


Cargill's experience as ship owner since 1940 until 2004.



Name	M.T. Victoria ex Carlantic		
Type:	Motor tanker; ID 5614137		
Tonnage	7,417 tons; LPP 124.9 m; Beam 18.3 m		
Completed	1941 - Cargill Inc , Albany NY		
Owner	Cia Argentina de Navegación Mihanovich Ltda, Buenos Aires		
Homeport	Buenos Aires		
Date of attack	18 Apr 1942	Nationality: 	Argentinian
Fate	Damaged by U-201 (Adalbert Schnee)		
Position	36.41N, 68.48W - Grid CA 9375		
Complement	39 (0 dead and 39 survivors).		
Route	Buenos Aires (14 Mar) – Rio de Janiero – Recife - New York		
Cargo	Linseed oil		
History	Completed in November 1941 as Carlantic for Cargill Inc , Albany NY. After completion sold to Argentina and renamed Victoria .		

At 00.46 hours on 18 Apr, 1942, the unescorted and neutral **Victoria** was hit on the port side between hold #1 and #2 by a stern torpedo from [U-201](#) about 300 miles east of Cape Hatteras. The crew stopped the engines and sent a distress signal, but remained aboard as the ship was not settling. At 01.45 hours, the U-boat fired a G7e torpedo as coup de grâce which hit on the port side between the bridge and the after deck house and then surfaced. The commander had observed faint lights on the ship before the attack, but could not see the neutrality markings through the periscope and only noticed them after surfacing. He immediately reported his mistake to the BdU, was ordered to cease attack and left the area. The crew abandoned ship after the second hit in two lifeboats which were shortly thereafter separated by wind in the darkness.

The distress signal was picked up by **USS Owl (AM 2)** towing the oil barge **YOG-38** to Bermuda. She arrived after 7 hours and inspected **Victoria** at dawn, lying on even keel with two large holes in her port side. She seemed to be salvageable so a boarding party of eight men was transferred to the tanker and they worked the whole day to start the diesel engines, but high seas prevented that an engineer needed aboard could be transferred during the afternoon. Consequently the men had to remain aboard the next night. At dawn on 19 April, the lifeboat of the chief officer was spotted by **Empire Dryden** which was just about to pick up the 21 men in it when **USS Owl** was sighted not far away and informed about the nearby boat. The minesweeper picked up the survivors and brought them back to their ship. Among them was the guarantee engineer of Fairbanks Morse, the company that had built the diesel engines of the tanker and with his help it was finally possible to restart the engines and proceed at seven knots at 17.00 hours. **USS Swanson (DD 443)** and **USS Nicholson (DD 442)** were sent from New York to assist and en route the latter picked up the remaining survivors from the lifeboat of the master at 16.00 hours on 19 April, transferring them back to their ship about 8 hours later. The next day, **USS Owl** was relieved by **USS Sagamore (AT 20)** and **Victoria** eventually reached New York on 21 April.

This incident kept many diplomats and lawyers busy for quite some time. Argentina lodged a strong protest against Germany and Italy after an investigation proved that **Victoria** had been torpedoed. On 17 June, the German government confirmed and regretted that this ship had been torpedoed in error by one of their U-boats, but only a few days later the **Rio Tercero** was sunk by [U-202](#) and this led to demonstrations off the German Embassy in Buenos Aires. Germany acknowledged her responsibility, offered to pay reparations and gave assurances that no further attacks on Argentine vessel would be made. The salvage of **Victoria** was also brought before court as it was not clear if the crew voluntarily returned to their ship or not, but it proved to be impossible to clear the matter during wartime as the witnesses were scattered all over the world.

In the meantime, **Victoria** was repaired at New York and because it was not clear at that time who will pay for the costs of a half a million dollar the US War Shipping Administration (WSA) requisitioned the vessel on 24 July. She returned to service as Panamanian **Culpepper** on 31 Jul, 1942. The tanker was converted to a barge in 1961.

ID	Year	Name	Tons	Change	Registered Owner	Port
5614137	1941	CARLANTIC	7417		Cargill Inc	USA Albany
		VICTORIA		1941	Cia Argentina de Nav Mihanovich Ltda	ARG Buenos Aires
		CULPEPPER		1942	U.S.Govt	PAN Panama

Converted into a barge in the USA 3q.1961



M.V. ALPINE SUN,  [Liberia](#), 14-Feb-76 until 9-May-85



M.V. ORIENT SUN,  [Liberia](#)

M.V. Orient Sun,  [Liberia](#) 9-May-85 until 25-Nov-92,  [Hong Kong](#) until 22-Mar-94, NISHI SHIPBUILDING CO., Hull 171, del. 14-Feb-76
original Alpine Sun, sold 22-Mar-94 as SEHAM,  [Syrian Arab Republic](#), as of 2004 Al Amer  [Cambodia](#)
DWT 6,857; IMO 750 0255, Lightweight 2,098,88 mt

HANSHIN 6 LU 46, 3,200 BHP x 260 RPM

107.32 x 98.99 x 16.54 x 6.94 m

ID Year Name Tons Change

7500255 1976 ALPINE SUN

ORIENT SUN

SEHAM

AL AMER

G 6,401 4 Holds

3887

1985

1994

2004

Registered Owner

Tradax Export S.A.

Overseas Navigation Ltd

Saaed Shipping Co SA, Tartous Syria

Port

LBR Monrovia

HKG Hong Kong

SYR

CAM

BU 09.01.2013 in Nemrut



M.V. ORIENT SUN,  [Liberia](#)
[Republic](#)



M.V. SEHAM,  [Syrian Arab](#)



M.V. Al Amer  [Cambodia](#)



BU 09.01.2013 in Nemrut





M.V. ALPINE STAR,  Liberia,



M.V. ORIENT STAR,  Hong Kong

M.V. Alpine Star,  Liberia until 28-Nov-92, NISHI SHIPBUILDING CO., Hull 173, delivered 16-Jun-77

Later ORIENT STAR,  Hong Kong until 19-Nov-97, BURG  Panama until 24-May-02,

as of 24-May-02 until 01-Mar-11 M.V. SIMOON II,  Georgia, as of 01-Mar-2011 NADIN II  Tanzania,

DWT 6,868; IMO 750 0267 Lightweight 2,087.58 mt

HANSHIN 6 LU 46, 3,200 BHP x 260 RPM

107.32 x 98.99 x 16.54 x 6.94 m G 8,298 3 Holds

ID Year Name Tons Change

7500267 1976 ALPINE STAR

ORIENT STAR

ORIENT STAR

BURG

SIMOON II

NADIN II

1985

1995

1997

2002

01.03. 2011

Registered Owner

Tradax International SA

Overseas Navigation Ltd

Chang An Shipping Co.Ltd

Eastern Commander SA

Simoon Co Ltd

OmarMBZ Shipping SA,Tartous Syria

Port

LBR Monrovia

HKG Hong Kong

HKG Hong Kong

PAN

Georgia

TAZ

Broken up 11.05.2012



M.V. BURG  Panama



M.V. Simoon II,  Georgia



M.V. Simoon II,  Georgia



As of 01-Mar-2011 M.V. NADIN II,  Tanzania

Broken up 11.05.2012



M.V. VICTORIA FAITH,  Hong Kong until 27-Jul-95, NISHI SHIPBUILDING CO., HULL 179, delivered 16-Jun-77
ex **Alpine Sky** sold 27-Jul-95 as **MV Khaldoun** ,  **Syrian Arab Republic**

DWT 6,835; IMO 761 0270 Lightweight 2,127.8 mt
HANSHIN 6 LU 46, 3,200 BHP x 260 RPM

106.67 x 100.0 x 16.51 x 6.94 m G 8,298 3 Holds

ID	Year	Name	Tons	Change
7610270	1977	VICTORIA FAITH	3991	

Registered Owner	Port
Baypark Transport Ltd.	HKG Hong Kong

KHALDOUN	1977	Shayouni Trade &Transport Maritime SYR	Lattakia
HASSAN D	1995	Hassan Shipping Co, SA, Beirut Lebanon	MOLDAVA
CAPT ABEDA	2011	Glory Princess Shipping Co SA, Piraeus,	Gr.Comoros
ALJAMIL	2019	Jamil Shipping Com SA Piraeus	



MV Khaldoun ,  **Syrian Arab Republic**



MV Khaldoun ,  **Syrian Arab Republic** of 2011
M.V. Hassan D







as of 2011 **M.V. HASSAN D** ,  **Moldova**



as of 01.03.2015 **CAPT ABEDA** ,  , Comoros

ALJAMIL  **Saint Vincent and the Grenadines**
as of January 2019



M.V. REPULSE BAY,  Hong Kong, until 17-Mar-97, NISHI SHIPBUILDING CO., HULL 177, delivered 18-April-77
 ex Alpine Stream, as of 17-Mar-97 EVDOKIA LUCK  Panama, as of 01-May-09 until 01-Mar-10 ROVER,  Panama,
 as of 01-Mar-10 REPULSE BAY  Tanzania, class suspended, BU in India 28.05.2014

DWT 6,835; IMO 750 6596 Lightweight 2,121.54 mt

HANSHIN 6 LU 46, 3,200 BHP x 260 RPM

106.68 x 99.01 x 16.53 x 6.91 m

G 8,298

3 Holds

ID Year Name Tons Change

1977

ALPINE STREAM

3991

REPULSE BAY

REPULSE BAY

EVDOKIA LUCK

ROVER

REPULSE BAY

677021700

1995

1997

2009

2010

2012

Registered Owner

Kavomar Shipping

Baypark Transport Ltd

Multimarine SA of Panama

United Navigation Co SA

Metromar International Inc Panama

Port

HKG Hong Kong

HKG Hong Kong

PAN

PAN

TZA

TZA



M.V. EVDOKIA LUCK  Panama



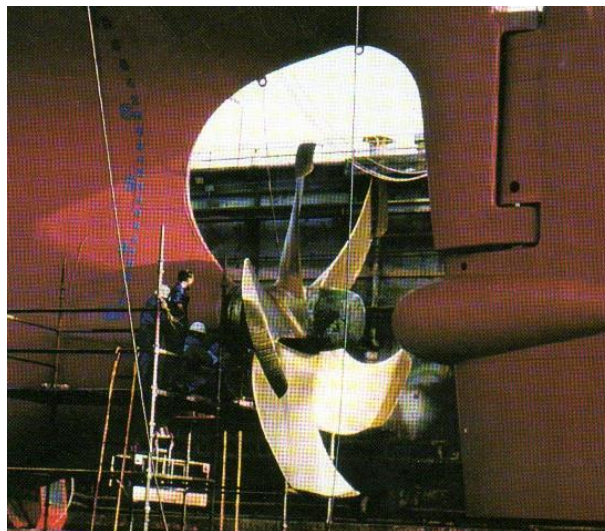
M.V. ROVER,  Panama.



M.V. REPULSE BAY  Tanzania

Dec. 2010, repairs afloat

BU in India 28.05.2014



original, without Deck tanks

Sistemar 5-bladed CLT-Propeller, dia 4.8 m, pitch 4.19 m

M.V.Bebedouro,  [Liberia](#), HYUNDAI HEAVY INDUSTRY, ULSAN, HULL PO 28, delivered 18-Aug-86

First worldwide specifically built FOJC as per Cargill (Hanns Wschiansky) design for the cargo section.

DWT 14,573, **IMO 850 3773** Lightweight 5,844mt;

JUNE 30-AUGUST 02, 1993, six (6) new DECK CARGO TKS

Sulzer 4RTA 58, 8,000 BHP x 136 RPM

installed in VIANA DO CASTELLO/ PORTUGAL

148.7 x 138 x 22.89 x 8.765 m L 13,184 14 Tanks

sold to CUTRALE 30-Aug-2004, maintained same name, flag and company

BRT/GT: 11'150 NRT/NT: 3'345

Two electric driven vibration balancers retrofitted, one in the steering compartment, one directly fitted to the main engine control side.

21-Jul-95 a four bladed CLT propeller retrofitted to lower the vibration level and improvement of propulsion efficiency by +7,4 %.

1997 propeller damaged by floating object in New York harbor. Replaced later by a five bladed CLT propeller of improved design, propulsion efficiency +9%.

ID	Year	Name	Tons	Change	Registered Owner	Port
8503773	1986	BEBEDOURO	10195		CASA Overseas Ltd	LBR Monrovia
		BEBEDOURO		2004	CASA Overseas Ltd Cutrale	LBR Monrovia

Broken up in Aliaga / Turkey 03.01.2013



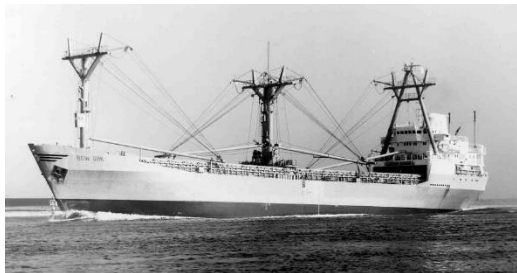
M.V.Bebedouro,  [Liberia](#), original design

with 6 add. deck tanks (Cargill design Hanns Wschianky)

Broken up in Aliaga / Turkey 03.01.2013

Bebedouro,  [Liberia](#) CUTRALE





M.V. BOW OAK,  [Norway](#)



M.V. BEBEDOURO,  [Liberia](#) later the midship mast and fwd gears removed



Loading in Santos



M.V. BEBEDOURO,  [Liberia](#) as Orange Juice Carrier as of May 80



Four bladed pitch controlled stainless steel propeller with Kort-Nozzle

M.V. UCHOA,  [Liberia](#) as of Aug-86 until 21-Sep-95, **Sentieru Naval GALATZI, ROUMANIA , HULL 640**, delivered NOV.1974
original BOW OAK,  [Norway](#) , until 30-Mar-79, **BEBEDOURO**,  [Liberia](#) as of 30-Mar-79 until Aug-86

sold 21-Sep-95 as **CRYSTAL**  [Saint Vincent and the Grenadines](#)

DWT 8,447; **IMO 743 6648**, Lightweight 3,550 mt
2 x MWM TBD 501-6, 4,500 BHP x 500 x 200 RPM
105.97 x 97.01 x 18.04 x 8.24 m 2 Holds L 12 Tanks

Converted to FCOJ at COCKERILL HOBOKEN , del. 10-May-80
cargo section designed by Cargill (Hanns Wschiansky)
bought 30/03/79 in HAUGESUND

Santander 12.02.2001 broken up

ID	Year	Name	Tons	Change	Registered Owner	Port
7436648	1974	BOW OAK	4997			
		OAK		1978		
		BEBEDOURO		1979	Tradax International SA	LBR Monrovia
		UCHOA	5122	1985	Tradax International SA	LBR Monrovia
		CRYSTAL		1995	The Nucleus Inc. Kooy AJ	SVG



M.V. BEBEDOURO,  [Liberia](#) loading in Santos

Santander 12.02.2001 broken up




M.V. CRYSTAL (heavy cargo gears were removed earlier)



M.V. LEO SHARPY



M.V. CYPRESS,  [Norway](#)







M.V. LEO SHARPY



M.V. Equator  [Singapore](#)


Sentieru Naval GALATZI, ROUMANIA , Hull No. 641

M.V. BREST  [Singapore](#) EX CYPRESS, as of 30-Mar-79 – 17-Oct-80, BOUGHT 30-Mar-79 in HAUGESUND
 Original BOW EK  [Norway](#) , 80 sold as LEO SHARPY, 1987 GRACE LIBERTY, 1988 FONG YUN, 1989 JIN SHIN, I
 1991 EQUATOR MAS, 1992 EQUATOR HAWK  [Singapore](#), 1995 EQUATOR PEARL  [Singapore](#)
 DWT 8,314, **IMO 743 6650**,
 2 x MWM TBD 501-6, 4,500 BHP x 500 x 200 RPM
 106.0 x 98.48 x 18.04 x 8.23 m G 11,610 2 Holds

Arrived Chittagong.31-Mar-1999, broken up as Equator Pearl

ID	Year	Name	Tons	Change	Registered Owner	Port
7436650	1975	BOW EK	4998			NOR
		CYPRESS		1976		NOR
		BREST		1979	Tradax international SA	SGP
		LEO SHARPY		1980		
		GRACE LIBERTY		1987		
		FONG YUN		1988		
		JIN SHIN		1989	Thong Soon Lines	
		EQUATOR MAS		1991		SGP
		EQUATOR HAWK		1992		SGP
		EQUATOR PEARL		1995		SGP



M.V. PARALOS,  Greek



M.V. CARBREEZE  Liberia
original PARALOS,  Greek until 25-May-74

M.V. CARBREEZE  Liberia, 25-May-74 – 26-Mar-84, SANOYAS MIZUSHIMA, HULL 305, LAUNCHED 04/72, delivered June 72
26-Mar-84 - 18-Jul-91 HAPPY VALLEY,  Liberia,  Hong Kong 18-Jul-91 - 24-Aug-93,
sold 24-Aug-93 as NITSA V.  Saint Vincent and the Grenadines

DWT 17,632; IMO 721 3503 Lightweight 4,323 mt, LAY-UP IN ASD (29-Sep-82 – 26-Mar-84)

SULZER 6 RND 68, 9,000 BHP x 137 RPM

147.5 x 140.01 x 21.51 x 9.25 m G 23,416 5 Holds 4 Cranes x 10 t

ID Year Name Tons Change Registered Owner

7213503	1972	PARALOS	10879		
		CARBREEZE		1974	Tradax International SA
		HAPPY VALLEY		1984	Peng Hu Shipping Co Ltd
		HAPPY VALLEY		1991	Peng Hu Shipping Co Ltd
		NITSA V.		1993	Pluto Maritime Ltd

broken up Alang 15.02.1999

Port	
GRC	
LBR	Monrovia
LBR	Monrovia
HKG	Hong Kong
SVG	



M.V. HAPPY VALLEY,  Liberia



M.V. HAPPY VALLEY,  Liberia, Genoa 1986





M.V. NITSA V.  Saint Vincent and the Grenadines

broken up Alang 15.02.1999



M.V. GHENT,  **Liberia**

M.V. GHENT,  **Liberia** , **TOHOKU SHIPBUILDING CO** , **HULL 132**, del. 05.06.71

1985 **BARONGA**,  **Hong Kong**, 1987 **KIMOLOS II**,  **Greek**,

DWT 5,656; **IMO 710 6188**

2004 converted to Cement carrier named **NAFTOCEMENT VII** 2007  **Malta**,

Main engine Hanshin 6 LU 38, 2,000 BHP x 310 RPM

2009  **Saint Vincent and the Grenadines**

85.83 x 79.25 x 15.3 x 7.45 m Cement Carrier 4 Holds

ID	Year	Name	Tons	Change	Registered Owner	Port
7106188	1971	GHENT	2963		Tradax Export	LBR Monrovia
		BARONGA		1985		HKG Hong Kong
		KIMOLOS II		1987		GRC
		NAFTOCEMENT VII		2004	Naftocement VII Shipping Co	GRC
		NAFTOCEMENT VII		2007	Amelie Shipping Co. MI	Malta
		NAFTOCEMENT VII		2009	Naftotrade Shipping +Commercial SA.Piraeus	SVG
		QUANT CEMENT IV		2011	Quant Cement Co.	SVG as of 01.11.2011
		ANGELOS K		2018	Nageena Navigation SA	01,15,2018



M.V. Naftocement VII, Cement carrier

 **Greek**



M.V. Naftocement VII,  **Saint Vincent and the Grenadines**



M.V. QUANT CEMENT IV;  **Saint Vincent and the Grenadines** ,
as of 01.11.2011

As of 01.15.2018 **M.V.ANGELOS K**  **Saint Vincent and the Grenadines**





Rostock-Warnemünde August 1974

M.V. HAMBURG, Liberia, TOHOKU SHIPBUILDING CO., HULL 137, delivered 26-Jan-72

later SAINAN 1985, Hong Kong, LINA 1990, Antigua and Barbuda, 1997 LINACO, 2002, RENA 01-Nov-02 – 01-Apr-04
M.V. Coda as of 01-Apr-04 Comoros, broken up 20.02.2011

DWT 5,656; IMO 712 9829, 85.83 x 79.25 x 15.3 x 7.44 m, G 6,400 4 Holds

HANSHIN 6 LU 38, 2,000 BHP x 310 RPM

ID	Year	Name	Tons	Change	Registered Owner	Port
7129829	1972	HAMBURG	2963		Tradax Export SA	LBR Monrovia
		SAINAN		1985	International Fleet Ltd	HKG Hong Kong
		LINA		1990	Lina Maritime Ltd	ANB
		LINACO		1997		
		RENA		2002		
		CODA		2004		COM



M.V. LINA Antigua and Barbuda,



M.V. LINACO



M.V. RENA Antigua and Barbuda









M.V. Coda as of 01-Apr-04 Comoros

broken up Aliaga 20.02.2011



M.V. Saint Nazaire  Liberia

TOHOKU SHIPBUILDING CO., HULL 131, delivered 16-April-71

1981 BOHOL,  Hong Kong, 1983 MAWAN,  Hong Kong, 1987 Mara, 1990 MIRKA,  Antigua and Barbuda, 1992 KAWAN, 1997 KABAN,  North Korea, 2002 AMINA H,  Bolivia ; as of 2003 **AMIR H**,  Sierra Leone;

DWT 5,656; **IMO 710 6176**, 85.83 x 79.25 x 15.3 x 7.45 m G 6,401 4 Holds as of 01.11.2011 **KAYAN 1**,  Sierra Leone;

HANSHIN 6 LU 38, 2,000 BHP x 310 RPM

ID	Year	Name	Tons	Change	Registered Owner	Port
7106176	1971	SAINT NAZAIRE	2963		Tradax Export SA	LBR Monrovia
		BOHOL		1981	Chang Bai Shan Shipping Co Ltd	HKG Hong Kong
		MAWAN		1983		HKG Hong Kong
		MARA		1987		
		MIRKA		1990		Antigua and Barbuda
		KAWAN		1992		
		KABAN	2900	1997		North Korea
		AMINA H.		2002		Bolivia
		AMIR H.		2003	Kayan Shipping Ltd, Tartous, Syria	Sierra Leone (as of 01.01.2007)
		KAYAN 1		2011	Kayan Shipping Ltd, Tartous, Syria	Sierra Leone

broken up 04,2012 in Aliaga Turkey



M.V. BOHOL,  Hong Kong



M.V. MAWAN  Hong Kong



Amir H,  Sierra Leone.



June 2008



Amir H,  Sierra Leone.



broken up 04,2012 in Aliaga Turkey as Kayan 1

As of 01.11.2011, KAYAN 1,  Sierra Leone.

M.V. Kayan 1 ex St. Nazaire IMO 7106176,  Sierra Leone **M.V. KAYAN 1,**  Sierra Leone

The 86 meter long, 5644 dwt freighter Kayan 1 went aground in the Marmara Sea to avoid sinking after a collision. The Kayan 1 collided with the 98 meter long, 4750 dwt freighter Slochterdiep and the 94 meter long, 3844 dwt freighter Adria Blu off Istanbul. The Slochterdiep and Adria Blu suffered minor damage, but the Kayan 1's hull was holed near the engine room. The Kayan 1 suffered water ingress and developed a severe list to starboard. Authorities dispatched a salvage tug to assist. The tug took the Kayan 1 under tow to the shallows where the freighter went aground. The crew of 13 were evacuated. A salvage team was able to patch the hole and pumped out the water. The crew returned to the vessel the next day. Reports state the vessel was taken to Istanbul. No reports of injuries.




Vessel presently south east of Istanbul anchorage possibly awaiting repairs or port clearance.

It is still not clear whether the vessel will be repaired and put back in service or will finally be scrapped.



April 2012 vessel in traced in Aliaga / Turkey and probably scrapped. No more registered anywhere.



M.V. Geneve  [Liberia](#), TOHOKU SHIPBUILDING CO., HULL 136, delivered 05-Nov-71 **M.V. Geneve**  [Liberia](#)
 1985 Malanga  [Hong Kong](#) , 1987 Alan  [Antigua and Barbuda](#), as of 01-Nov-02 Cynthia I,  [Comoros](#) ,
 as of 01-Dec-09 CYNTHIA I  [Togo](#), **Broken up 30.07.2011**

DWT 5,656; **IMO 712 3318** 85.83 x 79.25 x 15.3 x 7.44 m G 6,400 4 Holds

HANSHIN 6 LU 38, 2,000 BHP x 310 RPM ship management located in Honduras

ID	Year	Name	Tons	Change	Registered Owner	Port
7123318	1971	GENEVE	2963		Tradax Export SA	LBR Monrovia
		MALANGA		1985		HKG Hong Kong
		ALAN		1987		ANB
		CYNTHIA I		2002	Fadimar Shipping Agency	Comoros
		CYNTHIA I		2009	Cynthia-I Shipping Co SA	Togo



M.V. MALANGA  [Hong Kong](#)



M.V. Alan  [Antigua and Barbuda](#)




M.V. Cynthia I  [Togo](#),

Alexandria Oct. 2008

M.V. Cynthia I  [Togo](#)

Broken up 30.07.2011



M.V. Amsterdam ,  [Liberia](#) , TOHOKU SHIPBUILDING CO., HULL 130, delivered 09-Mar-71

1981 SULU,  [Liberia](#), 1983 STANLEY BAY  [Hong Kong](#), as of 02-Aug-83 ,

DWT 5,656; **IMO 705 3458**


HANSHIN 6 LU 38, 2,000 BHP x 310 RPM

85.83 x 79.25 x 15.3 x 7.44 m G 6,400 4 Holds

Sank off Aviles 23.1.86

ID	Year	Name	Tons	Change	Registered Owner	Port
7053458	1971	AMSTERDAM	2963		Tradax Export SA	LBR Monrovia
		SULU		1981		LBR Monrovia
		STANLEY BAY		1983	Chang Chun Shipping Co. Ltd	HKG Hong Kong



M.V. Amsterdam ,  [Liberia](#) Warnemünde Rostock August 1976




M.V. SULU,  [Liberia](#)





M.V. STANLEY BAY  [Hong Kong](#)

sank off Aviles 23.1.86



M.V. TARRAGONA,  [Liberia](#), TOHOKU SHIPBUILDING CO., HULL 133, delivered 13-Aug-71

1985 MEDINA,  [Liberia](#), later 87 DINA, later 90 ANIA, later 92 MEDI,  [Antigua and Barbuda](#), later 97 MEDINA
DWT 5,656; IMO 711 6420

HANSHIN 6 LU 38, 2,000 BHP x 310 RPM

5.83 x 79.25 x 15.3 x 7.44 m G 6,400 4 Holds

21-Sep-98 Fire and explosion near Ferrol / Spain, total loss

Broken up 1999

ID	Year	Name	Tons	Change	Registered Owner	Port
7116420	1971	TARRAGONA	2963		Tradax Export SA	LBR Monrovia
		MEDINA		1985		LBR Monrovia
		DINA		1987		
		ANIA		1990		
		MEDI		1992	Azalea Shipping	Antigua and Barbuda
		MEDINA		1997		




M.V. MEDINA,  [Liberia](#)




M.V. ANIA, Ipswich Grain Terminal January 1992

Broken up 1999






M.V. JORUNA,  [Norway](#)



M.V. JORUNA,  [Norway](#)

M.V. MESSARIA,  [Cyprus](#), 31-Aug-87 until 12-Dec-87, **WARNO WERFT**, Warnemunde, HULL 376 , del. JAN. 1971

Original JORUNA,  [Norway](#), 1974 until 83 AFRICA PALM,  [Singapore](#), 1983 SANTA BARBARA PACIFIC, 1984 MESSARIA  [Cyprus](#), sold 12-Dec-87 in Hong Kong,

As of 1987 TONG ZHOU, 1995 DONG WAN, 1996 BRILLIANT 8 , later 1997 LUXURY and **broken up as LUXURY**

DWT 13,150; 9813grt **IMO 712 5328** .Lightweight 5,300 mt

MAN K 8Z 70/120E, 11200 BHP x 140 RPM

LOA 151.52, LBP 140.01, Width 20.3 m, Depth 11.94, Draft 9.399 m G 19,250 4 Holds L 1,907 (Deep tanks for vegetable oils)

ID	Year	Name	Tons	Change	Registered Owner	Port
7125328	1972	JORUNA	9813			NOR
		AFRICA PALM		1974		SGP
		SANTA BARBARA PACIFIC		1983		
		MESSARIA		1984		CYP
		MESSARIA		1987	Cargill International	CYP
		TONG ZHOU		1987	Shanghai Jin Jiang Shipping	
		DONG WAN		1995		
		BRILLIANT 8		1996		
		LUXURY		1997		



M.V. AFRICA PALM



M.V. AFRICA PALM

Bought 31/8/87 in PIRAEUS, re-activated in order to deliver the Cargill grain cargo to the Far East. Owner was unable to proceed any further.

Grain cargo sold and discharged in Singapore Nov 87.

Vessel sold as trading vessel and delivered to buyers in Hong Kong Dec 87.



M.V. Santa Barbara Pacific, 1983

Broken up 1997

