

MSC BEATRICE

IMO No: 9399014 CONTAINER 2009 / 151559 GT

COMPANY:

Mediterranean Shipping Co. S.A.,
Switzerland

YARD INFORMATION:

Samsung Shipbuilding & Heavy
Industries Co. Ltd. 1709
(South Korea)

SCRAPPING INFORMATION:



North Sea 6/4/2009 © S. Wiedner collection

GENERAL INFORMATION:

IMO number: 9399014
1st name: MSC BEATRICE
flag / nationality: Panama
owner: Mediterranean Shipping Company
operator: MSC
completion year: 2009
shipyard: Samsung Shipbuilding & Heavy industries Co. Ltd,
South Korea
yard / hull number: 1709
engine design: B&W
engine type: 12K98MCC
power output (KW): 72.240
maximum speed (Kn): 25,2
overall length (m): 366,10
overall beam (m): 51,00
maximum draught (m): 15,00
maximum TEU capacity: 14000
container capacity at 14t (TEU): 10500
reefer containers (TEU): 1.000
deadweight (ton): 156.301
gross tonnage (ton): 151.559
handling gear: None
<http://www.containership-info.net.tc>

OWNER & FLAG HISTORY:

MSC BEATRICE 2008-07-14 LRF
Flag Date of record Source
Panama 2008-07-14 LRF
Registered owner Date of record Source
BEATRICE NAVIERA 2008-07-14 LRF
Ship manager Date of record Source
MSC MEDITERRANEAN SHIPPING CO 2008-07-14 LRF

SALES, TRANSFERS & RENAMINGS:

MSC BEATRICE	2009-	Beatrice Naviera S.A, Panama

GENERAL VESSEL INFORMATION:

MSC has received the MSC DANIT(14,000 teu), third unit in a new series of ships of around 14,000 teu to be delivered by Samsung and DSME. The MSC DANIT is the first of the DSME units and is of comparable design to the roughly similarly-sized Samsung units. She joins the Samsung-built MSC DANIELA and **MSC BEATRICE** on the Far East-North Europe 'Silk' service, which is currently being upgraded to ships in the 11,000-14,000 teu scale.

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North European ports have handled a ship of the new generation of MSC's ULCS for the first time. The brand new **MSC BEATRICE**, MSC's second ULCS has performed maiden calls at Rotterdam, Felixstowe and Antwerp. The 13,798 teu vessel represents the second largest container ship type ever to visit a northern range port after the 15,200 teu Maersk E-class units. More importantly, the call marked a milestone for MSC's north European hub of Antwerp, since **MSC BEATRICE** was the largest-ever caller at the Belgian port. Using the incoming tide and under the condition of a daylight passage, the 366m vessel successfully negotiated the winding river Scheldt and transited the Berendrecht lock before finally docking at the MSC Home terminal. Since this facility is equipped with 20-row cranes as opposed to the more common 22 and 23-row models, **MSC BEATRICE** and her sisters and the near sisters of the MSC DANIT type represent the maximum vessel size that can be handled at MSC Home. The first signs that MSC planned to introduce such ships at Antwerp emerged in October 2003, while the 20- row ships themselves were ordered in May-June 2006 at Samsung and Daewoo with an assumed capacity of 9,500 teu. Their real size emerged much later.

On the present European rotation of the MSC Silk loop, Alphaliner estimates that Antwerp will account for at least half, if not two thirds of the volume for Europe, with the remaining box volumes to be shared between Rotterdam and Felixstowe. Antwerp is thus a strategic call, although the limited draft clearance of the River Scheldt, which leads to Antwerp, is an issue. The loaded salt water summer draft of the new ULCS can reach 15.50m in sea water and 15.80m in fresh water, while the river Scheldt can only accept for the moment ships of up to 14m draft during the high tide window. Dredging work is expected to bring the draft to 14.60m with a comfortable tidal window. For this reason, the rotation of **MSC BEATRICE** was altered: The ship called at Rotterdam and Felixstowe before going to Antwerp. It then reverted back to Felixstowe to load Asia-bound cargo (Felixstowe is usually served once on most Asia services). It will thus be interesting to see how MSC handles the Silk European port rotation in the longer term.

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