

KIRAN ATLANTIC

IMO No: 7713137 BULKER 1985 / 21968 GT

COMPANY:

Pasifik Gemi Isletmeciligi ve Ticaret
AS, Turkey

YARD INFORMATION:

Estaleiros Navais de Setubal
S.A.R.L. (SETENAVE)
(Portugal) 108

DEMOLITION:

Alang, 20/08/2013



Salvador de Bahia (Brazil) 9/2009 © A. Wiedner & R. Mienack

BASIC DATA:

GT: 21968
DWT: 38237
LOA: 193.48
Bmd: 26.22
Draft: 11.80
Engine: 1 x oil Sulzer
Power: 8826 kW
Speed: 14.5 kn

OWNER & FLAG HISTORY:

KIRAN ATLANTIC since 01-02-2000 LRF
Flag Date of record Source
Turkey since 01-02-2000 LRF
Registered owner Date of record Source
KIRGUN GEMICILIK since 23-02-2001 LRF
Ship manager Date of record Source
PASIFIK GEMI ISLETMECILIGI since 01-09-2005 LRF
KIRAN HOLDING AS during 02-2001 LRF

EX-NAMES:

NACIONAL FUNCHAL	1985-87	Companhia Nacional de Navegacao, Portugal
SKARLAND	1987-89	Seaways Leasing Co., Vanuatu
DAVID AGMASHENBELI	1989-00	Georgian Shipping Co., Russia
KIRAN ATLANTIC	2000-13	Kirgun Gemicilik ve Ticaret A.S., Turkey

GENERAL VESSEL INFORMATION:

Built by Setenave S.A., Setubal, Portugal, as hull No: S-108, the keel was laid on 30.09.1982, and the **launching was on 24.02.1983 under the name "NACIONAL FUNCHAL"** (GRT: 20'298, NRT: 14'682, DWT: 38'237, IMO-No: 7713137, call sign: CSEH). On completion of the vessel on 15.11.1985, her Portuguese owners, Companhia Nacional de Navegacao, Lisboa refused acceptance of the vessel for unknown reasons. The vessel was laid-up in the shipyard and Setenave offered her and the two sisters "NACIONAL FARO" (hull No. 107, launched 20.12.1984), and "NACIONAL FIGUEIRA" (hull No. 109, launched 03.09.1985) for sale.

The vessel was a gearless bulk carrier with 6 holds and 6 hatches and a dead weight of 38'237 metric tonnes. The propulsion was by one 6 cylinder, slow speed, cross-head diesel engine, type: 6RND76, which was one of the last, original Sulzer engines built in Winterthur, giving a power output of 12'000 BHP at 122 RPM. The engine was directly coupled to a 4-bladed FP-propeller, giving the vessel a speed of approximately 14,5 knots.

In 1987 she was sold and her new owners became Seaways Leasing Co. and the management was given to **Skaarup Shipping.(Asia) Ltd. (Skaarup Shipping Corp., Greenwich, CT, USA)**, who **renamed her "SKARLAND"** and put her under the flag of Vanuatu with port of registry being Port Vila. Official No: 278, call sign: YJWX9.

Apparently GSC, **Georgian Shipping Company bought the vessel in 1989 and she was renamed "DAVID AGMASHENEBELI"**, after the Georgian king David IV "Agmashenebeli" (1089-1125) who rebuilt Georgia after the Turkish invasion. The ship was put under the Soviet flag and was registered in the port of Batumi. GRT: 20'298, NRT: 14'682, call sign: UBRY.

On 10.03.1992 the vessel was rammed by the motor vessel "DOGGERSBANK", while on anchorage on the roads of Nyborg, Sweden. On 16.03.1992 the vessel sailed for Gdansk.

On 16.02.1994 the vessel was taken over by Georgian Shipping Company Ltd, Valletta and commercial operation was by Anglo-Georgian Shipping Co., London. The ship was allocated to ABC Maritime AG for the technical management and was taken-over on ??? 1994. It was intended to be rename her into D. AGMASHENEBELI, but photographs shows it never happened and was registered under the Maltese flag with home port Valletta., BRT: 21'968, NRT: 13'033, DWT: 38'237. Official No: 4007. Call sign: 9HIM4.

In February 1998 sold to Agmashenebeli Shipping Co. Ltd., Valletta, and the technical management was changed to Anglo Eastern Management Ltd. U.K Ltd. (Denholm), Glasgow, and in July 1999 again to Columbia Shipmanagement Ltd., Limassol, Cyprus.

In February 2000 sold to Kirgun Gemicilik ve Ticaret A.S and managed by Kiran Makina ve Gemi Sanavi-Turgut Kiran, Istanbul, and renamed "KIRAN ATLANTIC" and registered under the Turkish flag. Official No: 266, call sign: TCZR.

(www.swiss-ships.ch/schiffe-ausland/abc/david-agmashenebeli_9HIM4/fr_david-agmashenebeli_9HIM4.htm)

2013: By Kirgun Gemicilik (Pasifik Gemi Isletmeciligi), Turkey, to R L Kalthia Ship Breaking Pvt, India and **arrived Alang, 20/08/2013 for demolition**. Commenced 24/08/2013.

(Marine News 06/2014)

Last update: 8/8/2014