

# BROOKLYN

IMO No: 9313931 CONTAINER 2007 / 48788 GT

**COMPANY:**

Moller A.P.,  
Denmark

**YARD INFORMATION:**

Volkswerft Stralsund GmbH  
(Germany) 462  
Design: Boston-Class

**DEMOLITION:**



**2010:** Named **BROOKLYN** (MSC sublet) Felixstowe (UK) 25/5/2011 © (S. Wiedner collection)

**2012:** Renamed **MAERSK BROOKLYN** (MSC sublet expired).



**Named MAERSK BROOKLYN** Bremerhaven 13/6/2015 © E. Klement (S. Wiedner collection)

**2024:** Sold to MSC. Renamed **MSC INIYA V**.

**BASIC DATA:**

GT: 48788  
DWT: 53890  
TEU: 4504  
Reefer: 1400

**OWNER & FLAG HISTORY:**

MSC INIYA V since 01/06/2024  
MAERSK BROOKLYN since 01/03/2012  
BROOKLYN since 01/09/2010  
MAERSK BROOKLYN since 01/03/2007

Loa: 293.83  
 Bmd: 32.18  
 Draft: 13.50  
 Engine: 1x oil Wartsila 12 RT-flex96C  
 Power: 68640 kW  
 Speed: 29.2 kn

Flag Date of record Source  
 Cyprus since 01/06/2024  
 Denmark (DIS) since 01/05/2011  
 United Kingdom since 01/03/2007  
 Registered owner Date of record Source  
 CYBELE OCEANWAY LTD since 14/06/2024  
 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  
 MSC SHIPMANAGEMENT LTD since 14/06/2024  
 MAERSK LINE A/S since 01/02/2015  
 MOLLER-MAERSK A/S since 25/05/2011  
 MOLLER AP since 09/03/2007

**NAME HISTORY:**

|                 |         |                                  |
|-----------------|---------|----------------------------------|
| 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 | 2015-24 | Maersk Line A/S, Denmark (DIS)   |
| MSC INIYA V     | 2024-   | Cybele Oceanway Ltd, Cyprus      |
|                 |         |                                  |

**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 Volkswerft 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 Bclass 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, Volkswerft'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](http://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 containerships 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)

2024:



For MSC, the MAERSK BROOKLYN will add to two sisters that the carrier already took over from Maersk.



photos: C.H. Mercier

After the sale, Maersk is left with four vessels of the series...



...such as the MAERSK BENTONVILLE, seen here at Singapore.

(Source: Alphaliner Weekly Newsletter 24/2024)

## MSC buys MAERSK BROOKLYN (4,504 teu)

MSC has purchased the 4,504 teu, AP Moller Maersk-controlled MAERSK BROOKLYN (VW 4000) at an undisclosed price. The vessel, of 'classic panamax' design, is expected to be renamed MSC INIYA V.

The MAERSK BROOKLYN is part of an original series of seven high-speed vessels built by Maersk at Germany's Volkswerft yard in Stralsund in 2006-2007.

Delivered in 2007, the ship features a deadweight of 53,890 tons, a length of 294.10 m and a beam of 32.30 m. Fitted with 700 reefer plugs, the MAERSK BROOKLYN and her sisters were designed with engines capable of delivering a high speed of up to 28.5 knots.

The MAERSK BROOKLYN is the third vessel of this series bought by MSC from Maersk.

It will add to the MAERSK BUFFALO and MAERSK BEAUMONT, which the Geneva-based carrier bought in 2022 and renamed MSC LEANDRA V and MSC BREMERHAVEN V after fitting them with scrubbers.

We can assume that MSC might, ultimately, buy the last four ships in the series that are still trading with Maersk, the MAERSK BALTIMORE, BENTONVILLE, BOSTON and BROWNSVILLE

Last update: 27/7/2025