

CAN GIO

IMO No: 8131154 GENERAL CARGO 1984 / 1510 GT

COMPANY:

Sea Saigon Shipping Ltd., Vietnam

YARD INFORMATION:

Nordsoevaerftet A.S. 167

Ringkøbing (Denmark)

SCRAPPING INFORMATION:



Ho Chi Minh City 11/2005 © H. Rosenkranz

GENERAL INFORMATION:

OWNER & FLAG HISTORY:

OMER N 2007-05-07 LRF
CAN GIO 28-06-2004 LRF
SEA MAID 12-05-2000 LRF
Flag Date of record Source
Slovakia 2007-05-07 LRF
Vietnam 06-01-2005 LRF
Honduras 16-08-2004 LRF
Denmark 12-05-2000 LRF
Registered owner Date of record Source
SAN-MAR SHIPPING LTD 2007-07-02 LRF
RPTD SOLD UNDISCLOSED INTEREST 2007-05-07 LRF
SEA SAIGON SHPG LTD 16-08-2004 LRF
RPTD SOLD UNDISCLOSED INTEREST 28-06-2004 LRF
IDALITH 03-08-1990 LRF
Ship manager Date of record Source
SAN-MAR SHIPPING LTD 2007-07-02 LRF
RPTD SOLD UNDISCLOSED INTEREST 2007-05-07 LRF
SEA SAIGON SHPG LTD 16-08-2004 LRF
RPTD SOLD UNDISCLOSED INTEREST 28-06-2004 LRF
FABRICIUS BR MARINE 01-04-1996 LRF

SALES, TRANSFERS & RENAMINGS:

LOTTELITH	1984-96	P/R Idealith, Denmark (DIS)
SEA MAID	1996-04	P/R Idealith, Denmark (DIS)
CAN GIO	2004-07	Sea Saigon Shg.Ltd., Vietnam
OMER N	2007-	San Mar Shg.Ltd., Slovakia

GENERAL VESSEL INFORMATION:

1984 Ringkøbing/167 Freighter 1510 8131154

LOTTELITH-96, PR Idalith, John Christensen Jespergaard, Dis; Sea Maid-05, dto, Dis; Can Gio-, Saigon, Vie;

Measures: 2B15, 54 TEU, 1.630 tdw, Callesen, 794 kW, 10 kn;

www.rosenkranz-shipphotos.de

London, Nov 23 A press report, dated today, states: The first court hearing on general cargo **CAN GIO** seized by Tanzania has been postponed. A date for the case has not been fixed yet. The trial was initially scheduled to be held on Nov 22 by the Tanzanian Commerce Court. The Vietnamese Foreign Ministry will request the Government contact the Tanzanian Government in settling the case, according to sources from the Foreign Ministry.

http://www.lib.unipi.gr/files/Lloyds_Casualty_Week/2004/Casualty_Week_Dec_3.pdf

Joint-venture Sea Saigon Shipping is considering abandoning its ship that was unjustifiably seized in Tanzania due to high costs and the unlikely chance that the merchant ship will be released

The "**CAN GIO**" and its 12-member crew were seized in July 2004 on orders from the Tanzanian Supreme Court when it docked at Dar es Salaam Port. The detention has cost the Denmark-Vietnam joint-venture over \$ US 700,000.

In late December 2004, through the Danish Embassy in Hanoi, Sea Saigon Shipping suggested a plan to pay bail equal to the ship's worth of \$ US 1.05 million so that the Tanzanian court would release the "Can Gio."

If the project proves to be unfeasible, however, the company will consider abandoning the ship and bringing the crew home to avoid further losses.

The abandonment of the "Can Gio" is scheduled for mid- or late January 2005 so that the crew can return home.

On July 27, 2004, the Can Gio ship, chartered by a Malaysian trader and its crew, was seized on orders from Tanzania's Supreme Court when it docked at Dar es Salaam Port.

Since then the ship and its crew have been held hostage for business fraud allegedly committed four years ago by the Vietnamese Thanh Hoa Company, which is not in any way connected to the "Can Gio" and its crew.

In 1999, Tanzania's Mohammed Enterprises Ltd. paid the Tien Giang Province-based Thanh Hoa Company 1.7 million USD in advance for a shipment of 6,000 tons of rice and four rice-husking machines.

The Thanh Hoa Company then rented a vessel named the Luna Brisa to deliver the shipment but the ship never arrived at its destination.

Mohammed Enterprises then took legal action against Thanh Hoa with the relevant Vietnamese agencies, but the case is still not settled.

Mohammed Enterprises then filed a suit against the Vietnamese company and the Vietnamese government, alleging that Vietnam failed to handle the case fairly.

When the "Can Gio" arrived in Tanzania five years after the incident, Tanzania decided to take the ship and its staff hostage to force Thanh Hoa to repay the sum.

The Vietnamese Embassy in Tanzania sent a diplomatic note to the country's Foreign Ministry stating that naming the Vietnamese government as a defendant in the civil lawsuit did not comply with international law, said legal experts.

They also agreed that the Tanzanian company's lawsuit against the Vietnamese government was groundless, said the Vietnam News Agency.

The contract between Mohammed Enterprises and Thanh Hoa, mutually agreed upon by both parties, specified that any dispute would be settled by the International Arbitrator Center of the Vietnamese Chamber of Commerce and Industry, which is a non-governmental organization, it noted.

www.vpa.org.vn - 01/10/2005

The High Court has summoned the Dar es Salaam Chief Harbour Master to show why he should not be punished for contempt of court by releasing a vessel, mv **CAN GIO**, without the court's permission.

The vessel left Dar es Salaam last weekend after docking at the port for over a year following a High Court seizure order.

Although the mv **CAN GIO** was registered in Vietnam, it had certificate purporting that it was registered in Honduras.

A follow up by METL found out that the Honduras registration was forged.

When the matter was pursued further, the ship acquired a new registration in Vietnam while in fact it had been impounded in Dar es Salaam.

www.ippmedia.com/ipp/guardian/2005/08/26/47965.html - 2005-08-26

80-m 1984-built Slovakian freighter M/V **OMER N** (IMO 8131154), en route to Nantes, France with 11 crew, capsized off Fehmarn, 15 miles west of Gedser, location N 54°29.894' / E 11°31.974' on Oct. 28. The cause of the incident is undetermined but not weather related. The vessel is laying on its side, but still afloat. Rescue efforts launched included helicopter and vessels Sormovskiy 50 (Russian cargo M/V) Arkona (German SAR) Berlin (German SAR) Elsa (German SAR) Emil Zimmermann (German SAR) John T. Essberger (German SAR) LW Dam (Danish SAR) Neustrelitz (German coast guard). One crew man of M/V Omer N is reported dead. Several crew members are missing and believed to be trapped in the wreckage. The wreck is expected to ground east of Rødby. The German emergency tug Fairplay 26 and the multi purpose ship Scharhoern were called by the "Havariekommando" and are expected on scene shortly. Divers were deployed for rescue attempts. (Sun. Oct. 28 2007)

www.cargolaw.com/presentations_casualties.html

The stern was raised 13/2/2008 and moved to shallow water where a body was found in the engine room. It will be transported to Grenaa where it is expected to be broken up after investigations have been completed.

Marine News April 2008

Last update: 20/8/2008