

# LISBOA

IMO No: 8201624 CONTAINER 1982 / 21586 GT

## COMPANY:

Delphic Shipping Co Ltd,  
(Uniship (Hellas) Shipping & Trading  
SA), Greece

## YARD INFORMATION:

VEB Warnowwerft Warnemuende  
Rostock (East Germany) 471  
Design: Mercur II  
**1989:** Lengthened

## DEMOLITION:

27/07/2024



Hamburg 3/9/1997 © S. Wiedner



1997-09: Seen when being renamed from LISBOA to SEA-LAND CANADA (charter name) at Hamburg © S. Wiedner

1999: Renamed P&O NEDLLOYD OTTAWA (charter name).

**2000:** Sold to Delphic Shipping Co Ltd, Greece. **Renamed LISBOA** (charter expired).

**2002:** Sold to Sarlis Container Services SA, Greece.

**2003:** **Renamed PELAT** (charter name).

**2004:** Sold to MSC. **Renamed MSC IRIS.**

**2024:** Demolition in India 27/07/2024.

#### **BASIC DATA:**

GT: 21586  
DWT: 21370  
TEU: 1438  
Reefer: 100  
Loa: 203.06  
Bmd: 25.40  
Draft: 9.82  
Engine: 1x oil B&W 9DKRN80/160-4  
Power: 15888 kW  
Speed: 20.0 kn

#### **OWNER & FLAG HISTORY:**

MSC IRIS since 01/02/2004  
PELAT since 01/02/2003  
LISBOA since 01/07/2000  
P&O NEDLLOYD OTTAWA 12-05-2000 LRF  
Flag Date of record Source  
Panama since 01/02/2004  
Cyprus 12-05-2000 LRF  
Registered owner Date of record Source  
IRIS OCEANWAY LTD since 22/11/2021  
NSM IRIS SHIPPING CO LTD during 11/2019  
IRIS NAVIERA 29-03-2004 LRF  
PELAT NAVIGATION 02-12-2002 LRF  
ANDRENAL SHIPPING 10-05-1995 LRF  
Ship manager Date of record Source  
NIKI SHIPPING CO SA during 11/2019  
MSC SHIPMANAGEMENT LTD since 12/04/2012  
MSC SHIP MANAGEMENT HK LTD since 26/02/2004  
SARLIS CONTAINER SERVICES during 11/2002  
DELPHIC SHIPPING 25-04-2000 LRF  
UNISHIP HELLAS 10-05-1995 LRF

#### **NAME HISTORY:**

KAPITAN GAVRILOV	1982-95	Baltic Shipping Co, USSR / Russia
LISBOA	1995-97	Andrenal Shipping Co. Ltd., Cyprus
SEA-LAND CANADA	1997-99	Andrenal Shipping Co. Ltd., Cyprus
P&O NEDLLOYD OTTAWA	1999-00	Andrenal Shipping Co. Ltd., Cyprus
LISBOA	2000-03	Andrenal Shipping Co. Ltd., Cyprus
PELAT	2003-04	Pelat Navigation, Cyprus
MSC IRIS	2004-19	Compania Naviera Iris SA, Panama
MSC IRIS	2019-21	NSM Iris Shipping Co Ltd, Panama
MSC IRIS	2021-24	Iris Oceanway Ltd, Cyprus

#### **GENERAL VESSEL INFORMATION:**



Die **Frachtschiffserie Mercur II** ist ein **Containerschiffstyp** des VEB **Warnowwerft Warnemünde** und eine Weiterentwicklung des Typs **Mercur I**. Zehn Schiffe dieser Serie wurden für den Export in die **UdSSR** gebaut. Sie waren bei Indienststellung die größten Containerschiffe der sowjetischen Flotte.  
<sup>[1]</sup>

Mit der *Kapitan Gavrilov* lief 1982 das erste Schiff vom Stapel. Diese und fünf weitere Schiffe wurden 1989/90 auf 203 Meter Länge über alles verlängert.

Bau-Nr.	Name	Jahr	Vermessung	Verbleib
471	Kapitan Gavrilov	1982	17.720 BRT (1989: 21.586 BRT)	seit 2004 als <i>MSC Iris</i> <sup>[2]</sup>
472	Kapitan Kanevskiy	1982	17.720 BRT (1989: 21.586 BRT)	seit 2004 als <i>MSC Malin</i> <sup>[3]</sup>
473	Kapitan Kozlovskiy	1982	17.720 BRT (1989: 21.586 BRT)	seit 2004 als <i>MSC Eyra</i> <sup>[4]</sup>
474	Kapitan V. Ushakov	1983	17.845 BRT	2002 in <i>Alang</i> abgebrochen <sup>[5]</sup>
475	Kapitan V. Trush	1983	17.845 BRT	seit 1999 als <i>Phong Chau</i> <sup>[6]</sup>
476	Nikolay Thikonov	1983	17.845 BRT (1989: 21.586 BRT)	seit 2003 als <i>MSC Lieselotte</i> <sup>[7]</sup>
477	Tikhon Kiselyev	1984	17.845 BRT (1989: 21.586 BRT)	seit 2003 als <i>MSC Hina</i> <sup>[8]</sup>
478	Geroi Monkadiy	1984	17.845 BRT (1990: 18.053 BRT)	2002 in <i>Alang</i> abgebrochen <sup>[9]</sup>
479	Professor Tovstykh	1985	17.845 BRT (1989: 21.584 BRT)	seit 2003 als <i>MSC Maria</i> <sup>[10]</sup>
480	Bolshevik M. Tomas	1985	17.845 BRT	2008 in <i>Chittagong</i> abgebrochen <sup>[11]</sup>

([https://de.wikipedia.org/wiki/Mercur\\_II](https://de.wikipedia.org/wiki/Mercur_II))

1995:



The names of two Greek companies are being linked with a deal which would see the en bloc sale of six containerships from Baltic Shipping Co of St Petersburg for prices ranging between USD 12m and USD 15m each. Both Dioryx and Uniship (Hellas) have been connected with negotiations for the six 1,200-TEU sisterships, all built between 1982 and 1985.

The six vessels involved in the en bloc deal are said to be the KAPITAN GAVRILOV, KAPITAN KANEVSKIY and KAPITAN KOZLOVSKIY, all built in 1982, the NIKOLAY TIKHONOV, built 1983, the TIKHON KISELEV, built 1984 and the PROFESSOR TOVSTYKH, built 1985. The ships were all built in the former East Germany and are equipped with Russian main engines, said to give a good speed.

([www.tradewindsnews.com](http://www.tradewindsnews.com) - February 2nd, 1995)

1997:



Delphic Shipping of Greece obtained solid rates for its trio of ice-strengthened 1,400-TEU vessels MIDEN AGEN, LISBOA and TAVIRA. The 1982-built boxships have been fixed to AP Moller at USD 10,250 per day for 12 months, with two six-month optional periods.

([www.tradewindsnews.com/](http://www.tradewindsnews.com/) - August 14th, 1997)

2004:



Mediterranean Shipping Co (MSC) has acquired more boxships by buying a trio of 1,438-teu, Merkur-type vessels from Greek owner Sarlis. Sarlis made a 40% profit on the ships as MSC is said to have paid \$5m per ship for the 22-year-old vessels, which Sarlis bought for \$3m apiece from rival Greek owner Delphic Shipping in October 2002. Gianluigi Aponte-owned MSC has taken control of the 1982-built PELAT, PELADO and PELINEO, known as the LISBOA, TAVIRA and MIDEN AGEN when they were with Delphic.

MSC acquired three other former Delphic-owned, 1,438-teu ships from the same series last year after the vessels were arrested and the company foreclosed in mid-2003.

([www.tradewindsnews.com](http://www.tradewindsnews.com) - February 19th, 2004)

2024:



On the demolition front, MSC sold in India one its oldest ships, the 1,370 teu MSC IRIS (Mercur type). The vessel, built in former East Germany in 1982, originally for the Baltic Shipping Company had a remarkably long career. MSC is now left with two sisters of the same age, MSC MALIN and MSC EYRA which are likely to be sold soon too.

(Source: Alphaliner Weekly Newsletter 30/2024)

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