

# ASPHALT COMMANDER

IMO No: 8101642 TANKER 1984 / 21401 GT

**OWNER & HOMPEPORT:**

Sargeant Marine Inc., USA

**YARD INFORMATION:**

Bath Iron Works Corp. 405  
Bath (USA)

**SCRAPPING INFORMATION:**

Chittagong 20/4/2008



Delaware River 26/6/2004 © J. Curdy

**GENERAL INFORMATION:**

Name: Asphalt Commander IMO No: 8101642  
Ex: Falcon Champion Built: 1984  
Type: Tanker  
SubType: Flag: United States  
DWT: 33,869 Draft: 9.60 Builder: Bath Iron Works  
GT: 21,401 LOA: 202.95 Owner: Sargeant Marine  
NT: Beam: 25.63 Speed/Cons: 16.00/47.00  
Class: AB Depth: 15.45 Engine Type: De Laval

**OWNER & FLAG HISTORY:**

ASPHALT COMMANDER 12-05-2000 LRF  
Flag Date of record Source  
Panama 23-04-2003 LRF  
U.S.A. 12-05-2000 LRF  
Registered owner Date of record Source  
ASPHALT INTERNATIONAL 20-06-1996 LRF  
Ship manager Date of record Source  
SARGEANT MARINE 20-06-1996 LRF

**SALES, TRANSFERS & RENAMINGS:**

FALCON CHAMPION	1984-96	
ASPHALT COMMANDER	1996-08	Asphalt International, Panama

**GENERAL VESSEL INFORMATION:**

The ship was originally built in 1984 and served as US Navy fuel tanker. Sargeant Marine bought it & rebuilt it for transporting liquid asphalt.

[www.heatec.com](http://www.heatec.com)

Commercial ship building ended at Bath Iron Works with the completion of the tanker "FALCON CHAMPION" in 1984.

In October 1996 Atlantic Marine, Inc. completed the conversion of Sargeant Marine's oil tanker formerly known as Falcon Champion, to an asphalt carrier named Asphalt Commander, which at the time was the largest asphalt tanker in the world at 35,000 deadweight tons. Sargeant Marine reportedly manages 56 percent of all marine asphalt tanker capacity. The cargo of Asphalt Commander --

consisting of approximately eight million gallons of liquid asphalt -- is kept at temperatures of 270 degrees F or higher by three heaters.

[www.globalsecurity.org](http://www.globalsecurity.org)

One vessel, the 665-foot U.S.-flagged tanker **ASPHALT COMMANDER**, wants to leave the U.S.-flagged fleet because it can't find crew members. After scouring union halls around the country for third assistant engineers, the ship was boarded by Coast Guard inspectors in Wilmington, N.C., and caught sailing understaffed - without a third assistant engineer. The ship's owners have petitioned the Maritime Administration and Congress for permission to re-flag with another country, allowing it to hire foreign sailors.  
[www.baltimoresun.com](http://www.baltimoresun.com)

Sargent Marine plans to lay up the **ASPHALT COMMANDER** this year and re-flag or scrap it because labor shortages, high repair costs and government-imposed trade restrictions make it unprofitable flying the U.S. flag.

[www.baltimoresun.com](http://www.baltimoresun.com) - August 6, 2001

Last update: 20/8/2008