

# MAERSK LUZ

IMO No: 9526904 CONTAINER 2011 / 88237 GT

**COMPANY:**

Moller A.P.,  
Denmark

**YARD INFORMATION:**

Daewoo Shipbuilding & Marine  
Engineering Ltd, (South Korea)  
4217

**DEMOLITION:**



Korea Strait 28/7/2011 © S. Wiedner

**BASIC DATA:**

GT: 88237  
DWT: 94267  
TEU: 7450  
Reefer: 1700  
LOA: 299.90  
Beam: 45.20  
Draft: 13.00  
Engine: B&W  
Power: 47439 kW  
Speed: 22.5 kn

**OWNER & FLAG HISTORY:**

MAERSK LUZ since 01/07/2011  
Flag Date of record Source  
Hong Kong, China since 01/07/2011  
Registered owner Date of record Source  
MAERSK SHIPPING HONG KONG LTD since 27/07/2011  
Ship manager Date of record Source  
MAERSK LINE A/S since 01/02/2015  
MOLLER AP since 27/07/2011

**EX-NAMES:**

MAERSK LUZ	2011-	Maersk Shipping Hong Kong Ltd, Hong Kong

**GENERAL VESSEL INFORMATION:**

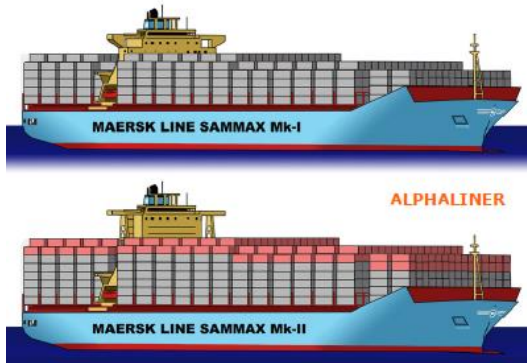
2011: **Maersk Line has received the MAERSK LUZ**, fourth of 16 ships of an advertised capacity of 7,450 teu, ordered in June 2008 at the DSME (Daewoo) shipyard in Korea. These **South America-Max (SAMMAX) ships** are designed with the East Coast South America trades in mind. **The new ships are wide-beam units fitted with 1,700 reefer plugs, making them the largest reefer ships**

**afloat so far.** The MAERSK LUZ has been assigned to the Far East-ECSA service operated jointly by Maersk Line and Hamburg Süd (ASAS 1/NGX 1). (Source: Alphaliner Newsletter 31/2011)

2015: **Maersk Line has started to introduce 8,850 teu 'SAMMAX-class'1 vessels** on the Europe to South Africa 'SAECS' service, offered jointly with MOL and DAL (branded SRX by MOL). The **MAERSK LAVRAS** has joined the service last week in Rotterdam as the second 'SAMMAX-class' ship after the **MAERSK LUZ**. **Built in 2011 by DSME as 7,450 teu units, both ships were upsized last year to 8,850 teu.** They were converted with a raised wheelhouse to increase permissible container loads load on deck.

#### Capacity upgrades of Maersk Line's 'SAMMAX' class vessels:

By means of raising the wheelhouse, the converted ships can carry additional tiers of containers on-deck. Nominal container intake is increased by 1,400 teu, whereas the intake at 14 tons remains essentially unchanged, since the ships do not gain any extra deadweight.



(Source: Alphaliner weekly newsletter 04/2016)

Last update: 1/2/2016