

COMPANY:

KG Paul Heinrich GmbH & Co.,
Germany

YARD INFORMATION:

J.J. Sietas
Hamburg (Germany) 1099

DEMOLITION:



Hamburg 4/9/1997 © S. Wiedner

BASIC DATA:

Heavylift-Cargo
Sietas type 161
GT: 8,388
DWT: 9,549
Draft: 7.85
LOA: 151.63
Beam: 20.64
Draft: 7.85
Speed/Cons: 20.00/-
Engine Type: MAN
Decks: 1
Gear: C-2-275, C-1-50

OWNER & FLAG HISTORY:

WILMA 12-05-2000 LRF
Flag Date of record Source
Antigua and Barbuda 12-05-2000 LRF
Germany 01-09-1997 LRF
Registered owner Date of record Source
SAL HEAVY LIFT GMBH since 23-09-2011
HLL HEAVY LIFT SEA TIGER since 01-01-2007
HEINRICH H.&C. 18-09-1997 LRF
Ship manager Date of record Source
SAL HEAVY LIFT GMBH before 04-2010
SAL HEAVY LIFT ENGINEERING since 11-05-2004
AL HEAVY LIFT GMBH since 01-01-2001
HEINRICH P. 18-09-1997 LRF

EX-NAMES:

WILMA	1997-	MS"WILMA" H. u. C. Heinrich KG, Antigua

GENERAL VESSEL INFORMATION:

The German shipping company Schiffahrtskontor Altes Land (SAL) and the J.J. Sietas shipyard of Hamburg , however, have developed a new type of heavy cargo vessel (Sietas type 161) which has a service speed of 20 knots. Six vessels have been ordered by SAL, the first four being GLORIA, **WILMA**, ANNEMIEKE & LENA. The decision to build very fast ships was made from

the business view. Compared to SAL's Sietas type 132 series (5800 GT / 15-16 knots) or even Mammoet Shipping B.V.'s /Mitsui OSK Line's new HAPPY RIVER type heavy lifters (16 knots), GLORIA and her sisters can carry considerably more heavy cargoes per year.

The type 161 vessels also have other remarkable technical features. At a length o.a. of 151.6 m and a beam of 20.4 m the hull is long and slim which has a favourable effect on the speed. The need for flexibility is apparent from an ability to carry up to 830 teu (50 reefer plugs) and the way the hatch covers of single cargo hold can be placed as bulkheads to form separate compartments which enable the ships to carry grain or bulk cargoes. Dominating the profile of the six vessels are the cranes. On the port side the vessels have two cranes each capable of moving cargoes of 275 tonnes. Working together they can lift up to 550 tonnes. The third crane located on the starboard side aft is to serve the deck space and hold.

Marine News report by Oliver Sesemann

Ran shortly aground during trials on the River Elbe just one day before the photo was taken.

(ref. Hamburger Abendnachrichten 3/9/1997)

Cargo M/V **WILMA** -- in collision with the Levensau Bridge, Kiel Canal is drydocked at the Norderwerft in Hamburg -- her damaged 275ton -crane was placed on the pier where it is to be repaired by end of Jan., 2007. The craneleg itself has to be rebuilt completely, the cranehouse can be repaired. M/V **WILMA** will leave the Norderwerft on Dec 22. to operate with only 2 cranes left for 4-5 weeks. Police still investigating the Capt. of M/V **WILMA** -- seems a crew member from the Philippines raised the crane after passage of the Holtenau bridges not expecting more bridges to come so soon.

www.cargolaw.com/presentations_casualties.html - Dec. 16 2006

Last update: