

# HUB GRANDIOSE

IMO No: 9123958 CONTAINER 1995 / 9048 GT

## COMPANY:

Hub Shipping Sdn Bhd,  
Malaysia

## YARD INFORMATION:

Iwagi Zosen K.K  
(Japan) 162

## DEMOLITION:

Chittagong, 29/04/2015



Hong Kong 11/1/2007 © S. Wiedner

## BASIC DATA:

GT: 9048  
DWT: 12713  
TEU: 714  
Reefer: 90  
LOA: 129.10  
Bmd: 24.20  
Draft: 8.19  
Engine: 1 x oil Mitsubishi  
Power: 5995 kW  
Speed: 15.0 kn  
Cranes: gantry

## OWNER & FLAG HISTORY:

HUB GRANDIOSE 2006-10-19 LRF  
MICRONESIAN NATIONS 2000-05-12 LRF  
Flag Date of record Source  
Marshall Islands since 01/10/1995  
Registered owner Date of record Source  
MOUNT MULU LLC 2006-12-11 LRF  
KARAKORAM MARITIMA 1995-10-01 LRF  
Ship manager Date of record Source  
HUB SHIPPING SDN BHD 2006-12-11 LRF  
HUB MARINE PTE LTD 2006-10-19 LRF  
TOYO SANGYO 1995-01-01 LRF

## EX-NAMES:

MICRONESIAN NATIONS	1995-06	Karakoram Maritime S.A., Marshall Islands
HUB GRANDIOSE	2006-15	Mount Mulu LLC, Marshall Islands

## GENERAL VESSEL INFORMATION:

1995: **San Francisco-based PM&O**, which has an office here run by Colson's son Tom, is a US-owned corporation **operating three 700-TEU vessels** that are Panama-flagged. Colson established PM&O in late 1978, and the company started service the following year. PM&O provides the most comprehensive and **direct service between Micronesia, the Far East, and the US West Coast**.

Imabari vessels PM&O's MICRONESIAN NAVIGATOR, MICRONESIAN HERITAGE AND MICRONESIAN CHIEF were delivered new from Japanese shipyards last year. The 1994-built MICRONESIAN NAVIGATOR constructed at Japan's Imabari Shipyard, is on long-term charter - "longer than 10 years," says Colson - but he declines to give other details or identify the vessel's Japanese owner. The MICRONESIAN HERITAGE also was delivered from the Imabari Shipyard last year. It, too, is on a long-term charter from a Japanese owner. The Chief was built at Japan's Miho shipyard and was delivered to PM&O last year on a time-charter - "less than 10 years," says Colson - from China Navigation Co. **A fourth vessel, to be named the MICRONESIAN NATIONS, is being christened June 13 at Japan's Imabari Shipyard and will be delivered to PM&O in September on a long-term charter from a Japanese owner.**

PM&O's ships call in southern Mindanao, the Philippines, for pineapple processed by the Dole Food Co. They stop at other Philippine islands before going to Manila, Hong Kong, Taiwan, back through Micronesia, and on to Honolulu and the West Coast, carrying mainly tuna, coconut meal, garments, furniture, and other exports. Then they backhaul through Micronesia's major ports. One of PM&O's biggest challenges, Colson says, is to overcome navigational hazards and limitations common in Micronesia. "Sometimes our ships barely fit - lengthwise and draftwise - into the lagoons and channels of atolls we serve," he says. "When we acquire larger ships, which is inevitable, they will be wider, not longer." He says some islands have navigational lights, permitting night arrivals and departures; others have fixed navigation aids without lights, meaning ships can move only during daylight hours "if it isn't raining hard, which is another problem."

In 17 years, PM&O ships have grounded three times because of navigational problems. "We'd rather have had none, but that's not a bad record," Colson says.

Another problem PM&O deals with in Micronesia is substandard ports. The typical port is just a pier, with no cranes and very little mechanical machinery for unloading cargo, he says. "You have to be very resourceful, very cooperative with the stevedores, and use bomb carts - reinforced 40-foot chassis that carry two 20-foot containers at a time to the container yard," Colson says. **Each PM&O ship has self-sustaining gantry cranes and a 25-ton forklift** that is usually put ashore, especially when the stevedores need it or when the shoreside forklift is not working. "Being prepared like this helps us get in and out of ports faster, and fast turnarounds are everything in the shipping business today," Colson says. "Operating a route is like operating a production line: the more efficiently you can run it, the lower your costs and the higher your profits."

(www.tradewindsnews.com/weekly/242089/tiny-pmo-faces-huge-odds-in-serving-vast-micronesia - 08 June 1995)

2015: The **Malaysian carrier HubLine will exit from the container shipping sector** by September...**Hub Line will therefore dispose of its container shipping related assets**, including its remaining fleet of four owned containerships with a total capacity of 3,162 teu - HUB ENZO (954 teu, built 1995), HUB GALLARDO (780 teu, built 1998), HUB STELLAR (714 teu, 1994) and **HUB GRANDIOSE (714 teu, built 1995)**. (Alphaliner weekly newsletter 08/2015)

**HUB GRANDIOSE** (9123958; Marshall Islands) (MICRONESIAN NATIONS -06) 9,048/95 - container ship. By Mount Mulu LLC (Hub Shipping Sdn Bhd), Marshall Islands, **to Bangladesh breakers and arrived Chittagong, 29/04/2015**. Commenced 18/05/2015. (Marine News 09/2015)

Last update: 20/9/2015