

# SEABULK CHALLENGE

IMO No: 7816551 TANKER 1981 / 29763 GT

## OWNER & HOMPEPORT:

Seabulk International Inc., USA  
Port Everglades

## YARD INFORMATION:

Avondale Industries Inc. 2319  
New Orleans (USA)

## SCRAPPING INFORMATION:



Delaware River 18/7/2001 © J. Curdy

## GENERAL INFORMATION:

Name: Seabulk Challenge IMO No: 7816551  
Ex: HMI Petrochem Built: 1981  
Type: Chemical Tanker Status: In Service  
SubType: Flag: United States  
DWT: 51,668 Draft: 13.51 Builder: Avondale  
GT: 32,328 LOA: 191.62 Owner: Seabulk International  
NT: Beam: 32.26 Speed/Cons: 16.00/47.00  
Class: AB Depth: 18.32 Engine Type: Burmeister & Wain

## OWNER & FLAG HISTORY:

SEABULK CHALLENGE 06-08-2001 LRF  
HMI PETROCHEM 12-05-2000 LRF  
Flag Date of record Source  
U.S.A. 12-05-2000 LRF  
Registered owner Date of record Source  
SEABULK PETROLEUM TRANSPORT 23-01-2006 LRF  
SEABULK INTERNATIONAL INC 08-08-1996 LRF  
Ship manager Date of record Source  
SEABULK TANKERS 23-01-2006 LRF  
OCEAN SPECIALTY TANKER 08-08-1996 LRF

## SALES, TRANSFERS & RENAMINGS:

OGDEN HUDSON	1981-86	
OMI HUDSON	1986-96	
HMI PETROCHEM	1996-01	Hvide Marine Inc., USA
SEABULK CHALLENGE	2001-	Seabulk International Inc., USA

**GENERAL VESSEL INFORMATION:**

Florida-based Seabulk International is continuing to defend itself against a civil lawsuit over broker commissions brought by a company controlled by the founders of its predecessor, Hvide Marine.

Seabulk says in a filing with US securities regulators that Maritime Transport Development Corp is claiming it is due more than \$800,000 in broker commissions dating to 1998 from charters of three tankers -- Seabulk Magnachem, **SEABULK CHALLENGE** and Seabulk Pride.

MTDC is controlled by founders of Hvide Marine, which was led by J Erik Hvide before he left the company in September 1999. Hvide Marine filed for bankruptcy protection in September 1999 and emerged from Chapter 11 three months later. Hvide changed its name to Seabulk International in March 2001.

The 49,900-dwt **SEABULK CHALLENGE** (built 1981) and 39,000-dwt Seabulk Magnachem (built 1976) are two of the older vessels in Seabulk's fleet. The 46,000-dwt Seabulk Pride (built 1998) is one of the company's Double Eagle tankers from Newport News Shipbuilding. The commission claim against Seabulk is held to be accruing even now, the company said, "but is subject to offset claims and defenses by the company

[www.ibiblio.org/maritime/Scheepvaartnieuws/Pdf/scheepvaartnieuws/2005/maart/067-%2016-03-2005a.pdf](http://www.ibiblio.org/maritime/Scheepvaartnieuws/Pdf/scheepvaartnieuws/2005/maart/067-%2016-03-2005a.pdf)

It seems that the U.S. Coast Guard has allowed a request by Seabulk Tankers to double-hull the "**SEABULK CHALLENGE**" and "Seabulk Trader" in a foreign shipyard. Read its determination here. The actual shipyard involved is rumored to be in China. The two ships were originally built by Avondale in 1981 as the double-bottomed chemical carriers "Ogden Dynachem" and "Ogden Hudson". One suspects that there will be some in the U.S. maritime community who will not be happy with this decision. August 16, 2006.

[www.coltoncompany.com/newsandcomment/news/08.htm](http://www.coltoncompany.com/newsandcomment/news/08.htm)

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