

COMPANY:

Canada Steamship Lines Inc. (CSL),
Canada

YARD INFORMATION:

NSW Government Eng. & SB
(Australia)

SCRAPPING INFORMATION:



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GENERAL INFORMATION:

Name: CSL Pacific IMO No: 7420716
 Ex: River Torrens Built: 1978
 Type: Bulk Carrier Status: In Service
 SubType: Flag: Bahamas
 DWT: 27,550 Draft: 11.02 Builder: NSW Government
 GT: 21,047 LOA: 181.79 Owner: Canada Steamship Lines
 NT: Beam: 24.87 Speed/Cons: -/-
 Class: LR Depth: 14.48 Engine Type: Burmeister & Wain
 Gear: C-3-15

OWNER & FLAG HISTORY:

CSL PACIFIC 21-08-2000 LRF
 RIVER TORRENS 12-05-2000 LRF
 Flag Date of record Source
 Bahamas 24-07-2000 LRF
 Australia 12-05-2000 LRF
 Registered owner Date of record Source
 CSL PACIFIC SHIPPING 24-07-2000 LRF
 AUSCAN SELF UNLOADERS 01-05-1999 LRF
 Ship manager Date of record Source
 INCO SHIPS PTY LTD 2006-01-23 LRF
 V. SHIPS UK 04-12-2000 LRF
 ACOMARIT ORIENTAL 24-07-2000 LRF
 INCO SHIPS PTY LTD 01-05-1999 LRF

SALES, TRANSFERS & RENAMINGS:

SELWYN RANGE	1977-85	
RIVER TORRENS	1985-00	Auscan Self Unloaders, Australia
CSL PACIFIC	2000-	CSL Pacific Shg. Inc., Bahamas

GENERAL VESSEL INFORMATION:

As a result of changes to ANL, CSL Australia acquired part of the business of ANL involving the operation of two ships, the then River Torrens now the **CSL PACIFIC** and the then River Yarra later the CSL Yarra and presently the Stadacona. The two ships owned by CSL Australia traded on the Australian coast and were for all intents and purposes engaged in Australia's trade and commerce.

In about July 2000, CSL acquired the River Torrens from CSL Australia. The River Torrens was renamed the **CSL PACIFIC** and was registered at Nassau in the Bahamas.

At the time CSL acquired the River Torrens she was berthed up in Shanghai with no crew.

CSL then arranged to recruit a Ukrainian crew who had signed articles in Odessa in the Ukraine. The ship had been what is often referred to as flagged out. In summary the Australian registration cancelled and flag removed, the ship re-registered in the Bahamas, flying a Bahamian flag, the Australian crew repatriated to Australia and made redundant.

In about October 2001, the now **CSL PACIFIC** returned to the Australian Coast from North America. The vessel was the subject of a wet time charter from CSL to CSL Australia. It should be noted that the time charter between CSL and CSL Australia could be terminated at any time by CSL Canada at the conclusion of any voyage. The **CSL PACIFIC**, indeed the two CSL ships have continued to trade on the Australian coast. As a result of the flagging out, the ships are no longer entitled to trade on the Australian coast unless authorised to do so by Permit. The two CSL ships have been granted either continuous voyage permits (CVP) or single voyage permits (SVP) by the Minister for Transport.

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