

DRAGOR MAERSK

IMO No: 9105918 CONTAINER 1995 / 50698 GT

COMPANY:

A.P. Möller, Denmark

YARD INFORMATION:

Hyundai H.I.
Ulsan (South Korea) 924

DEMOLITION:



Hamburg 7/1997 © S. Wiedner

BASIC DATA:

IMO number: 9105918
1st name: DRAGOR MAERSK
completion year: 1995
shipyard: Hyundai Heavy Industries Ltd. Co, South Korea
yard / hull number: 924
engine design: B&W
engine type: 10K90MCC
power output (KW): 43.099
maximum speed (Kn): 24,2
overall length (m): 292
overall beam (m): 32,2
maximum draught (m): 13,5
maximum TEU capacity: 4324
container capacity at 14t (TEU): 3320
reefer containers (TEU): 300
deadweight (ton): 62.440
gross tonnage (ton): 50.698
handling gear: None
<http://www.containership-info.com>

OWNER & FLAG HISTORY:

Not updated 10/8/2012
APL COSTA RICA 2007-09-10 LRF
MAERSK DUBLIN 11-02-2002 LRF
DRAGOR MAERSK 12-05-2000 LRF
Flag Date of record Source
Antigua and Barbuda 11-02-2002 LRF
Denmark 12-05-2000 LRF
Registered owner Date of record Source
HLL BALTIC SCHIFFFAHRTS GMBH 2008-02-25 LRF
HLL BALTIC SHIPPING 11-02-2002 LRF
MOLLER - MAERSK 01-01-1995 LRF
Ship manager Date of record Source
HANSEATIC LLOYD 11-02-2002 LRF
MOLLER A.P. 01-01-1995 LRF

EX-NAMES:

DRAGOR MAERSK	1995-02	A/S D/S Svendborg & D/S af 1912 A/S, Denmark (DIS)
MAERSK DUBLIN	2002-07	HLL Baltic Shg. Ltd., Antigua
APL COSTA RICA	2007-11	HLL Baltic Shg. Ltd., Antigua
HLL BALTIC	2011-	HLL Baltic Shg. Ltd., Antigua

GENERAL VESSEL INFORMATION:

DRAGOR MAERSK 85,734 dwt 4,306 teu 24 kn by MAERSKSL for WW trade 36 months USD25,250 fixed HARPEX Report 26/1/2002

2002: Sold to Hanseatic Lloyd Reederei, Germany. Renamed **MAERSK DUBLIN** & transferred to Antigua registry.
AK 3+4/2002

From the time when it was taken over in December 2001, the MV **HLL BALTIC** has been chartered back to the original owner, A. P. Møller/Mærsk. Since then the ship has been operating under the charter name **MAERSK DUBLIN**. Until June 2005 the contract ran at a daily rate of USD 25,250. This first charter rate had been agreed for max. 42 months. After that the charterer has the possibility of taking up two options, each for a further period of 12 months at USD 25,700 in February of each year.

The first option was taken up in February 2005. In February of the current year, the Maersk Line also took up the second option so that the ship is in any case chartered out until April 2007 for USD 25,700 (gross) a day. Including the two option renewals, the charter party runs at the latest until August 2007.

www.hanseatic-lloyd.com/english/pdf/Schiffe/HLLBaltic.pdf

Bereits im März 2007 konnte mit der Linienreederei American President Line (APL) eine Charterperiode über max. 49 Monate zu einer Rate von USD 29.000 brutto pro Tag geschlossen werden. APL gehört zum Neptune Orient Lines-Konzern (NOL), an dem mehrheitlich der Stadtstaat Singapur beteiligt ist.

Seit dem 31. August 2007 ist das Schiff unter dem Charternamen **APL COSTA RICA** in einem Liniendienst zwischen der US-Ostküste und dem Fernen Osten (via Suez-Kanal) im Einsatz. Das Schiff wird mit der neuen Charter bis in das Jahr 2011 beschäftigt sein.

http://www.hanseatic-lloyd.de/pdf/Schiffe/jb07_Baltic.pdf

Last update: 10/8/2012