

JOLLY NERO

IMO No: 7361233 CONTAINER RORO 1976 / 40594 GT

COMPANY:

Ignazio Messina & Co. S.p.A.,
Italy

YARD INFORMATION:

1975: Blohm+Voss A.G. Hamburg
(Fwd & pt cargo sections) 887
1976: Blohm+Voss A.G. Hamburg
(Aft & pt cargo sections) 892

DEMOLITION:

Alang, 05/01/2015



Genoa 30/11/2006 © E. Heigl

BASIC DATA:

Container ship (fully cellular with Ro-Ro facility)
Lengthened -1978
Lengthened -1984
Converted from container ship (fully cellular) -1994
GT: 40954
DWT: 30866
TEU: 1924
Reefer: 100
Lanes-length: 1562
LOA: 239.28
Bmd: 30.51
Draft: 11.52
Engine: 1 x oil B&W
Power: 23389 kW
Speed: 21.0 kn
Cranes: 2 x 35 t
1 x Quarter stern door & ramp (s)
Decks: 2

OWNER & FLAG HISTORY:

JOLLY NERO 26-06-2006 LRF
MAERSK ALASKA 12-05-2000 LRF
Flag Date of record Source
Italy 26-06-2006 LRF
U.S.A. 12-05-2000 LRF
Registered owner Date of record Source
IGNAZIO MESSINA & C SPA since 23/06/2006
MAERSK LINE LTD 14-11-1994 LRF
Ship manager Date of record Source
IGNAZIO MESSINA & C SPA since 23/06/2006
MAERSK LINE LTD-USA since 12/03/2002
MAERSK LINE LTD 14-11-1994 LRF

EX-NAMES:

AXEL MAERSK	1976-84	
ADRIAN MAERSK	1984-94	
SP5 ERIC G. GIBSON	1994-99	Maersk Line Ltd., USA
MAERSK ALASKA	1999-06	Maersk Line Ltd., USA
JOLLY NERO	2006-15	Ignazio Messina & C S.p.A., Italy
NERO	2015-15	Ignazio Messina & C S.p.A., St Kitts & Nevis

GENERAL VESSEL INFORMATION:

Built as part of 9 container vessel series.

1978: Lengthened

1994: Conversion to ConRo vessel

Operated by US Military Sealift Command as support vessel during Gulf War I (Maritime Hotline 05/2006)

TAK 5089 Ltc. Calvin P. Titus and **TAK 5091 SP5 ERIC G. GIBSON** are container ships, **owned and operated by Maersk Lines**. They are used to carry sustainment cargo including MREs, lubricants, medical supplies, repair parts and chemical defense equipment. These ships combine the capabilities of RO/RO container and break-bulk ships. They have the container capacity of 1,526 20-foot-equivalent units (TEUs) and 40,000 square feet of RO/RO space. The strength of the garage deck, the clear-deck heights, and the immense stern ramp allow for the transport of heavy armored vehicles, including M1A1 tanks. The Gibson is prepositioned in Guam. **MV SP5 Eric G. Gibson, owned and operated under charter to MSC by Maersk Lines, was replaced by the Gibson Shipholding Corporation's MV SP5 Eric G. Gibson in July 1999**

(www.fas.org/man/dod-101/sys/ship/tak-5089.htm)

2006: **Maritime Administration MARAD gave approval to Maersk Lines, Ltd. Of Norfolk, Virginia to sale the container Ro-Ro's MAERSK ALASKA and MAERSK ARIZONA to Ignazio Messina and C.S.P.A. of Genoa, Italy and transfer of said vessels to Italian registry and flag.** Both the MAERSK ALASKA and MAERSK ARIZONA had been built in 1976.

(www.mycounsel.us/MaritimeNewsMarineNews.html - June 2006)

Ignazio Messina has bought two combined con-ro units (fully cellular containership with ro-ro facilities) for around USD 8 million each, from Maersk Line (AP Moeller Group). The deal was made through Ferrando & Massone shipbroker, based in Genoa (Italy). The former "MAERSK ALASKA" and "MAERSK ARIZONA" were built in 1975 and 1976 at Blohm and Voss in Hamburg (Germany). They have a capacity of 1,730 teu and 1,500 lane meters, a top speed of 21 knots, 31,000 dwt and 40,500 GT, and are self sustained with two 40 t cranes. **The "JOLLY NERO" (EX-MAERSK ALASKA) will start operations in July on the Med-Red Sea Arab Gulf service.** (www.transportjournal.com - June 27 2006)

2015: NERO (7361233; St Kitts & Nevis) (**JOLLY NERO** -15, MAERSK ALASKA -06, SP5 ERIC G. GIBSON -99, ADRIAN MAERSK -94, AXEL MAERSK -84) 40,594/76 - container ship. By Ignazio Messina & C SpA, Italy, **to Rajendra Shipbreakers Pvt Ltd, India and arrived Alang, 05/01/2015.** Commenced 07/01/2015.

(Marine News 05/2015)

Last update: 23/5/2015