

MSC CAITLIN

IMO No: 9169043 CONTAINER 1998 / 25219 GT

COMPANY:

MSC Mediterranean Shipping Co
SA., Switzerland

YARD INFORMATION:

Howaldtswerke-Deutsche Werft AG
(HDW) Kiel (Germany) 338

DEMOLITION:



Istanbul / Bosphorus 18/3/2010 © S. Wiedner collection

BASIC DATA:

GT: 25219
DWT: 18779
TEU: 1388
Reefer: 294
LOA: 216.00
Bmd: 26.66
Draft: 10.40
Engine: 2x oil MAN 9L58/64
Power: 25020 kW
Speed: 23.0 kn

OWNER & FLAG HISTORY:

MSC CAITLIN since 01-03-2005
OXFORD during 2001
ADCL SHAMSAA since 01-08-2000
Flag Date of record Source
Malta since 01-01-2011
Panama since 01-03-2005
Bahamas since 01-09-2001
United Arab Emirates since 01-12-2000
Registered owner Date of record Source
CAITLIN NAVIERA SA during 03-2005
OXFORDSHIRE SHIPPING during 09-2001
ABU DHABI CONTAINER since 13-11-2000
SALOME SHIPPING during 09-2000
Ship manager Date of record Source
MSC SHIPMANAGEMENT LTD since 16-11-2007
MEDITERRANEAN SHIPPING CO SRL since 02-04-2005
MSC MEDITERRANEAN SHIPPING CO during 03-2005
V SHIPS LTD during 2002
GANYMED MALTA during 09-2000

EX-NAMES:

NORASIA SALOME	1998-99	Norasia Shamsa Shipping Ltd,
NORASIA SHAMSHA	1999-00	Norasia Shamsa Shipping Ltd, Liberia
ADCL SHAMSAA	2000-00	Salome Shipping Ltd, Liberia
ADCL SHAMSAA	2000-01	Abu Dhabi Container Lines PJSC, United Arab Emirates (UAE)
OXFORD	2001-05	Oxfordshire Shipping Inc., Bahamas
MSC CAITLIN	2005-11	Compania Naviera Caitlin SA, Panama
MSC CAITLIN	2011-	Compania Naviera Caitlin SA, Malta

GENERAL VESSEL INFORMATION:

NORASIA SALOME 9169043 Built 1998 by HDW (y.n. 338)
 1.4.1998 Launched
 24.7.1998 Completed for Norasia Shamsa Shipping Ltd., Liberia as NORASIA SALOME
 1999 Renamed NORASIA SHAMSAA
 2000 Sold to Salome Shipping Ltd., Liberia and renamed ADCL SHAMSAA
 2001 Sold to Oxfordshire Shipping Inc., Bahamas and renamed OXFORD
 2005 Sold to Compania Naviera Caitlin S.A., Panama and renamed MSC CAITLIN

(WSS Marine News Article by John White 11/2016)

	Yard No.	Launched	Commissioned
Built at JIANGNAN Shipyard (Group) Co.Ltd., Shanghai, China			
ADCL SULTANA ex NORASIA SULTANA (8.2000)	H.2240	4.12.98	9.1999
ADCL SELINA ex NORASIA SELINA (10,2000)	H.2241	7.4.99	11.1999
ADCL SHEREEN ex NORASIA SHEREEN (9.2000)	H.2242	19.7.00	11.2000
ADCL SALWA ex NORASIA SALWA (9,2000)	H.2243	14.10.99	7.2000
ADCL SABRINA ex NORASIA SABRINA (11.2000)	H.2244	20.1.00	11.2000
Built by Howaldtswerke-Deutsche Werft A.G., Kiel, Germany			
ADCL SAMANTHA ex NORASIA SAMANTHA (9.2000)	336	6.5.98	7.1998
ADCL SAVANNAH ex NORASIA SAVANNAH (7.2000)	337	20.5.98	8.1998
ADCL SHAMSAA ex NORASIA SHAMSHA (8.2000) ex NORASIA SALOME (6.1999) Reported sailing as ADCL SHAMSHA in 9.2000 for a short period until amended to ADCL SHAMSAA	338	24.7.98	10.1998
ADCL SHEBA ex NORASIA SHEBA (9.2000)	339	18.9.98	11.1998
ADCL SCARLET ex NORASIA SCARLET (8.2000) Sold at auction in Hong Kong to Berkshire Holdings for US \$16.9 million in mid July.	340	4.12.98	1.1999

The German built ships had dimensions of 215.98 m x 26.66 m x 18.95 m with a draft of 10.4 m. giving a gross tonnage of 25,219. Capacity was 1,388 TEU. Power was provided by two MAN 9-cyl SE 9L58/64 diesels producing a total of 34,018 hp which were coupled to a twin input/single output reduction gearbox driving a single controllable pitch propeller giving a speed of 23 knots.

The Chinese built ships had dimensions of 217.02 m x 26.66 m x 18.95 m with a draft of 9.5 m. giving a gross tonnage of 24,836. Capacity was 1,388 TEU.

Power was provided by two Sulzer 16ZAV40S diesels producing a total of 32,628hp which were coupled to a twin input/single output reduction gearbox driving a single controllable pitch propeller giving a speed of 23 knots. It was reported in the shipping press that when the German-built vessels were on their trials they actually achieved 25 knots with the engines running at 90% of the MCR. The length to beam ratio of about 8.1 was, obviously, proving an advantage.

Strangely there is a considerable difference in the times that the vessels were afloat fitting out in the two shipyards. The German built vessels spent either 2 or 3 months fitting out; whereas the Chinese built vessels spent either 7 or 9 months fitting out. This, to me, seems to be rather odd and I have never seen anything that explains this. Maybe someone has the answer.

The twin input/single output gearboxes were to be a major problem with these vessels and there were frequent breakdowns and repairs in port. These caused delays and sailing schedules were disrupted - so much so that trade was lost and Norasia Lines suffered financial problems. The company was sold to Cia.SudAricana de Vapores. It was proposed to then develop Express Container Services (ECS) to run a "high speed shuttle" between Hong Kong and Trieste using 5 of the 10 "Speedboats". This was not to be as the 10 vessels were sold to Abu Dhabi Container Lines in 2000.

ABU DHABI CONTAINER LINE VESSELS

Ian Edwards

In 2000 Abu Dhabi Container Line (ADCL) purchased 10 new container ships from Norasia. The ships were built as fast vessels and it was intended to utilize them in a service offering very fast transit times for shippers between the Mediterranean and China. With the breakup of Norasia the vessels were purchased by ADCL to commence such a service. The owners claim that the vessels are under performing and cannot maintain design specifications. The vessels gradually have been laid up and to date seven of the ships are under arrest in Gibraltar, one in Singapore, one on charter and one sold at auction in Hong Kong in mid July. ADCL have instigated proceedings (said to be approx. US\$200 million) against the propulsion suppliers John Crane Lips which no doubt will be hotly contested. The ships are of a very modern design concept offering 1236 teu capacity stowed in a hatchless hull design. The very long (217 metre loa) and narrow (26.7 metre) hulls are propelled by a huge 32600 bhp engine giving a speed of 25 knots. With these dimensions and speed the teu capacity is very small. It will be very interesting to see the future of these 24800 grt vessels as although now over two years old, and much of that being laid up, their careers look like being involved in very troubled waters.

(WSS Marine News Article by Ian Edwards 12/2001)

All the 10 vessels were re-named with ADCL replacing NORASIA. ADCL intended to establish a fast service from China to the Mediterranean. Sadly this did not come about but they took the gearbox manufacturers to account and had repairs done to correct the problems. MARINE NEWS for May 2002, page 273, reported "three of the nine 1,338teu 25 kt. Container ships bought at auction have been repaired and are coming onto the charter market. They are being renamed after English counties, such as CHESHIRE, LANCASHIRE and BUCKINGHAMSHIRE." This turned out to be not quite the truth as the ships were bought and flagged as Bahamas based single ship companies. Thus the CHESHIRE was now owned by Cheshire Shipping Inc.

In actual fact, the ten vessels have spent almost their entire lives as single ship companies; although when they were sold from the ADCL organisation they were recorded as being owned by ADCL.

Some of the vessels managed to obtain time charters and were subsequently renamed for the charter period.

V Ships Group became involved with all ten vessels at certain points in time as Ship Managers. On checking in Equasis I have found that AYRSHIRE, CHESHIRE, OXFORD and BUCKINGHAMSHIRE were purchased by V Ships Group - who became their 'beneficial owners' on 1st June 2002. I have not been able to trace these changes in my sources. Strangely these were four of the five German built vessels.

However, starting in 2004 all ten vessels were slowly acquired by Mediterranean Shipping Co. and joined the organisation as single ship companies. Bearing in mind that their capacity is only 1,388 TEUs; I would venture to suggest that they must only be classed as 'very fast feeder ships' as much modern day tonnage with that capacity falls into the slot of a 'feeder'.

To the time of writing three of the ten vessels have been scrapped - all three are from the Chinese built group. Whether this is significant I would not venture to suggest, but two of the three were sold on by MSC and traded for a few more years. The third went from MSC directly to the breakers yard. Sadly they went to the breakers after only 13-14 years of life. Their 'troubles' may have caught up with them again.

(WSS Marine News Article by John White 11/2016)

2001:

A second vessel, the ADCL Shamsaa, is up for sale in Singapore.

Six of the containerships, which have been hit by mysterious propulsion problems, have now gathered in Gibraltar awaiting repair instructions. None of the vessels were under arrest as TradeWinds went to press.

Some critics downgrade the ships' value because of a low homogenous capacity of about 820-teu when containers are loaded to 14 tonnes.

But repairer Goltens Hong Kong, which arrested the ship, may see little of the HKD 850,000 (\$110,000) debt it is seeking to recover, as German bank KfW registered a \$213m claim for mortgages it holds on the 10-ship fleet.

KfW is not believed to have put a caveat on the ADCL Shamsaa.

(www.tradewindsnews.com - July 19th, 2001)

All seven of the Abu Dhabi Container Lines (ADCL) boxships up for auction in Gibraltar were sold to companies linked to Monaco ship manager and owner V.Ships, it said on Tuesday.

The price is not being disclosed, but was said to be similar to that paid by the company for the previous two ADCL container vessels to come under the hammer.

The 1,400-teu to 1,500-teu ships, built between 1998 and 2000, could have fetched more than \$110m in total, judging from the \$16.9m paid for ADCL Scarlet in Hong Kong and the \$16.5m paid for ADCL Shamsaa in Singapore.

The ships are part of a series of ten 25-knot vessels arrested by German bank KfW.

The bank is seeking to recover more than \$200m on defaulted mortgage loans.

The arrests were made after alleged propulsion problems prevented the ships from continuing a high-speed express service between Trieste and Asia.

The Monaco giant has a substantial shipowning arm and believes it can repair and run the vessels effectively.

(www.tradewindsnews.com - September 18th, 2001)

Last update: 1/4/2017