

COMPANY:

MSC Mediterranean Shipping Co
SA., Switzerland

YARD INFORMATION:

Jiangnan Shipyard (Group) Co Ltd
Shanghai (China) H2244

DEMOLITION:



Felixstowe (U.K.) 8/7/2008 © S. Wiedner collection

BASIC DATA:

GT: 24836
DWT: 14150
TEU: 1388
Reefer: 365
LOA: 217.02
Bmd: 26.66
Draft: 9.50
Engine: 2x oil Sulzer 16ZAV40S
Power: 24000 kW
Speed: 23.0 kn

OWNER & FLAG HISTORY:

MSC LEA 2004-11-30 LRF
SHROPSHIRE 2001-11-12 LRF
ADCL SABRINA 2001-01-16 LRF
NORASIA SABRINA 2000-05-12 LRF
Flag Date of record Source
Malta since 01/01/2011
Panama 2004-12-06 LRF
Bahamas 2001-11-12 LRF
United Arab Emirates 2000-06-20 LRF
Malta 2000-05-12 LRF
Registered owner Date of record Source
LEA NAVIERA SA during 04/2015
MSC MEDITERRANEAN SHIPPING CO 02/2011
LEA NAVIERA SA 2004-11-30 LRF
SHROPSHIRE SHIPPING 2001-11-12 LRF
ABU DHABI CONTAINER during 2000
NORASIA SERVICES 1999-01-01 LRF
Ship manager Date of record Source
MSC MEDITERRANEAN SHIPPING CO since 14/12/2007
MSC SHIPMANAGEMENT LTD since 25/06/2007
MEDITERRANEAN SHIPPING CO SRL since 17/11/2004

MSC MEDITERRANEAN SHIPPING CO since 17/11/2004
V SHIPS LTD during 09/2001
GANYMED MALTA 2001-06-05 LRF
NORASIA SERVICES 1999-01-01 LRF

EX-NAMES:

NORASIA SABRINA	2000-00	Norasia Services SA, Malta
ADCL SABRINA	2000-01	Abu Dhabi Container Lines PJSC, United Arab Emirates (UAE)
SHROPSHIRE	2001-04	Shropshire Shipping Inc., Bahamas
MSC LEA	2004-11	Compania Naviera Lea SA, Panama
MSC LEA	2011-	Compania Naviera Lea SA, Malta

GENERAL VESSEL INFORMATION:

NORASIA SABRINA 9162643 Built 2000 by Jiangnan (y.n. 2244)
15.8.1999 Launched
20.1.2000 Completed for Norasia Services S.A., Malta
2000 Renamed ADCL SABRINA whilst chartered out
2001 Sold to Shropshire Shipping Inc., Bahamas and renamed SHROPSHIRE
2004 Sold to Compania Naviera Lea S.A., Panama and renamed MSC LEA

(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)