

# MAERSK DAMIETTA

IMO No: 9348675 CONTAINER 2008 / 54675 GT

## COMPANY:

NSC Schiffahrtsgesellschaft mbH &  
Co. KG., Germany

## YARD INFORMATION:

Hanjin Heavy Industries &  
Construction Co Ltd  
(South Korea) 177

## DEMOLITION:



Panama Canal 24/8/2011 © S. Wiedner

**2016:** Renamed **MEMPHIS** (Maersk charter expired).

**2020:** Sold to Greek Capital Product Partners (Evangelos Marinakis) incl. 5-years time charter (Hapag-Lloyd).

**Renamed LONG BEACH EXPRESS.**

**2023:** Reportedly put up for sale by Capital Product Partners LP (exit from the containership market).

**2024:** Reportedly sold to undisclosed buyers.

## BASIC DATA:

GT: 54675  
DWT: 68463  
TEU: 5085  
Reefer: 482  
Loa: 294.04 (BB)  
Bmd: 32.20  
Draft: 13.50  
Engine: 1x oil MAN-B&W 9K90MC-C  
Power: 41130 kW  
Speed: 24.4 kn

## OWNER & FLAG HISTORY:

LONG BEACH EXPRESS since 01/10/2020  
MEMPHIS since 01/02/2016  
MAERSK DAMIETTA since 01/02/2008  
MEMPHIS since 01/12/2007  
Flag Date of record Source  
Liberia since 01/02/2008  
Registered owner Date of record Source  
NEOS CONTAINER CARRIERS CORP since 01/03/2023  
SEA 198 LEASING CO LTD during 03/2021  
NEOS CONTAINER CARRIERS CORP during 10/2020  
MEMPHIS since 21/02/2008  
Ship manager Date of record Source  
NSC SHIPPING GMBH & CIE KG since 01/03/2023  
CAPITAL-EXECUTIVE SHP MGMT-MAI during 10/2020

**NAME HISTORY:**

MEMPHIS	2008-08	name when launched
MAERSK DAMIETTA	2008-16	MS "MEMPHIS" Schiffahrtsgesellschaft mbH & Co. KG, Liberia
MEMPHIS	2016-20	MS "MEMPHIS" Schiffahrtsgesellschaft mbH & Co. KG, Liberia
LONG BEACH EXPRESS	2020-21	Neos Container Carriers Corp, Liberia
LONG BEACH EXPRESS	2021-23	Sea 198 Leasing Co Ltd, Liberia
LONG BEACH EXPRESS	2023-	Neos Container Carriers Corp, Liberia

**GENERAL VESSEL INFORMATION:**

2020:



Intermodal and Anchor Shipbroking both reported the en bloc sale of three 2008-built 5,085 teu panamax bulkers by German owner NSC. The company sold the vessels [Memphis](#), [Chicago](#) and [Las Vegas](#) to Greek buyers for \$9.5m each.

(<https://splash247.com> - September 17, 2020)



Size	Name	Teu	Built	Yard	M/E	SS due	Gear	Price	Buyers
PMAX	MEMPHIS	5,085	2008	HANJIN HI, Busan	MAN-B&W	Feb-23		\$9.5m	
PMAX	CHICAGO	5,085	2008	HANJIN HI, Busan	MAN-B&W	May-23		\$9.5m	Greek
PMAX	LAS VEGAS	5,085	2008	HANJIN HI, Busan	MAN-B&W	Jul-23		\$9.5m	

(Weekly Market Report - 15th September 2020)



**Capital swoops on NSC's maxi-panamax trio**

Evangelos Marinakis-backed Capital Product Partners has purchased three 5,000 teu class 'maxi panamax' sister vessels controlled by the Hamburg-based NSC Group, the CHICAGO, MEMPHIS and LAS VEGAS for a reported en-bloc price of USD 28.5 M.

They will be the first 'classic panamax' units to join Capital, whose fleet otherwise includes 18 container vessels with capacities ranging from 1,600 to 9,900 teu.

The three ships were built by South Korea's Hanjin Heavy Industries Co in 2008. They feature a deadweight of 67,400 tons, a Loa of 294 metres and a beam of 32.20 metres.

They are fitted with 482 reefer plugs. They initially started their career with an eight year charter to Maersk but had been trading in the charter market in the last few years.

(Source: Alphaliner Weekly Newsletter 38/2020)

Of interest, Hapag-Lloyd has snapped up the three 5,085 teu 'maxi panamax' units that Capital Products Partner recently bought from NSC Hamburg, the CHICAGO, MEMPHIS and LAS VEGAS for unusually long 5-year charters. The vessels are understood to be fitted with Alternative Marine Power (AMP) equipment allowing cold ironing in ports.

(Source: Alphaliner Weekly Newsletter 40/2020)

2012:



# Capital Product Partners moves for panamax boxship trio



Grant Rowles · February 1, 2021

0 🔥 1,153 📖 2 minutes read

Nasdaq-listed Capital Product Partners (CPLP) has agreed to acquire three 5,100 teu containerships from sponsor Capital Maritime & Trading for \$40.5m.

The vessels being acquired are the 2008-built *Seattle Express*, *Long Beach Express* and *Fos Express*. All three come attached with five-year charters to Hapag-Lloyd at \$12,300 per day.

CPLP is financing the deal via a \$30m sale and lease back transaction with CMB Financial Leasing. The lease is for five years, made up of 20 quarterly instalments of \$800,000, with a purchase option on expiration at the predetermined price of \$4.5m.

(<https://splash247.com> - February 1, 2021))

2023:



## Capital Product to sell box fleet after closing LNG deal

US-listed shipowner Capital Product Partners (CPLP) has finalised a USD 3.1 bn acquisition of eleven LNG vessels, paving the way for the sale of the company's fifteen container ships.

CPLP, which is backed by Greek shipowner Evangelos Marinakis, had earlier indicated it would dispose of its entire container vessel fleet after the completion of the deal, which will transform the company into a 'pure play' LNG shipowner.

It will mark the company's exit from the containership market. The company owns three Neo-Panamax container vessels of 13,000 teu, four 9,000 teu ships and eight units of around 5,000 teu, built between 2008 and 2023.

Capital Product Partners:  
Container Fleet with charterer

AKADIMOS	9,228 teu	2015 built	CMA CGM
ARISTOMENIS	9,954 teu	2011 built	Hapag-Lloyd
ATHOS	9,954 teu	2011 built	Hapag-Lloyd
ATHENIAN	9,954 teu	2022 built	Hapag-Lloyd
LONG BEACH EXPRESS	5,089 teu	2008 built	Hapag-Lloyd
SEATTLE EXPRESS	5,089 teu	2008 built	Hapag-Lloyd
FOS EXPRESS	5,089 teu	2008 built	Hapag-Lloyd
MANZANILLO EXPRESS	13,312 teu	2022 built	Hapag-Lloyd
ITAJAI EXPRESS	13,312 teu	2023 built	Hapag-Lloyd
BUENAVENTURA EXPRESS	13,696 teu	2023 built	Hapag-Lloyd
HYUNDAI PRESTIGE	5,023 teu	2013 built	HMM
HYUNDAI PRIVILEGE	5,023 teu	2013 built	HMM
HYUNDAI PLATINUM	5,023 teu	2013 built	HMM
HYUNDAI PREMIUM	5,023 teu	2013 built	HMM
HYUNDAI PARAMOUND	5,023 teu	2013 built	HMM

(Source: Alphaliner Weekly Newsletter 52/2023)

2024:



Beside this deal, Capital Product Partners has announced the sale of the 5,085 teu, 2008-built 'maxi panamax' LONG BEACH EXPRESS but neither the price nor the identity of the buyer have so far been disclosed.

(Source: Alphaliner Weekly Newsletter 06/2024)

Last update: 20/2/2024