IMO - - xx m - TE m - JB - JN - PL t - Cap. - V nds - P kW () - Constr. () – Gérant/Opér. () – Pav.

CMA CGM NEW JERSEY

IMO 9351141 – porte-conteneurs - 294,10x32,20x21,80 m – TE 13,50 m – JB 54 309 – JN 34 011 – PL 65 890 t - Cap. 5 095 teu dont 330 reefers - V 23,5 nds – P 51 199 kW (MAN B&W 10K98MC-C) - Constr. 2008 (Hyundai Heavy Industries – Corée du Sud) – Gérant/Opér. CMA CGM (France) – Pav. MLT – Sister-ships 9 dont [CMA CGM FLORIDA](https://www.marine-marchande.net/Petits_Reportages/Gwenaelle/LeHavre/2018-04/04-2018.htm), [CMA CGM TARPON](https://www.marine-marchande.net/Petits_Reportages/Auroy/Otello/01-Otello/01-Otello.htm), [CMA CGM WHITE SHARK](https://www.marine-marchande.net/Petits_Reportages/Auroy/Otello/01-Otello/01-Otello.htm), [ORCA 1](https://www.marine-marchande.net/Jourlejour3/AujourleJour-483.html#odin)

ZHONG GU NAN NING

IMO 9938884 – porte-conteneurs – 228,00x40,00x19,60 m - TE 13,75 m – JB 54 466 – JN 31 588 – PL 87 673 t - Cap. 4 636 teu dont 360 reefers – V 17 nds - P 14 352 kW (Man B&W 6G60ME-C10) - Constr. 2022 (Jiangsu New YZJ) – Gérant Jiangsu Newyangzi Shipbuilding (Chine) - Opér. Korea Marine Transport (Corée du Sud) – Pav. CHN – Sister-ships 17

[TITUS](https://www.marine-marchande.net/Jourlejour3/AujourleJour-497.html#seat) changement de livrée

MSC SHIVALIKA III

IMO 9179828 – porte-conteneurs – 208,28x29,80x16,40 m – TE 11,40 – JB 25 705 – JN 12 028 – PL 33 843 t – Cap. 44 903 m³, 2 524 teu dont 394 reefers, 3 grues de 45 t – V 21 nds – P 19 810 kW (Man B&W 7L70MC) – Constr. 1999 (Warnowwerft - Allemagne) – Gérant/Opér. MSC (Suisse) – Pav. LBR - [Jan Ritscher](https://www.marine-marchande.net/groupe%20mar-mar/Documents/Grard/Abidjan/Abidjan_03/Abidjan_03.htm#rainbow)  (2012-2024), MOL SATISFACTION (2005-2012), TRADE ZALE (2002-2005), TPL EAGLE (2001-2002), TMM SAN ANTONIO (1999-2001), JAN RITSCHER (1999)

VUVOKAR

IMO 9707819 - chimiquier – 183,12x32,24x19,40 m - TE 13,33 m – JB 29 785 – JN 13 224 – PL 49 990 t - Cap. 51 334 m³, 14 cuves - V 12,5 nds - P 8 090 kW (MAN B&W 6G50ME-B9) - Constr. 2015 (Hyundai Mipo Dockyard – Corée du Sud) – Gérant/Opér. SeaRiver Maritime (USA) – Pav. MLT – Sister-ships de nombreux

KANWAY LUCKY

IMO 9923970 – porte-conteneurs – 172,00x27,548x14,60 m – TE 10,014 m – JB 18 526 - JN 8 223 – PL 24 738 t - Cap. 1 930 teu dont 230 reefers - V 18,5 nds - P 10 380 kW (Man B&W 6S60ME-C10) - Constr. 2022 (CSSC Huangpu Wenchong Shipbuilding - Chine) – Gérant Kanway Line (Taiwan) – Opér. Evergreen Marine Corp.(Taiwan) – Pav. PAN - Sister-ships de nombreux

KAI TAK

IMO 9840166 - souteur – 49,80x13,80x6,00 m – TE 4,50 m – JB 1 198 - JN 477 – PL 1 590 t - Cap. 1 673 m³, 10 cuves - V 9 nds – P 894 kW (Cummins 2 x KTA-19-M3) - Constr. 2018 (Guangzhou Nansha Xinghua Shipyard - Chine) – Gérant/Opér. Seven Seas Oils (Hong-Kong) – Pav.

HOPE ISLAND

IMO 9263320 – porte-conteneurs – 230,90x32,288x18,80 m - TE 12,00 m – JB 35 975 - JN 15 938 – PL 42 106 t - Cap. 3 534 teu dont 500 reefers - V 23,5 nds – P 31 920 kW (MAN B&W 7K90MC-C) - Constr. 2006 (Shanghai Chengxi - Chine) – Gérant Helios Ship Management (Allemagne) - Opér. [Maersk](https://www.marine-marchande.net/Collection%20Le%20Mens/LeMens2/Maersk.htm) (Danemark) – Pav. MHL – Ex Helena Schulte (2012-2015), CSAV ITAIM (2006-2012), Helena Schulte (2006) – Sister-ships 28

KMTC Jebel Ali

IMO 9375305 – porte-conteneurs – 261,40x32,25x19,20 m – TE 12,60 m – JB 40 898 – JN 18 771 – PL 51 648 t – Cap. 4 275 teu dont 348 reefers – V 23,5 nds – P 36 526 kW (Wartsila 7RT-flex96C) – Constr. 2008 (Samsung Heavy Industries – Corée du Sud) – Gérant/Opér. KMTC (Corée du Sud) – Pav. KOR – Ex Hanjin Rio de Janeiro (2008-2017) – Sister-ships 7 dont [HANJIN DURBAN](https://www.marine-marchande.net/Petits_Reportages/Auroy/Otello/01-Otello/01-Otello.htm)