

COMPANY:

Uniship Shg. & Trading S.A., Greece

YARD INFORMATION:VEB Warnowwerft
Warnemünde (Germany)**SCRAPPING INFORMATION:**

Rotterdam 4/9/1998 © S. Wiedner

GENERAL INFORMATION:

IMO number: 7614367
Flag: Cyprus
yard: VEB Warnowwerft Warnemünde
yard number:
year of building: 1979
Length: 169.81 m
Width: 25.48 m
Depth: 17.45 m
gross tonnage: 15306 ton
deadweight: 14520 ton
Capacity: 712 teu
max. speed: 18.8 knots

OWNER & FLAG HISTORY:

MSC IMMACOLATA 30-11-2004 LRF
SUMATRA 16-06-2003 LRF
MSC SUMATRA 04-04-2002 LRF
ESSEX 12-05-2000 LRF
Flag Date of record Source
Panama 12-10-2004 LRF
Malta 16-06-2003 LRF
Cyprus 12-05-2000 LRF
Registered owner Date of record Source
IMMACOLATA NAVIERA SA 12-10-2004 LRF
SOCRATES MARITIME 16-06-2003 LRF
DEXLEX SHIPPING 01-01-1995 LRF
Ship manager Date of record Source
MSC SHIP MGMT HONG KONG LTD 12-10-2004 LRF
ERYX LTD 09-08-2004 LRF
SARLIS CONTAINER SERVICES 16-06-2003 LRF
DELPHIC SHIPPING 25-04-2000 LRF
UNISHIP HELLAS 01-01-1995 LRF

SALES, TRANSFERS & RENAMINGS:

NADEZHDA OBUKHOVA	1979-94	
MOR U.K.	1994-00	Delex Shg. Co. Ltd., Cyprus
ESSEX	2000-02	Delex Shg. Co. Ltd., Cyprus
MSC SUMATRA	2002-03	Delex Shg. Co. Ltd., Cyprus
SUMATRA	2003-04	Socrates Maritime Ltd., Malta
MSC IMMACOLATA	2004-	Immacolata Naviera S.A., Panama

GENERAL VESSEL INFORMATION:

On 16 February 1995, the container ship "MOR U.K.", laden with containers, was under way in the North Atlantic bound for Montreal, Quebec. During the crossing, the vessel encountered a storm with 55-knot westerly winds blowing for two days. The vessel sailed westward head on to the wind at an estimated speed of 10 knots. The bow pounded violently against the waves and vibrations were felt throughout the ship.

During a routine inspection in No. 1 hold, a leak was discovered from tank container No. RMCU 454 274 (0) holding 25,576 kg of BORINO. This product has the property of reacting chemically with metals to release hydrogen. The girders forming the metal support structure framing the tank were bent and the tap was damaged. The crew tried to staunch the leak, but was only partly successful. Foam was noticed in the bilges.

On 18 February 1995, the master requested permission from the Canadian authorities to discharge into the sea an estimated one and a half tonnes of the product which had spilled into the hold. Permission was granted, and pumping was done at a low flow rate from position 4651.6'N, 04407'W. The quantity of BORINO remaining in the container was checked on arrival at destination, and it was concluded that approximately eight tonnes of product had been discharged into the sea.

www.tsb.gc.ca

ESSEX 14,520 dwt 873 teu 19 kn by MSC for ANZ trade 12 months USD4,600 fixed
HARPEX Report 26/1/2002

In the Tasman, where Maersk can no longer directly partner ANL as a result of undertakings given to Australian regulatory authorities, ANL and MSC have a new vessel-sharing agreement, involving ANL Yarrunga (9,966 gross tonnage, built 2005), MSC Immacolata (17,304 gross tonnage, built 1979) and MSC Sariska (13,276 gross tonnage, built 1970). Consequently Maersk now exchange slots with MSC (compared to the previous set-up of ANL and PONL in a vessel-sharing agreement with ANL and MSC exchanging slots)

The two larger ships, **MSC IMMACOLATA** and MSC Sariska, operate on a Sydney, Melbourne, Auckland, Tauranga, Sydney rotation.

www.nzshipmarine.com - July 2006

Sailing route 2006 on MSC's Tranz Tasman Service Loop 1
Auckland - Tauranga - Sydney - Burnie - Melbourne - Auckland
www.containershipregister.nl - 25 June 2006

Sailing route 2007 on ANL Trans Tasman Service Loop 1
Auckland - Tauranga - Sydney - Burnie - Melbourne - Auckland
www.containershipregister.nl - 13 February 2007

Last update: 3/8/2007