

NEDLLOYD MARITA

IMO No: 9275048 CONTAINER 2003 / 26833 GT

COMPANY:

Reederei Blue Star GmbH,
Germany

YARD INFORMATION:

Hyundai Heavy Industries Co. Ltd.
Ulsan (South Korea) 1487

DEMOLITION:



Lyttelton, (N.Z.) 1/1/2006 © A. Calvert



as P&O NEDLLOYD MARITA Lyttelton, (N.Z.) 24/10/2005 © A. Calvert

BASIC DATA:

Double bottom
 GT: 26833
 DWT: 34295
 TEU: 2556
 Reefer: 600
 LOA: 210.00
 Bmd: 30.20
 Draft: 11.50
 Engine: 1 x oil Sulzer
 Power: 21560 kW
 Speed: 22.0 kn
 Cranes: 4 x 40 t

OWNER & FLAG HISTORY:

NEDLLOYD MARITA 30-12-2005 LRF
 P&O NEDLLOYD MARITA 09-02-2004 LRF
 MARITA STAR 06-05-2003 LRF
 HYUNDAI 1487 20-05-2002 LRF
 Flag Date of record Source
 Liberia 20-05-2002 LRF
 Registered owner Date of record Source
 NEDLLOYD MARITA KG since 05/11/2007
 NAUTARO MARITA STAR since 19/11/2003
 Ship manager Date of record Source
 ER SCHIFFFAHRT GMBH & CIE KG since 01/07/2012
 BLUE STAR GMBH 20-05-2002 LRF

EX-NAMES:

MARITA STAR	2003-03	name when launched
P&O NEDLLOYD MARITA	2003-05	Nautaro Schiffsbetriebs GmbH.ms. "MARITA STAR" KG, Liberia
NEDLLOYD MARITA	2005-	Nautessa Schiffsbetriebs GmbH & Co ms "NEDLLOYD MARITA" KG, Liberia

GENERAL VESSEL INFORMATION:

2014: Several **high-reefer geared container vessels** of 2,500 teu have been recently fixed or extended at sharply increased hire levels, due to a surge in demand linked to the impending launch of new reefer-intensive services.

Hamburg Süd has been a particularly active player, securing four vessels of the **'Hyundai 2500' design** for 12 months at \$9,500. These ships, the SPIRIT OF TOKYO, ADRIANA STAR, VALENTINA STAR and **MARITA STAR**, are fitted with 600 reefer plugs and are to be used on the German carrier's new reefer-oriented 'Europe-Mexico-Caribbean Service' (EMCS), due to be launched in November.

The 'Hyundai 2500' design comprises 31 vessels built between 2001 and 2010. Ideally designed for reefer trades, the ships have a capacity of 600 x 40 ft reefers and are fitted with four cranes of 45 tons, giving them the required flexibility to operate in some specific reefer ports devoid of adequate container handling equipment.

(Source: Alphaliner weekly newsletter 37/2014)

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