

MSC SWEDEN

IMO No: 8618293 CONTAINER 1989 / 52191 GT

COMPANY:

Seaspan Ship Management Ltd.,
Canada

YARD INFORMATION:

Odense Staalskibsvaerft A/S
Lindo Shipyard (Denmark) 129
Design: Maersk M-Class

DEMOLITION:

Alang, 21/04/2023



Sublet to MSC (from Maersk charter as MAERSK MERRIT) Felixstowe (UK) 5/7/2008 © S. Wiedner collection

2010: Renamed MAERSK MERRIT (sublet to MSC expired).

2011: Renamed MSC VERONIQUE (charter name).

2016: Sold to MSC.

2023: Demolition at Alang 21/04/2023.

BASIC DATA:

GT: 52191
DWT: 60900
TEU: 4437
Reefer: 500
Loa: 294.11
Bmd: 32.22
Draft: 13.50
Engine: 1x oil B&W 10K90MC
Power: 42425 kW
Speed: 23.0 kn

OWNER & FLAG HISTORY:

MSC VERONIQUE since 01/11/2011
MAERSK MERRITT since 01/05/2010
MSC SWEDEN since 01/01/2007
MAERSK MERRITT since 01/11/2006
METTE MAERSK 2000-05-12 LRF
Flag Date of record Source
Panama since 01/10/2011
Hong Kong, China since 01/11/2006
Denmark 2000-05-12 LRF
Registered owner Date of record Source
VERONIQUE OCEANWAY LTD since 24/11/2021
NSM VERONIQUE SHIPPING CO LTD during 11/2019
GARTENUR MANAGEMENT INC during 11/2016
SEASPAN CORP since 06/11/2006
MOLLER-MAERSK A/S since 30/09/2003
DMK-ANHOLT 2000-04-25 LRF
Ship manager Date of record Source
MSC SHIPMANAGEMENT LTD since 24/11/2021

NIKI SHIPPING CO SA during 11/2019
 MSC SHIPMANAGEMENT LTD since 26/11/2011
 MSC MEDITERRANEAN SHIPPING CO during 11/2011
 SEASPAN SHIP MANAGEMENT LTD since 06/11/2006
 MOLLER AP LRF

NAME HISTORY:

METTE MAERSK	1989-06	Möller-Maersk A/S, Denmark
MAERSK MERRIT	2006-07	Seaspan Corp., Hong Kong
MSC SWEDEN	2007-10	Seaspan Corp., Hong Kong
MAERSK MERRIT	2010-11	Seaspan Corp., Hong Kong
MSC VERONIQUE	2011-16	Seaspan Corp., Panama
MSC VERONIQUE	2016-19	Gartenur Management Inc, Panama
MSC VERONIQUE	2019-21	NSM Veronique Shipping Co Ltd, Panama
MSC VERONIQUE	2021-23	Veronique Oceanway Ltd, Panama

GENERAL VESSEL INFORMATION:

2006:

Seaspan Corporation ("Seaspan") announced the delivery of its 19th vessel, the MAERSK MERRIT, a 4800 TEU containership built in 1989. The vessel was purchased from A.P. Moller Maersk A/S ("APMM") and will be time chartered back to APMM for five years from delivery. APMM has options to extend the charter by up to four years from the end of the firm charter period. The MAERSK MERRIT, formerly named the METTE MAERSK, is the first of four sister vessels to be purchased from and chartered back to APMM. (www.highbeam.com - Nov. 7, 2006)

2008:

Mediterranean Shipping Company is making strides in adding capacity this year, acquiring some 10 ships of 4,000 to TEU 6,000 TEU to add 52,000 TEU to its fleet that stands at 1.3 million TEU. Eight of MSC's additional ships are from Maersk Line. Three have already joined MSC and have been renamed. More ships are expected to join MSC soon, including the 4,800 TEU MAERSK MONCTON AND MAERSK MARATHON and 4,200 TEU ships MSC DARTFORD, MSC MALAYSIA, MSC SWEDEN & MSC DALTON. (www.steelguru.com - 12 Nov 2008)



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.