

LILIUM

IMO No: 7628320 CONTAINER 1977 / 5671 GT

COMPANY:

Gemartrans (Vietnam) Co., Ltd.,
Vietnam

YARD INFORMATION:

Setouchi Zosen K.K.
Kinoe (Japan) 463

DEMOLITION:

India, 2007



Ho Chi Minh City 17/11/2005 © H. Rosenkranz

BASIC DATA:

OWNER & FLAG HISTORY:

LILY since 01/11/2007
LILIUM 12-05-2000 LRF
Flag Date of record Source
Tuvalu since 01/11/2007
Belize 22-05-2001 LRF
Malaysia 12-05-2000 LRF
Registered owner Date of record Source
RPTD SOLD UNDISCLOSED INTEREST since 01/11/2007
GLORY CHARTERING PTE LTD since 21/03/2001
CHATLINK SDN BHD Registered owner during 2000
Ship manager Date of record Source
GEMARTRANS VIETNAM CO LTD since 01/01/2004
GEMARTRANS SINGAPORE 30-05-2001 LRF
EURASIA INTERNATIONAL 17-05-2000 LRF

EX-NAMES:

TURQUOISE BOUNTY	1977-82	Strider 5 Ltd, Bermuda
CCNI ANDINO	1982-83	
STRIDER FEARLESS	1983-86	
SWAN REEFER	1986-99	
LILIUM	1999-01	Chatlink Sdn Bhd, Malaysia
LILIUM	2001-07	Glory Chartering Pte Ltd, Belize
LILY	2007-07	Undisclosed interest, Tuvalu

GENERAL VESSEL INFORMATION:

**THE REVOLUTION IS UNDER WAY
SEA CONTAINERS' STRIDER CLASS**

John White

Following the success of the TARROS class of ships, Sea Containers Ltd. saw the opportunity to introduce larger ships with the same design format that could sail greater distances. This created the opportunity for ships to sail from the U. K. to the Middle East and as far as the Arabian Gulf.

Thus the STRIDER class was introduced. I think I should make it clear that Sea Containers Ltd. called the ten vessels a class – I do not; they are three groups of ships ordered in batches from 3 different shipyards. The basic standard of the three batches is the same - Ice strengthened, RoRo cargo/containership with fixed guides. Stern quarter ramp. 38ton gantry crane on deck. Loading/unloading carried out with gantry crane loading/unloading trucks which gained access to main-deck across the stern ramp through a 'tunnel' in the superstructure.

An order was placed with the Shinhama Dock K. K. at Anan in Japan for six vessels but the last two were cancelled. The first vessel was laid down in 1975. These vessels could be described as Batch 1.

Batch 2 was ordered from Setouchi Zosen K. K. at Kinoh, Japan. This order was for five vessels but one was cancelled. Strangely this was the middle one of the five. The first vessel was laid down in 1976.

The two batches were similar in that they had the same length but breadth and depths were different. Thus the Batch 2 vessels had a larger TEU capacity than Batch1 vessels.

The order for two Batch 3 vessels was placed with Kagoshima Dock & Iron Works Ltd., Kagoshima, Japan. These were longer and wider vessels with a similar draft to Batches 1 and 2. Their capacity was, however, almost the same as the Batch 2 vessels. The first vessel was laid down in 1978.

Batches 2 and 3 vessels were also fitted with electrical supply points for refrigerated containers.

Setouchi built vessels. Five ordered but only four constructed.
3.1977: Yard No.464 cancelled.
5,311g. 2,075n. 6,689d. 119.0(BB) x 18.98 x 7.652 meters.
16-cyl. 4 S.C.S.A. (400 x 540mm) MAN 16V40/54 vee type oil engine manufactured by Kawasaki Heavy Industries Ltd., Kobe. 8,900 BHP, 17 kts. Thwartship thrust controllable pitch propeller forward.
Container capacity - inclusive of 264 refrigerated units:-
240 x 20' containers or 40' equivalents in the hold.
112 x 20' containers or 40' equivalents on the deck.

LILIUM:

1977: Laid down as STRIDER FEARLESS by Setouchi Zosen K. K., Kinoh (Yard No. 463), for Sea Containers (Atlantic) Ltd., Bermuda.
30.6.1977: Launched as TURQUOISE BOUNTY.
10.1977: Completed for Strider 5 Ltd., (Sea Containers Chartering Ltd., managers), Bermuda.
1979: Transferred to Liberian registry.
1982: Renamed CCNI ANDINO.
1982: Renamed STRIDER FEARLESS.
1984: Sea Management Services (S.M.S.), appointed as managers.
1986: Transferred to Hong Kong registry, and renamed SWAN REEFER.
1988: Transferred to S. C. Reefer Shipping (Pte) Ltd., (EAC Ships Management Services Singapore Pte. Ltd., managers), Singapore.
1990: Pacifica Ship Management (Singapore) Pte. Ltd., appointed as managers.
1992: Sold to E.A.C. Lines Western Australia Ltd., (same managers), Bahamas.
1999 Sold to Glory Chartering Pte. Ltd and renamed LILIUM

October 30, 2000: A Press report states that a **container vessel LILIUM (5,671 gt, built 1977) was in collision with passenger ship UNIVERSE EXPLORER (22,162 gt, built 1958) on October 12.** UNIVERSE EXPLORER was en-route to a Vietnamese port, with

more than 600 Semester at Sea students aboard. On the morning of Oct 12, in Saigon River near Ho Chi Minh City, the cruise vessel sustained a 30-foot gash in the hull and damage to five cabins. No one was reported injured.

(www.maritimematters.com/shipnews2000.html)

Germanischer Lloyd classes the **5,671-gt LILIUM. The Malaysian-flagged ship is registered to an owner by the name of Chatlink and is managed out of Singapore by Eurasia Marine Services.**

(www.tradewindsnews.com/daily/271601/universe-explorer-in-vietnam-collision - 20 October 2000)

2007 Sold to undisclosed owners, Tuvalu flag and renamed LILY
2007 Reported as scrapped

(Abstract from article by Jon White published @ MARINE NEWS 12/2015)

LILIUM (ex-SWAN REEFER, ex- STRIDER FEARLESS, ex- CCNI ANDINO, ex- TURQUOISE BOUNTY). Container ship. 119 m in length, 3.709 t. Tuvalu flag. Classification society Vietnam Register of Shipping. Built in 1977 in Kinoe (Japan) by Setouchi Zosen KK. Detained in Singapore twice in 2001, in 2002 and in 2006. **Sold for demolition in India.**

(www.robindesbois.org/english/shipbreaking11.pdf - January 24th, 2008)

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