

MSC PILAR

IMO No: 8715871 CONTAINER 1990 / 52181 GT

COMPANY:

Mediterranean Shipping Company
SA (MSC), Switzerland

YARD INFORMATION:

Odense Staalskibsvaerft A/S
Lindo Shipyard (Denmark) 128
Design: Maersk M-Class

DEMOLITION:



Named **MAGLEBY MAERSK** Hong Kong 11/1/2007 © S. Wiedner

2010: Renamed MAGLEBY / MAGLEBY MAERSK. Sold to MSC (12-2010).

2011: Renamed MSC PILAR.



Felixstowe (UK) 2/3/2011 © S. Wiedner collection

2023: Reportedly sold for demolition.

BASIC DATA:

GT: 52181
 DWT: 60350
 TEU: 4437
 Reefer: 500
 Loa: 294.12
 Bmd: 32.22
 Draft: 13.52
 Engine: 1x oil B&W 12K90MC
 Power: 42425 kW
 Speed: 24.0 kn

OWNER & FLAG HISTORY:

MSC PILAR since 01-01-2011
 MAGLEBY MAERSK since 01-09-2010
 MAGLEBY since 01-03-2010
 MAGLEBY MAERSK 2000-05-12 LRF
 Flag Date of record Source
 Panama since 01-01-2011
 Denmark 2000-05-12 LRF
 Registered owner Date of record Source
 PILAR OCEANWAY LTD since 28/12/2021
 NSM PILAR SHIPPING CO LTD since 30/12/2019
 NAVIERA PILAR INTL CORP since 20-01-2011
 MOLLER-MAERSK AS 2006-12-28 LRF
 Ship manager Date of record Source
 MSC SHIPMANAGEMENT LTD since 28/12/2021
 NIKI SHIPPING CO SA since 30/12/2019
 MSC MEDITERRANEAN SHIPPING CO since 20-01-2011
 MAERSK CO LTD during 08-2010
 MOLLER-MAERSK A/S since 27-07-2008
 MOLLER A.P. 1990-11-28 LRF

NAME HISTORY:

MAGLEBY MAERSK	1990-10	Moller-Maersk A/S, Denmark (DIS)
MAGLEBY	2010-10	Moller-Maersk A/S, Denmark (DIS)
MAGLEBY MAERSK	2010-11	Moller-Maersk A/S, Denmark (DIS)
MSC PILAR	2011-19	Compania Naviera Pilar International Corp., Panama
MSC PILAR	2019-21	NSM Pilar Shipping Co Ltd, Panama
MSC PILAR	2021-	Pilar Oceanway Ltd, Panama

GENERAL VESSEL INFORMATION:**2010:**

MAJESTIC MAERSK/ MAGLEBY MAERSK/ MARIE MAERSK DWT 60639 , BLT 4/1990 AT ODENSE LINDO (DENMARK), 4437, M/E B&W 12K90MC 57681 BHP AT 90 RPM SOLD TO MSC FOR USD 23.5 MILL EACH (www.cleaves.com - 10th December 2010)



MSC pounces on Maersk threesome

9 December 2010 23:01 GMT UPDATED 9 December 2010 23:01 GMT

By Ian Lewis Genoa

Mediterranean Shipping Co (MSC) has pounced on three former Maersk Line vessels.

The 3,922-teu *Majestic Maersk*, *Magleby Maersk* and *Marie Maersk* (all built 1990) are said to have been sold to Gianluigi Aponte's MSC for an undisclosed price.

Odense-built 'M-class' panamax vessels (1988-1991)

Original name	Hull	built	last/later trading names	fate
MARCHEN MAERSK	123	1988	MSC MYKONOS, MYKONOS	scrapped at Alang, 2017
MARIT MAERSK	124	1988	MSC MANDRAKI, MANDRAKI	scrapped at Chittagong, 2017
MARGRETHE MAERSK	125	1988	MSC MANU, CAP MANU	scrapped at Alang, 2016
MAJESTIC MAERSK	126	1990	MSC SARISKA V	trading (class until February 2027)
MARIE MAERSK	127	1990	MSC FEDERICA	trading (class until June 2023)
MAGLEBY MAERSK	128	1990	MAGLEBY, MSC PILAR	trading (class until June 2026)
METTE MAERSK	129	1989	MAERSK MERRITT, MSC VERONIQUE	trading, to be scrapped at Alang
MATHILDE MAERSK	130	1989	MAERSK MONCTON, MSC CAROLE	scrapped at Alang, 2016
MAREN MAERSK	131	1989	YORK, MSC LEANNE	scrapped at Alang, 2016
MCKINNEY MAERSK	132	1991	MAERSK MARATHON, MSC MARATHON	scrapped at Alang, 2014
MADISON MAERSK	133	1991	MAERSK MYTILINI, MYTILINI	scrapped at Alang, 2014
MAYVIEW MAERSK	134	1991	MAERSK MESSOLOGI, MESSOLOGI	scrapped at Alang, 2014



right: MSC has agreed to sell the panamax vessel MSC VERONIQUE for recycling in India. The ship is one of twelve Danish-built 'panamax'es' from Odense Shipyard. The vessels were originally built for Maersk Line and, at the time, they were considered the Danish carrier's flagships.

Here, the MSC VERONIQUE is seen in 2015 upon arrival at Rotterdam.

photo: P. Jessen

below: The MARCHEN MAERSK was the lead ship of the Maersk-M-class in 1988. Here, she is seen brand new in Copenhagen at the occasion of her formal naming.

photo: Creative Commons



MSC sells former Maersk flagship for scrap at age 34

MSC has sold the 1989-built 4,809 teu panamax MSC VERONIQUE to a cash buyer that will recycle the vessel in India.

Chinese sources report that the vessel fetched USD 550 per metric ton. At a lightweight displacement of around 23,450 metric tons, the ship is believed to have changed hands for USD 12.9 M.



The MSC VERONIQUE is part of a series of twelve former Maersk Line flagships, built at the A.P. Moller - Maersk Group's (then) own Odense Steel Shipyard in Denmark from 1988 to 1991. Eight of the sisters have already been broken up and three will remain for the time being - all trading for MSC.

When delivered, the vessels were among the largest container ships in the world, though Maersk was traditionally secretive about the 'true' carrying capacities of its ships and often understated actual intakes. Originally named with 'M-prefixes' the series was known as the 'Maersk M-class' or the 'M-class panamax'es'.

The panamax sisters are 294.12 m long and 32.30 m (13 rows) wide. They are powered by a MAN-B&W 10 K90MC main engine that delivers 35,350 kW. An electric booster motor can feed another 3,000 kW to the tail shaft to give the ships a top speed of 23 knots.

Maersk's iconic panamax vessels were stalwarts on the carrier's high-capacity mainline services until larger ship classes, including various generations of Odense-built overpanamax ships, relegated them into second-tier loops.

The shipping line held on to the vessels for some 20 years, until it sold the ships off in the mid-noughties. Many of the sisters were then chartered back by Maersk under new names.

Today's MSC VERONIQUE for example was built as the METTE MAERSK and she remained under Maersk ownership until 2006. She was then sold to the non-operating owners Seaspans in 2006, with a charter back to Maersk under the new name MAERSK MERRITT.



Maersk then sublet the vessel to MSC for three years. During this time, the panamax ship traded as the MSC SWEDEN. In 2011, Seaspans then bare-boat chartered the vessel directly to MSC under the new name MSC VERONIQUE. In 2016, MSC then acquired the ship for only USD 5.0 M - less than half of her current scrap value.

Over the past few years, MSC traded the MSC VERONIQUE on numerous services including Far East - North America runs, South America services, Baltic Sea feeder, intra-Asia loops and services in the Middle East Gulf.

Very frequently, the ship also operated on the Atlantic, particularly on services to Montreal in Canada.

Now, the ship's schedules end in Mundra, India, from where she is expected to ballast to Alang for beaching.

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MATHILDE MAERSK	130	1989	MAERSK MIDNIGHT, MSC CARDLE	scrapped at Alang, 2016
MAREN MAERSK	131	1989	YORIK, MSC LEANNE	scrapped at Alang, 2016
MCKINNEY MAERSK	132	1991	MAERSK MARATHON, MSC MARATHON	scrapped at Alang, 2014
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Once the MSC VERONIQUE is gone, only three of the original 'Maersk M-class' ships will remain in service: all with MSC. These are the MSC SARISKA V (originally the MAJESTIC MAERSK), the MSC FEDERICA (MARIE MAERSK) and the MSC PILAR (MAGLEBY MAERSK).

Of these, the MSC SARISKA V will likely be the last survivor of the type since she has gone through a class drydock at Dubai last year.



On the demolition front, MSC has sold two more vessels, the 4,814 teu, 1990-built MSC PILAR (ex MAGLEBY MAERSK) and the 1,961 teu, 1985-built MSC LUCIA (originally NORASIA SAMANTHA).

(Source: Alphaliner Weekly Newsletter 18/2023)

Last update: 21/5/2023