

PRIMORYE

IMO No: 9208136 TANKER 2000 / 60100 GT

COMPANY:

Prisco (Singapore) Pte. Ltd.,
Singapore

YARD INFORMATION:

Hyundai H.I. 1261
Ulsan (South Korea)

SCRAPPING INFORMATION:



Rotterdam 14/3/2004 © S. Wiedner

GENERAL INFORMATION:

IMO No: 9208136
Flag: Cyprus
Port: LIMASSOL
Signal Letters: P3TT8
GT (ITC 69): 60,100
NT (ITC 69): 31,493
DWT: 105,177
1A1 ICE-1C Tanker
Loa: 243.9
Lbp: 234
Lload: 236
Bext: 42
D: 22
Draught: 14.92

OWNER & FLAG HISTORY:

PVT ATHENA since 01-01-2009 LRF
PRIMORYE 21-08-2000 LRF
HYUNDAI 1261 12-05-2000 LRF
Flag Date of record Source
Vietnam since 01-01-2009 LRF
Cyprus 12-05-2000 LRF
Registered owner Date of record Source
PACIFIC PETROLEUM TRANSPORT since 20-01-2009 LRF
GAPPIA MARITIME CO LTD 15-11-2004 LRF
AT NAVIGATION 09-10-2000 LRF
Ship manager Date of record Source
MSI SHIP MANAGEMENT PTE LTD since 20-01-2009 LRF
PRISCO SINGAPORE PTE LTD 09-10-2000 LRF
PRIMORSK SHIPPING CORP 01-01-2000 LRF

SALES, TRANSFERS & RENAMINGS:

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|------------|---------|---|
| PRIMORYE | 2000-09 | Gappia Maritime Co., Ltd., Cyprus |
| PVT ATHENA | 2009- | Pacific Petroleum Transportation JSC, Vietnam |
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GENERAL VESSEL INFORMATION:

Croatia (??) has built the **PRIMORYE** double-hulled tanker (105,000 tons deadweight) for Russia's Primorye shipping company. This tanker will carry Sakhalin Energy oil.

<http://en.rian.ru/analysis/20050608/40489661.html>

In July 2000 PRISCO put into service the 100,000-dwt "**PRIMORYE**" tanker. This project has been implemented thanks to credits provided by Fortis Bank.

www.zrpress.ru

During summer navigation oil from Vitiaz terminal is transported by PRISCO flagship tanker **PRIMORYE**

PRISCO has sent tanker **PRIMORYE** of 105,000 tons dwt. to Baltic Sea which in summer season 2003 worked at Sakhalin shelf.

www.rustocks.com/index.phtml/Pressreleases - December 29, 2003

Sakhalin Energy has again taken the **PRIMORYE** on a 6-month time charter to deliver Sakhalin Vityaz crude oil to customers.

The advantage of using the double-hulled **PRIMORYE**, which is owned by Primorsk Shipping Company of Nakhodka, Russia, is that the four-year-old crude carrier is an ice class vessel and enables Sakhalin Energy to extend the production season safely by several days.

www.sakhalinenergy.com - 28 May 2004

The Arctic and Antarctic Research Institute (AARI), a government research center based in St. Petersburg, has been working since 1999 to develop an "ice passport" for marine tankers in the range of 90,000 to 110,000 deadweight tons operating in the Russian Far East. Up to now, export of oil has been by relatively small tankers operated on a limited basis during the winter ice season. The "ice passport," a concept which has been used for Russian merchant vessels for over 20 years, defines safe ship speeds depending on the type of vessel and ice conditions along the route, and would confirm the safety and reliability of plans for the year-round export of crude oil from the port of De-Kastri by the Sakhalin-1 project.

The tanker used in the trial was the "**PRIMORYE**" owned and operated by the Primorsk Shipping Company (Nakhodka). The tanker is a double-hull oil tanker with summer deadweight of 105,177 metric tons.

www.sakhalin1.com/whatsnew/projectnews -

PRIMORYE 105,177/00 - HYUNDAI - MAN/B&W 19,000 - COILED - SBT - IGS - COW - DH

Sold for \$51 mill. to Vietnamese buyer (Petro Vietnam).

December 5th, 2008

<http://www.compassmar.com>

Last update: 3/1/2010