

TRAPPER

IMO No: 8321321 TANKER 1985 / 7947 GT

COMPANY:

Brostrom Tankers AB,
Sweden

YARD INFORMATION:

Falkenbergs Varv AB
(Sweden) 182

2006:

Converted to Products Tanker

DEMOLITION:

Gadani Beach, 04/04/2021



Le Havre 19/3/2004 © S. Wiedner

2006: Sold to Aegean Bunkering (Greece). Renamed ROYAL.

2013: To Flair Shipping Trading FZE, Dubai (UAE). Renamed ROYAL 8.

2016: To Al Ryadh Ship Management Inc, Dubai (UAE). Renamed TARGET.

2021: Demolition at Gadani Beach, 04/04/2021.

BASIC DATA:

Chemical Tanker
Double Hull
GT: 7947
DWT: 13011
Loa: 143.01
Bmd: 18.00
Draft: 8.40
Engine: 1x oil Wartsila 12V32
Power: 4010 kw
Speed: 13.0 kn

OWNER & FLAG HISTORY:

TARGET since 01/10/2016
ROYAL 8 since 01/08/2013
ROYAL since 01/05/2006
Flag Date of record Source
Tanzania since 01/10/2016
Comoros since 01/02/2014
Liberia since 01/05/2006
Registered owner Date of record Source
TARGET SHIPPING & MARITIME SER during 10/2016
FLATTER ENTERPRISES SA before 02/2016
AMAG SHIPS PVT LTD during 02/2014
FLATTER ENTERPRISES SA during 09/2013
FLAIR SHIPPING TRADING FZE since 13/08/2013
OAKTREE SHIPPING SA since 09/05/2006
Ship manager Date of record Source
AL RYADH SHIP MANAGEMENT INC during 10/2016
FLATTER ENTERPRISES SA before 02/2016
AMAG SHIPS PVT LTD during 02/2014
FLAIR SHIPPING TRADING FZE since 13/08/2013
AEGEAN SHIPPING MANAGEMENT SA since 09/05/2006

NAME HISTORY:

THUNTANK 8	1985-91	
UNITED TRAPPER	1991-97	
TRAPPER	1997-06	Trapper AB, Sweden
ROYAL	2006-13	Oaktree Shipping SA, Liberia

ROYAL 8	2013-14	Flair Shipping Trading FZE, Liberia
ROYAL 8	2014-16	Amag Ships Pvt Ltd, Comores
TARGET	2016-21	Target Shipping & Maritime SER, Tanzania

GENERAL VESSEL INFORMATION:

1985:

Thun Tankers

A new ship owner with a long history
Tanker Shipping within Erik Thun AB since 1952

MAY 1988 *Birgitta Redelius Källsson raises the ceremonial axe and cuts the silk ribbon. A cascade of confetti rains down on the green hull of Thuntank 9 as numerous Korean shipyard workers in yellow helmets release balloons skywards, while a local band of musicians start playing a traditional Swedish tune with a distinct Asian touch. The launch of Thuntank 9 in Korea in 1988 is, to this day, the most magnificent in the history of the Erik Thun Group.*

The tanker business was booming and the green tanker vessels were the pride of the Thun Group. Unlike the rest of the fleet they bore the ship owner's name: Thuntank 1, Thuntank 2, Thuntank 3 and so on up to Thuntank 12.

Since the oil boom at the start of the 50s the Lidköping-based shipping company had steadily built up and renewed its tanker fleet. At the end of the 80s the Thun Group had eleven modern tankers.

The company had put a special effort into developing new vessels, always in close cooperation with its customers. Anders Källsson, second-generation in the family business, had been passionate about making vessels more purpose built and profitable since his teenage years. At the end of the 80s he was deputy CEO and involved in designing all the company's tanker vessels. Thuntank 8 and her Korean sister ships, 9, 11 and 12, each with a carrying capacity of 18,000 cubic meters, were the start of a completely new segment on the North Sea.

The same spring the Thun Group had also started working closely with the Swedish west coast ship owner, Shipinvest. Within a few years both companies jointly acquired four significantly larger tankers, in the 50-80,000 ton dwt class.

This investment left the ship owners wanting more. But there was a lack of second hand tonnage during the boom at the time, and building new vessels required more capital. This gave rise to a new idea, a company listed on the stock exchange.

APRIL 1990 *Bruno Karlsson, charterer at Thun, happily puts his pen down, goes downstairs to the finance department and hands in a form. It's 1990 and he has just signed for convertibles in United Tankers, the new listed company that Thun and Shipinvest have jointly founded. Nobody could have foreseen that in the space of just a few years, the trading price of these shares would have dropped to 20% of their initial value.*

Things were looking good with the internationalisation of shipping just around the corner, and transoceanic transport expected to really take off. The aim was to become the major player on the market. The working title "Eurotank" was consequently changed to "United Tankers", just to be on the safe side.

The approach was simple. Thun and Shipinvest jointly invested their tanker fleets and associated commercial management organisations. Following a stock market introduction 59% of the shares were sold to the general public. Finally there was capital to build more vessels.

But things didn't go according to plan. The main problem was that the independent management, appointed at the bank's demands, had tended in another direction than the two main owners, on strategically important issues. After five years the two main owners decided they could go on no longer. They agreed that Thun should sell its share to Shipinvest, or Broström as they were now called. (Shipinvest had bought the remainder of the reputable shipping company and taken on its name.)

Erik Thun AB tanker fleet 1989

(name, year built/rebuilt, dead weight)

Thuntank 7, 1967/75, 2,006 dwt
Thuntank 10, 1969/77, 2,976 dwt
Thuntank 3, 1970/77, 4,409 dwt
Thuntank 1, 1973/77, 6,097 dwt
Forsvik, 1981, 3,889 dwt
Lurö, 1981, 3,889 dwt
Leckö, 1982, 4,165 dwt
Thuntank 8, 1985, 14,329 dwt
Thuntank 9, 1988, 14,329 dwt
Thuntank 11, 1988, 14,402 dwt
Thuntank 12, 1989, 14,312 dwt



Thun vessels in collaboration with Shipinvest:

Oiltank Sweden KB

(name, delivery year, dead weight)

OT Daylight, 1988, 55,000 dwt
OT Sunrise, 1988, 55,000 dwt
OT Selma, 1989, 82,000 dwt
OT Moonlight, 1989, 55,000 dwt

United Tankers fleetlist 1993

(name, year built/rebuilt, dead weight)

United Tanja*, 1967/75, 2.006
Sky Trader*, 1969, 2.976
Nordic Tiger*, 1981, 3.889
United Tony*, 1982, 4.165
Moon Trader, 1969, 4.190
Pom Karin*, 1970/77, 4.409
Forth Bridge, 1992, 5.800
United Thule*, 1973/77, 6.097
Croma, 1975, 7.293
United Polaris, 1981, 11.745
United Star, 1982, 11.868
United Tiger, 1975, 12.723
Celtic Terrier, 1979, 12.905
United Trapper*, 1985, 14.329
United Traveller*, 1988, 14.371
United Trader*, 1988, 14.402
United Transporter*, 1989, 14.316
Navigo, 1992, 16.605
Okarina, 1987, 27.821
Denise, 1981, 38.600
Cliff, 1981, 39.703



After decades the Thun Group was suddenly left without a tanker fleet. What remained was the technical management of two former Thun tankers. Instead, over the next few years, Thun invested in its growing dry cargo fleet, self-loaders and its recently acquired aviation company.

Broström over the next few years, bought out the remaining minority shareholders in United Tankers and de-listed the company from the stock market. Its fleet was merged with the Broström fleet.

Despite everything Thun and Broström maintained their good relationship. It was agreed that when Thun decided to invest in tankers again, the two companies would do it together.

(https://thun.se/wp-content/uploads/2014/08/thun_tankers.pdf)

Diana, 1982, 39.711
United Moonlight, 1982, 55.272
United Sunrise, 1982, 55.363
United Triton, 1981, 55.406
United Selma, 1987, 81.351
Primo, 1987, 81.351

* Previously Thuntankers, renamed.

1995:



United Tankers criticized for ship sale to former employee

5 January 1995 23:00 GMT *UPDATED 5 January 1995 23:00 GMT*

By **Stories by Trond Lillestolen**

Several shipping share analysts have criticized the announcement by Sweden-based United Tankers of its sale of an 89 per cent stake in the 1985-built tanker United Trapper (14,000 dwt). No sale price was mentioned in the press statement sent out by the company last Friday, nor was there any information on the charter rate for the vessel, which United Tankers is taking back on a long-term charter.

2006:



Aegean group adds a further tanker to fleet

16 February 2006 14:42 GMT *UPDATED 16 February 2006 14:42 GMT*

By **Gillian Whittaker, Athens**

The Aegean group of Greece is continuing its expansion and has emerged as the buyer of the 14,000-dwt double-hull tanker *Trapper* (built 1985).

Last week, TradeWinds reported the ship was sold to an undisclosed buyer for \$7m.

The older but double-hull 'TRAPPER' about 14,000 dwt built 1985 has been confirmed as sold to Aegean Bunkering in Greece for \$7m.

(www.galbraiths.co.uk - 17th February 2006 / Maritime Hotline 2/06)

2021:

TARGET (8321321; Tanzania (Zanzibar)) (Royal 8 -16, Royal -13, Trapper -06, United Trapper -97, Thuntank 8 -91) 7,947/85 - Products Tanker. By Target Shipping & Maritime Services Inc (Al Riyadh Ship Management Inc), Panama, to Salam International, M/s, Pakistan and arrived Gadani Beach, 04/04/2021. Commenced 11/04/2021.

(WSS Marine News 09/2021)