

ADABELLE LYKES

IMO No: 6903060 CONTAINER 1969 / 16891 GT

COMPANY:

Lykes Bros. Steamship Co. Inc.,
USA

YARD INFORMATION:

Bremer Vulkan
(Germany) 945

DEMOLITION:

Alang 17/5/1996



Bremerhaven 19/3/1993 © S. Wiedner

1969: Delivered as MOSEL EXPRESS (736 TEU) to Norddeutsche Lloyd, Germany.

1973: Lengthened / container capacity increased to 1,104 TEU.

1984: Sold to Lykes Bros. Steamship Co. Inc, USA. Renamed ADABELLE LYKES.

1996: Demolition at Alang 17/5/1996.

BASIC DATA:

GT: 16891
DWT: 15400
TEU: 1104
LOA: 201.00
Beam: 24.74
Draft: 7.89
Engine: MAN
Power: 15750 bhp
Speed: 19.0 kn

OWNER & FLAG HISTORY

ADABELLE LYKES during 1984
Flag Date of record Source
United States of America since 01/12/1969
Registered owner Date of record Source
UNKNOWN ISM Manager since 01/11/1997
Ship manager Date of record Source
UNKNOWN ISM Manager since 01/11/1997

NAME HISTORY:

MOSEL EXPRESS	1969-84	Hapag Lloyd AG, Germany
ADABELLE LYKES	1984-96	Lykes Bros. Steamship Co. Inc., USA

GENERAL VESSEL INFORMATION:

Mit den 13.384-BRT/-/11.225-tdw/-/728-TEU-Containerschiffen WESER EXPRESS und MOSEL EXPRESS leitete der Norddeutsche Lloyd Ende 1968/Anfang 1969 zusammen mit der HAPAG die Containerisierung ihres Nordatlantik-Dienstes ein. Die Containerisierung verringerte die in Liniendiensten eingesetzte Zahl der Schiffe etwa um 75 Prozent, was aus Gründen der Marktpräsenz bei Linien, die ihre Dienste in Gemeinschaft betrieben wie Hapag und NDL, den Gedanken zu einer Fusion nahelegte. 1973 verlängerten die Rheinstahl-Nordseewerke beide Schiffe um rund 30 Meter, wodurch die Tragfähigkeit auf 19.650 Tonnen und die Stellplätze auf 1096 TEU stiegen. Im Januar 1984 verkaufte Hapag-Lloyd beide für ihre Zwecke zu klein gewordenen Frachter an die amerikanischen Lykes Lines, die als CHARLOTTE LYKES und ADABELLE LYKES (FotoFlite) weiterhin im Nordatlantik-Dienst einsetzten. Am 30. Mai 1996 begann der Abbruch der ADABELLE LYKES auf dem Strand von Alang in Indien.

(Detlefsen: Unter fremder Flagge - Schicksale deutscher Frachter)

1968:

MOSEL EXPRESS built by Bremer Vulkan for Norddeutscher Lloyd (y.n.945) launched 6th November 1968. IMO 6903060 Dimensions of 170.9m x 24.74m x 14.61m with a draft of 7.89 m. Single screw vessel powered by a MAN 9 cylinder diesel producing 15,750 bhp giving a speed of 19 knots. Capacity of 736 TEU. Put into a joint service across the Atlantic to North America - the Hapag-Lloyd Container Line. The new service was opened on 25th October 1968. (WSS Marine News 8/2013 - Report by J. White) In Germany, entering service for Hapag-Lloyd at the same time (1968) were the WESER EXPRESS, ELBE EXPRESS, ALSTER EXPRESS and MOSEL EXPRESS. These were the first German full container ships of only 736 teu capacity. (www.merchantnavyofficers.com)

1973:

'Stretched' by adding a 30m section which contained two 40 foot hatches. The container capacity was increased to 1,104. At the same time the all-aft superstructure was modified and an additional deck was added; thus elevating the navigating bridge by one deck. (WSS Marine News 8/2013 - Report by J. White)

1984:

Sold to the American shipping company Lykes Bros. Steamship Co. Inc., put into service on their US Gulf -Mediterranean service. **MOSEL EXPRESS → ADABELLE LYKES**. Served Lykes for a further 12 years when the owners offered it for sale for scrapping. (WSS Marine News 8/2013 - Report by J. White)

1996:

ADABELLE LYKES arrived at Alang for scrapping on 17th May 1996 by Kansar Enterprises (WSS Marine News 8/2013 - Report by J. White)