

KESTREL

IMO No: 7391927 TANKER 1979 / 32995 GT

OWNER & HOMPEPORT:

Aran Shipping & Trading S.A.,
Greece
Monrovia

YARD INFORMATION:

Cammell Laird Shipbuilders 1372
Birkenhead (U.K.)

SCRAPPING INFORMATION:



Delaware River 13/10/1998 © J. Curdy

GENERAL INFORMATION:

Name: Kestrel IMO No: 7391927
Ex: Da Qing 86 Built: 9/1979
Type: Tanker Status: In Service
SubType: Flag: Liberia
DWT: 56,963 Draft: 12.36 Builder: Cammell Laird
GT: 32,995 LOA: 210.01 Owner: Aran Shipping & Trading
NT: 57 Beam: 32.29 Speed/Cons: 15.00/-
Class: BV Depth: 16.41 Engine Type: Sulzer

OWNER & FLAG HISTORY:

RIO GAUYA 09-12-2002 LRF
KESTREL 12-05-2000 LRF
Flag Date of record Source
Malta 09-12-2002 LRF
Liberia 12-05-2000 LRF
Registered owner Date of record Source
RIO GAUYA SHIPPING 09-12-2002 LRF
WONFORD MARITIME 01-07-1999 LRF
Ship manager Date of record Source
ABC MARITIME AG 29-05-2003 LRF
AQUASHIP 09-12-2002 LRF
ARROW 01-10-2001 LRF
ARAN SHIPPING & TRADING 23-05-1995 LRF

SALES, TRANSFERS & RENAMINGS:

SCOTTISH LION	1979-85	King Line Ltd. U.K.
LEON	1985-86	Portofino Shipping Co.
KAPPA DUE	1986-87	Trasporti Internazionali Petroliferi, Italy
DA QING 86	1987-95	The People's Republic of China
KESTREL	1995-02	Pandama Shipping Corp., Liberia
RIO GAUYA	2002-	Rio Gauya Shipping Ltd., Malta

GENERAL VESSEL INFORMATION:

The tanker was built by Cammell Laird Shipbuilders Ltd., Birkenhead, U.K. under the hull No. 1372. The keel was laid on 18.11.1977 and the hull was launched on 14.12.1978 as the "SCOTTISH LION". The ship was delivered to her owners King Line Ltd., London on 24.09.1979 and registered under the British flag. GRT: 32'995, NRT: 21'625, DWT: 56'490, IMO/Lloyds Register No: 7391927, official No: 386247, call sign: GYOJ.

On 30.01.1981 in collision in the Mississippi River with a barge in tow of the motor tug "DIXIE VANDAL" near New Orleans. Damages repaired afloat.

On 04.06.1981 sustained main engine damage whilst on voyage from the Gulf to Philadelphia. Repaired by crew.

On 29.06.1981 sustained main engine damage whilst on voyage from Philadelphia to Malta. Escorted by a tug to Malta for repairs.

On 30.07.1982 struck a submerged object in the Mississippi River, near Belle Chasse. Vessel proceeded up-stream to Good Hope, Louisiana, for offloading and temporary repairs. Sailed from New Orleans on 13.08.1982 for Willemstad, Curacao.

In 1985 sold to Portofino Shipping Co., Andros and renamed "LEON". Official No: 3210, call sign: SYYK. The management was changed to Polembros Shipping Ltd., London.

In 1986 purchased by Trasporti Internazionali Petroliferi, Ravenna, Italy and renamed "KAPPA DUE". The management was given to Misano di Navigazione S.p.A., Ravenna. GRT: 32'995, NRT: 21'048, DWT: 56'963, official No: ?, call sign: ?

On 14.12.1986 was sold at Antwerpen to Government of The People's Republic of China (Bureau of Maritime Transport Administration-Shanghai Branch, Shanghai). The ship was delivered on 28.04.1987 and renamed into "DA QING 86". Call sign: BPPJ.

In 1989 she was transferred to Shanghai Hai Xing Shipping Co. Ltd., Shanghai.

In May 1995 sold to Pandama Shipping Corporation, Monrovia, renamed "KESTREL" and registered under the Liberian flag. GRT: 30'337, NRT: 15'902, DWT: 56'963, official No: 10252, call sign: ELRW4. The management was allocated to Aran Shipping & Trading S.A., Piraeus, Greece.

In July 1999 sold to Wonford Maritime Corporation, Monrovia. Not renamed, same management. In September 2001 the management was changed to Arrow Co. Ltd., Piraeus.

In November 2002 the vessel was purchased by Rio Gauya Shipping Ltd. Valletta, renamed "RIO GAUYA" and registered under the Maltese flag in Valletta. Official No: 7956, call sign: 9HKD7. The management was first with Aquaship Ltd. (Akvasips SIA), Riga, but was changed on 14.02.2003 to ABC Maritime AG, Nyon.

The tanker has an international tonnage of GRT: 30'337, NRT: 15'902. Its DWT is 56'963 metric tonnes and the 14 cargo tanks and 2 slop tanks have a total volume of 53'981 m3. The tanks are fitted with steam heating coils and IGS (Inert Gas system).

The main engine is a Sulzer, slow speed diesel engine, type: 9RND90 with a power of 17'400 BHP MCR (Max. Continuous Rating). After dry docking the "RIO GAUYA" in Dubai, she has now returned to Angola and has taken up station as a storage tanker.

www.swiss-ships.ch/schiffe-ausland/abc/rio-gauya_9HKD7/fr_rio-gauya_9HKD7.htm

Sold for US \$ 2.75 mio to Ocean Tankers.

Market report Internet March 2002

Sold by Arrow Co. to Aquaship for US \$ 2.5 mio

www.cotzias.gr Oct 2002

Last update: 3/9/2005