

MESSOLOGI

IMO No: 8819964 CONTAINER 1991 / 52181 GT

COMPANY:

Danaos Shipping Co. Ltd.,
Greece

YARD INFORMATION:

Odense Staalskibsvaerft A/S
Lindo Shipyard (Denmark) 134
Design: Maersk M-Class

DEMOLITION:

Alang, 17/5/2014



Named **MAYVIEW MAERSK** Hamburg 1/9/1998 © S. Wiedner

2006: Sold to Danaos, Greece incl. five-years back charter to Maersk. Renamed **MAERSK MESSOLOGI**.



Named **MAERSK MESSOLOGI** Felixstowe (UK) 16/12/2007 © S. Wiedner collection

2011: Sublet to MSC. Renamed MESSOLOGI.



Felixstowe (UK) 7/7/2011 © S. Wiedner collection

2014: Demolition at Alang.

BASIC DATA:

GT: 52181
 DWT: 60350
 TEU: 4437
 Reefer: 500
 Loa: 294.12
 Bmd: 32.22
 Draft: 13.52
 Engine: 1x oil B&W 12K90MC
 Power: 42425 kW
 Speed: 24.0 kn

OWNER & FLAG HISTORY:

MESSOLOGI since 01-04-2011
 MAERSK MESSOLOGI 2006-12-28 LRF
 MAYVIEW MAERSK 2000-05-12 LRF
 Flag Date of record Source
 Panama 2006-12-28 LRF
 Denmark 2000-05-12 LRF
 Registered owner Date of record Source
 BOXCARRIER NO 7 CORP 2006-12-28 LRF
 MOLLER-MAERSK AS 1991-12-01 LRF
 Ship manager Date of record Source
 DANAOS SHIPPING CO LTD 2006-12-28 LRF
 MOLLER AP 1991-12-01 LRF

NAME HISTORY:

MAYVIEW MAERSK	1991-06	Moller A.P., Denmark
MAERSK MESSOLOGI	2006-11	Boxcarrier No.7 Corp., Panama
MESSOLOGI	2011-14	Boxcarrier No.7 Corp., Panama

GENERAL VESSEL INFORMATION:

2006:



John Coustas-led, New York-listed boxship owner Danaos Corp is buying three Maersk Line panamaxes for \$43.15m and chartering them back for five years (\$23,450 per day). After the initial five-year period, Maersk will have four one-year options to renew each ship at a daily charter rate that decreases by roughly \$1,000 each year. The 4,814-teu MC-KINNEY MAERSK, MAYVIEW MAERSK and MADISON MAERSK (all built 1991) were built at the AP Moller-Maersk group's own Odense yard and have just been through third special survey. They will be renamed MAERSK MARATHON, MAERSK MESSOLOGI and MAERSK MYTILINI.

(www.tradewindsnews.com/weekly/w2006-12-01/215141/danaos-snaps-up-three-danish-containerships - 2006-11-30)

2011:



Danaos Shipping

<https://www.danaosshipping.gr> > issues > The_Da... PDF

The Danship News

Danaos opened a new branch, the "Danaos Korea Branch", on May 2, 2011. ... "Maersk Messologi" was renamed "Messologi" and was sublet to MSC.

Danaos Corporation Reports Second Quarter and Half Year ...

25.07.2011 — (5). On April 15, 2011, the Maersk Messologi was renamed to Messologi at the request of the charterer of this vessel. (6). On April 2, 2009, the ...

2013:



While the charters points to fresh interest from MSC in modern tonnage, the Geneva-based operator maintains its interest in older ships. Brokers say the line is in talks to take the 4,800-teu MESSOLOGI (built 1991). The 22-year-old vessel has been laid up since November. Greek owner Danaos is bringing it out of layup for operation in MSC's Capricorn service between Australia and Southeast Asia.

(www.tradewindsnews.com/weekly/314285/big-rates-again-being-talked-about-in-the-charter-market - March 22nd, 2013)

2014:

MESSOLOGI (8819964; Panama) (Maersk Messologi -11, Mayview Maersk -06) 52,181/91 - container ship. By Boxcarrier (No 7) Corp (Danaos Shipping Co Ltd), Panama, to Rajendra Shipbreakers Pvt Ltd, India and arrived Alang, 17/05/2014. Commenced 25/05/2014.



MESSOLOGI at Lyttelton 1/5/2013.

Nigel Kirby

(WSS Marine News 09/2014)

Container ship MESSOLOGI (23,740 tonne (*dt*)), controlled by the Greek shipping giant Danaos, was sold for \$515 per tonne, the fourth sale from the group this year, according to a report by GMS, world's largest trader of junk ships.

(www.dnaindia.com/money/report-ship-breaking-spurts-as-namo-wave-sweeps-alang - 20 May 2014)



Odense-built 'M-class' panamax vessels (1988-1991)				
Original name	Hull	built	last/later trading names	fate
MARCHEN MAERSK	123	1988	MSC MYKONOS, MYKONOS	scrapped at Alang, 2017
MARIT MAERSK	124	1988	MSC MANDRAKI, MANDRAKI	scrapped at Chittagong, 2017
MARGRETHE MAERSK	125	1988	MSC MANU, CAP MANU	scrapped at Alang, 2016
MAJESTIC MAERSK	126	1990	MSC SARISKA V	trading (class until February 2027)
MARIE MAERSK	127	1990	MSC FEDERICA	trading (class until June 2023)
MAGLEBY MAERSK	128	1990	MAGLEBY, MSC PILAR	trading (class until June 2026)
METTE MAERSK	129	1989	MAERSK MERRITT, MSC VERONIQUE	trading, to be scrapped at Alang
MATHILDE MAERSK	130	1989	MAERSK MONCTON, MSC CAROLE	scrapped at Alang, 2016
MAREN MAERSK	131	1989	YORK, MSC LEANNE	scrapped at Alang, 2016
MCKINNEY MAERSK	132	1991	MAERSK MARATHON, MSC MARATHON	scrapped at Alang, 2014
MADISON MAERSK	133	1991	MAERSK MYTILINI, MYTILINI	scrapped at Alang, 2014
MAYVIEW MAERSK	134	1991	MAERSK MESSOLOGI, MESSOLOGI	scrapped at Alang, 2014

right: MSC has agreed to sell the panamax vessel MSC VERONIQUE for recycling in India. The ship is one of twelve Danish-built 'panamax'es' from Odense Shipyard. The vessels were originally built for Maersk Line and, at the time, they were considered the Danish carrier's flagships.

Here, the MSC VERONIQUE is seen in 2015 upon arrival at Rotterdam.

photo: P. Jessen

below: The MARCHEN MAERSK was the lead ship of the Maersk-M-class in 1988. Here, she is seen brand new in Copenhagen at the occasion of her formal naming.

photo: Creative Commons



MSC sells former Maersk flagship for scrap at age 34

MSC has sold the 1989-built 4,809 teu panamax MSC VERONIQUE to a cash buyer that will recycle the vessel in India.

Chinese sources report that the vessel fetched USD 550 per metric ton. At a lightweight displacement of around 23,450 metric tons, the ship is believed to have changed hands for USD 12.9 M.



The MSC VERONIQUE is part of a series of twelve former Maersk Line flagships, built at the A.P. Moller - Maersk Group's (then) own Odense Steel Shipyard in Denmark from 1988 to 1991. Eight of the sisters have already been broken up and three will remain for the time being - all trading for MSC.

When delivered, the vessels were among the largest container ships in the world, though Maersk was traditionally secretive about the 'true' carrying capacities of its ships and often understated actual intakes. Originally named with 'M-prefixes' the series was known as the 'Maersk M-class' or the 'M-class panamax'es'.

The panamax sisters are 294.12 m long and 32.30 m (13 rows) wide. They are powered by a MAN-B&W 10 K90MC main engine that delivers 35,350 kW. An electric booster motor can feed another 3,000 kW to the tail shaft to give the ships a top speed of 23 knots.

Maersk's iconic panamax'es were stalwarts on the carrier's high-capacity mainline services until larger ship classes, including various generations of Odense-built overpanamax ships, relegated them into second-tier loops.

The shipping line held on to the vessels for some 20 years, until it sold the ships off in the mid-noughties. Many of the sisters were then chartered back by Maersk under new names.

Today's MSC VERONIQUE for example was built as the METTE MAERSK and she remained under Maersk ownership until 2006. She was then sold to the non-operating owners Seaspan in 2006, with a charter back to Maersk under the new name MAERSK MERRITT.



Maersk then sublet the vessel to MSC for three years. During this time, the panamax ship traded as the MSC SWEDEN. In 2011, Seaspan then bare-boat chartered the vessel directly to MSC under the new name MSC VERONIQUE. In 2016, MSC then acquired the ship for only USD 5.0 M - less than half of her current scrap value.

Over the past few years, MSC traded the MSC VERONIQUE on numerous services including Far East - North America runs, South America services, Baltic Sea feedering, intra-Asia loops and services in the Middle East Gulf.

Very frequently, the ship also operated on the Atlantic, particularly on services to Montreal in Canada.

Now, the ship's schedules end in Mundra, India, from where she is expected to ballast to Alang for beaching.

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Once the MSC VERONIQUE is gone, only three of the original 'Maersk M-class' ships will remain in service: all with MSC. These are the MSC SARISKA V (originally the MAJESTIC MAERSK), the MSC FEDERICA (MARIE MAERSK) and the MSC PILAR (MAGLEBY MAERSK).

Of these, the MSC SARISKA V will likely be the last survivor of the type since she has gone through a class drydock at Dubai last year.