ATLANTIC ACANTHUS

IMO 9189897 – cargo réfrigéré – 144,52x21,827x13,10 m – TE 9,175 m – JB 9 649 – JN 5 349 – PL 11 793 t – Cap. 14 286 m³, 120 teu dont 80 reefers – V 20 nds – P 9 268 kW (Mitsubishi 7UEC52LS) – Constr. 1999 (Shin Kochi Jyuko - Japon) – Gérant Chartworld (Grèce) - Opér. [Seatrade Reefer Chartering](https://www.marine-marchande.net/Collection%20Le%20Mens/LeMens4/Seatrade.htm) (Belgique) – Pav. BHS – Ex ATLANTIS IRIS (1999-2011) – Sister-ships 2 dont [ATLANTIC HOLLYHOCK](https://www.marine-marchande.net/Jourlejour/AujourleJour-176.htm#hollyhock)

BBC NILE

IMO 9571375 – general cargo – 143,14x22,80x13,30 m – TE 9,70 m – JB 12 980 – JN 5 346 – PL 16 991 t – Cap. 21 697 m³, 550 teu dont 60 reefers, 2 grues de 250 t, 1 grue de 80 t – V 15 nds – P 7 074 kW (Man B&W 6S46MC-C) – Constr. 2011 (Tianjin Xingang Shipbuilding Industry - Chine) – Gérant [Briese Heavylift](https://www.marine-marchande.net/Collection%20Le%20Mens/LeMens8/Briese.htm) (Allemagne) - Opér. [BBC Chartering](https://www.marine-marchande.net/Collection%20Le%20Mens/LeMens10/BBC.htm) (Allemagne) – Pav. ATG – Sister-ships 2

BBC VESUVIUS

IMO 9508471 – general cargo – 125,80x22,00x10,80 m – TE 7,60 m – JB 8 255 – JN 3 966 – PL 9 310 t – Cap. 12 391 m³, 660 teu dont 60 reefers, 2 grues de 350 t – V 16,5 nds – P 6 300 kW (MaK 7M43C) – Constr. 2012 (Tianjin Xingang Shipbuilding Industry - Chine) – Gérant [Briese Heavylift](https://www.marine-marchande.net/Collection%20Le%20Mens/LeMens8/Briese.htm) (Allemagne) - Opér. [BBC Chartering](https://www.marine-marchande.net/Collection%20Le%20Mens/LeMens10/BBC.htm) (Allemagne) – Pav. ATG – Sister-ships 7 dont [BBC EVEREST](https://www.marine-marchande.net/Jourlejour3/AujourleJour-396.html#bbce), [BBC FUJI](https://www.marine-marchande.net/Jourlejour3/AujourleJour-475.html#bbcf), [BBC KIBO](https://www.marine-marchande.net/Jourlejour2/AujourleJour-327.html#daan), [BBC MONT BLANC](https://www.marine-marchande.net/Jourlejour3/AujourleJour-382.htm#bbcm), [BBC OLYMPUS](https://www.marine-marchande.net/Jourlejour3/AujourleJour-397.html#bbco), [BBC RUSHMORE](https://www.marine-marchande.net/Jourlejour3/AujourleJour-385.html#bbcr), [BBC XINGANG](https://www.marine-marchande.net/Petits_Reportages/Gwenaelle/LeHavre/2021-06/06-2021.html)

COSCO AQABA

IMO 9518359 – porte-conteneurs – 261,10x32,30x19,30 m – TE 11,00 m – JB 40 465 – JN 23 892 – PL 49 980 t – Cap. 4 253 teu dont 698 reefers – V 24,3 nds – P 36 560 kW (Man B&W 8K90ME-C) – Constr. 2013 (Jiangsu Newyangzi Shipbuilding - Chine) – Gérant/Opér. Cosco Shipping Lines (Chine) – Pav. HGK – Sister-ships de nombreux

CROWN SAPPHIRE

<https://www.marine-marchande.net/Petits_Reportages/Donne/2012-juillet/04-Med2012Juillet.htm#mersin>

EPSILONGAS

<https://www.marine-marchande.net/Jourlejour/AujourleJour-183.htm#lotus>

MPV CLIO

IMO 9244556 – general cargo - 192,85x27,83x15,50 m - TE 11,20 m - JB 23 119 - JN 9 752 - PL 30 151 t - P 15 785 kW (mot. B&W-Hudong Heavy Machinery 7S60MC-C) - V 19 nds - Cap. 36 094 m3 / 1 880 evp don’t 150 reefers, 2 grues de 320 t, 1 grue de 100 t, 1 grue de 45 t - Constr. 2003 (Shanghai & Chengxi Shipyards, Chine) – Gérant/Opér. Zeaborn Ship Management (Allemagne) - Pav. MAR – Ex ZEA SEOUL (2019-2020), [RICKMERS SEOUL](https://www.marine-marchande.net/Jourlejour/AujourleJour-170.htm#darby) (2003-2019) Sister-ships 3 dont [MPV URANIA](https://www.marine-marchande.net/Jourlejour4/AujourleJour-505.html#sass)**,** [RICKMERS ANTWERP](https://www.marine-marchande.net/Jourlejour3/AujourleJour-369.htm#rick)**,** [RICKMERS NEW ORLEANS](https://www.marine-marchande.net/Jourlejour3/AujourleJour-379.htm#veri2)

MSC ESTHI

IMO 9304411 – porte-conteneurs – 336,67x45,636x27,20 m – TE 16,697 m – JB 108 930 – JN 61 479 – PL 132 035 t – Cap. 9 178 teu dont 700 reefers – V 24,7 nds – P 68 520 kW (Man B&W 12K98MC-C) – Constr. 2006 (Samsung Heavy Industries – Corée du Sud) – Gérant/Opér. [MSC](https://www.marine-marchande.net/Collection%20Le%20Mens/LeMens3/MSC.htm) (Suisse) – Pav. PAN – Sister-ships 20 dont [CSCL LONG BEACH](https://www.marine-marchande.net/Petits_Reportages/Kevin/Spour-dec2021/02-singapour.html), [CSCL ZEEBRUGGE](http://www.marine-marchande.net/groupe%20mar-mar/Documents/Sinnesael/Elbe_2008/index.htm#zeebrugge), [CSCL LE HAVRE](http://www.marine-marchande.net/FM/Nabucco/CMA_CGM_Nabucco_12.htm), [MSC ASYA](http://www.marine-marchande.net/Jourlejour/AujourleJour-187.htm#green),  [MSC JOANNA](http://www.marine-marchande.net/Petits_Reportages/Guegueniat/Navires%202008/04/%242-LeHavre.htm)  - [MSC MARIA ELENA](http://www.marine-marchande.net/Jourlejour/AujourleJour-69.htm#almar), [MSC SUSANNA](http://www.marine-marchande.net/Jourlejour/AujourleJour-82.htm#msc), [MSC CANDICE](http://www.marine-marchande.net/Petits_Reportages/Gwenaelle/LeHavre/2009-09/13_2009.html#magellan), [MSC PAMELA](http://www.marine-marchande.net/Jourlejour/AujourleJour-91.htm#Pamela), [MSC LISBON](http://www.marine-marchande.net/Jourlejour/AujourleJour-129.htm#Lacroix), [MSC ROMA](http://www.marine-marchande.net/Petits_Reportages/Gwenaelle/LeHavre/2009-10/14_2009.htm#roma), [MSC CHICAGO](http://www.marine-marchande.net/FM/Nabucco/CMA_CGM_Nabucco_13.htm), [MSC BRUXELLES](http://www.marine-marchande.net/Jourlejour2/AujourleJour-253.html#msc), [XIN BEIJING](http://www.marine-marchande.net/Jourlejour/AujourleJour-143.htm#gloric), [XIN HONG KONG](http://www.marine-marchande.net/Petits_Reportages/Gwenaelle/LeHavre/2018-05/05-2018.html#xin), [XIN LOS ANGELES](http://www.marine-marchande.net/groupe%20mar-mar/Documents/Montreuil/LeHavre_aout2006_bis/LeHavre_24-08-06_1_Marine-marchande.htm), [PUSAN C](https://www.marine-marchande.net/Petits_Reportages/Gwenaelle/LeHavre/2020-11/11-2020.html#msc), [XIN SHANGHAI](https://www.marine-marchande.net/Petits_Reportages/Kevin/Spour-dec2021/02-singapour.html)

MSC ISHYKA

<https://www.marine-marchande.net/Jourlejour3/AujourleJour-426.html#prot>

MSC SHEFFIELD III

IMO 9275024 – porte-conteneurs – 210,07x30,23x16,70 m – TE 11,50 m – JB 26 833 – JN 12 743 – PL 34 315 t – Cap. 9 457 teu dont 600 reefers, 4 grues de 40 t – V 21 nds – P 21 560 kW (Sulzer 7RTA72U-B) – Constr. 2003 (Hyundai Heavy Industries – Corée du Sud) – Gérant/Opér. [MSC](https://www.marine-marchande.net/Collection%20Le%20Mens/LeMens3/MSC.htm) (Suisse) – Pav. LBR – SHEFFIELD (2022-2023), HSL SHEFFIELD (2017-2022), ADRIANA STAR (2016-2017), CAP BEAUFORT (2014-2016), NEDLLOYD ADRIANA (2005-2014), P&O NEDLLOYD ADRIANA (2003-2005) – Sister-ships 23 dont [MAERSK EDISON](https://www.marine-marchande.net/Jourlejour2/AujourleJour-322.html#edison), [HANJIN ASIA](http://www.marine-marchande.net/Petits_Reportages/Gwenaelle/LeHavre/2013-08/08-2013.htm#amanda), [MAERSK EFFINGHAM](http://www.marine-marchande.net/Jourlejour2/AujourleJour-324.html#tani), [MAERSK ENFIELD](http://www.marine-marchande.net/Jourlejour2/AujourleJour-325.html#enfi), [HANJIN SOOHO](http://www.marine-marchande.net/Jourlejour2/AujourleJour-318.html#soho), [PEARL RICKMERS](http://www.marine-marchande.net/Jourlejour2/AujourleJour-246.htm#pearl), [MAERSK EDISON](http://www.marine-marchande.net/Jourlejour2/AujourleJour-322.html#edison), [MAERSK EINDHOVEN](http://www.marine-marchande.net/Jourlejour2/AujourleJour-320.html#eind), [MAERSK EMDEN](http://www.marine-marchande.net/Jourlejour2/AujourleJour-325.html#sofi), [MAERSK ESSEX](http://www.marine-marchande.net/Petits_Reportages/Auroy/Otello/01-Otello/01-Otello.htm), [MAERSK EVORA](http://www.marine-marchande.net/Jourlejour2/AujourleJour-321.html), [MSC RENEE](http://www.marine-marchande.net/Petits_Reportages/Gwenaelle/LeHavre/2013-05/05_2013.htm#genmar)

NEDERLAND STREAM

<https://www.marine-marchande.net/Jourlejour4/AujourleJour-519.html#bwga>

NORD CHESAPEAKE

IMO 9767778 - vraquier – 199,99x32,24x18,38 m - TE 12,868 m – JB 34273 – JN 20 042 – PL 60 364 t – Cap. 77 067 m³, 4 grues de 31,2 t, 5 cales – V 14,5 nds – P 7 740 kW (Man B&W 6G50ME-B9) – Constr. 2016 (Sanoyas Shipbuilding Corp - Japon) – Gérant Nissen Kaiun (Japon) - Opér. Norden AS Dampskibsselskabet (Danemark) – Pav. PAN – Sister-ships 11 dont [ALTAIR SKY](https://www.marine-marchande.net/Petits_Reportages/Jugeau/Dumont-Durville/transit/04.html)

QUETZAL ARROW

<https://www.marine-marchande.net/Petits_Reportages/Massard/GPMLR/002_La_Rochelle.htm>

WILD COSMOS

<https://www.marine-marchande.net/Petits_Reportages/Gwenaelle/LeHavre/2020-12/12-2020.htm#wild>

ESSIEN

IMO 9617454 - pétrolier – 187,70x31,50x16,80 m – TE 11,30 m – JB 26 827 – JN 11 335 – PL 42 190 t – Cap. 46 904 m³, 14 cuves – V 14 nds – P 8 300 kW (Man B&W 5S50MC-C8) – Constr. 2013 (Jinling Shipyard - Chine) – Gérant/Opér. Stamford Ship Management (Singapour) – Pav. SGP – Ex HAWASSA (2013-2022) – Sister-ship CECH

FEDERAL KUSHIRO

<https://www.marine-marchande.net/Jourlejour2/AujourleJour-319.html#fed>

GOUTA MARU

IMO 9746827 – cargo réfrigéré – 104,20x17,30x10,40 m – TE 6,814 m – JB 4 865 – JN 1 785 – PL 4 989 t – Cap. 5 669 m³ – V 15,4 nds – P 2 998 kW (Man B&W 6L35MC) – Constr. 2015 (Kurinoura Dockyard - Japon) – Gérant/Opér. Toei Reefer Line (Japon) – Pav. JPN

HECTOR N

IMO 9384100 - Chimiquier – 182,86x27,43x16,80 m – TE 11,60 m – JB 24 112 – JN 11 118 – PL 38 402 t – Cap. 37 963 m³, 12 cuves – V 15,2 nds – P 9 480 kW (Man B&W 6S50MC-C) – Constr. 2008 (Guangzhou Shipyard International - Chine) – Gérant Navios Tankers Management (Grèce) - Opér. Persephone Shipping Corp. (Grèce) – Pav. PAN – Ex KING EDGAR (2008-2013) – Sister-ships 20 dont [NORD SNOW QUEEN](https://www.marine-marchande.net/Jourlejour2/AujourleJour-248.htm#union), [NORD PRINCESS](https://www.marine-marchande.net/Jourlejour/AujourleJour-142.htm#riga), [BLOOM](https://www.marine-marchande.net/Jourlejour3/AujourleJour-421.html#char), [MARE BALTIC](http://www.marine-marchande.net/Jourlejour3/AujourleJour-446.html#geor), [HANDYTANKERS MIRACLE](http://www.marine-marchande.net/Jourlejour2/AujourleJour-236.htm#star), [NORD BUTTERFLY](http://www.marine-marchande.net/Petits_Reportages/Donne/2014-hiver/01-Caracteristiques.htm), [NORD SWAN](http://www.marine-marchande.net/Jourlejour2/AujourleJour-293.html#eider), [VOGE TRUST](http://www.marine-marchande.net/Jourlejour2/AujourleJour-315.html#dag), [VOGE DIGNITY](https://www.marine-marchande.net/Petits_Reportages/Gwenaelle/LeHavre/2020-09/09-2020.html#team)

LA STELLA

IMO 9748368 - vraquier – 199,98x32,283x18,60 m – TE 13,00 m – JB 34 830 – JN 20 238 – PL 61 250 t – Cap. 77 674 m³, 5 cales, 4 grues de 30,7 t – V 14,5 nds – P 8 260 kW (Man B&W 6S50ME-C8) – Constr. 2016 (Imabari Shipbuilding - Japon) – Gérant/Opér. Ebe (Belgique) – Pav. BEL – Sister-ships de nombreux

LEONIDIO

IMO 9618587 – porte-conteneurs – 255,37x37,40x19,60 m – TE 13,00 m – JB 48 338 – JN 21 585 – PL 62 161 t – Cap. 4 957 teu dont 600 reefers – V 21,5 nds – P 27 060 kW (Man B&W 6S80ME-C) – Constr. 2014 (Jiangsu Newyangzi Shipbuilding - Japon) – Gérant Costamare Shipping (Grèce) - Opér. [Maersk](https://www.marine-marchande.net/Collection%20Le%20Mens/LeMens2/Maersk.htm) (Danemark) – Pav. MLT – Ex HS EVEREST (2014-2017) – Sister-ships 10 dont [WIELAND](https://www.marine-marchande.net/Jourlejour4/AujourleJour-527.html#wiel), [WIKING](https://www.marine-marchande.net/Jourlejour3/AujourleJour-494.html#oral)

MAERSK CHENNAI

IMO 9525338 – porte-conteneurs – 249,12x37,40x22,10 m – TE 13,50 m – JB 50 869 – JN 29 691 – PL 61 614 t – Cap. 4 496 teu dont 700 reefers – V 21,3 nds – P 23 000 kW (Man B&W 6S80ME-C9) – Constr. 2011 (Hyundai Heavy Industries – Corée du Sud) – Gérant/Opér. [Maersk](https://www.marine-marchande.net/Collection%20Le%20Mens/LeMens2/Maersk.htm) (Danemark) – Pav. SGP [– Sister-ships 21 dont MAERSK CASABLANCA](https://www.marine-marchande.net/Petits_Reportages/Auroy/Otello/01-Otello/01-Otello.htm)

BOLETTE

https://www.marine-marchande.net/Jourlejour4/AujourleJour-520.html#magi

HAMBURG

<https://www.marine-marchande.net/Jourlejour2/AujourleJour-331.htm#hamb>

MSC SPLENDIDA

<https://www.marine-marchande.net/Jourlejour/AujourleJour-207.htm#splendida>

QUEEN MARY 2

<https://www.marine-marchande.net/Petits_Reportages/Donne/QM2/0-QM2.htm>

SILVER WHISPER

<https://www.marine-marchande.net/Jourlejour/AujourleJour-73.htm#moon>

WORLD ODYSSEY

<https://www.marine-marchande.net/Petits_Reportages/Guegueniat/World-Odyssey/00-WO.html>

Les USIBA et UMBILO, qui sont bien occupés et multiplient les sorties 24h/24, tout comme le ENSELENI.

Ainsi que le BLUE JAY, qui sert parfois de pilotine et le MERLOT (construit en 1980).

Enfin le BOSSS SUPPLIER qui sert les navires au mouillage.

USIBA

IMO 9755268 - remorqueur – 32,00x11,50x3,30 m – JB 480 – JN 144 – PL 260 t – Traction au bollard 70 t – P 5 332 kW (MaK 2x8M25C) – Constr. 2017 (Southern African Shipyards – Afrique du Sud) – Gérant/Opér. Transnet (Afrique du Sud) – Pav. ZAF – Sister-ships 7 dont UMBILO

UMBILO

IMO 9755256 - remorqueur – 32,00x11,50x3,30 m – JB 480 – JN 144 – PL 260 t – Traction au bollard 70 t – P 5 332 kW (MaK 2x8M25C) – Constr. 2017 (Southern African Shipyards – Afrique du Sud) – Gérant/Opér. Transnet (Afrique du Sud) – Pav. ZAF – Sister-ships 7 dont USIBA

BLUE JAY

IMO 8899237 - remorqueur – 36,78 m – TE 2,69 m – JB 226 – JN 67 – Constr. 1979 (Scully Bros. Boat Building – Etats-Unis) – Gérant/Opér. Butler (Nigéria) – Pav. NGA – Ex KELLY TIDE (1986-2007), JERI C (1979-1986)

MERLOT

IMO 7905429 - remorqueur – 30,40x11,61x4,12 m – TE 5,69 m – JB 430 – JN 126 – Traction au bollard 43 t – P 2 942 kW (Man 2x8L25/30) – Constr. 1980 (Dorman Long Vanderbijl Corp – Afrique du Sud) – Gérant/Opér. Transnet (Afrique du Sud) – Pav. ZAF – Ex LOURENS MULLER (1980-2002) – Sister-ships 3

ENSELENI

IMO 9206750 - remorqueur – 30,80x11,63x4,30 m – TE 5,635 m – JB 378 – JN 113 – PL 293 t – Traction au bollard 57 t – V 12,8 nds – P 3 800 kW (Ruston 2x6RK270M) – Constr. 2000 (Southern African Shipyards – Corée du Sud) – Gérant/Opér. Transnet (Afrique du Sud) – Pav. ZAF – Sister-ships 4