

EMMA MAERSK

IMO No: 9321483 CONTAINER 2006 / 170794 GT

COMPANY:

A.P. Moller,
Denmark

YARD INFORMATION:

Odense Staalskibsvaerft A/S
Lindo (Denmark) 203

DEMOLITION:



Arab Sea 12/6/2011 © S. Wiedner

BASIC DATA:

GT: 170794
DWT: 156907
TEU: 15550
Reefer: 1286
LOA: 397.71
Bmd: 56.40
Draught: 16.02
Engine: 1x (diesel electric) oil Wartsila 14RT-flex96C
Power: 80080 kW
Speed: 24.5 kn

OWNER & FLAG HISTORY:

EMMA MAERSK since 01/08/2006
Flag Date of record Source
Denmark since 01/08/2006
Registered owner Date of record Source
MOLLER-MAERSK A/S since 31/08/2006
Ship manager Date of record Source
MOLLER-MAERSK A/S since 16/12/2011
MOLLER AP since 31/08/2006

EX-NAMES:

EMMA MAERSK	2006-	A.P. Moller-Maersk A/S, Denmark (DIS)

GENERAL VESSEL INFORMATION:

2006/07: **AXS-Alphaliner has upgraded its capacity estimate of Maersk Line's giant boxship EMMA MAERSK that suggests it, and its seven sisters, will remain the world's largest containerhips even when the rash of mega-ships ordered in the summer arrive in a few years time. Maersk itself has rated the "PS" class ships with a loadable capacity of 11,000 teu but AXS-Alphaliner has set the figure far higher at 14,904 teu, up from an earlier calculation of 13,512 teu taking into account nine tiers on deck rather than seven tiers before. Launched in August 2006, EMMA MAERSK, at 398 meters (1,305 feet) in length and 56.4 meters (185 feet) wide,** (www.seatrade-maritime.com/news/asia/Emma-Maersk-nearly-15000-teu-AXSAlphaliner.html - 26/09/07)

2013: **Experienced water ingress 1/2/2013** following damage to her stern thruster whilst entering the Suez Canal. The engine-room flooded to a depth of 16 metres and all power was lost. All 6425 containers were discharged at Port Said and she was subsequently **towed to Palermo for inspection and repairs which are expected to last some months.** (Marine News 04/2013)

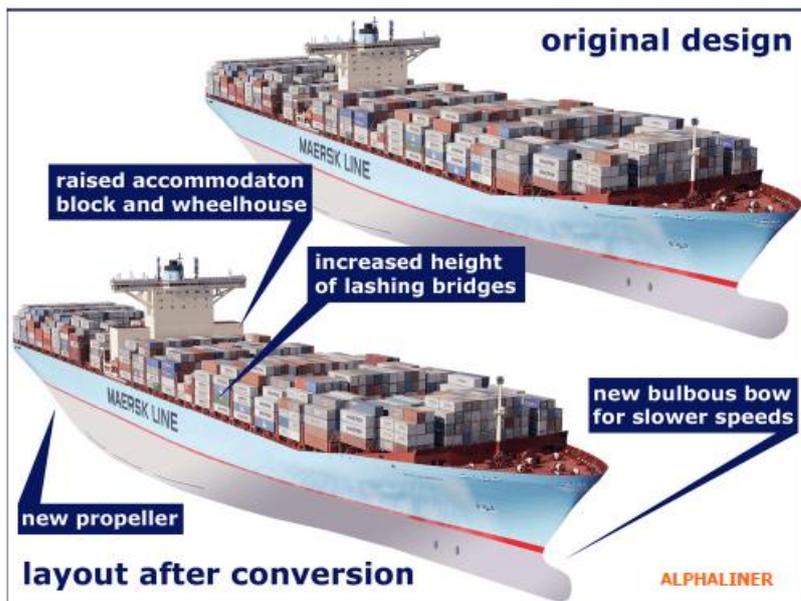
The 15,550 teu **EMMA MAERSK will rejoin Maersk's AE-10 service on 18 July 2013** at Tangier, following a five month absence. The vessel was victim of an engine room flooding on 1 February in the Suez Canal while on an eastbound AE-10 voyage from Europe to the Far East. She has undergone an extensive engine overhaul and repairs to its stern thruster at the Fincantieri yard in Palermo, Sicily, where she has been moored since 25 February. (Source: Alphaliner Weekly Newsletter 28/2013)

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