

HUB GALLARDO

IMO No: 9168544 CONTAINER 1998 / 8214 GT

COMPANY:

Hub Shipping Sdn. Bhd.,
Malaysia

YARD INFORMATION:

Watanabe Zosen KK
(Japan) 305

DEMOLITION:



Malacca Straits Singapore 2/7/2011 © S. Wiedner

2015: Sold to Shreyas Shipping & Logistics Ltd, India. Renamed SSL CHENNAI.

2022: Reportedly sold for demolition.

BASIC DATA:

GT: 8214
DWT: 11506
TEU: 700
Reefer: 100
Loa: 131.33
Bmd: 23.00
Draught: 8.22
Engine: 1x oil B&W 8L42MC
Power: 7973 kW
Speed: 17.0 kn
Cranes: 2x36t

OWNER & FLAG HISTORY:

SSL CHENNAI since 01/07/2015
HUB GALLARDO since 01/08/2006
Flag Date of record Source
India since 01/07/2015
Marshall Islands since 01/08/2006
Registered owner Date of record Source
SHREYAS SHIPPING & LOGISTICS since 13/07/2015
MOUNT KINABALU LLC since 19/07/2006
Ship manager Date of record Source
ORIENT EXPRESS SHIP MANAGEMENT since 13/07/2015
HUB SHIPPING SDN BHD since 19/07/2006
YANO KAIUN CO LTD since 15/09/2004
SHINKO MARITIME CO LTD since 27/08/2002

NAME HISTORY:

MAR DIOS	1998-06	Ken Line SA, Panama
HUB GALLARDO	2006-15	Mount Kinabalu LLC, Marshall Islands
SSL CHENNAI	2015-22	Shreyas Shipping & Logistics Ltd, India

GENERAL VESSEL INFORMATION:

2015:



HubLine to exit the container sector

The Malaysian carrier HubLine will exit from the container shipping sector by September to focus on its breakbulk business. HubLine's loss making container shipping division contributed an average of 79% to the carrier's overall revenue over the past four years.

The exit process will involve the withdrawal from various trade routes and the termination of related service and slot arrangements. Hub Line will therefore dispose of its container shipping related assets, including its remaining fleet of four owned containerships with a total capacity of 3,162 teu - HUB ENZO (954 teu, built 1995), HUB GALLARDO (780 teu, built 1998), HUB STELLAR (714 teu, 1994) and HUB GRANDIOSE (714 teu, built 1995).

HubLine operates an array of container services centred on South East Asia, supplemented by slots on services that also cover North Asia and the Indian subcontinent, provided by various carriers including ANL/CMA CGM, BTL, CTP, Far Shipping, GSS, OOCL, Simatech, Wan Hai and Yang Ming.

Hub Line's focus is on Malaysia-related trades, including domestic cabotage services between peninsular Malaysia and the East Malaysian states of Sabah and Sarawak, that form the Malaysian part of Borneo island. The HUB GRANDIOSE and HUB STELLAR currently connect Penang, Port Kelang, Kota Kinabalu, Muara and Bintulu. HubLine also operates two tug-and-barge services connecting Penang, Port Kelang, Kuching, Sibul, Bintulu and Miri, supplemented by slots on Shin Yang, PDZ and Harbour-Link on the Malaysian cabotage trades.

(Source: Alphaliner Weekly Newsletter 08/2015)

Shreyas Shipping acquires more containerships

Indian container operator Shreyas Shipping Logistics (SSL) has signed Memoranda of Understanding (MoU) to buy two container vessels, amid plans to expand its coastal shipping operations. SSL is to buy the 2,959 teu OEL BHARAT (Hyundai 2900) from its sister company Orient Express Lines (OEL) for \$7 M, as well as the 780 teu HUB GALLARDO from Malaysia's HubLine for \$2.9 M, according to filings registered with the Bombay Stock Exchange. The OEL BHARAT will become SSL's biggest container vessel in a fleet where the largest ships are currently the 1,725 teu SSL KUTCH and SSL KOCHI.

The HUB GALLARDO was built by Japan's Watanabe yard in 1998. She presents a deadweight of 11,500 tons, a Loa of 131 metres, a beam of 23 meters and is fitted with two cranes of 36 tons.

Both SSL and OEL are controlled by the Mumbai-based Transworld group, which is owned by Indian interests.

SSL is India's leading domestic container operator but also runs a service connecting East & West India to the Middle East. Its fleet currently consists of six container vessels ranging from 500 to 1,700 teu. SSL has been expanding steadily in recent times, in response to the Indian government's plans to promote cabotage along the Indian coast, as well as with neighbouring countries such as Bangladesh.

(Source: Alphaliner Weekly Newsletter 25/2015)

2022:



Evergreen, Shreyas jumpstart boxship scrapping

December 14, 2022

Sold on an "as is" basis in Kaohsiung, Taiwan, Evergreen's 1998-built 1,164 TEU Uni-Ardent fetched US\$3.58 million or US\$505/ldt, while Shreyas' 700 TEU SSL Chennai fetched US\$2.26 million or US\$560/ldt.

The 1989-built 760 TEU Venus C, owned by China's Shanghai Xin Hai Shipping, fetched US\$2.33 million or US\$530/ldt. SSL Chennai and Venus C reportedly commanded a better price because they were built in Japan, while Uni-Ardent was built in Taiwan.

Last update: 18/12/2022