

ATLANTIC CARTIER

IMO No: 8215481 CONTAINER-RORO 1985 / 58358 GT

COMPANY:

BSM Sweden AB,
Sweden

YARD INFORMATION:

1985: Chantiers du Nord et de la
Mediterranee (NORMED)
Dunkirk (France) 321
1987: Hyundai Mipo Dockyard Co
Ltd, Ulsan (South Korea)
Additional cargo section

DEMOLITION:

Alang, 22/09/2017



Delaware Bay 14/9/2011 © S. Wiedner

BASIC DATA:

Container Ro-Ro Cargo Ship
Container Deck-guides
GT: 58358
DWT: 51648
TEU: 2908
Reefer: 150
Lanes-length: 3372
LOA: 292.02
Bmd: 32.26
Draught: 11.60
Engine: 1 x oil B&W 6L90GBE
Power: 20191 kW
Speed: 17.5 kn
1 x Quarter stern door/ramp (s)
Decks: 3 (moveable decks in vehicle decks)

OWNER & FLAG HISTORY:

ATLANTIC CARTIER during 1985
Flag Date of record Source
Sweden since 01/06/2003
Registered owner Date of record Source
ATLANTIC CONTAINER LINE AB during 01/2011
ATLANTIC CONTAINER BAHAMAS during 2005
ATLANTIC CONTAINER LINE AB during 2003
Ship manager Date of record Source
GRIMALDI GROUP SPA since 05/02/2015
BSM SWEDEN AB since 09/10/2010
BIBBY SHIP MANAGEMENT LTD since 17/03/2010
ACL SHIP MANAGEMENT AB since 25/06/2002
BSM SWEDEN AB during 1996

EX-NAMES:

ATLANTIC CARTIER	1985-03	
ATLANTIC CARTIER	2003-05	Atlantic Container Line AB, Sweden
ATLANTIC CARTIER	2005-11	Atlantic Container Bahamas, Sweden
ATLANTIC CARTIER	2011-17	Atlantic Container Line AB, Sweden

GENERAL VESSEL INFORMATION:

1984: ATLANTIC CARTIER had already been stricken by a fire in its accommodation block in August 1984 while under fitting out, which delayed her delivery by six months.

2013: ATLANTIC CARTIER sustained a fire in the ro-ro decks on 2 May 2013 while on its regular Hamburg call on the ACL's transatlantic service.

(Source: Alphaliner weekly newsletter 20/2013)

2015:

ALPHALINER

ACL sells ATLANTIC COMPANION (G3 conro) for demolition

Atlantic Container Line (ACL), the transatlantic ro-ro & container operator, part of the Naples-based Grimaldi Group, has sold for demolition the 2,908 teu conro ATLANTIC COMPANION. The vessel is due to arrive in Alang (India) at the end of August. She has been replaced on the carrier's Transatlantic conro service by the 3,534 teu NORTHERN DELEGATION, a cellular container vessel without any ro-ro facilities.

The ATLANTIC COMPANION is the first of ACL's five 'G3' ro-ro-container vessels to be sold for demolition. Its four sister ships, ATLANTIC CONCERT, ATLANTIC COMPASS, ATLANTIC CONVEYOR and ATLANTIC CARTIER, are all expected to follow suit after the commissioning of a series of five larger newbuilding conros, the 'G4', of which the first vessel, the 3,809 teu ATLANTIC STAR, is expected to be delivered in September from China's Hudong Zhonghua Shipyard.

The five G3 ships were built in 1984-1985 in three different European shipyards: Kockums in Malmö (Sweden) for the ATLANTIC CONCERT, ATLANTIC COMPASS and ATLANTIC COMPANION, Swan Hunter in Wallsend (UK) for the ATLANTIC CONVEYOR and Ateliers et Chantiers de France-Dunkerque (ACFD) in Dunkirk, for the ATLANTIC CARTIER. They initially presented a capacity of about 2,400 teu but their lengthening in 1987 brought their intake to 2,908 teu.

Atlantic Container Line (ACL) is one of the pioneering names in the container industry that survived the deep changes in the business over the last decades. ACL was originally formed in May 1965 by four European shipping companies in response to the container challenge launched by US operators on the Atlantic. After successive changes in its ownership structure, ACL became a full division of the Grimaldi Group, its current owner, in early 2002.

(Source: Alphaliner Weekly Newsletter 31/2015)

2017:

TradeWinds

ACL torches a fourth veteran ro-ro boxship

Further newbuilding additions have seen specialist Swedish ro-ro/containership operator Atlantic Container Line (ACL) send another of its older ships for recycling.

ACL's 3,370-lane-metre, 1,850-teu ro-ro containership (con-ro) *Atlantic Cartier* (built 1985) departed Germany last weekend and is on its final voyage to Alang in India.

The *Atlantic Cartier* is the fourth in a series of five early 1980s' G3-class con-ros that the company has dispatched to the breakers over the past couple of years. The sale leaves the company with only one from that class of ships, the *Atlantic Conveyor* (built 1985), still in service.

(www.tradewindsnews.com - July 19th, 2017)

Atlantic Cartier heads for Alang despite NGO alert

Grimaldi ship destined for India's breaking beaches as green group claim violation of environmental regulations

Lobby group NGO Shipbreaking Platform has failed in its bid to to halt the proposed sale of the 32-year-old container ro-ro (conro) *Atlantic Cartier* (built 1985) for demolition in India.

One demolition broker told TradeWinds that although the *Atlantic Cartier*, operated by Grimaldi Group company Atlantic Container Lines, is heading for Alang, it has not yet been declared as "sold" by its exclusive broker and its final resting place has not yet been determined.

TradeWinds first reported the 3,370-lane-metre ship as sold for scrapping in Alang on 20 July.

The *Atlantic Cartier* is heading for India around the Cape of Good Hope with its company name blacked out on the side of the ship, a common practice for vessels going for demolition. It is also not uncommon for final voyage ships to avoid the heavy tolls of the Suez Canal.

(www.tradewindsnews.com - August 2nd, 2017)

ATLANTIC CARTIER, which was spotted on AIS by eagle-eyed Branch member Keith Betts some weeks ago, coming down the west coast and reflecting her next port as Durban. While heading up the South African coast, this suddenly changed to Bhavnagar, the regional city in the Alang area in India, so confirming that the vessel was indeed headed for breaking, but then Durban re-appeared, and the ship ended up stooging up and down the KwaZulu-Natal coast for some days before dropping anchor in Durban roads, and then docking in the early hours of Tuesday 15th August. Our initial thought was that the ship had come in purely for a bunker top-up to get her to the scrapping beaches, but information supplied by sources in the UK indicated a more complex story. That account is that the Indian breakers require some additional guarantees of environmental compliance before the ship can be accepted for breaking, and after sailing from Durban she has returned to anchor outside, presumably while her degree of greenness is established.

(WSS Marine News 10/2017)

ALANGTODAY

Name	IMO No.	Type	LDT	Country	Built	Beached	Plot
🚢MV ATLANTIC CARTIER	8215481	CONTAINER RORO	29726.00	FRANCE	1985	22-Sep-2017	128 - GURUASHISH SHIP BREAKERS

(www.alangtoday.com)

Last update: 07/10/2017