

# 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