

Cargill's experience as ship owner with OBOs and tankers since 1940 until 2004.



**M.V. ANGELIC STAR**,  **Norway NIS**,






**M.V. NORDIC SKY**  **Norway NIS**

original **Angelic Star**,  **Norway NIS**, until 16-Sep-80

**GOTAVERKEN ORESUNDSVARVET AB, SWEDEN, HULL 249**, built 1975

**M.V. MOHAWK**,  **Liberia**, from 16-Sep-80 until 23-Jun-87,

later **MANDAN**,  **Hong Kong** from 23-Jun-87 until 28-Dec-94 ,

sold 28-Dec-94 as "**FLAG MERSINIDI**",  **Greek**, converted 1995 to Bulk Carrier as of 1996 "**FLAG MERSINIDI I**"  **Panama**

DWT 122,421; GT: 65,550 , NT: 38,372 **IMO 738 9601** Lightweight 20,181 mt

B&W 8 K 90 GF, 27,300 BHP x 114 RPM

256.95 x 248.01 x 39.07 x 17.09 m G 141,509 9 Holds L 135,371

Electrical Generators & Output: Diesel Gen. 2x920kW 450 V 60 Hz ac, plus 1x turbine driven Gen.

**broken up at Yanbu, China. 12-Oct-2003**



**M.V. Mohawk**,  **Liberia**



**M.V. Mandan**  **Hong Kong**



**FLAG MERSINIDI I**  **Panama** (year 2000)



June 2002

**broken up at Yanbu, China. 12-Oct-2003**






M.V. BJORGHOLM,  Norway NIS,



M.V. FJORDAAS;  Norway NIS

M.V.APACHE,  Liberia , from 20-Mar-86 until 26-May-87, GOTAVERKEN ORESUNDSVARVET AB, SWEDEN, HULL 247, Launch 16.1.75, del. 17.4.75 original Bjorgholm  Norway NIS , , 81 FJORDAAS - 85 ZENITH GOTHIA until 20-Mar-86

sold 26-May-87 as "NIOBE",  Greek , later 88-OCEAN COMMANDER, 91 AKOVA  Turkey , 01 OVA  Turkey

DWT 122, 124; GT: 66.594 , NT: 38.372 IMO 738 9584 Lightweight 20,100 mt

B&W 8 K 90 GF, 27,300 BHP x 114 RPM

256,5 x 248 x 39

Type: Ore/Bulk/Oil

Fire at Tuzla (??) 1.98 , broken up Chittagong 2001/2



M.V.APACHE,  Liberia



M.V. NIOBE,  Greek



M.V.OCEAN COMMANDER;  Greek



M.V. AKOVA  Turkey








M.V. OVA;  Turkey,

BU Chittagong, Bangladesh in March 2001





**SETO BRIDGE**,  **UK**  
**M.V. ARAPAHO**,  **UK**, **MITSUBISHI H.I., HIROSHIMA**, **HULL 114**, launched 07/1976, del. Feb 1977  
 original **SETO BRIDGE**,  **UK** until 11-Dec-78, later **ARAPAHO**  **Hong Kong**, from 19-Jun-87 until 25-Apr-95,  
 sold as **COMMANDER**  **Panama**  
 DWT 121,230; **IMO 737 1006** Lightweight 23,086 mt  
 SULZER 9 RND 90; 26,100 BHP x 122 RPM  
 262.42 x 247.02 x 40.64 x 17.15 m G 130,118 9 Holds

**M.V. ARAPAHO**,  **UK**


**RETROFITTED COW IN 1981**

**broken up Alang 1998**



**M.V. ARAPAHO**,  **UK** /  **Hong Kong**



**COMMANDER 95-98**  **Panama**

**broken up Alang 1998**



**M.V. CHOCTAW**, 🇸🇩 Hong Kong, until 26-Sep-96, double hull OBO, **HYUNDAI HEAVY INDUSTRY, ULSAN, Hull 379**, del. 10-Nov-86  
Detailed design requirements by Cargill (Hanns Wschiansky) implemented successfully to overcome the known OBO hull structure weaknesses

Changed flag to 🇱🇧 Liberia, from 26-Sep-96 until 11-Jun-98, sold as **PRINCESS SUSANA** 🇵🇦 Panama, as of 11-Jun-98 ,  
as of 2009 **GOLD EASE** 🇵🇦 Panama, Gold Ease Shipping, Hong Kong

DWT 152,300; **IMO 840 9795** Lightweight 26,140 mt  
SULZER 6 RTA 76; 19,500 BHP x 86.7 RPM  
280.14 x 270 x 45.06 x 17.02 m G 166,973 9 Holds L 163,607

**Broken up in Jiangyin 23.01.2011**



**M.V. PRINCESS SUSANA** 🇵🇦 Panama, Rotterdam Feb. 04




**M.V. PRINCESS SUSANA** 🇵🇦 Panama



as of 2009 **M.V. GOLD EASE** 🇵🇦 Panama

**Broken up in Jiangyin 23.01.2011**





**M.V.CHICKASAW**,  **Hong Kong**, until 6-Nov-96, double hull OBO, **HYUNDAI HEAVY INDUSTRY, ULSAN**, **Hull 380**, del. 30-Jan-87  
Detailed design requirements by Cargill (Hanns Wschiansky) implemented successfully to overcome the known OBO hull structure weaknesses

Change flag to  **Liberia** from 6-Nov-96 until 11-May-98, as of 11-May-98 **PRINCESS NADIA**,  **Panama**

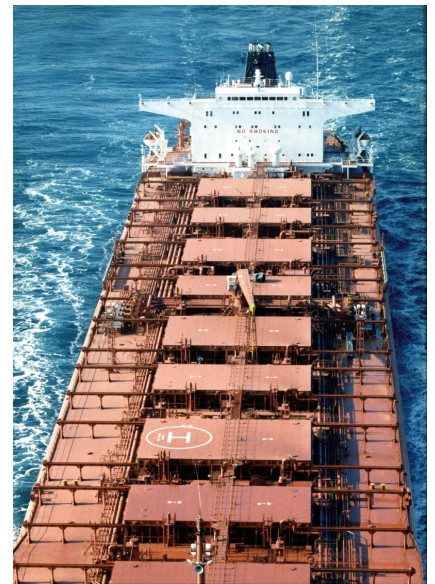
As of 2010 **SUNNY PARTNER**  **Panama**

DWT 152,329; **IMO 840 9800** Lightweight 26,200 mt

SULZER 6 RTA 76; 19,500 BHP x 86.7 RPM

280.14 x 270 x 45.06 x 17.02 m G 166,973 9 Holds L 163,607

**19.09.2011 scrapped in China**




**M.V.Chickasaw**,  **Hong Kong** Singapore April 2004





**M.V. PRINCESS NADIA**,  **Panama**

**19.09.2011 scrapped in China**



**M.V. CARCAPE**,  **Liberia**, until 1-Jun-84, **BRODOGRADILSTE SPLIT, YUGOSLAVIA**, Hull 263, del. 31-Aug-74

Later **SUNSET PEAK**,  **Hong Kong**, as of 1-Jun-84, sold 16-Aug-88 as **TRADE QUEST**  **Cyprus**

DWT 77,590; 43,867 grt **IMO 731 4644** Lightweight 16,476 mt

MAN K 7 86/160F, 17,500 BHP x 122 RPM

236.58 x 226.32 x 32.31 x 14.89 m G 87,324 8 Holds L 78,079

RETROFITTED IGS+COW+ 1 add Diesel Gen, 9.JUNE 81 IN LISBON / SETUBAL  
LAY-UP IN ASD (1-Jul-82 – 18-May-84)

**broken up Huangpu 17-2-1994**



**M.V. CARCAPE**,  **Liberia** Lay up in Amsterdam 1982



**M.V. SUNSET PEAK**,  **Hong Kong**



**M.V. TRADE QUEST**  **Cyprus**, July 89



**broken up Huangpu 17-2-1994**





Atari, Avenger, Carcape, Carbay, Seneca and Carbreeze



Atari, Avenger, Carcape, Carbay, Seneca



**Carcape-Carbay-Seneca** lay up in Amsterdam Westhaven

82 to 09-06-84

**CARCAPE** lay up 17-Jul-82 to 18-May-84

84-SUNSET PEAK

88-TRADE QUEST

**Broken up** Huangpu 17-2-1994

**CARBAY** lay up 12-Jul-82 – 09-Jun-84

84-SOUTH BAY

85-SOUTH STAR

93-SONATA I

**Broken up** Alang 25-4-1997

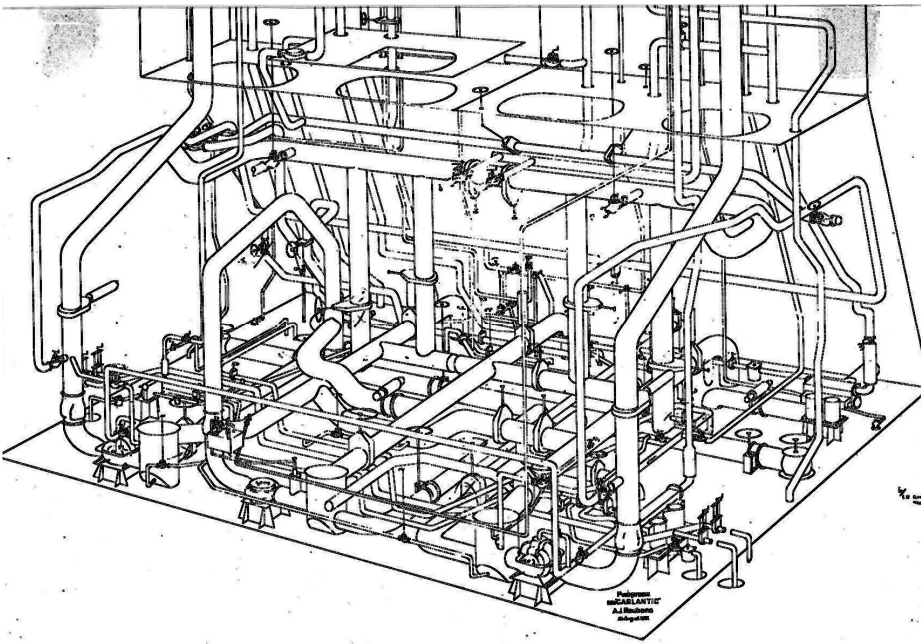
**SENECA** lay up 23-Jul-82 to 14-Sep-83

ex EXCOMM MERCHANT O.B.O

79-SENECA

92-ARISTIDIS

**Broken up** Alang 8-10-1998



Original pump room piping lay out of the Split OBOs with interconnections of clean ballast- and crude oil cargo system. In the 80 ties piping modified to comply with IMO segregated ballast systems. The starboard sea chest separated for clean ballast system only (HH design).



From top to bottom : **M.V.AVENGER**, **M.V. ATARI**, **M.V. CARCAPE**, **M.V. CARBAY**, **M.V.SENECA**, **M.V.CARBREEZE**, Amsterdam Westhaven 1983  
High pressure water blasting on **SENECA** port side main deck fwd in progress

**Carcape** was the first vessel which arrived in Amsterdam and has been established as “Mother ship”, supplying the electric power via cables to the other vessels.

A team of about 18 people, Master, one officer, one Chief engineer and mainly fitters were preparing the vessels for lay-up by sealing the accommodation block and all access hatches on deck, funnel- and engine room ventilation openings. All seawater intake and over-board valves were closed and sealed and engine- and pump room bilges stripped dry. Air-dryers for engine room and accommodation block fitted and operating continuously on all vessels.

Daily records of humidity maintained in all dry spaces. Machineries turned manually every week and all internal sea valves overhauled and preserved.

High pressure water blasting of the main deck, hatch coamings and hatch-covers underneath on board **Carbay** and partly on **Seneca**.

All hatch cover channel bars and sealing rubbers renewed on **Carbay**.

**Atari** arrived 22. Dec.1982 and her unstable ballast condition required discharge of the whole ballast and complete overhaul of all ballast valves and hydrolocs inside the ballast duct, ramp spaces and pump room.

After this work the **Atari** has been selected as “Mother ship” in order to be in continuous control of this vessel.

**Carbreeze**, geared handy size bulker arrived 29. Sep. 1982.

**Carisle**, renamed **Avenger** on her arrival in the Amsterdam Westhaven 18-Feb-83, was the last OBO for the lay up.

The Ruston diesels on board the **Carcape**, **Avenger** and **Carbay** and on all vessels all the due machinery maintenance and surveys have been completely overhauled, surveyed and leakages eliminated.

No negative impacts due to the lay up period have been experienced. The condition of all vessels on their reactivation / departure date were considerably better than on their arrival in the Westhaven for the lay up.





M.V. EXCOMM MARINER, ,  Liberia



M.V. SEQUOIA,  Liberia

**M.V. EXCOMM MARINER**,  Liberia, , until 02-Oct-91, **BRODOGRADILSTE SPLIT**, YUGOSLAVIA, Hull 273, del. 17-Nov-75

**SEQUOIA**,  Liberia, , as of 30-Jan-80 , sold 02-Oct-91 as **SUMMERRAIN**,  Bahamas, as of 1994 **SHADOWDANCE**  Malta

DWT 84,573; **IMO 739 1587**, Lightweight 17,263 mt

RETROFITTED IGS+COW, 14.JAN 82 in Bremen


MAN K 7 86/160F, 17,500 BHP x 122 RPM

252.89 x 243.12 x 32.31 x 14.82 m      G 94,202 9 Holds      L 95,576

**broken up Chittagong 05.04.1998**

Auxiliaries 2 x MTU diesel gen and 1 steam turbo gen.



M.V. SUMMERRAIN,  Bahamas



M.V. SHADOWDANCE  Malta



**broken up Chittagong 05.04.1998**



**M.V. EXCOMM MERCHANT,**  **Liberia**

M.V. EXCOMM MERCHANT,  **Liberia**, until 24-Mar-92, **BRODOGRADILSTE SPLIT, YUGOSLAVIA**, Hull 272, del. 16-Apr-75

**M.V. SENECA**  **Liberia**

**SENECA**,  **Liberia**, as of 12-Apr-79, sold 24-Mar-92 as **ARISTIDIS**,  **Cyprus**

DWT 84,786; **IMO 739 1575**, Lightweight 17,064 mt

RETROFITTED IGS+COW, 31.May 81 in Gijon

MAN K 7 86/160F, 17,500 BHP x 122 RPM

lay up in Amsterdam 23-Jul-82 to 14-Sep-83

252.86 x 243.83 x 32.24 x 14.81 m

G 94,202 9 Holds L 95,576

**broken up Alang, 08.Oct. 1998**



**M.V. SENECA**  **Liberia**,\_ Amsterdam 1980



**M.V. ARISTIDIS**,  **Cyprus**

**broken up Alang, 08.Oct. 1998**





M.V. CARBAY,  **Liberia**,

M.V. CARBAY,  **Liberia**, , until 01-Sep-94, **BRODOGRADILSTE SPLIT, YUGOSLAVIA**, Hull 249, del. Feb-72


**SOUTH BAY**,  **Hong Kong**, from 12-Apr-79 to 08-Nov-85, sold as **SOUTH STAR**,  **Malta**, as of 1993 **SONATA 1**,  **Malta**  
 DWT 77,988; **IMO 711 8583**, Lightweight 16,476 mt Retrofitted IGS+COW, 31.May 81 in Gijon, added one 8 cyl. B&W diesel gen.  
 MAN K 7 86/160F, 17,500 BHP x 122 RPM lay up in Amsterdam 12-Jul-82 to 09-Jun-84  
 236.56 x 226.32 x 32.39 x 14.92 m G 85,578 8 Holds L 86,389

**broken up Alang 25 Apr. 1997**



M.V. SOUTH BAY,  **Hong Kong**



M.V. SOUTH STAR,  **Malta**



M.V. SONATA I,  **Malta**

**broken up Alang 25 Apr. 1997**



M.V. CARISLE,  **Liberia**, until 01-May-84, **BRODOGRADILSTE SPLIT, YUGOSLAVIA**, Hull 263, del. 31-Aug-74

**CAPE CLEAR**, later **AVENGER**, from 18-Feb-83 to 01-May-84, later **LANTAU PEAK**,  **Hong Kong**, as of 01-May-84 until 11-Jan-89  
sold 11-Jan-89 as **TRADE NOMAD**,  **Saint Vincent and the Grenadines**,

as of 1992 **PENG CHENG**  **Saint Vincent and the Grenadines**

DWT 77,590; **IMO 736 7550**, Lightweight 16,476 mt **Retrofitted IGS+COW**, 23.Sep 81 in Kobe, added one 8 cyl. B&W diesel gen.  
MAN K 7 86/160F, 17,500 BHP x 122 RPM lay up in Amsterdam 18-Feb-83 to 13-Apr-84

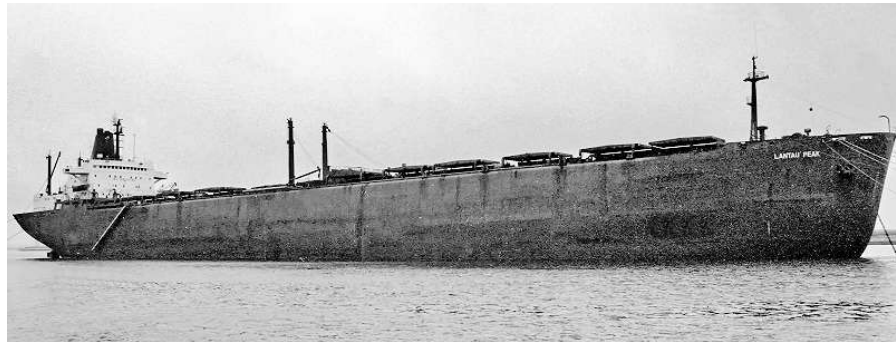
236.58 x 226.32 x 32.31 x 14.89 m G 87,324 8 Holds L 88,079

**broken up Chittagong 31.08.1996**

Her wing tanks No.3 port and stb side were connected to Hold No.6 for liquid- and for grain cargoes



M.V. AVENGER  **Liberia**, loading Tapioca in Kohshichang 1982



M.V. LANTAU PEAK,  **Hong Kong**



M.V. LANTAU PEAK,  **Hong Kong**



M.V. TRADE NOMAD;  **Saint Vincent and the Grenadines**,

as of 1992 M.V. **PENG CHENG**  **Saint Vincent and the Grenadines**

**broken up Chittagong 31.08.1996**





M.V. CARLANTIC,  Liberia, in Rotterdam burnt out



M.V. CARLANTIC,  Liberia, Hamburg 1973/04/21

Explosion and fire in engine room 1972/07/15 on the way from Khor al Amaya to Porto. Rebuilt and one hold added at HDW Hamburg 73/74.

M.V. CARLANTIC,  Liberia, until 1980, BRODOGRADILSTE SPLIT, YUGOSLAVIA, Hull 247, del. Jul-71

Later SETODA 1980  UK, later ATARI as of 22-Dec-82 until 22-Oct-84  UK,

later NORTH POINT,  Hong Kong as of 22-Oct-84 until 16-Jul-86

Sold 16-Jul-86 as SEA SPIRIT  Malta, as of 1993 SEA SPRITE  Malta

broken up Chittagong 29.03.1994

DWT 83,728; IMO 704 4055, Lightweight 17,800 mt RETROFITTED IGS+COW, 21.Jun 81 in Rotterdam ,added one 8 cyl. Sulzer diesel gen.  
MAN K 7 86/160F, 17,500 BHP x 122 RPM lay up in Amsterdam 22-Dec-82 to 22-Oct-84  
251.14 x 241.0 x 32.34 x 14.84 m G 93,010 9 Holds L 93932 (after lengthening in Hamburg 1973)



M.V. CARLANTIC,  Liberia, (rebuilt)



M.V. SETODA 1980  UK

M.V. NORTH POINT,  Hong Kong



M.V. NORTH POINT,  Hong Kong

broken up Chittagong 29.03.1994ken up Chittagong 29.03.1994





M.V. JAGUAR, 🇵🇦 Panama, NAMURA SHIPBUILDING CO.,IMABARI, HULL 861, delivered 05-Nov-86  
 13-May-88 – 16-Jun-89 **SIKSITA**, 🇭🇰 Hong Kong, 16-Jun 89 – 13-Nov-89, **NOR-OBO-8** 🇳🇴 Norway **NIS**,  
 13-Nov-89 – 18-Sep-90, **OBO HAWK** 🇳🇴 Norway **NIS** 18-Sep-90 – 02-Aug-96, **FRONT HAWK** 🇮🇪 Gibraltar,  
 as of 1996 **ALKMAN** 🇧🇲 Bahamas, as of 2011 **M.V. VICTORY 8**, 🇵🇦 Panama  
 DWT 65,178; **IMO 810 6771** Lightweight 13,563 mt  
 SULZER 5 RTA 68, 13,250 BHP x 105 RPM

broken up 02.01.2013

225.76 x 217.02 x 32.24 x 13.40 m G 77,907 7 Holds L 79,860



M.V. NOR-OBO-8, 🇳🇴 Norway **NIS**, ex Jaguar



M.V. FRONT HAWK 🇮🇪 Gibraltar



M.V. **Alkman** OBO Carrier 🇧🇲 Bahamas, ex **JAGUAR**



M.V. **Alkman** OBO Carrier 🇧🇲 Bahamas







As of 2011 **M.V. Victory 8**, 🇵🇦 Panama

broken up 02.01.2013





**M.V. COUGAR**,  **Panama**, NAMURA SHIPBUILDING CO.,IMABARI, HULL 860, delivered 10-Dec-86  
 10-Dec-86 – 23-Aug-88 **SIoux**,  **Hong Kong**,  
 23-Oct-89 – 15-Sep-90 **OBO HARRIER**  **Norway NIS**  
 Until Nov. 09 **ALKAIOS**  **Bahamas**,  
 DWT 65,191; **IMO 810 6769** Lightweight 13,550 mt  
 SULZER 5 RTA 68, 13,250 BHP x 105 RPM  
 225.76 x 217.02 x 32.24 x 13.40 m G 77,907 7 Holds L 78,079

**broken up Taixing 8th April 2012**



**M.V. OBO-HARRIER**,  **Norway NIS**



**M.V. FRONT HARRIER**  **Gibraltar**



**M.V. ALKAIOS**  **Bahamas**



**M.V. LUCKY RAINBOW**  **Panama**

**broken up Taixing 8th April 2012**





**M.V. PRODUCT SPLENDOR**, 🇭🇰 **Hong Kong**, until- 13-Oct-93 , MINAMI NIPPON SHIPBUILDING CO.,OITA , HULL M-535, del. 02.07.81

As of 13-Oct-93 **IVER SPLENDOR** 🇵🇭 **Philippines**, until- 04-Apr-02 later **GULF LION** 🇧🇧 **Saint Kitts and Nevis**  
 DWT 29,803; **IMO 792 0742** Lightweight 6,796 mt  
 B&W 6 L 67 GFC, 11,200 BHP x 119 RPM  
 174.02 x 162.0 x 25.43 x 10.68 m L 37,271 15 Tanks **broken up Chittagong 20.03.2009**



**M.T. IVER SPLENDOR** 🇵🇭 **Philippines** \_



**M.T. IVER SPLENDOR** 🇵🇭 **Philippines**

as of 2002 **M.V. GULF LION** 🇧🇧 **Saint Kitts and Nevis**

**broken up Chittagong 20.03.2009**





M.V. PRODUCT ENDEAVOR 🇭🇰 Hong Kong

M.V. PRODUCT ENDEAVOR 🇭🇰 Hong Kong, HITACHI SHIPBUILDING, SETODA AT NAIKAI, HULL 459, del. 23/12/1980  
As of 30-Dec-93 THORSFREDDY, 🇱🇮 Liberia FRIENDLY LADY 🇱🇮 Liberia 97, LADY, 🇱🇮 Liberia 04,  
as of 2008 EMERALD, Nigeria 🇳🇬

broken up Chittagong 25.02.2010

DWT 29,995; IMO 792 1980 Lightweight 7,542 mt  
B&W 6 L 67 GFC, 11,200 BHP x 119 RPM  
173.08 x 163.0 x 26.01 x 10.67 m L 40,270 23 Tanks



M.V. THORSFREDDY 🇱🇮 Liberia



M.V. THORSFREDDY 🇱🇮 Liberia

1980 Built as product tanker MT PRODUCT ENDEAVOR

1993 Sold to K/S Thorsheimer (Thor Dahl Shipping A/S), Sandefjord and renamed THORSFREDDY. Registered in Monrovia, Liberia.

1997 Sold to Ancor Marine Enterprises S.A.(c/o Naess Shipping ( Holland ), BV), Monrovia . Renamed FRIENDLY LADY.

2004 Sold to VAL Enterprises S.A. renamed MT LADY

2008 Sold to Theta Shipping Ltd, Lagos Nigeria, renamed EMERALD



M.V. LADY , 🇱🇮 Liberia



As of 2008 M.V. EMERALD; Nigeria 🇳🇬






broken up Chittagong 25.02.2010



M.V. SAGGAT  Sweden Launching Mar-77

M.V. SAGGAT  Sweden

Hamburg Aug-78

M.V. CHEYENNE,  Liberia 17-Aug-78 – 21-May-85, RHEINSTAHL NORDSEEWERKE EMDEN, HULL 456, LAUNCHED Mar-77  
 Original SAGGAT  Sweden, SHAWNEE  UK, 21-May-85 – 12-Jul-87, then SHAWNEE  Hong Kong 12-Jul-87 – 16-Oct-95,  
 DWT 122,266; IMO 741 1507 Lightweight 22,716 mt sold 16-Oct-95 as "AGIOS IOANNIS THEOLOGOS"  Greek  
 B&W 7 K 90 GF; 23,900 BHP x 114 RPM Double hull OBO  
 273.23 x 258 x 39.04 x 16.54 m G 135,624 9 Holds L 136,058

broken up Alang Nov. 1998



M.V. CHEYENNE,  Liberia



M.V. SHAWNEE  Hong Kong



M.V. AGIOS IOANNIS THEOLOGOS  Greek,

broken up Alang Nov. 1998











M.V. SUORVA,  Sweden




M.V. CAYUGA,  Liberia,


M.V. CAYUGA,  Liberia, RHEINSTAHL NORDSEEWERKE EMDEN, HULL 455, LAUNCHED 10.76 del. SEPT. 1977  
 Original SUORVA,  Sweden, later CAYUGA,  Liberia 1-Sep-78 – 06-Jun-85, PAWNEE  UK, 06-Jun-85 – 10-Jun-87,  
 PAWNEE  Hong Kong 10-Jun-87 - 09-Apr-97, sold as ANNE II,  Panama  
 DWT 122,266; IMO 741 1507 Lightweight 22,716 mt  
 B&W 7 K 90 GF; 23,900 BHP x 114 Rpm  
 273.26 x 258.07 x 39.04 x 16.52 m G 135,624 9 Holds L 136,050

broken up Xingang June 2002



“No XX Soya” painted by Green Peace.

M.V. PAWNEE  Hong Kong  
 on her way to Amsterdam with the manipulated Soya beans in 1996.

M.V. ANNE II,  Panama

broken up Xingang June 2002



**Alafia Sulphur Barge and Tug Kelly** in Tampa, Cargill Geneva design for cargo handling system (Hanns Wschiansky)

**Owner:** International Ship Management Services/CARGILL  
**Orig. Builder:** Gulf Coast Fabricators/Barge Halter Marine/Tug  
**Year Built Original:** 1990  
**AT/B System:** BLUDWORTH  
**Main Engines:** 2 x EMD 16-645E7, **Rated** : 2,850 BHP at 900 RPM, **Total BHP:** 5,700  
**Barge Sizes:** 20,000 LTDWT  
**Type:** Ocean Sulfur Tank Barge, fully automated and unmanned at sea  
**Trade Routes:** US Gulf Coast  
**AT/B Engineering:** Ocean Tug & Barge Engineering Corp. for both Tug & Barge structure / installation.  
 J. Cook Marine for BLUDWORTH design and installation.

**Original Barge Designer:** Design Associates, Inc. (except cargo system)

**Original Tug Designer:** Design Associates, Inc.

**Conversion By:** International Ship Repair—Tampa FL

Refit of the Bludworth connection system to the tug and barge, specially designed skegs were developed by OT&BE through advanced structural design methods, and applied to the barge. J.Cook Marine in turn engineered a Bludworth pad and bow unit design for the tug, and OT&BE coordinated the effort. The end result is a more productive, safer, and livable unit. Owner International Ship Management Services/ Cargill, Inc. Original Builder Gulf Coast Fabricators/Barge

