

NEW ARGOSY

IMO No: 8312540 TANKER 1987 / 52967 GT

OWNER & HOMPEPORT:

Associated Maritime Co. Ltd., Hong
Kong
Monrovia

YARD INFORMATION:

Koyo Dockyard Co. Ltd. 1076
Mihara (Japan)

SCRAPPING INFORMATION:



Delaware River 5/5/1999 © J. Curdy

GENERAL INFORMATION:

Name: New Argosy IMO No: 8312540
Ex: Atlantic Argosy Built: 1/1987
Type: Tanker Status: In Service
SubType: Flag: Liberia
DWT: 88,782 Draft: 11.09 Builder: Koyo Dockyard
GT: 52,967 LOA: 243.82 Owner: Associated Maritime
Hong Kong
NT: Beam: 40.04 Speed/Cons: 14.50/-
Class: LR Depth: 19.82 Engine Type: Sulzer

OWNER & FLAG HISTORY:

NEW ARGOSY 12-05-2000 LRF
Flag Date of record Source
Liberia 12-05-2000 LRF
Registered owner Date of record Source
ISLAND TANKER NO 3 31-12-1979 LRF
Ship manager Date of record Source
ASSOCIATED MARITIME HONG KONG 31-12-1979 LRF

SALES, TRANSFERS & RENAMINGS:

ATLANTIC ARGOSY	1987-92	
NEW ARGOSY	1992-	Island Tanker No.3, Liberia

GENERAL VESSEL INFORMATION:

CMHI's oil tanker business is the seaborne transportation of crude oil and refined oil by a fleet of 7 Aframax oil tankers owned by CMHI's wholly-owned subsidiary, Ming Wah Universal (Bermuda) Co., Ltd, and operated by Associated Maritime Company (Hong Kong) Limited which is a subsidiary of Hong Kong Ming Wah Shipping Co., Ltd..

The 7 Aframax oil tankers are NEW AMBITION / New Amber / New Assurance / NEW ARGOSY / New Ace / New Amity & New Alliance

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The M/V Handy Humanity (19,340-gt, 33,024-dwt bulk carrier built in 1984, operated by Pacific Basin Agencies Ltd.) and the M/V New Argosy (52,967-gt, 88,782-dwt tanker built in 1987, operated by Associated Maritime Co. (Hong Kong) Ltd.) collided in heavy fog 24 Dec 1996 at the mouth to the Mississippi River. The M/V Handy Humanity was loaded with 12,646 tons of steel, while the M/V New Argosy carried 516,000 barrels of crude oil. The M/V Handy Humanity sailed to the Harmony Street Wharf in New Orleans to unload, while the M/V New Argosy sailed to the Star Convent dock in New Orleans, where it unloaded its cargo the morning of 26 Dec. The two ships sustained little damage, but were required to proceed with tugs.

Report by World Maritime News

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