

CORNELIUS MAERSK

IMO No: 9198587 CONTAINER 2000 / 91560 GT

COMPANY:

A.P. Moller,
Denmark

YARD INFORMATION:

Odense Staalskibsvaerft A/S
Lindo (Denmark) 170
Design: Maersk S-Class
2011-2012: Upgrade container intake
to 9600 TEU

DEMOLITION:



Yantian 4/12/2004 © S. Wiedner

2024: Sold to MSC. Renamed MSC CHIARA X.

GENERAL INFORMATION:

GT: 91560
DWT: 104750
TEU: 7226 / 9578
Reefer: 817
Loa: 346.98
Bmd: 42.80
Draft: 14.50
Engine: 1x oil B&W 12K90MC-C
Power: 54840 kW
Speed: 25.0 kn

OWNER & FLAG HISTORY:

MSC CHIARA X since 01/06/2024
CORNELIUS MAERSK during 2000
Flag Date of record Source
Liberia since 01/06/2024
Denmark (DIS) since 01/01/2023
Singapore since 01/06/2019
Denmark (DIS) since 01/02/2000
Registered owner Date of record Source
MIRABELLO OCEANWAY LTD since 20/06/2024
MAERSK A/S since 31/01/2023
SEA 41 LEASING CO LTD since 31/03/2017
MAERSK A/S since 02/02/2015
MOLLER-MAERSK A/S since 19/03/2000
Ship manager Date of record Source
MSC SHIPMANAGEMENT LTD since 20/06/2024
ANGLO-EASTERN SHIP MANAGEMENT since 25/06/2019
MAERSK A/S since 01/02/2015
MOLLER AP since 19/03/2000

NAME HISTORY:

CORNELIUS MAERSK	2000-15	A.P.Möller- Maersk A/S, Denmark (DIS)
CORNELIUS MAERSK	2015-17	Maersk A/S, Denmark (DIS)
CORNELIUS MAERSK	2017-19	Sea 41 Leasing Co Ltd, Denmark (DIS)
CORNELIUS MAERSK	2019-23	Sea 41 Leasing Co Ltd, Singapore

CORNELIUS MAERSK	2023-24	Maersk A/S, Denmark (DIS)
MSC CHIARA X	2024-	Mirabello Oceanway Ltd, Liberia

GENERAL VESSEL INFORMATION:

2000:

In 2000, the Danish shipyard Lindø delivered the m.s. CORNELIUS MÆRSK to Maersk Sealand. With a capacity of 6,600 TEU (20-foot equivalent units), the m.s. CORNELIUS MÆRSK is one of the largest and most impressive container vessels in the world. (S-class vessel)
(www.maersk.com)

2024:



MSC buys four more Maersk 'S' class vessels (9,600 teu)

MSC continues to purchase second hand tonnage at a fast pace and has snapped up a further four ships of the Maersk 'S' class (9,640 teu) from the Copenhagen-based A.P. Moller-Maersk Group at undisclosed prices.

The vessels involved in the transaction are the 2000-built A.P. MOLLER, CAROLINE MAERSK, CARSTEN MAERSK and CORNELIUS MAERSK.

The ships are expected to be renamed respectively MSC NICOLE X, MSC JASMINE X, MSC DENISSE X and MSC CHIARA X.

These ships are part of a series of twenty-five vessels built for Maersk by Denmark's Odense Staalskibsvaerft shipyard between 1997 and 2004 in various versions, with original capacities ranging from 8,200 to 8,648 teu depending on the sub-class of vessels ('S', 'C', 'A' series).

An even larger version, the 'G' class, able to load 9,500 teu was introduced in 2005, with six ships built until 2006.

All these ships followed an original identical but smaller series of six ships, the 'K' class initiated by the REGINA MAERSK in 1996, that was able to carry 7,403 teu.

Although officially described by voluntarily conservative Maersk as being able to carry only 6,600 teu the four ships bought by MSC turned out to be bigger, with an actual capacity of just over 8,000 teu.

In 2011-2012, their intake was increased to 9,600 teu through wheelhouse raising and deck cargo maximization. These ships feature a deadweight of 110,387 tons, an Loa of 346.00 metres and a beam of 42.80 metres.

They are fitted with 817 reefer plugs and are able to deliver a maximum speed of up to 24 knots.

MSC has already bought six Maersk 'S' class vessels from the Danish carrier since 2021.

The ships acquired since 2021 are the SOVEREIGN MAERSK (now MSC DOMNA X), SVENDBORG MAERSK (now MSC YUKTA X), SUSAN MAERSK (now MSC FIE X), SOFIE MAERSK (now MSC VILDA X), SVEND MAERSK (now MSC ABY) and SOROE MAERSK (now MSC ELLEN).



photo: V. Tonic

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