

JOLLY ROSSO

IMO No: 7931777 CONTAINER RO-RO 1983 / 30969 GT

COMPANY:

Ignazio Messina & C. S.p.A.,
Italy

YARD INFORMATION:

Astilleros Españoles SA (AES)
Cadiz (Spain) 32

DEMOLITION:

Alang, 13/07/2014



Naples 30/5/2007 © H. Wiedner

BASIC DATA:

GT: 30969
DWT: 27229
TEU: 1600
Reefer: 150
Cars: 113
Lanes-length: 2850
LOA: 199.50
Bmd: 31.01
Draft: 9.50
Engine: 1 x oil Sulzer
Power: 17255 kW
Speed: 18.5 kn
Decks: 2, 3rd deck in hold, 2 pt decks

OWNER & FLAG HISTORY:

ROSS since 01/07/2014
JOLLY ROSSO 2000-05-12 LRF
Flag Date of record Source
St.Kitts and Nevis since 01/07/2014
Italy during 1989
Registered owner Date of record Source
IGNAZIO MESSINA & C SPA during 1989
Ship manager Date of record Source
IGNAZIO MESSINA & C SPA during 1989

EX-NAMES:

GDANSK II	1983-89	
JOLLY ROSSO	1989-90	Ignazio Messina & Co. S.p.A., Italy
CGM RENAN	1990-91	Ignazio Messina & Co. S.p.A., Italy
JOLLY ROSSO	1991-14	Ignazio Messina & Co. S.p.A., Italy
ROSS	2014-14	Ignazio Messina & C SpA, St Kitts & Nevis

GENERAL VESSEL INFORMATION:

1983: **Delivered to Spanish-Polish Shipping Co, Inc, (Hiszpanska-Polskie Towarzystwo Zeglugowe)**, Gdynia, Poland.

1989: **Sold to Ignazio Messina & Cie, S.p.A. Genoa, Italy. Renamed JOLLY ROSSO.** (www.faktaomfartyg.se/gdansk_II_1983.htm)

2014: **Ignazio Messina & C. SpA is to scrap** three of its four **27,700 dwt / 1,500 teu container-ro-ro** vessels built in 1982-1983.

Of the three older conros, the JOLLY BIANCO is currently on her way to the breaker's yard, performing a final positioning trip on the Italian operator's Med-Red Sea & ME Gulf service. The **JOLLY ROSSO** and JOLLY VERDE are to follow in the coming weeks.

The four older conros were **built at Cadiz by Astilleros Españoles (AESAs) for Polish Ocean Lines (POL) as the** KATOWICE II, POZNAN, **GDANSK II** and WROCLAW. They were leased by POL from Hiszpanska-Polskie Towarzystwo Zeglugowe (Spanish-Polish Joint Stock Co), a joint venture involving Spanish and Polish interests set up to finance the ships at a time when AESA, then the largest Spanish shipbuilding group, was struggling to survive, like other orderstarved European shipyards.

They offer up to 3,600 lane meters of rolling space, accessible via an angled stern ramp located on starboard side, able to handle rolling loads of up to 400 tons. They have an Loa of 199.5 m, a beam of 31 m and were initially capable of a 20 knots speed, impelled by a Sulzer slow speed engine.

They were initially deployed on the POL's North Europe-Med-Australia service on which they replaced multipurpose cargo vessels of 16,000 tdw/400 teu. This conro service used to connect Gdynia, Hamburg, Rotterdam, Le Havre, Southampton, Lisbon, Marseille and Genoa to Fremantle, Sydney and Melbourne. The rotation took around three and a half months.

POL sold them in 1989 following a restructuring exercise that saw the company downsizing its Australia operation to focus on its Transatlantic, Far East and Med-related services.

Three of the ships were purchased by Messina while the fourth one was purchased by Wilh. Wilhelmsen, which resold it to Messina in 1995. They have since **sailed on Messina services as** JOLLY MARRONE, JOLLY BIANCO, **JOLLY ROSSO** and JOLLY VERDE respectively, connecting the Med to East, South and West Africa. (Alphaliner weekly 18/2014)

2014: ROSS (7931777; St Kitts & Nevis) (**JOLLY ROSSO** -14, CGM RENAN -91, JOLLY ROSSO -90, GDANSK II -89) 30,969/83 - ro-ro cargo. By Ignazio Messina & C SpA, Italy, **to Anupama Steel Pvt Ltd, India and arrived Alang, 13/07/2014 for demolition.**

Commenced 15/07/2014.

(Marine News 11/2014)

Last update: 28/6/2015