

RESOLUTION BAY

IMO No: 7417575 CONTAINER 1977 / 43674 GT

OWNER & HOMPEPORT:

P&O Nedlloyd B.V., Netherlands

YARD INFORMATION:

Bremer Vulkan AG 1006
Bremen (Germany)

SCRAPPING INFORMATION:

Jiangyin (China) 9/2002



Lyttelton (N.Z.) 12/2/2000 © A. Calvert

GENERAL INFORMATION:

Name: Resolution Bay IMO No: 7417575
Ex: Built: 1977
Type: Container Status: Demolished
SubType: Flag: United Kingdom
DWT: 38,757 Draft: 12.03 Builder: Bremer Vulkan Ag -
Schiffbau
GT: 43,674 LOA: 248.60 Owner: P&O Nedlloyd
NT: Beam: 32.31 Speed/Cons: 23.00/-
Class: LR Depth: 21.52 Engine Type: MAN
TEU: 1,823

OWNER & FLAG HISTORY:

SALES, TRANSFERS & RENAMINGS:

RESOLUTION BAY	1977-02	P&O Nedlloyd Ltd., U.K.
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GENERAL VESSEL INFORMATION:

Resolution Bay was launched and delivered to OCL in 1977, and was scrapped in 2002. The ship was one of two identical sisters built by Bremer Vulkan shipyard in West Germany, the other being the MV Mairangi Bay. Owner OCL was to later become P&O Containers Ltd, which itself merged with Nedlloyd Lines to become P&O Nedlloyd. Resolution Bay operated for all three entities, mainly on the UK/Europe to Australia/New Zealand route.

Resolution Bay had a tonnage of 43,995 GRT and a top speed of 23 knots. Length was 248.6m, and beam was 32.3m. She was propelled by two 8 cylinder two stroke slow speed crosshead diesel engines with a total power output of 53,280 BHP. The MAN engines, model KS8Z90/160A, had a 900mm bore and 1600mm stroke. They were each directly coupled to one of the two propeller shafts, turning them at a maximum 122 rpm. Auxiliary power was provided by five 1,500 kW MaK medium speed diesel alternators.

She could carry a cargo of 2,344 TEU, 1,223 of them refrigerated (reefer) containers in holds below deck. The reefer capacity was one of the largest of any ship at the time, and the containers when loaded in the holds were connected to the ship's brine circulation system for cooling. The brine was cooled by a large refrigeration plant located in the engine room.

http://en.wikipedia.org/wiki/MV_Resolution_Bay

P&O Nedlloyd Container Line Ltd., has been fined US \$ 248000 in a British court for pollution from the RESOLUTION BAY, which created an 83 kilometer oil slick in the North Sea in August 1998. According to P&O Nedlloyd Container Line, the slick was a result in a technical failure as the ship sailed from Tilbury to Hamburg. Sea water leaked into the engine room and then spilled back into the North Sea after mixing with oil.

World Maritime News - 1998

Last reported sailing was from Singapore to Shanghai 7/9/2002.

Last update: 4/11/2006