

ISABELLA

IMO No: 7229447 TANKER 1975 / 26951 GT

COMPANY:

Chemikalien Seetransport GmbH,
Germany

YARD INFORMATION:

Constructions Navales et Inds de La
Mediterranee (CNIM) La Seyne
(France) 1401

DEMOLITION:

Alang 10/12/2013



Cadiz 20/9/2011 © H. Wiedner

BASIC DATA:

LNG tanker
Atmospheric
GT: 26951
DWT: 27235
CBM: 35491
LOA: 198.48
Bmd: 26.50
Draft: 10.90
Engine: 1 x steam turbine Blohm & Voss
Power: 13534 kW
Speed: 18.0 kn
Gas tanks: 5

OWNER & FLAG HISTORY:

MARISA since 01/08/2013
ISABELLA during 1978
Flag Date of record Source
St.Kitts and Nevis since 01/08/2013
Liberia since 01-04-1975
Registered owner Date of record Source
TWILA SHIPPING INC since 30/07/2013
NEW ISABELLA SHIPPING since 01-01-1980
Ship manager Date of record Source
TWILA SHIPPING INC since 30/07/2013
CHEMIKALIEN SEETRANSPORT GMBH since 01-10-2007
CHEMIKALIEN SEETRANSPORT-CYP since 01-11-2004
CHEMIKALIEN SEETRANSPORT GMBH since 25-10-2002

EX-NAMES:

KENTOWN	1975-75	name when launched
KENAI MULTINA	1975-78	
ISABELLA	1978-13	New Isabella Shipping, Liberia
MARISA	2013-13	Twila Shipping Inc, St.Kitts and Nevis

GENERAL VESSEL INFORMATION:

2013: Two mid 1970s built LNG carriers have been **put up for sale after idling for some time**.

Brokers say the **1975 built, 35,500-cbm sisterships ANNABELLA and ISABELLA** have been circulated in the market. They say no price is being quoted for the 38 year old ships, **which rank in the top 10 oldest LNG carriers in the world fleet**. One suggests they could be worth something the region of between \$11m and \$12m apiece but admits it is difficult to put a price on them.

The vessels are said to have been well maintained by their German manager, Chemikalien Seetransport. But brokers say further trading opportunities for the ships, which have most recently been employed on Mediterranean business, must be very limited. They suggest **demolition could be the most likely course**.

Marine service boss Peter Kramer, who takes personal responsibility for the two ships, did not respond to TradeWinds' request for comment before press time.

The two ice strengthened, early membrane type vessels, which were built in France, are also capable of carrying LPG and ethylene. Chemikalien has a huge sentimental attachment to the vessels.

The ANNABELLA was rescued from 10 years of layup in a French shipyard in 1985 and bought for just over scrap value.

Chemikalien took on the management and operation of the ISABELLA in 1974. Both ships were speculative buys and were fixed to Algerian charterer Sonatrach and sublet to Spain's Enagas.

Speaking to TradeWinds in 1999, Kramer said that both vessels had at least another six years' working life in them.

Kramer's decision to put his two ships on the market comes as business slims for some the oldest LNG carriers in the world fleet. (<http://www.tradewindsnews.com/weekly/318331/two-historic-lng-carriers-up-for-sale>)

2013: Marine Service also finally let go of one of its favoured LNG sisterships in a more stealthy fashion. **The 35,500-cbm ISABELLA (built 1975) was quietly renamed MARISA after being sold on an "as is" basis in Cadiz, Spain.**

The 13,409-ldt vessel was **initially said to have been sold as a trading buy** and flagged up its destination as Dubai, **but it later emerged it had been sold to a cash buyer for scrap** and details of its whereabouts have become more blurred.

By Twila Shipping Inc, Liberia, **to Pvr Ship Breaking Co, India and arrived Alang, 10/12/2013.**

(www.groupe-eyssautier.com/fr/actualites/revue-de-presse/lng-carrier-veterans-earmarked-for-demolition.html+ Marine News 04/2014)

Last update: 8/8/2014