

BOLESLAW BIERUT

IMO No: GENERAL CARGO / 6674 GT

OWNER & HOMPEPORT:

Polish Ocean Lines, Poland

YARD INFORMATION:

SCRAPPING INFORMATION:



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GENERAL INFORMATION:

OWNER & FLAG HISTORY:

SALES, TRANSFERS & RENAMINGS:

GENERAL VESSEL INFORMATION:

In June of 1967, a convoy of 14 freighters was underway in the Suez Canal, northbound, when war broke out between Israel and Egypt. The canal was officially closed and the ships had to anchor in the Great Bitter Lake. Within three days it became clear that the canal was going to be blockaded for an indefinite amount of time due to the deliberate sinking of vessels. The hostilities entered history books as the Six-Day-War. For the ships it meant almost eight years of forced isolation, imprisoned in the Great Bitter Lake.

'MS Nordwind', 8.656 GRT, Nordstern Reederei, Germany.

'MS Münsterland', 9.365 GRT, Hapag-Lloyd, Germany.

'MS Killara', 10.714 GRT, Rederiaktiebolaget Transatlantic, Sweden.

'MS Nippon', 10.309 GRT, Svenska Ostasiatiska Kompaniet, Sweden.

'MS Essayons' ex 'Sindh', 7.051 GRT, Ruul-Pedersen Reederi, Norway; (at war's outbreak MS 'Sindh' was owned by Messageries Maritimes, France.)

'MS Agapenor', 7.654 GRT, Blue Funnel Line, England.

'MS Melampus', 8.509 GRT, Blue Funnel Line, England.

'MS Scottish Star', 10.174 GRT, Blue Star Line, England.

'MS Port Invercargill', 10.463 GRT, Port Line, England.

'SS African Glen', 6.116 GRT, Farrell Lines, USA.

'MS Djakarta', 6.915 GRT, Polish Ocean Lines, Poland,

'MS Boleslaw Bierut', 6.674 GRT, Polish Ocean Lines, Poland.

'MS Vassil Levsky', 4.975 GRT, Navigation Maritime, Bulgaria.

'MS Lednice', 1.462 GRT, Czech Danube Navigation, Czechoslovakia

The spring of 1975 saw the re-opening of the Suez Canal. On May 24, 1975, both 'Münsterland' and 'Nordwind' returned to their home port -- the only two of 14 vessels that were able to sail from the Canal under their own power.

www.seemotive.de/html/gbla.htm

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