

P&O NEDLLOYD TARANAKI

IMO No: 7900041 CONTAINER/RO-RO 1981 / 29259 GT

COMPANY:

P&O Nedlloyd B.V.,
Netherlands

YARD INFORMATION:

Chantiers de l'Atlantique
St. Nazaire (France) M 27

DEMOLITION:

Chinese breakers 2006



Lyttelton (N.Z.) 18/10/00 © A. Calvert



Lyttelton (N.Z.) 11/11/02 © A. Calvert

BASIC DATA:

GT: 29259
 DWT: 27893
 TEU: 1270
 Cars: 675
 LOA: 200.26
 Beam: 31.73
 Draft: 9.50
 Engine Type: Sulzer
 Speed: 20.7 kn

OWNER & FLAG HISTORY:

P&O NEDLLOYD TARANAKI since 01/08/1999
 Flag Date of record Source
 United Kingdom since 01/12/1999
 Registered owner Date of record Source
 P&O NEDLLOYD BV since 02/02/2005
 MAERSK LINE UK LTD during 03/2000
 Ship manager Date of record Source
 MAERSK SHIP MANAGEMENT BV since 02/02/2005
 P&O NEDLLOYD BV during 03/2000

EX-NAMES:

KAZIMIERZ PULASKI	1981-92	Francusko-Poliskie Towarzystwo Zeglugowe Sp.z.o.o., Poland
HINRICH OLDENDORFF	1992-93	Kingston Maritime Corp, Liberia
PYRMONT BRIDGE	1993-96	Kingston Maritime Corp, Liberia
AUSTRALIA STAR	1996-98	Blue Star Line Ltd., Liberia
AUSTRALIA STAR	1998-99	Blue Star Line Ltd., Hong Kong
P&O NEDLLOYD TARANAKI	1999-99	Blue Star Line Ltd., Hong Kong
P&O NEDLLOYD TARANAKI	1999-06	P&O Nedlloyd BV, UK

GENERAL VESSEL INFORMATION:

P&O NEDLLOYD TARANAKI 7900041, 27-8-1980 kiel gelegd, 11-4-1981 te water gelaten, 7-1981 opgeleverd door Chantiers de l'Atlantique, Penhoet-Loire (M27) als KAZIMIERZ PULASKI, 30-10-1992 herdoopt HINRICH OLDENDORFF, 18-2-1993 herdoopt PYRMONT BRIDGE, 15-5-1996 herdoopt AUSTRALIA STAR, 6-7-1999 herdoopt P&O NEDLLOYD TARANAKI, eigenaar: Blue Star Line Ltd., Londen-U.K., in beheer bij Blue Star Ship Management B.V., Rotterdam, 2006 t.b.n. MAERSK TARANAKI, 3-2006 verkocht voor sloop naar China.

(www.wssrotterdam.nl/nieuwsbrief/nb124.pdf)

1981: Delivered as **KAZIMIERZ PULASKI** to French-Polish Shipping Co. (Polish Ocean Lines), Poland

1992: Sold to Oldendorff subsidiary Kingston Maritime Corp., Liberia

1993: As **PYRMONT BRIDGE** chartered by Bridge Line (Blue Star)

1996: Sold by Oldendorff to Blue Star Line Ltd., U.K. (later P&O Nedlloyd) (Maritime Hotline 2/06)

2006: Sold by Maersk Line (took over P&ONL) to Chinese breakers for USD 240/ldt.

Sold to Chinese breakers and sailed Brisbane 11/12/2005 for Xingang

P&O NEDLLOYD TARANAKI (Australia Star -99, Pyrmont Bridge -96, Hinrich Oldendorff -93, Kazimierz Pulaski -92), 29,259/81 – container ship. By P&O Nedlloyd BV, U.K., to Chinese breakers and sailed Brisbane 11/12/2005 for Xingang.

(WSS Marine News)

FROM POLAND TO AUSTRALIA – THE AUSTRALIA STAR (IV)

Brent Hanson

With her stern mounted quarter ramp and above deck cellguides, the roll-on/roll-off container carrier AUSTRALIA STAR was surely one of the most unusual vessels to carry the illustrious funnel colours of the Blue Star Line. The usual sleek “Blue Star liner” profile, sported by some of their container vessels, was certainly absent in this case, while the funnel also seemed to shy away from the traditional style, being rather small and hidden by the superstructure. Like her three predecessors who bore the same name, she was introduced to maintain Australian liner services, although her attributes make her far more versatile than her earlier namesakes. Nowadays though, she operates as a container vessel only and her ramp is redundant, but her unusual profile ensures she remains a standout vessel.

The AUSTRALIA STAR began life on 30th July 1981 when she was delivered to Polish Ocean Lines as KAZIMIERZ PULASKI, one of four sisters for their transatlantic liner service between Europe and the U.S.A. The 1,417 TEU vessel was part of an extensive fleet modernisation programme, and as well as containers, her garage decks enabled her to carry various awkward and mobile cargoes, including 675 vehicles. The company planned to challenge the well established Atlantic Container Line service operating with similar vessels, but trade difficulties saw Polish Ocean Lines eventually suspending the service. As a result, the KAZIMIERZ PULASKI, and sister TADEUSZ KOSCIUSKO, were sold in November 1992 to Egon Oldendorff of Germany, operator of an extensive fleet of multi-purpose vessels. After being briefly renamed HINRICH OLDENDORFF, she was refitted at Brisbane prior to taking up a four year charter to Bridge Line of Australia. Late in January, 1993, and she joined the service between Australia, Japan and Korea as PYRMONT BRIDGE, named after one of Australia's oldest iron bridges. Bridge Line had been formed some years earlier and in 1988, Blue Star Line acquired a small shareholding. The PYRMONT BRIDGE was introduced as part of a service upgrade, with cellular container vessels replacing smaller multi-purpose carriers.

In the mid nineties, Blue Star Line took over control of the Bridge Line service and on 26th January, 1996, the PYRMONT BRIDGE became a Blue Star vessel following her purchase and renaming to AUSTRALIA STAR. A few months later was joined in the service by the 1981 built TADEUSZ KOSCIUSKO, although unlike her former Polish sister, she was now a full container vessel. Altered soon after the 1992 purchase by Oldendorff, her ramp had been removed and garage decks converted to cellular holds to increase her container capacity to 2,002 TEU, with a new wheelhouse built on top of her bridge structure. She was redelivered by the Jurong shipyard on 2nd June 1993, to begin a longterm charter as the NEPTUNE LAZULI. When this charter ended three years later, the sale to Blue Star took place, and she was renamed CHOYANG SYDNEY to acknowledge partnership commitments in their joint service.

In April 1998, Blue Star Line's container interests were taken over by Anglo-Dutch mega-carrier P&O Nedlloyd, and while there was some concern that the mainly elderly "Blue Star liners" would not meet the new owners standards, these soon proved to be unfounded. Both vessels were retained even though the old Bridge Line service, which duplicated P&O Nedlloyd's own to North Asia, was sold in early 1999 to former partner Maersk Line. The Danish carrier temporarily retained the CHOYANG SYDNEY in the trade for a further six months under the charter name MAERSK HAKATA, afterwhich she was renamed ASIA STAR by P&O Nedlloyd. Unlike her fleetmate, the AUSTRALIA STAR spent her early P&O Nedlloyd days laid up in Hong Kong until firstly securing a voyage charter to South Africa, and then a short-term charter to Maersk Line in March 1999. She was employed carrying peak season containerised fruit cargoes from New Zealand to Singapore for global trans-shipment. Her first ever New Zealand arrival was made at Napier on 16th April to load, completing at Nelson a few days later from whence she headed for Singapore to discharge.

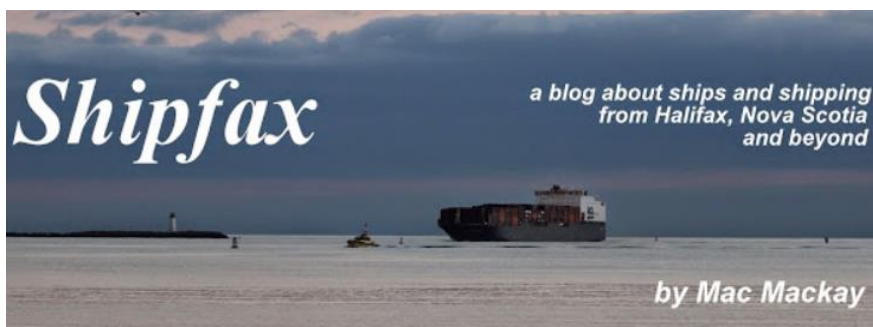


AUSTRALIA STAR arriving at Napier 16/4/1999

Brent Hanson

She returned to New Zealand in May, her visit extended unexpectedly when her little-used ramp "seized" after being lowered. Once rectified, she repeated her previous voyage, and on return to Singapore to discharge her cargo, was redelivered back to her owners. This occurred in mid June, about the time P&O Nedlloyd was reorganising their own service on the tradelane between New Zealand and Singapore. The AUSTRALIA STAR was one of five vessels assigned to the new weekly service, and in mid July she returned again to New Zealand, though now renamed P&O NEDLLOYD TARANAKI. She had been named after a very important dairying region in New Zealand's northwest whose gateway port, New Plymouth, became part of P&O Nedlloyd's revamped schedule. Normally P&O Nedlloyd name their vessels after the cargo centres they service, but in this case she took the shorter name of the region, perhaps the limited stern space the ramp contraption leaves restricted the choice. Two years on, the former "unusual" Blue Star vessel now holds a similar title in the P&O Nedlloyd fleet, but this does not stop her efficiently carrying out her duties.

(Published @ WSS Marine News August 2001)



WEDNESDAY, MAY 9, 2012

Polish quartet take last bows at the scrap yards

A quartet of ships that called in Halifax over a decade have now all gone to the breakers.

Revolutionary ships for their time, they were built for the French Polish Shipping Company, but operated by Polish Ocean Lines (POL).

Built expressly for the transatlantic trade, they were combination container RoRo ships, with a capacity of 1417 TEU, including 150 reefers, and a speed of 20 knots. Their fine lines and 29,000 bhp allowed the four ships to maintain a weekly service.

For ships measuring 30,000 tons and 200m (656 ft) in length their capacity was relatively small, especially when it is understood that 317 of those TEUs related to the capacity of the car decks.

With engines and accommodation amidships, the forward part of the ship consisted of five cellular holds for containers with a capacity of 438 TEU. The after part of the ship was the RoRo area, served by a huge skewed ramp. The deck hatches forward carried containers and the deck aft had frames for containers with a capacity of 662 TEU on deck.

As part of the joint venture, the ships were built in France, but fitted with Polish (Cegielski) engines.

The ships began calling in Halifax in 1981 with the French Polish line lasting until 1993 by which time some of the ships had been sold and the line bought space on ACL. ACL/ Hapag-Lloyd at that time was directing much of its cargo to Montreal, but with the change, it came back to Halifax.

All four ships were initially sold to the Oldendorff company and chartered back for a short time, but two were resold to the National Shipping Company of Saudi Arabia (NSCSA) and began to call in Halifax again for a time.

The other two were had diverging careers and only one ever came back to Halifax.

Kazimierz Pulaski



1.



2.

Kazimierz Pulaski was the second ship, named for “the father of American cavalry”, also a revolutionary general who at one time saved the life of George Washington. It was launched April 10, 1981 and completed in July 1981 by Chantier Atlantique in St-Nazaire. In 1992 it was sold and renamed **Hinrich Oldendorff**. It became **Pymont Bridge** in 1993, **Australia Star** in 1996 and **P&O Nedlloyd Taranaki** in 1999. It sailed from Brisbane in December 2005 and arrived in Xingang China February 26, 2006 for breaking up.

(<http://shipfax.blogspot.co.at/2012/05/polish-quartet-take-last-bows-at-scrap.html>)

Where Have All the Con-Ros gone - Part 2



*Outbound **Kazimierz Pulaski**, second in the series, delivered in July 1981 and built by Chantiers de l'Atlantique, St-Nazire, shows its stern ramp and after deck container guides. The RoRo decks were in the aft portion of the ship only.*

Kazimierz Pulaski became **Hinrich Oldendorff** in 1992, **Pymont Bridge** in 1993, and **Australia Star** as Oldendorff continued the former Hoegh service. In 1999 they sold it to P+O Nedlloyd, where it became **P+O Nedlloyd Taranaki**, and lasted until December 2005 when it arrived in China for breaking up. It remained a Con-Ro until the end.

(<http://shipfax.blogspot.co.at/2015/01/where-have-all-con-ros-gone-part-2.html>)