

# CANMAR VICTORY

IMO No: 7718656 CONTAINER 1979 / 16289 GT

## COMPANY:

Anglo Eastern Shipmanagement,  
Hong Kong

## YARD INFORMATION:

Namura Shipbuilding Co. 834  
Imari (Japan)

## SCRAPPING INFORMATION:

Indian breakers 2009



Hamburg 18/5/1996 © S. Wiedner

## GENERAL INFORMATION:

IMO number: 7718656  
1st name: SEATRIN CHESAPEAKE  
flag / nationality: Bermuda  
completion year: 1979  
shipyard: Namura Shipbuilding Co. Ltd., Japan  
yard / hull number: 834  
engine design: SUL  
engine type: 6RND90  
power output (KW): 12.798  
maximum speed (Kn): 18,8  
overall length (m): 177,00  
overall beam (m): 27,10  
maximum draught (m): 10,10  
maximum TEU capacity: 1053  
container capacity at 14t (TEU):  
reefer containers (TEU): 40  
deadweight (ton): 18.676  
gross tonnage (ton): 16.289  
handling gear: None

<http://www.containership-info.com>

## OWNER & FLAG HISTORY:

VICTORY 10-04-2006 LRF  
CP VICTORY 30-08-2005 LRF  
CANMAR VICTORY 12-05-2000 LRF  
Flag Date of record Source  
Bermuda 12-05-2000 LRF  
Registered owner Date of record Source  
CP SHIPS UK LTD 01-11-2004 LRF  
CANADA MARITIME 16-10-1993 LRF  
Ship manager Date of record Source  
SPLIT SHIP MANAGEMENT 01-11-2000 LRF  
ANGLO-EASTERN SHIP MGMT LTD 01-01-1995 LRF

**SALES, TRANSFERS & RENAMINGS:**

SEATRAN CHESAPEAKE	1979-81	
SEAPAC CHESAPEAKE	1981-81	
DART ATLANTICA	1981-87	
SINGAPORE SENATOR	1987-89	
AMERICAN SENATOR	1989-90	
CANMAR VICTORY	1990-05	Canada Maritime, Bermuda
CP VICTORY	2005-06	CP Ships UK Ltd., Bermuda
VICTORY	2006-09	Hapag-Lloyd (UK) Agencies Ltd., Bermuda

**GENERAL VESSEL INFORMATION:**

Container M/V **CANMAR VICTORY** suffered significant underwater damage resulting in a punctured fore-peek following Sept. 28 grounding 30 miles W. of Quebec City near Deschambeault. Transport Canada inspectors authorized ship to sail back to Montreal to off-load cargo of 100 containers --departed Sept. 30 for Montreal. CANMAR VICTORY required to enter dry dock & repairs before allowed to transit St. Lawrence River for open seas. (Thurs. Oct. 3 2002) UPDATE: Initial examination of hull revealed tear 36-feet long by 5-feet wide in forward portion of the ship including fore-peek. Dry dock for 2 weeks. (Fri. Oct. 4 2002)

Report by Cargo Letter October 2002

Sailing route 2005 on Senator MCS1 Service

Montreal - Valencia - Livorno - Cadiz - Lissabon - Montreal

www.containershipregister.nl - 10 February 2005

Sailing route 2007 on Senator (MCS1) / Hapag-Lloyd (MCB) service

Montreal - Valencia - Livorno - Cadiz - Lissabon - Montreal

www.containershipregister.nl - 3 March 2007

Hapag-Lloyd and Hanjin Shipping are to rationalize their Med-Canada loops (focusing on Montreal), operated within the frame of the 'Joint Med Canada Service' agreement (JMCS). The two existing loops (MCA 1/MCA 2) will be merged into a single loop, The MCA 2 used to be run with four ships, comprising three Hapag-Lloyd controlled units of 1,060 teu aged 29-30 years which are committed for scrap (TRIUMPH, VICTORY, GLORY), The three 1,060 teu ships were inherited from the C.P. Ships purchase, in August 2005, with the ownership transferred to Hapag-Lloyd in mid-2006.

Alphaliner Weekly Newsletter - 28/7/2009

Last operator was Hapag-Lloyd AG - purchased the vessel due to merger with CP Ships Inc.

Last voyage from Canada to Lisboa and then to Indian breakers mid-June 2009.

AK 04/2009

Last update: 30/12/2010