

**COMPANY:**

Fairsky Shipping & Trading SA,  
Greece

**YARD INFORMATION:**

Hyundai Heavy Industries Co Ltd  
Ulsan (South Korea) 696

**DEMOLITION:**



Salvador de Bahia (Brazil) 9/2009 © A. Wiedner



Named PETRA II Sefine Shipyard (?) (Turkey) 26/4/2015 © H. Rosenkranz (4x10 t cranes replaced by ....)

**BASIC DATA:**

GT: 24606  
 DWT: 42284  
 LOA: 182.80  
 Bmd: 30.50  
 Draft: 11.20  
 Engine: 1x oil B&W  
 Power: 8377 kW  
 Speed: 14.0 kn  
 Cranes: 4x10 t

**OWNER & FLAG HISTORY:**

PETRA II since 01/05/2015  
 AK CEREN since 01/11/2012  
 Flag Date of record Source  
 Panama since 01/10/2012  
 Registered owner Date of record Source  
 POST HOLDING ASSETS LTD since 10/03/2014  
 CEREN NAVIGATION SA since 14/11/2012  
 Ship manager Date of record Source  
 ATAK INTERNATIONAL SHIP SERV since 10/03/2014  
 ZEYTIN DENIZCILIK GEMI since 14/11/2012  
 FAIRSKY SHIPPING & TRADING SA since 23/01/2003

**EX-NAMES:**

SAYANY	1991-94	
ALMI	1994-12	Alimenos Navigation Ltd, Cyprus
AK CEREN	2012-15	Ceren Navigation SA, Panama
PETRA II	2015-	Post Holding Assets Ltd, Panama

**GENERAL VESSEL INFORMATION:**

1994: Russian shipowner **AKP Sovcomflot is said** to be offloading ships again. This time the owner is reported **to be disposing of six modern Handymax bulk carriers** in a deal valued at USD 108m, but who the buyer is remains unclear. **The six sisterships linked to the deal are the 42,263-dwt SARATOV, SAYANY, SARYCH, SEVASTOPOL, SALAVI and SIMFEROPOL.** They were built at Hyundai Heavy Industries in 1990 and 1991. The reported price tag of USD 18m placed on each ship has astonished some brokers, especially in light of the fact that Sovcomflot had signalled it was willing to accept USD 16m per ship. The higher price now being reported begins to look even more expensive when the ships' gear is taken into account. **The ships are equipped with four 10-ton cranes, rather than the 25-ton cranes which most owners prefer.** Some brokers estimate it would cost USD 2m a ship to strengthen the decks and install larger cranes.

(www.tradewindsnews.com/weekly/231408/sovcomflot-sales-spree-remains-a-mystery - September 08th, 1994)

**Fairsky paid Sovcomflot USD 108m - reportedly in cash - for six Handymax bulkers built at Hyundai Heavy Industries in 1990 and 1991. The vessels are the ALMI (EX-SAYANI), the IRINI F (EX-SARATOV), the JOALMI (EX-SALAVAT), the JOHN F (EX-SARYCH), the MIHALIS F (EX-SEVASTOPOL) and the NENA F (EX-SIMFEROPOL).**

(www.tradewindsnews.com/weekly/241563/fairsky-clears-out-older-vessels - August 10th, 1995)

2014: **The Hyundai-built, 42,000-dwt bulker AK CEREN (built 1991) has been sold to a Russian buyer for \$4.7m.**

(www.tradewindsnews.com/weekly/332756/arab-maritime-petroleum-sells-tanker-for-125m - February 21st, 2014)

**M/V "AK CEREN" - 42,284 dwt, blt 1991 Hyundai/S.Korea GL, 5 HO/5 HA,B+W 5L60MC, Cr 4X10T, LDT 7,723 Sold to Russian buyers for \$4.7 mill (Note: vessel has 10t cranes, current Subcontinent scrap value about \$3.3 mill)**

(Lion Shipbrokers Weekly Report - 14 FEBRUARY 2014)

2015: **Bulk carrier AK CEREN broke free from her moorings at Sefine Shipyard, Izmit Bay,** at around 1800 LT Feb 2, in a severe storm which battered Marmara sea coast. Vessel drifted some distance and ran aground. **Vessel is docked in Shipyard since late 2014, undergoing repairs.**

(www.fleetmon.com/maritime-news/2015/6367/bulk-carrier-ak-ceren-aground-turkey - Feb. 3, 2015)