

# MAERSK KOKURA

IMO No: 9085560 CONTAINER 1997 / 81488 GT

## COMPANY:

Costamare Shipping Co SA,  
Greece

## YARD INFORMATION:

Odense Staalsskibsvaerft A/S  
Lindo Shipyard (Denmark) 158

## DEMOLITION:

Alang, 27/06/2020



Indian Ocean 15/6/2011 © S. Wiedner

**2017: Renamed KOKURA** (by Costamare / longterm Maersk time charter expired).

**2018: Renamed NILEDUTCH PANTHER** (by Costamare / time charter).

**2018: Renamed KOKURA** (by Costamare).

**2020: Demolition at Alang 27/6/2020.**



**Named KATRINE MAERSK** Hamburg 4/9/1997 © S. Wiedner

## BASIC DATA:

GT: 81488  
DWT: 84900  
TEU: 6418 (7403)  
Reefer: 703  
Loa: 318.24 (BB)  
Bmd: 42.80  
Draft: 14.00  
Engine: 1x oil B&W 12K90MC  
Power: 54840 kW  
Speed: 25.0 kn

## OWNER & FLAG HISTORY:

KOKURA since 01/11/2018  
NILEDUTCH PANTHER since 01/01/2018  
KOKURA since 01/12/2017  
MAERSK KOKURA since 01/02/2008  
KATRINE MAERSK 12-05-2000 LRF  
Flag Date of record Source  
Liberia since 01/09/2016  
Greece since 01/02/2008  
Denmark 12-05-2000 LRF  
Registered owner Date of record Source

MAS SHIPPING CO since 05/02/2008  
MOLLER-MAERSK 01-01-1997 LRF  
Ship manager Date of record Source  
V SHIPS GREECE LTD since 01/09/2016  
COSTAMARE SHIPPING CO SA since 05/02/2008  
MOLLER A.P. 01-01-1997 LRF

**EX-NAMES:**

|                   |         |                                 |
|-------------------|---------|---------------------------------|
| KATRINE MAERSK    | 1997-08 | A.P.Möller- Maersk A/S, Denmark |
| MAERSK KOKURA     | 2008-16 | Mas Shipping Co, Greece         |
| MAERSK KOKURA     | 2016-17 | Mas Shipping Co, Liberia        |
| KOKURA            | 2017-18 | Mas Shipping Co, Liberia        |
| NILEDUTCH PANTHER | 2018-18 | Mas Shipping Co, Liberia        |
| KOKURA            | 2018-20 | Mas Shipping Co, Liberia        |

**GENERAL VESSEL INFORMATION:**

**1997:**

The **KATRINE MAERSK**, the fifth of A.P. Moller's massive containerships, was named last week by Lene Kann-Rasmussen at Odense Steel Shipyard Ltd.

Hull 158 is the fifth ship for Maersk Inc. to carry the name, and will be homeported at Ribe with Danish-registry. (World Maritime News - 21 Feb 1997)

**2008:**

**KATRINE MAERSK / REGINA MAERSK / KIRSTEN MAERSK**

84,900/97/96/97 - DENMARK - B&W 74,555 - 18HH - 6,418 TEU

Sold for \$280.5 mill. 'en bloc' to Greek buyer (Costamare).

Sale includes 10 year t/c back at \$35,000/day.

(www.compassmar.com/reports - January 11th, 2008)

**2020:**



**The KOKURA (7,403 teu) becomes the largest ship scrapped - One of a benchmark series of 1990s giants**

Costamare Inc., the US-listed arm of Greek owner Costamare Shipping, has sold its 7,403 teu containership KOKURA, aged 23 years, to scrap buyers. The KOKURA is the largest containership sold for scrap so far, beating in size the 6,627 teu JPS DEBUSSY, sold in December 2016. Apart from the JPS DEBUSSY, a total of 15 ships of 6,000-6,500 teu vessels have been sold for scrap so far.

The KOKURA is not an ordinary ship as she belongs to a series of six vessels ordered by A.P. Möller-Maersk at its own shipyard in Odense (Denmark) that were, by far, the world's largest containerships at the time. Their capacity during construction was however vastly understated, with Maersk having unveiled an order in the summer of 1993 for six ships of 4,800 teu. A few months later, Maersk declared a capacity of 5,500 teu, matching the largest ships then ordered by competitors.

The first of these six units, REGINA MAERSK, was delivered in January 1996, with Maersk stating in its delivery brochure that the ship had actually an intake of 6,000 teu, with a beam allowing 17 rows on deck. However, observation of the ship at her maiden calls showed not only that this capacity was understated, but that the Maersk brochure displayed an artist rendering showing a vessel with a lesser number of bays than the real ship !

Alphaliner's forerunner estimated at the time the capacity at 7,048 teu, making it the largest containership afloat by far, dwarfing even all the ships ordered by the competitors.

What was still unknown at the time was that Maersk had already planned the delivery of a first 8,000 teu ship in 1997, which was a lengthened version of the REGINA MAERSK-class, while such a capacity was seen only as a remote possibility by all other liner actors, be they ship operators, terminal operators or shipyards. As Maersk advertised these 8,000 teu vessels as mere 6,600 teu units, competitors were caught off guard, giving Maersk a five-year lead in the large ship race.



Named **KOKURA**

photo: C. Costa

(Source: Alphaliner Weekly Newsletter 21/2020)

**Splash**  
247.com

## Kokura, the ship that helped transform containerisation, heads to Bangladesh demoyard

MAY 27TH, 2020

SAM CHAMBERS

CONTAINERS, EUROPE, SHIPYARDS

Costamare has announced the sale of the largest container vessel ever scrapped. Brokers Braemar ACM report that the 1997-built 7,403 teu [Kokura](#) will be recycled in Bangladesh having fetched a price of \$323 per ldt.

Discussing the imminent demise of this record breaking ship via LinkedIn, Theo Notteboom, a professor in port and maritime economics and management at the University of Antwerp, wrote: "This class of ships generated a shock wave in the port and shipping industry in the mid-1990s as it represented a major upscaling compared to the existing Panamax vessels of that time (typically around 5,000 TEU capacity). I still recall the nervous reactions in many ports such as Antwerp and Hamburg when these vessels were introduced. The rise of these post-Panamax vessels combined with fast growing international trade resulted in an unprecedented tsunami of terminal expansion and development projects and nautical accessibility programs in ports, particularly in Europe and the Far East. The capital requirements linked to these vessels and associated (new) terminal facilities triggered the formation of alliances in container shipping since the mid 1990s and the internationalisation of terminal operating companies (note that Hutchison Ports, PSA and others all went international in the late 1990s). The Kokura and other post-Panamax ships of that era thus helped to transform the entire container port and shipping business."

Replying to Notteboom's post, Roar Adland, shipping professor at the Norwegian School of Economics, wrote: "And to think there were already discussions at that time (both in academic research and in the industry) on whether these new 6000 – 7000 TEU megaships were too big."

(<https://splash247.com> - May 27th, 2015)

KOKURA (9085560; Liberia) (Niledutch Panther -18, Kokura -18, Maersk Kokura -17, Katrine Maersk -08) 81,488/97 - Container Ship (Fully Cellular). By Mas Shipping Co (Costamare Shipping Co SA), Greece, to Mahavir Inductomelt Pvt Ltd and arrived Alang, 27/06/2020. Commenced 08/07/2020.

(WSS Marine News 12/2020)

Last update: 30/12/2020