

LILY NOBLE

IMO No: 7433282 GENERAL CARGO 1983 / 8975 GT

COMPANY:

Maldivian owners,
Maldivian Islands

YARD INFORMATION:

Maua Shipyard (CCN) 157
Niteroi (Brazil)

SCRAPPING INFORMATION:



Singapore 3/2/2010 © S. Wiedner



Delaware River 26/12/2001 J. Curdy

GENERAL INFORMATION:

IMO No: 7433282
 Ex: Jobst Oldendorff
 Built: 12/1983
 Type: General Cargo
 GT: 8,975
 DWT: 12,727
 Builder: CCN
 yard type SD 14
 LOA: 140.98
 Beam: 20.45
 Draft: 8.85
 Depth: 11.74
 Speed/Cons: 15.00/28.00
 Engine Type: MAN
 Decks: 2
 Bale: 19,484
 Gear: C-4-16,D-2-10

OWNER & FLAG HISTORY:

LILY NOBLE since 01-08-2008 LRF
 WINDSOR STAR 05-06-2006 LRF
 SAFMARINE CONGO 02-05-2002 LRF
 JOBST OLDENDORFF 12-05-2000 LRF
 Flag Date of record Source
 Maldives since 01-08-2008 LRF
 Tuvalu since 01-05-2008 LRF
 Panama 12-09-2005 LRF
 Cyprus 02-05-2002 LRF
 Liberia 12-05-2000 LRF
 Registered owner Date of record Source
 RPTD SOLD MALDIVES since 01-08-2008 LRF
 WINDSOR LINES LTD 12-09-2005 LRF
 RIBERA NAVIGATION 02-05-2002 LRF
 BANDWIDTH SHIPPING 11-09-1995 LRF
 Ship manager Date of record Source
 NAJILKO SHIPPING PVT LTD since 08-05-2008 LRF
 SKR SHIPPING PVT LTD since 01-01-2007 LRF
 PEARL OCEAN SERVICES PVT LTD 12-09-2005 LRF
 PITIOUSA SHIPPING 02-05-2002 LRF
 OLDENDORFF CARRIERS 13-08-2001 LRF
 OLDENDORFF E. 11-09-1995 LRF

SALES, TRANSFERS & RENAMINGS:

ALESSANDRA	1983-94	
NOBILITY	1994-95	
JOBST OLDENDORFF	1995-02	Bandwith Shg. Corp., Liberia
SAFMARINE CONGO	2002-06	Ribena Nav. Co. Ltd., Cyprus
WINDSOR STAR	2006-08	Windsor Lines Ltd., Panama
LILY NOBLE	2008-	unspecified owners, Maldive Islands

GENERAL VESSEL INFORMATION:

The same yard had built the mv NOBILITY in 1983 which in 1989 was converted to a 12,800 tdw/500 TEU multipurpose tweendeck/container vessel with 30 tonnes Liebherr twin cranes. Egon Oldendorff bought the ship from Alianca and renamed her JOBST OLDENDORFF.

www.oldendorff.com

Vessel was sold by Oldendorff Carriers GmbH to Greek interests "as is" for 1.3 mio US \$ in 2002 (AK 3+4/2002)

(24.02.2004) - In Kapstadt rammte der Frachter "SAFMARINE CONGO" am 24. Februar ein anderes Schiff. Bei der Kollision wurde der Bug des SD14-Schiffes eingedrückt. Es konnte sich aber mit eigener Kraft auf den Weg nach Durban machen, wo es repariert werden soll.

Quelle: Tim Schwabedissen

www.esys.org/news/sos_0402.html

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