

HENRY STAHL

IMO No: 7349651 RORO-CARGO 1973 / 2332 GT

COMPANY:

Reederei Henry Stahl,
Germany

YARD INFORMATION:

Schulte & Bruns Schiffswerft
Emden (Germany) 274

1975: Lengthened

2010: Converted to livestock carrier

DEMOLITION:



Hamburg 14/5/1994 © S. Wiedner

1994-09: Washbay-Line went into bankruptcy. Vessel was sold by auction at Rotterdam.

1995: New owner Ytong Construction (Aug. Bolten subsidiary Lydia Mar Shipping Co SA, Greece). Renamed **YTONG I**.

2005: Sold to Shega Trans Shipping SA, Albania. Renamed **ESTER I**.

2010: To Saud Shehatha Alanazi (Golden East Logistics Co), Egypt. Renamed **MALAK 1**.

2021: To Al Badri Ship Management LLC, UAE. Renamed **ALBADRI I**.

Capesized at Suakin Port, Sudan.

BASIC DATA:

GT: 2332
DWT: 1580
TEU: 144
Vehicles: 300
Loa: 79.41
Bmd: 12.81
Draft: 4.23
Engine: 1x oil Deutz SBA12M528
Power: 1059 kW
Speed: 12.5 kn
Decks: 2

OWNER & FLAG HISTORY:

ALBADRI I since 01/01/2021
MALAK 1 since 01/06/2010
ESTER I since 01/02/2005
YTONG I 12-05-2000 LRF
Flag Date of record Source
Tanzania since 01/06/2010
Panama since 01/02/2005
Greece 12-05-2000 LRF
Registered owner Date of record Source
AL BADRI SHIP MANAGEMENT LLC since 25/01/2021
SAUD SHEHATHA ALANZI since 17/06/2010
SHEGA-TRANS SHIPPING SA since 01/02/2005
DRAKE MARITIME 18-02-2002 LRF
NIREIK NAFTIKI 24-05-1999 LRF
Ship manager Date of record Source

AL BADRI SHIP MANAGEMENT LLC since 25/01/2021
 GOLDEN EAST LOGISTICS CO since 04/05/2013
 ZAD FUEL CO since 26/12/2010
 SAUD SHEHATHA ALANZI since 17/06/2010
 SHEGA-GROUP SA since 01/02/2005
 DRAKE MARITIME during 2000
 NIREIK NAFTIKI 24-05-1999 LRF

NAME HISTORY:

HENRY STAHL	1973-95	Henry Stahl GmbH, Germany
YTONG I	1995-05	Nireik Naftiki Eteria, Greece
ESTER I	2005-10	Shega-Trans Shipping. SA, Panama
MALAK 1	2010-21	Saud Shehatha Alanazi, Tanzania
ALBADRI I	2021-	Al Badri Ship Management LLC, Tanzania

GENERAL VESSEL INFORMATION:

Washbay-Linie GmbH (Henry Stahl GmbH)

Washbay-Linie GmbH (Henry Stahl GmbH) - The company was located in Hamburg and was established by merchant Henry Stahl(1896-1969). He began his career by chartering Germany's oldest merchant vessel, the PIONIER. In 1952 he also chartered the Dutch ship LYDIA which made its first voyage to King's Lynn, which was located at British Washbay, which became the new name of the company since then. Stahl established a continuous line between Hamburg and King's Lynn in 1953 and one year later the company was subscribed into Hamburg's register of commerce. The line was continued together with ARGO shipping company and ended in 1968. In 1966 one of the sons, Peter Stahl, overtook the company, he began a 7-years partnership with Schulte & Bruns and in 1968 the first ro-lo ship, the **HENRY STAHL** began its service.

In 1986 another new built ro-lo ship, the ALSTER RAPID, was added to the fleet, the suffix RAPID was added due to the model name of a sports car of the company's main customer, SKODA Automobiles.

In 1992 Volkswagen became owner of SKODA and Washbay lost its most important customer. The losses couldn't be compensated. Peter Stahl meanwhile was aged 65 and resigned and the last two ships, the company went into bankruptcy in 1994 and finally both ro-lo ships got lost by forced sale in Rotterdam in 1995.

(Source: Klaus-Peter Böhne; translated by Klaus-Michael Schneider, Klaus-Michael Schneider, 10 May 2009)

(www.crwflags.com/fotw/flags/de/~washb.html)

1994:

Henry Stahl GmbH, operators of the Washbay Line filed for bankruptcy during 10/94. Their ship ALSTER RAPID was due to be sold by auction 16/11/1994 at Rotterdam, where **HENRY STAHL** arrived 14/9/1994.

(Marine News)

1995:

Later sold to Ytong Construction but managed by Aug. Bolten subsidiary Lydia Mar Shipping Co. S.A., Greece. Operated by Ytong for transport of bricks, cement, gravel etc. around Greece. Registered owner was Nireik Naftiki Eteria, Greece.

2000:

Advice has received concerning the ro-ro cargo vessel "**YTONG I**" (ex **HENRY STAHL**) (built 1973 - 2,322 grt) which is said to have encountered difficulties while en-route between Haifa, Limassol and Thessalonini.

She is said to be carrying a cargo of bricks which shifted, resulting in flooding of the engine room (although earlier reports indicated that the vessel had sunk). The vessel is currently under tow and the cargo is expected to be discharged for transfer to another vessel under GA.

(Internet 16 Oct 2000)

2005:

Sold by Drake Maritime Co., Greece to Shega-Trans Shipping SA, Albania. **Renamed ESTER I** (Panama flag)

(AK May/June 2005)

2022:

15,000 sheep perish as overloaded Sudanese livestock carrier capsizes

Sam Chambers · June 13, 2022

2,288 · Less than a minute



A livestock carrier carrying nearly twice its permissible maximum load capsized at Sudan's Suakin Port over the weekend.

Only around 700 of the 15,800 sheep onboard were rescued when the 49-year-old [Al Badr 1](#) sank along the pier as it readied to leave port and cross the Red Sea bound for Saudi Arabia. None of the crew were injured in the tragic incident.

The 1973-built vessel was a converted roro. Among all shipping sectors, the livestock carrier segment has the oldest average age, with many ships in excess of 40 years of age.



Saad Abedine 🇸🇩 🙏 🤝
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A livestock ship sank in an area near harbor entrance, while sailing off Sudan's 🇸🇩 Suakin port, carrying 16,000 sheep

A rescue team was dispatched to search for the ship's crew members
[twitter.com/Aobshaar/statu...](https://twitter.com/Aobshaar/status...)

