

# AEGEAN EXPRESS

IMO No: 9138161 CONTAINER 1997 / 15095 GT

**COMPANY:**

Vroon BV,  
Netherlands

**YARD INFORMATION:**

China Shipbuilding Corp  
(Taiwan) 653

**DEMOLITION:**



Hong Kong 10/9/2005 © S. Wiedner

**2016: Sold to Euroseas Ltd (Greece).**

**BASIC DATA:**

GT: 15095  
DWT: 18581  
TEU: 1439  
Reefer: 84  
Loa: 168.80  
Bmd: 27.30  
Draft: 8.42  
Engine: 1x oil B&W 7S50MC  
Power: 9994 kW  
Speed: 18.2 kn

**OWNER & FLAG HISTORY:**

AEGEAN EXPRESS since 01/10/2002  
YM BANGKOK since 01/05/2001  
KUO TING 12-05-2000 LRF  
Flag Date of record Source  
Panama during 1997  
Registered owner Date of record Source  
JONATHAN JOHN SHIPPING LTD since 29/09/2016  
ICON AEGEAN EXPRESS LLC during 12/2002  
GENTLEMAN MARITIME 01-01-1997 LRF  
Ship manager Date of record Source  
EUROBULK LTD since 29/09/2016  
VROON BV since 01/01/2008  
FLEET MANAGEMENT LTD-HKG since 01/07/2003  
VROON BV during 03/2003  
CHENG LIE NAVIGATION 06-01-2003 LRF  
AEGEAN EXPRESS 30-12-2002 LRF  
CHENG LIE NAVIGATION 02-07-2001 LRF  
CHENG LIE NAVIGATION 01-01-1997 LRF

**NAME HISTORY:**

KUO TING	1997-01	Gentleman Maritime SA, Panama
YM BANGKOK	2001-02	Gentleman Maritime SA, Panama
AEGEAN EXPRESS	2002-16	Icon Aegean Express LLC, Panama
AEGEAN EXPRESS	2016-	Jonathan John Shipping Ltd, Panama

## GENERAL VESSEL INFORMATION:

2016:



18 August 2016 17:00 GMT

Euroseas of Greece has bought the 1,439-teu Aegean Express (built 1997). The China Shipbuilding-built vessel has gone for \$3m.

2023:



## Euroseas goes after Continental Shipping Line for charter repudiation



Adis Ajdin · February 16, 2023

0 🔥 1,504 📖 1 minute read

Greek boxship owner Euroseas is pursuing legal action against Singapore-based Continental Shipping Line (CSL) for not honouring a time charter deal agreed upon last year.

The Nasdaq-listed company re-fixed its smallest and oldest vessel, [Aegean Express](#), to CSL [in February 2022](#) for a period of 36 to 39 months at a rate close to 257 percent of the previous rate.

However, in its quarterly results on Wednesday, in addition to revealing a Q4 net profit of \$20.3m, Euroseas said CSL had in January 2023 “repudiated its charter as the vessel was completing its scheduled drydock.”

The Aristides Pittas-led company added it was looking to re-fix the ship, which means the previous deal will most likely be settled in court.

According to West of England P&I Club, in the event of a long-term charter, an early termination of the charter party allows owners to claim for a potentially large sum of damages, representing the lost profit for what would have been the remaining period of the cancelled charter party.

“In this scenario, owners have the burden of proving that they have suffered losses that cannot be adequately compensated by re-fixing the vessel, e.g. where the charter party rate has decreased since the original charter was fixed,” West of England explained.

The 25-year-old, 1,439 teu ship, which started its contract in April 2022, was fetching \$41,000 per day. Meanwhile, container freight and charter markets softened during the second half of 2022 and into the fourth quarter from their previously exceptionally high levels. Rates returned to more normalised levels, meaning it is highly unlikely Euroseas will be able to fix the same ship at the same dayrate.

Last update: 26/5/2023