN SHIPPING CO since 16/10/2014  
ANTARCTICA SHIPPING PTE LTD since 09/11/2010  
WIELAND REEDEREI TAMKE since 28/05/2004  
Ship manager Date of record Source  
MSC SHIPMANAGEMENT LTD since 20/02/2023  
HAMMONIA REEDEREI GMBH since 29/11/2021  
LIANYUNGANG QISHUN SHPG CO LTD since 17/03/2016  
HONGKONG ZHENGYUN SHIPPING CO since 22/12/2014

FORESIGHT MARINE LTD since 22/12/2014  
 KLAVENESS SHIP MANAGEMENT AS since 18/04/2011  
 KLAVENESS ASIA PTE LTD since 09/11/2010  
 TRANSESTE SCHIFFFAHRT GMBH since 28/05/2004

**NAME HISTORY:**

WIELAND	2004-04	name when completed
NORASIA POLARIS	2004-10	MS "WIELAND" Reederei Tamke GmbH & Co. KG, Liberia
EMIRATES VICTORY	2010-11	Antarctica Shipping Pte Ltd, Singapore
BARELI	2011-14	Antarctica Shipping Pte Ltd, Singapore
ZHENG YUN 1	2014-15	Hongkong Zhengyun Shipping Co, Sierra Leone
ZHENG YUN 1	2015-16	Lianyungang Wuzhou Shipping Industry Co Ltd, Sierra Leone
ZHENG YUN 1	2016-21	Lianyungang Wufeng Shipping Co Ltd, China
HAMMONIA LIPSIA	2021-23	Lilla Shipping GmbH & Co. KG, Liberia
MSC LIPSIA III	2023-	Clymene Oceanway Ltd, Liberia

**GENERAL VESSEL INFORMATION:**

**2010:**

NORASIA POLARIS 42,300/04 - POLAND - B&W 35,299 - 6HO 11HA - C 3X45T - 3,091 TEU  
 Sold for \$30.9 mill. to Belgian (?) buyers.  
 (WeberSeas\_Weekly\_Report - June 4th, 2010)

**2012:**

Stranded 15/3/2012 in the Taiwan Strait, 25 miles SE of Jianguyin in position 25.15N, 119.40E and the forward hull fractured and partially sank. The crew of 21 abandoned the vessel and were transferred to the rescue tug DONG HAI JIU 113. She was on passage from Port Klang for Fuging with 1913 containers

The stern and forward sections have been successfully separated from the hull by the salvors Shanghai Salvage Co. The forward section has been beached and the stern section towed to Tanguy Anchorage. The vessel has been declared a total loss.

(WSS Marine News 5+ 6/2012)



11 April 2012 18:56 GMT

**Hopes are rising that the boxship's aft section can be safely removed.**

Torvald Klaveness, owner of the 3,100-teu containership *Bareli* (built 2004), which grounded off Fuqing in China nearly a month ago, says it is hopeful it can keep the aft section of the vessel afloat once it breaks away.

2023:

The 2004 built HAMMONIA LIPSIA in the colors of Germany's Schulte & Bruns (S+B) with a full cargo of factory new containers.

On paper, the vessel is still a polish type B-178 ship, but since he conversion she does not have much more in common with her sister units:

The rebuilt ship was fitted with a small six-cylinder main engine of 9,480 kW, compared to the type's original 7-cylinder of 25,250 kW. Her top speed is now 13 knots instead of 22 knots when built.

## MSC buys the HAMMONIA LIPSIA (3,091 teu)

MSC continues to buy second-hand container tonnage, taking advantage of the much-reduced asset prices.

In a further addition to its fast-growing fleet, the Geneva-based carrier has purchased the 3,091 teu HAMMONIA LIPSIA (B-178) from interests linked to Schulte & Bruns. The price of the transaction has so far not been disclosed. The vessel is expected to be renamed MSC LIPSIA III.

The HAMMONIA LIPSIA was built in 2004 in Poland by the Stocznia Szczecinska shipyard, originally as the WIELAND for German owner Dietrich Tamke (Transeste).

photo: Schulte & Bruns



The ship features a deadweight of 46,200 tons, a Loa 220 metres and a beam of 32.24 metres. She is fitted with 500 reefer plugs.

In March 2012, the vessel, then named BARELI, had a major accident when running aground in the East China Sea. The ship suffered serious hull damages and eventually broke in two, with the bow sinking under the water. Eventually repaired, the ship returned to service in 2017 under Chinese control.

The HAMMONIA LIPSIA belongs to a popular class of container vessels, the 'B-178' of which twenty-three ships were built between 2001 and 2011 in both geared and gearless version. She is the 287th second-hand container vessel bought by MSC since August 2020, when the carrier embarked on an unprecedented ship buying spree.

(Source: Alphaliner Weekly Newsletter 08/2023)