

LISBOA

IMO No: 8201624 CONTAINER 1982 / 21586 GT

COMPANY:

Delphic Shipping Co. Ltd.,
Greece

YARD INFORMATION:

VEB Warnowwerft Warnemuende
Rostock (East Germany) 471
Lengthened-1989

DEMOLITION:



Hamburg 3/9/1997 © S. Wiedner



Seen when renamed from KAPITAN GAVRILOV to LISBOA Hamburg 1+3/9/1997 © S. Wiedner

BASIC DATA:

GT: 21586
 DWT: 21370
 TEU: 1438
 Reefer: 100
 LOA: 203.06
 Bmd: 25.40
 Draft: 9.82
 Engine: 1x oil B&W 9DKRN80/160-4
 Power: 15888 kW
 Speed: 20.0 kn

OWNER & FLAG HISTORY:

MSC IRIS since 01/02/2004
 PELAT since 01/02/2003
 LISBOA since 01/07/2000
 P&O NEDLLOYD OTTAWA 12-05-2000 LRF
 Flag Date of record Source
 Panama since 01/02/2004
 Cyprus 12-05-2000 LRF
 Registered owner Date of record Source
 IRIS NAVIERA 29-03-2004 LRF
 PELAT NAVIGATION 02-12-2002 LRF
 ANDRENAL SHIPPING 10-05-1995 LRF
 Ship manager Date of record Source
 MSC SHIP MGMT HONG KONG LTD 18-04-2005 LRF
 MSC SHIP MGMT HONG KONG 14-04-2005 LRF
 MSC SHIP MGMT HONG KONG LTD 08-03-2004 LRF
 MEDITERRANEAN SHIPPING CO 01-03-2004 LRF
 SARMIS CONTAINER SERVICES 02-12-2002 LRF
 DELPHIC SHIPPING 25-04-2000 LRF
 UNISHIP HELLAS 10-05-1995 LRF

EX-NAMES:

KAPITAN GAVRILOV	1982-95	
LISBOA	1995-97	Adrenal Shipping Co. Ltd., Cyprus
SEA-LAND CANADA	1997-99	Adrenal Shipping Co. Ltd., Cyprus
P&O NEDLLOYD OTTAWA	1999-00	Adrenal Shipping Co. Ltd., Cyprus
LISBOA	2000-03	Adrenal Shipping Co. Ltd., Cyprus
PELAT	2003-04	Pelat Navigation, Cyprus
MSC IRIS	2004-	Compania Naviera Iris S.A., Panama

GENERAL VESSEL INFORMATION:

Die **Frachtschiffserie Mercur II** ist ein **Containerschiffstyp** des VEB **Warnowwerft Warnemünde** und eine Weiterentwicklung des Typs **Mercur I**. Zehn Schiffe dieser Serie wurden für den Export in die **UdSSR** gebaut. Sie waren bei Indienststellung die größten Containerschiffe der sowjetischen Flotte.
^[1]

Mit der *Kapitan Gavrilov* lief 1982 das erste Schiff vom Stapel. Diese und fünf weitere Schiffe wurden 1989/90 auf 203 Meter Länge über alles verlängert.

Bau-Nr.	Name	Jahr	Vermessung	Verbleib
471	Kapitan Gavrilov	1982	17.720 BRT (1989: 21.586 BRT)	seit 2004 als <i>MSC Iris</i> ^[2]
472	Kapitan Kanevskiy	1982	17.720 BRT (1989: 21.586 BRT)	seit 2004 als <i>MSC Malin</i> ^[3]
473	Kapitan Kozlovskiy	1982	17.720 BRT (1989: 21.586 BRT)	seit 2004 als <i>MSC Eyra</i> ^[4]
474	Kapitan V. Ushakov	1983	17.845 BRT	2002 in <i>Alang</i> abgebrochen ^[5]
475	Kapitan V. Trush	1983	17.845 BRT	seit 1999 als <i>Phong Chau</i> ^[6]
476	Nikolay Thikonov	1983	17.845 BRT (1989: 21.586 BRT)	seit 2003 als <i>MSC Lieselotte</i> ^[7]
477	Tikhon Kiselyev	1984	17.845 BRT (1989: 21.586 BRT)	seit 2003 als <i>MSC Hina</i> ^[8]
478	Geroi Monkadiy	1984	17.845 BRT (1990: 18.053 BRT)	2002 in <i>Alang</i> abgebrochen ^[9]
479	Professor Tovstyk	1985	17.845 BRT (1989: 21.584 BRT)	seit 2003 als <i>MSC Maria</i> ^[10]
480	Bolshevik M. Tomas	1985	17.845 BRT	2008 in <i>Chittagong</i> abgebrochen ^[11]

(https://de.wikipedia.org/wiki/Mercur_II)

1995: The names of two Greek companies are being linked with a deal which would see the en bloc sale of six containerships from Baltic Shipping Co of St Petersburg for prices ranging between USD 12m and USD 15m each. Both Dioryx and Uniship (Hellas) have been connected with negotiations for the six 1,200-TEU sisterships, all built between 1982 and 1985.

The six vessels involved in the en bloc deal are said to be the **KAPITAN GAVRILOV**, KAPITAN KANEVSKIY and KAPITAN KOZLOVSKIY, all **built in 1982**, the NIKOLAY TIKHONOV, built 1983, the TIKHON KISELEV, built 1984 and the PROFESSOR TOVSTYKH, built 1985. The ships were all built in the former East Germany and are equipped with Russian main engines, said to give a good speed.

(www.tradewindsnews.com - February 2nd, 1995)

1997: Delphic Shipping of Greece obtained solid rates for its trio of ice-strengthened 1,400-TEU vessels MIDEN AGEN, LISBOA and TAVIRA. The 1982-built boxships have been fixed to AP Moller at USD 10,250 per day for 12 months, with two six-month optional periods.

(www.tradewindsnews.com/ - August 14th, 1997)

2004: Mediterranean Shipping Co (MSC) has acquired more boxships by buying a trio of 1,438-teu, Merkur-type vessels from Greek owner Sarlis. Sarlis made a 40% profit on the ships as MSC is said to have paid \$5m per ship for the 22-year-old vessels, which Sarlis bought for \$3m apiece from rival Greek owner Delphic Shipping in October 2002. Gianluigi Aponte-owned **MSC has taken control of the 1982-built PELAT, PELADO and PELINEO, known as the LISBOA, TAVIRA and MIDEN AGEN** when they were with Delphic. **MSC acquired three other former Delphic-owned, 1,438-teu ships from the same series last year after the vessels were arrested and the company foreclosed in mid-2003.**

(www.tradewindsnews.com - February 19th, 2004)

Last update: 28/5/2016