

EDITH MAERSK

IMO No: 9321548 CONTAINER 2007 / 170794 GT

COMPANY:

A.P. Moller,
Denmark

YARD INFORMATION:

Odense Staalskibsvaerft A/S
Lindo (Denmark) 209

DEMOLITION:



Rotterdam 27/5/2011 © S. Wiedner

BASIC DATA:

GT: 170794
DWT: 158200
TEU: 15550
Reefer: 1286
LOA: 397.71
Bmd: 56.40
Draught: 16.00
Engine: 1x oil Wartsila 14RT-flex96C
Power: 80080 kW
Speed: 24.8 kn

OWNER & FLAG HISTORY:

EDITH MAERSK since 01/11/2007
Flag Date of record Source
Denmark (DIS) since 01/11/2007
Registered owner Date of record Source
MAERSK LINE A/S since 02/02/2015
MOLLER-MAERSK A/S since 05/11/2007
Ship manager Date of record Source
MAERSK LINE A/S since 01/02/2015
MOLLER AP since 05/11/2007

EX-NAMES:

EDITH MAERSK	2007-15	A.P. Moller-Maersk A/S, Denmark (DIS)
EDITH MAERSK	2015-	Maersk Line A/S, Denmark (DIS)

GENERAL VESSEL INFORMATION:

2007: The EDITH MAERSK, seventh and penultimate unit in the current Maersk 'E' series has been christened at Odense Steel Shipyard. After sea trials, the 15,200 teu ship is due for being handed over to Maersk Line on 14 November.

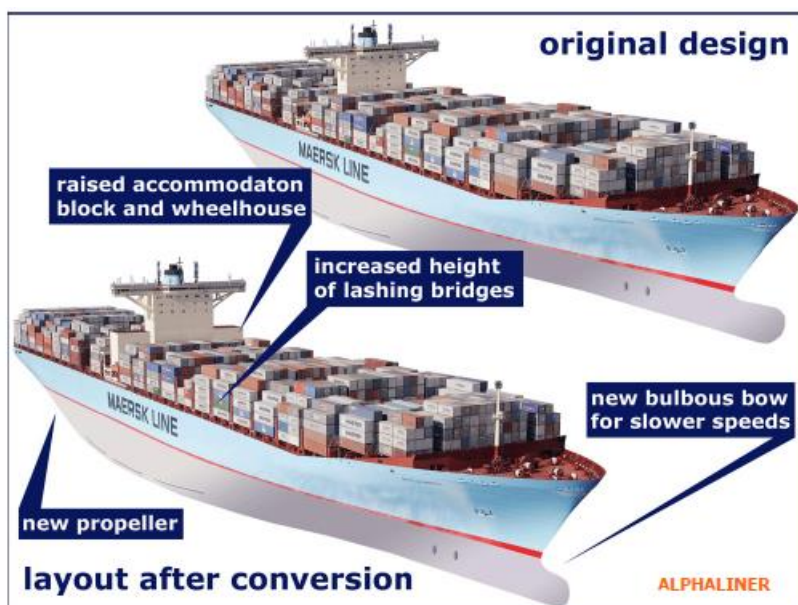
(Source: AXS Alphaliner Weekly Newsletter 44/2007)

2016: Continuing with its extensive fleet upgrade scheme, Maersk Line started a major conversion and lifetime extension program for its iconic Odense-built E-class vessels.

The Danish ocean carrier will use the occasion of the ships' dry docking for their second special classification survey to boost container intake and to better adapt the ten-year old vessels to today's market environment, where slow-steaming, at least to some degree, has become the new norm.

Maersk Line has not disclosed any conversion details yet. From observation however, major design modifications appear to include a slightly raised wheelhouse, strengthened and heightened lashing bridges, a new propeller, and a new bulbous bow. The new lashing bridges and the heightened accommodation block will allow at least one extra tier of containers to be carried on deck. While the ships' deadweight capacity will remain roughly unchanged, **nominal box capacity of the E-class is expected to increase by about 1,000 teu, from 15,550 to an estimated 16,500 teu.** New propellers and bulb sections will increase the vessels' efficiency, particularly at slower sailing speeds. Whether the aforementioned changes are accompanied by further adaptations in the engine room is currently unknown.

The works take place in China at CSIC Qingdao Beihai Shipyard. This yard has carried out the vast majority of Maersk Line conversion works,



(Source: Alphaliner Weekly Newsletter 30/2016)

Last update: 26/7/2016