

COTTON

IMO No: 9380350 TANKER 2007 / 23248 GT

COMPANY:

Genel Denizcilik Nakliyatı AS,
(GEDEN LINES), Turkey

YARD INFORMATION:

Hyundai Mipo Dockyard Co. Ltd.
Ulsan (South Korea) 2029

DEMOLITION:



Delaware River 11/9/2011 © S. Wiedner



Named SKY Istanbul / Marmara Sea 5/7/2016 © S. Wiedner

BASIC DATA:

Chemical/Products Tanker
 Double Hull
 GT: 23248
 DWT: 37879
 LOA: 184.32
 Bmd: 27.40
 Draft: 11.52
 Engine: 1 x oil MAN-B&W 6S50MC-C
 Power: 9480 kW
 Speed: 15.0 kn

OWNER & FLAG HISTORY:

SKY since 01/09/2013
 COTTON since 01/12/2007
 Flag Date of record Source
 Marshall Islands since 01/02/2017
 Malta since 01/12/2007
 Registered owner Date of record Source
 SKY SHIPPING LLC during 09/2013
 COTTON SHIPPING LTD since 03/12/2007
 Ship manager Date of record Source
 SCORPIO COMMERCIAL MANAGEMENT since
 02/02/2017
 ZENITH GEMI ISLETMECILIGI AS since 02/02/2017
 GENEL DENIZCILIK NAKLIYATI AS since 14/07/2008
 NORIENT PRODUCT POOL APS since 03/12/2007

EX-NAMES:

COTTON	2007-13	Cotton Shipping Ltd., Malta
SKY	2013-17	Sky Shiping LLC, Malta
SKY	2017-	Sky Shiping LLC, Marshall Islands

GENERAL VESSEL INFORMATION:**2010:**

Denmark's Norden has re-chartered several products tankers from Geden Lines of Turkey but this time at rates on average 40% to 50% lower.

Involved in the latest renewals are the 37,000-dwt **Cargo** and **Rock** and 37,900-dwt **Rocket** (all built 2008).

It follows a similar agreement concluded earlier this year involving the 37,000-dwt **Acor**, **Carry**, **Rova** and **Cotton** (all built 2007).

The renewed charters are for one year and, says Norden, reflect the decrease in the period market where such fixtures are estimated to be around \$11,000 to \$12,000 per day.

Norden says it compares with the original Geden contracts that reflected a strong three-year market, prior to the financial crisis, of typically \$19,000-\$21,000 per ship day.

The Danish company agreed those initial charters in 2006 and 2007, with deliveries of the seven ships in 2007 and 2008. Each was for three years.

The seven handysize tankers were built at Hyundai Mipo in South Korea.

They sail mainly in Europe and are operated together with Norden's owned handysize tankers via the Norient Product Pool.

(www.tradewindsnews.com - December 29th, 2010)

2013:

The gang which snatched the 37,800-dwt **Cotton** (built 2007) in an unprecedented attack less than 20 nautical miles north of Port Gentil, have released the ship and its Indian crew of 24, a representative of the owner confirms.

The strike on the Cotton came close to the port of Gabon where the ship had loaded a part cargo of fuel oil and was waiting to load a second parcel when it was attacked.

(www.tradewindsnews.com - July 22nd, 2013)

The rise and fall of Geden Line

The emerging Turkish shipowner has its various big troubles at the moment, while also its holding company Cukurova is fighting on several fronts

The hi-jacking of one of its owned tanker vessels off Gabon, although certainly a very serious case, seems not to be the largest problem for Geden Line.

In fact what is reputed one of the emerging Turkish shipowners, has its various big troubles to tackle at the moment, while also its holding company Cukurova is fighting on several fronts.

At the moment Geden is totally focused in a challenging restructuring effort

(www.ship2shore.it - 22/07/13)

2016:

Geden Lines of Turkey has secured summer employment for a quartet of handysize chemical tankers.

Commodities giant Trafigura has fixed the Malta-flagged ships at \$10,250 per day, TradeWinds has learnt.

The vessels involved in the deal are the 37,889-dwt **Steel** and **Stone I** (both built 2008) and the 37,879-dwt **Sky** (built 2007).

The fourth vessel to be hired by Trafigura is thought to be the 37,923-dwt **Style** (built 2008).

(www.tradewindsnews.com - April 28th, 2016)

Last update: 14/3/2017