

SEA BALTICA

IMO No: 9136228 CONTAINER 1996 / 9191 GT

COMPANY:

Bore Shipowners B.V.,
Netherlands
(Bore Group, Finland)

YARD INFORMATION:

YVC Ysselwerf B.V.
Capelle a/d IJssel (Netherlands) 268

DEMOLITION:



Baltic Sea 02/04/2003 © S. Wiedner

2004: Sold to JR Shipping BV, Netherlands. Renamed **MAERSK ROSCOFF** (charter name). JR Project name: **EVOLUTION**.

2008: Renamed **EVOLUTION** (Maersk charter expired).



Named EVOLUTION Hamburg 16/5/2015 © H. Wiedner (S. Wiedner collection)



Named EVOLUTION Hamburg 23/5/2015 © H. Wiedner (S. Wiedner collection)

2019: Sold to Qingdao Pengteng International Ship Management Co (China). **Renamed BAL BOAN.**

BASIC DATA:

GT: 9191
 DWT: 13100
 TEU: 1050
 Reefer: 178
 Loa: 145.55
 Bmd: 23.28
 Draft: 8.78
 Engine: 2x oil Wartsila 8L38
 Power: 10560 kW
 Speed: 19.0 kn

OWNER & FLAG HISTORY:

BAL BOAN since 01/02/2019
 EVOLUTION since 01/11/2008
 MAERSK ROSCOFF since 01/07/2005
 SEA BALTICA 12-05-2000 LRF
 Flag Date of record Source
 Panama since 01/02/2019
 Netherlands 12-05-2000 LRF
 Registered owner Date of record Source
 BOAN SHIPPING ENTERPRISE CO since 15/02/2019
 EVOLUTION SHIPPING BV 29-12-2004 LRF
 BORE BALTICA 19-11-2001 LRF
 BORE NORDICA 01-01-1998 LRF
 Ship manager Date of record Source
 QINGDAO CHINA GEM SHIP MGMT since 15/02/2019
 QINGDAO PENGTEG INTERNATIONAL since 10/01/2019
 JR SHIP MANAGEMENT 29-12-2004 LRF
 BORE SHIPOWNERS 19-11-2001 LRF
 MASTER LEMMER 01-01-1998 LRF

NAME HISTORY:

SEA BALTICA	1996-05	Madora VI B.V., Netherlands
MAERSK ROSCOFF	2005-08	Evolution Shipping B.V., Netherlands
EVOLUTION	2008-19	Evolution Shipping B.V., Netherlands
BAL BOAN	2019-	Boan Shipping Enterprise Co, Panama

GENERAL VESSEL INFORMATION:



EVOLUTION, IMO 9136228 (NB-183), aanvankelijk ANTILOPE, 28-9-1996 te water gelaten, 27-11-1996 vertrokken van de werf, 28-11-1996 proefvaart, 30-11-1996 gedoopt SEA BALTICA door minister Annemarie Jorritsma (Verkeer & Waterstaat), 3-12-1996 opgeleverd door YVC Ysselwerf B.V., Capelle a/d IJssel (268) aan Rederij Master Lemmer B.V., Lemmer, in beheer bij Poseidon Chartering B.V., Delfzijl, in charter bij Sea-Land, 9.191 BRT, 1050 TEU. 1998 verkocht aan C.V. Rederij Madora V, Lemmer, in beheer bij Rederij Master Lemmer B.V., Lemmer. 19-11-2001 in beheer bij Bore Shipowners B.V., Rotterdam. 11-2004 verkocht aan J.R. Shipping B.V., Harlingen, ingebracht bij Evolution Shipping B.V., Harlingen als EVOLUTION, tot 2008 in charter gegaan bij A.P. Møller, 11-7-2005 (e) herdoopt MAERSK ROSCOFF. 5-11-

2008 herdoopt EVOLUTION. 27-2-2012 tijdens een reis van Rotterdam naar St. Petersburg om 19:00 uur op het Kieler Kanaal bij Weiche Audorf-Rade uit z'n roer gelopen en aan de grond, kon niet op eigen kracht vlot komen, 21:00 uur de sleepboten HOLTENAU en FALKENSTEIN uit Kiel besteld, 28-2-2012 kort na middernacht vlot gebracht, 02:30 uur aan de Voith-Kai in de Nordhafen te Kiel afgemeerd voor inspectie, de oorzaak zou het uitvallen van de machine zijn. 10-1-2019 (e) verkocht aan Boan Shipping Enterprise Company, 4-2-2019 (mt) aankomst te Hamburg, 12-2-2019 vlag: Panama, roepsein 3EDD, in beheer bij Qingdao China Gem Ship Management Co. Ltd., Qingdao, Shandong, China, herdoopt BAL BOAN. 24-2-2019 te Rotterdam. 25-2-2019 van Rotterdam naar Helsinki. (Foto BAL BOAN: R.P. van de Wetering, 24-2-2019, passage Maassluis).

2001:



25 October 2001

Finnish-owned ro-ro specialist Bore Group has entered the containership market by buying Rederij Master Lemmer BV of the Netherlands.

Bore remains tight-lipped on how much it paid for the Dutch company. Master Lemmer has three boxships, the Sea Baltica (built 1996) and Sea Nordica (built 1997), both 1,050-teu, as well as the 550-teu Banjaard (built 1993).

2004:



Dutch owner JR Shipping has bought two ice-classed 1,050-teu containerships, SEA BALTICA (built 1996) and SEA NORDICA (built 1997), from Finnish ro-ro specialist Bore Group.

The vessels, which were already fixed to Maersk Sealand, have been extended for a further three years from the expiry of their charters next May at a reported \$15,400 per day. They will remain operating in the Baltic area, where they have been used since delivery by Rotterdam shipyard Yssel Vliet Combinatie (YVC).

JR Shipping will rename the Dutch flag vessels EVOLUTION and EVIDENCE although they will keep their respective charter names.

The acquisition returns the vessels to Dutch ownership three years after they were sold to Bore.

Bore acquired the two ships from Dutch company Rederij Master Lemmer in October 2001, when the Verschoor family owners sold the firm and its fleet of three ships to Bore Shipowners - a subsidiary of Finland's Oy Rettig group.

(www.tradewindsnews.com/weekly/192148/dutch-buy-iceclassed - 16 December 2004)

2019:



The EVOLUTION (1,050 teu) joins Qingdao Pengteng

Fast expanding Chinese owner Qingdao Pengteng International Ship Management Co who recently purchased the 1,083 teu MUNICH TRADER from Lomar Shipping (since renamed HAI HUA) has bought a further vessel in the same size range, the 1,050 teu JR Shipping-controlled EVOLUTION. The vessel has been renamed BAL BOAN under Panamanian flag, and has been fixed to Unifeeder for a period of 2-4 months at €5,700 for trading in North West Europe & the Baltic. Longer term however, the vessel is expected to move to Asia to be operated out of China.

The EVOLUTION was built in 1996 by the Dutch shipyard Yssel Vliet. She features a deadweight of 13,200 tons, a Loa of 145.45 meters and a beam of 23.28 meters. She has got only one sister vessel, the former EVIDENCE which is today also controlled by a company linked to Qingdao Pengteng. She is operated in Asia as the XIANG SHUN.

Qingdao Pengteng appeared in the container sector as a NOO in 2016, taking in charge its first container vessel, the 1,083 teu HE SHENG (Stadt 1100), former STADT EMDEN from German owner Thien & Heyenga. The owner has since expanded significantly, and now controls a fleet of 17 container vessels with capacities ranging from 600 to 1,800 teu. All of its vessels are traded in the charter market. Currently most of its fleet is on time charter to carriers operating mainly in Asia.

(Source: Alphaliner Weekly Newsletter 07/2019)

Meanwhile, JR Shipping recently sold its oldest container vessel, the 1,050 teu, 1996-built EVOLUTION to Hong Kong-based interests linked to Chinese owner Qingdao Pengteng International Ship Management. The ship has been renamed BALBOAN and is currently performing a charter for Unifeeder.

(Source: Alphaliner Weekly Newsletter 09/2019)

Last update: 15/12/2023