

MAERSK LUZ

IMO No: 9526904 CONTAINER 2011 / 88237 GT

COMPANY:

Moller A.P.,
Denmark
(Maersk)

YARD INFORMATION:

Daewoo Shipbuilding & Marine
Engineering Co Ltd
(South Korea) 4217
Design: SAMMAX-Class

DEMOLITION:



Korea Strait 28/7/2011 © S. Wiedner

2018: Chartered to Deutsche Afrika-Linien (DAL) / John T. Essberger / Rantza Group, Germany. **Renamed DAL KALAHARI.**



Named DAL KALAHARI Rotterdam 1/5/2018 © H. Rosenkranz www.rosenkranz-shipphotos.de (S. Wiedner collection)

2020: **Renamed MAERSK LUZ** (DAL charter expired).

BASIC DATA:

GT: 88237
DWT: 94267
TEU: 7564 / 8850 (upgraded)
Reefer: 1707
Loa: 299.90
Beam: 45.20
Draft: 14.00

OWNER & FLAG HISTORY:

MAERSK LUZ since 01/03/2020
DAL KALAHARI since 01/04/2018
MAERSK LUZ since 01/07/2011
Flag Date of record Source
Hong Kong, China since 01/07/2011
Registered owner Date of record Source
MAERSK SHIPPING HONG KONG LTD since 27/07/2011

Engine: 1x oil MAN-B&W 9S90ME-C
 Power: 45740 kW
 Speed: 22.8 kn

Ship manager Date of record Source
 MAERSK OIL TRADING since 03/03/2020
 MAERSK LINE A/S since 01/02/2015
 MOLLER-MAERSK A/S since 27/07/2011
 MOLLER AP since 27/07/2011

NAME HISTORY:

MAERSK LUZ	2011-18	Maersk Shipping Hong Kong Ltd, Hong Kong
DAL KALAHARI	2018-20	Maersk Shipping Hong Kong Ltd, Hong Kong
MAERSK LUZ	2020-	Maersk Shipping Hong Kong Ltd, Hong Kong

GENERAL VESSEL INFORMATION:

2011:



The MAERSK LUZ (7,450 teu) is delivered

Maersk Line has received the MAERSK LUZ, fourth of 16 ships of an advertised capacity of 7,450 teu, ordered in June 2008 at the DSME (Daewoo) shipyard in Korea. These South America-Max (SAMMAX) ships are designed with the East Coast South America trades in mind.

The new ships are wide-beam units fitted with 1,700 reefer plugs, making them the largest reefer ships afloat so far.

(Source: Alphaliner Weekly Newsletter 31/2011)

2016:



Maersk continues 'Capacity Boost' program with 'SAMMAX' conversions

Maersk Line has continued its 'Capacity Boost' program, adding another 11,200 teu of fleet capacity by means of jumboizing existing tonnage. In the past five years, Maersk has increased its fleet intake by some 66,000 teu, solely through vessel upgrades which the carrier achieved by means of raising the ships' wheelhouses, thus allowing for additional tiers of containers to be carried on deck (see also newsletter 2015-48).

Over the past few months, Maersk has used the occasion of the first major class dry docks to convert eight of its 'SAMMAX' class vessels and boost their box intakes from 7,450 to 8,850 teu. A total of 16 'SAMMAX' class ships were delivered between April 2011 and March 2013 from the South Korean DSME Shipyard. The first eight units of the 299.90 m Loa and 45.20 m beam, type all delivered in 2011, were built with a container capacity of 7,450 teu. However, for the subsequent eight ships of the series, Maersk elected to have the vessels modified prior to their delivery to increase their intake.

The recent conversions now bring all 'SAMMAX' units to the same 8,850 teu intake, as the retrofit is essentially the same modification which the latter eight units received upon delivery.

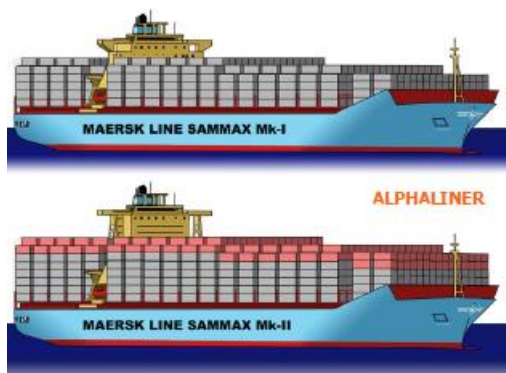
While a number of owners have opted to convert container ships in recent years, mostly to adopt them to slow steaming conditions, Maersk has been the most proactive to undertake ship capacity enhancements on such a large scale. Of note, the upgraded ships with their raised deck houses will be ideally suited to trade on routes that transit the enlarged Panama Canal:

Raising the wheelhouse will allow the converted ships, none of which fits through the current Panama Canal, to transit the waterway at their original design capacity, while still adhering to the 350 m sightline rule.

(Source: Alphaliner Weekly Newsletter 04/2016)

Capacity upgrades of Maersk Line's 'SAMMAX' class vessels:

By means of raising the wheelhouse, the converted ships can carry additional tiers of containers on-deck. Nominal container intake is increased by 1,400 teu, whereas the intake at 14 tons remains essentially unchanged, since the ships do not gain any extra deadweight.



2018:



DAL is operating the biggest ship under its flag to date as part of the eight-vessel service of the Southern Africa Europe Container Service (SAECS). Since 6 March, the “DAL Kalahari” (8,650 TEU, built 2011, 106,043 dwt, 299 m long, 23.6 knots) has been sailing between Europe and South Africa. The “DAL Kalahari” (“Maersk Luz”) replaces the “DAL Karoo” (6,600 TEU), whose charter has expired. ↓

(www.rantzau.de - April/2018)

2020:



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Germany's DAL/JTE steers back to boxship and tanker roots

11.09.2020 — It will be deployed as a replacement to the 8,850-teu **Maersk Luz** (built 2011), which **DAL** had **chartered** from Denmark's AP Moller-Maersk.

Last update: 24/5/2023