# **FEEDERMASTER**

IMO No: 7214612 CAR CARRIER 1972 / 4603 GT

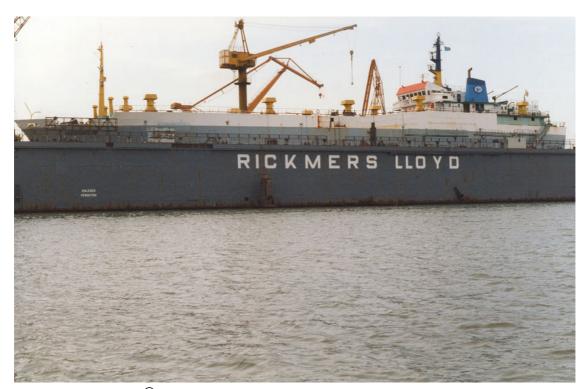
## COMPANY:

E.H. Harms GmbH, Germany

YARD INFORMATION: Soc. Nouvelle 01209 La Rochelle-Pallice (France)

#### **SCRAPPING INFORMATION:**

Aliaga 6/4/2009



Bremerhaven 31/8/1992 © A. Buchwalder

#### **GENERAL INFORMATION:**

IMO No: 7214612 Built: 7/1972 Type: RORO DWT: 861 Draft: 5.56 Builder: Nystads GT: 499 LOA: 128.05 NT: 1,381 Beam: 16.01 Speed/Cons: 17.00/-Class: GL Depth: 12.65 Engine Type: Deutz

#### **OWNER & FLAG HISTORY:**

ATLAS I since 01-04-2009 LRF SEA ATLAS 2007-11-05 LRF MIRVAT 1 30-09-2002 LRF FEEDERMASTER 12-05-2000 LRF Flag Date of record Source Panama 2007-11-05 LRF Lebanon 21-10-2002 LRF Portugal 12-05-2000 LRF Registered owner Date of record Source SEA KAIZEN CO SA 2007-11-05 LRF MNL RORO SERVICES 21-10-2002 LRF FEEDERMASTER TRANSPORTES 12-12-1998 LRF Ship manager Date of record Source MCCL 2008-01-07 LRF SEA KAIZEN CO SA 2007-11-05 LRF CAR WORLD SERVICE 04-07-2005 LRF MNL RORO SERVICES 21-10-2002 LRF HARMS EH 01-01-1999 LRF

#### SALES, TRANSFERS & RENAMINGS:

MONZA	1972-83	
KALIDORA	1983-84	
ORAKALI	1984-87	
FEEDERMASTER	1987-02	Feedermaster Transport Maritime Ltda., Portugal (MAR)
MIRVAT I	2002-07	MNL Roro Services, Lebanon
SEA ATLAS	2007-09	Sea Kaizen Co. S.A., Panama
ATLAS I	2009-09	Sea Kaizen Co. S.A., Panama

### **GENERAL VESSEL INFORMATION:**

Operated by German E.H. Harms Group on its European Car Feeder Service providing car distribution to ports in the North and Baltic Sea operating small vehicles carriers. Hub port is Bremerhaven.

(Report by Weserkurier 25/8/1993)

Sold by E.H. Harms GmbH & Co. Car Feeder Services to Lebanese interests (MNL Roro Services / Car World Service Inh. Nabil Moussawel) after had been laid up at Bremerhaven since 2/2/2002. Renamed MIRVAT I and left Bremerhaven 20/6/2002 outbound West Africa.

THB 18/6/2002

As MIRVAT I in collision with East Pier at the Kaiserhafen II when the vessel left Bremerhaven. Later in collision again with the Dock No.1 of MWB shipyard. Vessel was subsequently detained for examination. Technical engine failure was probably the reason for both accidents.

Press release 24/7/2002

Last update: 3/1/2010