

P&O NEDLLOYD BARENTSZ

IMO No: 9189366 CONTAINER 2000 / 66526 GT

COMPANY:

P&O Nedlloyd B.V.,
Netherlands

YARD INFORMATION:

Kvaerner Warnow Werft GmbH
Rostock (Germany) 21
Design: Warnow CV 5500
("Explorer class")

DEMOLITION:



Kvaerner Warnow Werft GmbH Rostock-Warnemünde 2/8/2000 © H. Wiedner (S. Wiedner collection)

2006: To Maersk Ship Management BV. **Renamed NEDLLOYD BARENTSZ.**

2008: Sold to Technomar Shipping, Greece (incl. bareboat charter to Maersk).

2015: **Renamed MARCO R** by Technomar Shipping, Greece.

2017: Sold to SM Line Corp (Korea Shipping Corp), South Korea. **Renamed SM TACOMA.**

2020: Reportedly sold to cash buyer GMS for demolition but resold to Mediterranean Shipping Co SA (MSC) for further operation.

Renamed MSC TAVVISHI.

BASIC DATA:

GT: 66526
DWT: 67712
TEU: 5618
Reefer: 500
Loa: 278.01
Bmd: 40.00
Draft: 14.00
Engine: 1x oil Sulzer 10RTA96C
Power: 54900 kW
Speed: 25.3 kn

OWNER & FLAG HISTORY:

MSC TAVVISHI since 01/09/2020
SM TACOMA since 01/06/2017
MARCO R since 01/09/2015
NEDLLOYD BARENTSZ since 01/10/2005
P&O NEDLLOYD BARENTSZ since 01/09/2000
KVAERNER WARNOW-WERFT 21 12-05-2000 LRF
Flag Date of record Source
Liberia since 01/09/2015
Netherlands 12-05-2000 LRF
Registered owner Date of record Source
TAVVISHI SHIPPING LTD since 16/09/2020
KOREA TONNAGE NO 26 SHIPPING during 07/2017
KSC 602 MARITIME SA since 18/05/2017
BARENTSZ MARINE LLC during 09/2015
SCOTLAND STRUCTURED ASSET since 01/10/2007

HALIFAX ASSET FINANCE 09-02-2004 LRF
 BANK OF SCOTLAND ASSET FINANCE since 04/02/2004
 Ship manager Date of record Source
 MSC SHIPMANAGEMENT LTD since 16/09/2020
 KLC SM CO LTD since 18/05/2017
 KOREA LINE CORP since 18/05/2017
 MAERSK LINE A/S since 01/02/2015
 MOLLER-MAERSK A/S since 23/11/2010
 MAERSK CO LTD during 08/2010
 MAERSK SHIP MANAGEMENT BV since 02/02/2005
 P&O NEDLLOYD BV 01-01-2000 LRF

NAME HISTORY:

P&O NEDLLOYD BARENTSZ	2000-05	Halifax Asset Finance Ltd., Netherlands
NEDLLOYD BARENTSZ	2005-15	Bank of Scotland Structured Asset Finance Ltd., Netherlands
MARCO R	2015-17	Barentsz Marine LLC, Liberia
SM TACOMA	2017-17	KSC 602 Maritime SA, Liberia
SM TACOMA	2017-20	Korea Tonnage No. 26 Shipping Co, Liberia
MSC TAVVISHI	2020-	Tavvishi Shipping Ltd, Liberia

GENERAL VESSEL INFORMATION:

2008:



An all-Greek containership-sale deal will see Technomar purchase Niki Group's ownership holdings in five modern post-panamax vessels. The deal involves Technomar taking over Niki's shares in the 5,500-teu sisterships NEDLLOYD TASMAN (built 1999) plus NEDLLOYD DRAKE , NEDLLOYD MERCATOR , NEDLLOYD BARENTSZ and NEDLLOYD HUDSON (all built 2000). Technomar will buy Niki owner Theo Priovolos's holding in a lease-back owning structure involving UK-based Scotland Structured Asset. The ships are bareboat chartered to Maersk Line at \$22,150 per day until 2015.
 (www.tradewindsnews.com - 19 June 2008)

2015:



Two ships are still operated by Maersk, the NEDLLOYD DRAKE (ex P&O NEDLLOYD DRAKE) and NEDLLOYD BARENTSZ (ex P&O NEDLLOYD BARENTSZ),

(Source: Alphaliner Weekly Newsletter 23/2015)

After the redelivery in early September by Maersk Line of the 5,936 teu NEDLLOYD BARENTSZ to its owner Technomar Shipping, who renamed her MARCO R,

(Source: Alphaliner Weekly Newsletter 37/2015)

2017:



SM Line, the recently established South Korean liner operator has built up a substantial fleet of container vessels in a record time.

In addition, SM Line has acquired two vessels formerly controlled by Athens-based Technomar Shipping, the 5,936 teu SM TACOMA (ex MARCO R) and SM VANCOUVER (ex FLEUR).

(Source: Alphaliner Weekly Newsletter 19/2017)

2020:

Splash
247.com

Additionally, Braemar reported that South Korean owner SM Lines sold two 2000-built 5,400 teu boxships, [SM Vancouver](#) and [SM Tacoma](#), to cash buyer GMS on a lumpsum basis at a price of \$10m each, while SM Lines is in negotiations to sell three more vessels.

(<https://splash247.com> - February 6th, 2020)

Splash
247.com

Mediterranean Shipping Co (MSC) is busy scouring the market for secondhand tonnage.

Brokers Braemar ACM link the Aponte family controlled liner with the acquisition for \$10.5m of the 20-year-old, 5,456 teu, German-built [SM Tacoma](#).

The marks the third change of hands for the vessel this year. SM Lines of South Korea sold the ship, previously part of the defunct Hanjin empire, to demo specialists GMS. GMS, however, decided the ship was still tradeable and in MSC have found willing buyers.

(<https://splash247.com> - September 15, 2020)

ALPHALINER
Weekly Newsletter

MSC grabs the SM TACOMA (5,936 teu)

MSC is understood to have purchased the 5,936 teu, 2000-built SM TACOMA at a reported USD 10.5 M.

This transaction, which takes place in a context of tight availability of 6,000 teu tonnage, is giving the vintage vessel, which was sold earlier this year for demolition, a new lease of life.

The SM TACOMA is currently already on charter to MSC which is deploying her in the Middle East.

The SM TACOMA was built by Germany's Kvaerner Warnow yard in Warnemunde in 2000, originally as the P&O NEDLLOYD BARENTSZ for defunct P&O Nedlloyd.

She features a deadweight of 67,500 tons, an Loa of 278 metres and a beam of 43.40 metres. She is fitted with 500 reefer plugs.

The vessel is part of a series of five identical ships, the 'CV 5000' which remain to date the largest container vessels ever built in Germany.

Most of them are still in service except the SM VANCOUVER, former P&O NEDLLOYD MERCATOR, which was sold for demolition in June.



above: our photo shows today's SM TACOMA in July 2006 on the River Elbe upon arrival at Hamburg.

At the time, the vessel traded under the name NEDLLOYD BARENTSZ and she was just re-painted into the house colors of Maersk Line.

The overpanamax ship was built at Kvaerner Warnow, at Warnemunde on the Baltic Sea.

photo: B. Paulien

(Source: Alphaliner Weekly Newsletter 38/2020)

Last update: 16/9/2023