

OCEAN ROUGE

IMO No: 8314615 GENERAL CARGO 1985 / 15893 GT

COMPANY:

Multibulk Marine Management S.A.,
Greece

YARD INFORMATION:

VEB Warnowwerft
Warnemunde (East Germany) 124
Design: LORO 18 / Astrakhan-class

DEMOLITION:

Chittagong, 20/8/2009



Singapore 17/11/2007 © H. Rosenkranz

BASIC DATA:

General Cargo Ship with Ro-Ro facility
GT: 15893
DWT: 17858
TEU: 533
Reefer: 30
Cars: 232, Trailers: 22
LOA: 173.50
Bmd: 23.06
Draft: 10.02
Engine: 1x oil MAN K5SZ70/125B
Power: 7600 kW
Speed: 15.7 kn
1x Quarter stern door / ramp (s)
Cranes: 4x12.5 t
Derricks: 1x125 t, 2x25 t
Decks: 2

OWNER & FLAG HISTORY:

NIPA since 01-08-2009 LRF
ZEYNEP G 2008-08-04 LRF
OCEAN ROUGE 2007-10-08 LRF
AMANA 2006-01-23 LRF
LAINE 2003-04-23 LRF
ADRIANA 2000-05-12 LRF
Flag Date of record Source
Tuvalu since 01-08-2009 LRF
Liberia 2008-08-04 LRF
Panama 2003-04-23 LRF
Cyprus 2000-05-12 LRF
Panama 1999-02-01 LRF
Registered owner Date of record Source
MONA SHIPPING 2008-08-04 LRF
MARINE GLORY SA 2004-12-29 LRF
LAINE SHIPPING 2003-04-23 LRF
MULTIBULK MARINE MANAGEMENT SA 2002-11-12 LRF
ADRIANA SHIPPING 2000-02-21 LRF
Ship manager Date of record Source

MARTI DENIZCILIK 2008-08-04 LRF
 COSCO WALLEM SHIP MANAGEMENT 2008-04-14 LRF
 MULTIBULK MARINE MANAGEMENT SA 2005-04-18 LRF
 MARINE GLORY SA 2004-12-29 LRF
 MULTIBULK MARINE MANAGEMENT SA 2002-11-12 LRF
 INTERORIENT NAVIGATION CO LTD 2000-02-21 LRF
 MARINCO MANAGEMENT 1999-03-10 LRF
 ABC MARITIME AG 1998-09-01 LRF

EX-NAMES:

KREMENCHUNG	1985-96	Black Sea Shipping Co., Ukraine
HASTINGS	1996-99	St. Trevelyan Shipping Co. Ltd., Bahamas
NAVIGATOR I	1999-00	New Century Nav. Corp., Panama
ADRIANA	2000-03	Andriana Shipping Co. Ltd., Cyprus
LAINE	2003-06	Laine Shipping Co. Inc., Panama
AMANA	2006-07	Amana Shipholding S.A., Panama
OCEAN ROUGE	2007-08	Amana Shipholding S.A., Panama
ZEYNEP G	2008-09	Mona Shipping, Liberia
NIPA	2009-09	Mona Shipping, Tuvalu

GENERAL VESSEL INFORMATION:

Der Typ Lo/Ro 18, auch Serie Astrakhan ist eine Baureihe von 27 Lo/Ro-Containermotorschiffen der Warnow-Werft, die zwischen 1983 und 1993 in Betrieb genommen wurde. Der Schiffstyp war bei seiner Vorstellung die erste Baureihe des seit Ende der 1970er Jahre existierenden Lo/Ro-Typs von einer DDR-Werft. Diese ladungstechnisch flexiblere, aber auch bauaufwändigere Weiterentwicklung des schon seit den 1960er Jahren existierenden ConRo-Schiffs zeichnet sich durch eine Erreichbarkeit aller Laderäume durch Luken und Rampen, sowie einer Ausrüstung mit eigenem Ladegeschrir aus. Der Lo/Ro-Typ ist daher insbesondere für Dienste mit gemischten Ladungsaufkommen von Containern, Stück- Lang- und Schüttgütern und schwerer rollender sowie sperriger Ladung in Regionen, die den Einsatz gleich großer Containerschiffe oder RoRo-Schiffe nicht erlauben, sowie für militärische Versorgungseinsätze geeignet.

Die Laderäume der Serie Lo/Ro 18 haben zwei Decks. Das obere Deck mit 2370 m³ Raum bietet Stellfläche für 232 PKW oder 81 LKW, bzw. Trailerfläche für umgerechnet 89 TEU, die über eine dreiteilige Winkel-Heckrampe mit 5,8 Metern Fahrbahnbreite und 45 Tonnen Tragfähigkeit erreicht werden kann. Für den herkömmlichen Umschlag verfügen die Schiffe der Baureihe Lo/Ro 18 über je zwei 2x12,5-Tonnen-Doppelwippkräne, zwei 25-Tonnen-Schwingladebäume und einen 125-Tonnen Schwergutbaum. Es können weiterhin auch Schüttgüter im Zwischendeck, als auch in den Laderäumen 2 bis 4 geladen werden.

(https://de.wikipedia.org/wiki/Lo/Ro_18)

ALPHALINER

The 'Astrakhan' type was a versatile multipurpose roro cargo vessel able to load a mix of general cargo, containers, projects and rolling stock. It featured a length of 173.50 m and a beam of 23.05 m. The ships were equipped with cranes and derricks with lifting capacities going up to 125 tons (on some of them). The roro capabilities were the Astrakhan's hallmark, distinguishing them from the other popular series of multipurpose cargo vessels built in the 1970s and 1980s (Meridian, Monsun, Neptun etc.) which could handle cargoes in lolo mode only. As the vessel design gradually improved over the years, the 'Astrakhans' were declined in three versions, 'Mark I', 'Mark II' and 'Mark III', with cranes gradually replacing derricks and teu capacities growing from 562 to 728 teu. Their roro capabilities remained an attractive feature especially with the military.

The 27 'Astrakhans' were all built by the Warnemünde (Germany)-based Warnow Werft shipyard for only two shipping companies, the USSR's Baltic Shipping Co (BSC) and Black Sea Shipping Co (BLASCO). After the break-up of the USSR, the fleet of 'Astrakhans' operated by BSC and BLASCO was gradually dispersed and sold to various owners around the globe. 'Astrakhans' could still be frequently found on regular liner services in the 1990's but this became rarer in the following decade. Most vessels were then operated on the tramp market catering for breakbulk cargoes and projects. The 'Astrakhans' will remain as one of the leading multipurpose cargo series of the 1980s-1990s.

(Source: Alphaliner Weekly Newsletter 37/2017)

1985: Yard type ASTRAKHAN built for ex Soviet Union Black Sea Shipping Co. as **KREMENCHUNG** (Lo/Ro 18/1 - 4th vessel)

2002: Sold to Interiorient Navigation Co. Ltd. Renamed **ADRIANA**.

Later purchased by Multibulk Marine Management S.A., Greece.

2006: Sold to Lumar Odessa S.A. (Ukraina). ?

2008: Sold by Armana Shipholding S.A. (joint venture COSOC & Wallem Shipmanagement) to Marti Denizcilik ve Gemi Isletmeciligi

AS, Turkey., Renamed **ZEYNEP G** (Liberian flag)

2009: Sold to undisclosed interests for USD 4 Mio. (?)

(AK 7&8/2008 & AK 03/2009)

2009:

Ship-breaking.com # 17 - Robin des Bois / September 2009 - 20/31

Nipa (ex-Ocean Rouge, ex-Amana, ex-Laine, ex-Adriana, ex-Navigator I, ex-Hastings, ex-Kremenschug). IMO 8314615. General cargo. 173 m in length, 8,920 t. Liberian flag. Classification society Russian Maritime Register of Shipping. Built in 1985 in Warnemünde (Germany) by Warnowerft. Owned by Marti Denizcilik (Turkey). Detained in 1998 in Hamburg (Germany), in 2001 in Baltimore (United States) and Antwerp (Belgium), in 2002 in Valencia (Spain), in 2003 in Antwerp (Belgium), in 2006 in Yokohama (Japan) and Shanghai (China) and in 2007 in Singapore. Sold for demolition to Bangladesh.



(www.robindexbois.org - September 30 th, 2009)

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