

# MENELAUS

IMO No: 7601530 GENERAL CARGO 1977 / 17180 GT

**COMPANY:**

Ex- Elder Dempster Lines,  
UK

**YARD INFORMATION:**

Mitsubishi Heavy Industries  
Nagasaki (Japan)

**DEMOLITION:**

Alang 14/1/2001



Liverpool 30/3/1989 © Postcard (P.B. Parker)

**BASIC DATA:**

GT: 17180  
DWT: 21241  
TEU: 773  
LOA: 164.52  
B: 26.07  
Draft: 8.74  
Engine: Sulzer  
Power:  
Speed: 18.0 kn  
Derricks: 3 x 35 t, 5 x 22 t, 1 x 10 t  
Decks: 2

**OWNER & FLAG HISTORY:**

Not available

**EX-NAMES:**

MENELAUS	1977-80	Airlease International Nominees (Moorgate) Ltd.
BARBER MENELAUS	1980-82	Barber Menelaus Shipping Corp., Liberia
BARBER MENELAUS	1982-84	Ocean Transport & Trading plc, U.K.
MENELAUS	1984-89	Airlease International Nominees (Moorgate) Ltd.
TRADE GREEN	1989-95	
NORTH SEA	1995-95	
MSC NICOLE	1995-97	Georgian Mar. Corp., St. Vincent
NORTH SEA	1997-01	Georgian Mar. Corp., St. Vincent

#### **GENERAL VESSEL INFORMATION:**

1977: **MENELAUS was built in 1977 by Mitsubishi Heavy Industries at Nagasaki**, Japan with a tonnage of 16031grt, a length of 540ft, a beam of 85ft 4in and a service speed of 17 knots. **She was the first of four multi purpose cargo ships built for British Petroleum as an alternative to the cancellation an order for two super tankers** with the appropriate penalty charges. **Launched on 16th April 1977 she was delivered in the following July to Airlease International Nominees (Moorgate) Ltd, a subsidiary company of BP, for charter to Liner Holdings**

1980: **On 14th December 1980 she was renamed BARBER MENELAUS**, operated by Barber Blue Sea and managed by Ocean Fleets.

1982: **She was sold to Barber Menelaus Shipping Corp. of Liberia in 1982 retaining her name** and continuing to be managed by Ocean Fleets.

1984: **She reverted to MENELAUS in 1984** and returned to European waters under the ownership of Airlease International Nominees (Moorgate) Ltd

1985: **On 8th February 1985 she was transferred to Elder Dempster Lines**

1989: and **was subsequently disposed of when that company was sold in 1989**.

**She has subsequently traded as the TRADE GREEN, MSC NICOLE** and was owned by the Chartworld Shpping Co. of Pireaus with the name North Sea.

(<http://www.red-duster.co.uk/BLUEFUN20.htm>)

The next additions to Ocean Fleets Ltd came about in a very odd manner. In 1977 British Petroleum had cancelled their order for two super tankers with Mitsubishi but agreed to have

four 16,000-ton combi ships built instead to the account of Airlease International Nominees (Moorgate) Ltd. (a BP subsidiary). Ocean then took them on a long-term lease they started life with old Blue Funnel names, such as MENELAUS and MEMNON, and wore blue funnels. They were in effect huge, scaled-up versions of the Polish ships described above. Nine twin hatches over five holds were served by nine Velle type derricks, one of 10 tonnes, five of 22 tonnes and three of 35 tonnes, and had arrangements for 773 containers. A 7-cylinder Mitsubishi Sulzer engine gave a service speed of 18 knots (it is of interest to note that the B&W engines fitted to the A Class Mk, III ships in 1950 were near enough the same physical size as the above, but they produced less than half the horse power for a ship that was less than half the size and was 3 knots slower).

## **FIFTY DYNAMIC YEARS**

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