

BROOKLYN

IMO No: 9313931 CONTAINER 2007 / 48853 GT

COMPANY:

Moller-Maersk A/S,
Denmark

YARD INFORMATION:

Volkswerft GmbH
Stralsund (Germany) 462

DEMOLITION:



Renamed BROOKLYN when chartered to MSC Felixstowe (UK) 25/5/2011 © S. Wiedner collection



Named MAERSK BROOKLYN Bremerhaven 13/6/2015 © E. Klement

BASIC DATA:

GT: 48853
 DWT: 53890
 TEU: 4196
 Reefer: 1400
 LOA: 294.10
 Bmd: 32.18
 Draft: 12.20
 Engine: 1 x oil Wartsila
 Power: 68640 kW
 Speed: 29.2 kn

OWNER & FLAG HISTORY:

MAERSK BROOKLYN since 01/03/2012
 BROOKLYN since 01/09/2010
 MAERSK BROOKLYN since 01/03/2007
 Flag Date of record Source
 Denmark (DIS) since 01/05/2011
 United Kingdom since 01/03/2007
 Registered owner Date of record Source
 MAERSK LINE A/S since 02/02/2015
 MOLLER-MAERSK A/S since 16/06/2011
 MAERSK CO LTD since 09/03/2007
 Ship manager Date of record Source
 MAERSK LINE A/S since 01/02/2015
 MOLLER-MAERSK A/S since 25/05/2011
 MOLLER AP since 09/03/2007

EX-NAMES:

MAERSK BROOKLYN	2007-10	Maersk Co Ltd, UK
BROOKLYN	2010-12	Moller Maersk A/S, Denmark (DIS)
MAERSK BROOKLYN	2012-15	Moller Maersk A/S, Denmark (DIS)
MAERSK BROOKLYN	2015-	Maersk Line A/S, Denmark (DIS)

GENERAL VESSEL INFORMATION:

The BOSTON-class ships, delivered in 2006-2007, were originally designed in 2003 for a speed of 28 knots at a time when fuel oil prices were more affordable. They have a relatively low container intake compared to ships of the same external dimensions due to their super sleek hulls. (Source: Alphaliner weekly newsletter 1/2013)

2007: **German Volkswagen shipyard of Stralsund**, a member of the Maersk shipbuilding group, **recently delivered** its fourth frigate-type container ship. The vessel left the yard as **MAERSK BROOKLYN**. Maersk used the occasion to reveal at least some details of the ship type's innovative design. The vessels are equipped with a Sulzer Wartsilä 12RT-flex96C main engine that develops 68.4 MW. The B-class ships with their more streamlined hull and significantly smaller displacement can sail at about 30 knots. On the downside, a B-class vessel can only load 4,170 TEU - about one fifth less than what a conventional panamax design can carry. In order to prevent excessive rolling of the slender hull, Volkswagen's container frigates are fitted with fin stabilisers. A look at today's world box fleet reveals that **MAERSK BROOKLYN and her sisters are the fastest container vessels in existence**. Once the series is completed, all vessels will be employed in a service linking the Far East and the US-east coast via the Panama Canal. Thanks to the vessels' high service speed and a very streamlined schedule, Maersk will be able to run a weekly loop with a fleet of just seven ships. A comparable service would require eight or even nine ships, when operated with conventional tonnage. (www.containership-info.com/newsletter_2007_12.pdf)

2010: **Mediterranean Shipping Company (MSC) is to charter four Maersk laid-up vessels, the 4,500-TEU MAERSK BEAUMONT, the MAERSK BOSTON, the MAERSK BENTONVILLE and the MAERSK BROOKLYN which will be deployed for 12-months on MSC's Cheetah service.**

The vessels boast the fastest speed of container ships at 30 knots and will be in direct competition with the Danish carrier's subsidiary Safmarine service linking South Africa to Asia. A daily rate for the Swiss carrier's 12-month time charter is double the rate of the market six months ago at US\$24,000 according to a report from London's Containerisation International. (www.transportweekly.com - 06.09.2010)

Last update: 28/8/2015