This DFDS book of reference is completing the 1991 book of reference with information about ships and company developments during the period from 1991 to 2016.

Main editors
Peter Simonsen and Søren Krogh-Andersen

Assistance provided by
Henrik Vaupel, Gert Jakobsen, Elisa Herup and Britt Lundin Steffensen

Layout
Birgitte Greve and Elisa Herup

Tryk/produktion:
Rosendahls a/s

Copyright DFDS and the editors

ePub produktion: Rosendahls - print · design · media
net-to-paper.rosendahls.dk
ISBN nr. 978-87-980030-2-1
DFDS is celebrating its 150th anniversary in 2016. Still being here after a century and a half in this rapidly changing world is remarkable in itself, and passing this milestone at a time when the company can pride itself some of the best results in our history makes it unique.

Information about the ships and the first 125 eventful years can be found in the DFDS reference book covering the period 1866 - 1991. Søren Krogh-Andersen and Peter Simonsen who were among the editors of the 1991 book have now completed it by adding the last 50 years of ships and company development to the list.

DFDS has always played a major role in the development of societies. With DFDS ships and trailers, we have moved people and goods and thus enabled customers to trade and travel, and societies to prosper ever since our foundation in 1866.

We wish to thank the editors for their enthusiasm and great work, and it is our hope that you – our customers, staff, partners and suppliers – will find this overview of the last 50 years of ships and many dramatic events useful. We hope that some of you can relate to the ships or certain developments and that it may even be a reminder of DFDS’ role in creating growth and jobs and making people meet.

Gert Jakobsen
CONTENTS

DFDS Ships and Developments 1991 - 2016

Milestones

The Fleet List
  TUGS
    Ships formerly owned by DFDS associated companies
    DFDS Canal Tours A/S
    Small crafts

Index of ship names
MILESTONES 1991 - 2016

1991
■ TOR SCANDINAVIA bought back from Difko.
■ DFDS Transport acquires haulage company Georges de Ryck & Co., Antwerp.
■ PRINCE OF SCANDINAVIA and PRINCESS OF SCANDINAVIA enter service.
■ New passenger terminal in Hamburg opens in June.
■ DFDS’ 125th anniversary celebrated on 11 December.

389 SURREY at Esbjerg on 02.10.1992 shortly before she was sold.

1992
■ Elbe – Humber RoLine starts traffic between Cuxhaven and Immingham.
Passenger services in the Faroe Islands discontinued at end of season.

DFDS Transport joins the European general cargo alliance TEAM.

DFDS Transport takes over operation of the harbour terminal in Immingham.

DFDS EuroCargo BV is established.

Logistics activities make huge progress.

100% stake in Danish Food Transport acquired and name changed to DFDS Food Transport.

The share capital is raised by DKK 100 million to DKK 500 million.

TOR BRITANNIA and TOR DANIA join the Tor Line fleet.

1993

DFDS Transport invests in two new terminals – in Brøndby, and in Kolbotn near Oslo.

Cruises on WINSTON CHURCHILL discontinued.

WINSTON CHURCHILL transferred to new Hamburg – Newcastle route.

Enterprise Freight (Scotland) Ltd acquired.

DFDS Transport ceases activities in Portugal.

The staff magazine DFDS News changes name to DFDS INSIGHT in September.

Finance Director Claus V Ipsen steps down. Christian Merrild takes up post as new CFO.

1994

CROWN OF SCANDINAVIA deployed on the Copenhagen/Helsingborg – Oslo route.

KING OF SCANDINAVIA sold to Color Line and VENUS purchased.

Summer passenger route Amsterdam – Gothenburg starts.
The Swedish/Estonian passenger ship ESTONIA sinks – 852 dead.
- New passenger terminal at IJmuiden near Amsterdam opens.
- A/S Transport Service in Arendal, Norway, acquired.

1995
- The haulage company Dahlqvists Åkeri AB, Olofström, Sweden, acquired.
- The DFDS Group’s new joint harbour, Nordic Terminal, opens in Immingham, England.
- Esbjerg/Hamburg – Newcastle route starts with KING OF SCANDINAVIA (II), ex-VENUS.
- Amsterdam – Newcastle route starts with WINSTON CHURCHILL.
- Gothenburg – Amsterdam and Esbjerg – Newcastle routes close.
- DFDS Transport buys terminal in Boom, Belgium.
- DFDS Transport established in Warsaw, Riga and Moscow.
- DFDS Transport acquires the haulage company Blueflite Ltd in Dublin, Ireland.
- Tor Line introduces the ‘Bridge’ concept: AngloBridge, EuroBridge and ShortBridge.

1996
- DFDS Travel and Mærsk Travel merge to form Maersk DFDS Travel.
- DFDS Transport terminal in Brøndby expands. Roland Munch A/S opens new terminal in Brøndby.
- QUEEN OF SCANDINAVIA becomes the first Danish passenger ship with an ISM certificate.
- WINSTON CHURCHILL sold to American interests.
- DFDS Transport acquires ASAP Scandia in Paris.
- DFDS Transport buys new terminal in Hedensted.
- DFDS Transport acquires the operation of IBM’s terminal and stores in Tåstrup.
- Tor Line introduces four transport systems: Trailer, Car, Paper and Steel.
- Tor Line signs contract for three new buildings in Italy.
- Nordic Terminal expanded.
- DFDS Pensioners’ Association celebrates its 50th anniversary.

1997
- QUEEN OF SCANDINAVIA completely refurbished.
- DFDS Transport builds new terminal in Warrington, near Manchester.
- Nordic Terminal establishes new rail way terminal in Immingham.

1998
- DFDS Transport acquires the distribution company John T Howard Ltd in Grimsby.
- Nordic Terminal acquires Stora-Enso’s terminal in Immingham.
- DFDS Transport acquires the Volvo terminal in Immingham.
- DFDS Transport acquires new terminal in Tamworth, Birmingham.
- DFDS Transport acquires Total Logistics Management Ltd at Heathrow, London.
- Managing Director Niels Bach retires. New Managing Director Thorleif Blok takes over.
- Ole Frie appointed to the executive board.
- European general cargo alliance set up with Danzas replacing the TEAM Alliance.
■ DFDS Transport acquires the haulage company Spetra A/S in Vojens.
■ TOR SCANDIA and TOR FLANDRIA chartered from Mærsk Line and deployed on EuroBridge.
■ First newbuilding from Italy, TOR SELANDIA, delivered.
■ DFDS’ corporate identity programme is brought up to date and DFDS is incorporated into all of the Group’s company names.
■ Position as market leader achieved in Ireland with the purchase of Meadowsfreight Ireland Ltd.

1999
■ North Sea Line activities acquired from Norwegian shipping company Fred Olsen.

Duty-free sales cease between EU countries.
■ TOR SELANDIA starts service.
■ DFDS Transport starts using new terminal in Helsinki.
- The Gothenburg – Harwich and Gothenburg – Newcastle routes merge to form the Gothenburg – Kristiansand – Newcastle route.
- Alliance with Danzas ceases.
- Biggest company acquisition by DFDS: Dan Transport Holding A/S, including Dan Transport Rejsebureau and Copenhagen Canal Tours. Price: DKK 2 billion. DFDS Group now has 12,000 members of staff.
- Comprehensive organisational changes begin.
- The divisions become separate limited companies.
- All ro-ro liner services placed under DFDS Tor Line.

423 AQUARIUS being refurbished at Østhavnen, Aalborg on 04.04.2001 before she was renamed PEARL OF SCANDINAVIA

- The share capital is raised by DKK 300 million to DKK 800 million.
- Warehouses expanded in Nordic Terminal.
- Newbuilding TOR SUECIA taken over from Italian shipyard.
- Denmark’s second-biggest business travel agency, DFDS Travel, is set up by merging Maersk DFDS Travel and Dan Transport Rejsebureau.
■ DFDS Dan Transport and Post Denmark set up WebLogistics A/S.
■ DFDS A/S and the Port of Copenhagen issue declaration of intent to move the Copenhagen – Oslo ferry service to Søndre Frihavn and build a new passenger terminal; plans are made for head office to move in by 2003.

2000
■ The TOR BRITANNIA newbuilding taken over from Italian shipyard.
■ DFDS Dan Transport acquires Dan Jumbo Holding in South-East Asia.
■ DFDS Dan Transport enters into cooperation with DPD GmbH (Deutsche Paket Dienst) on parcel distribution in the Nordic Region.
■ Oddbjörn Fastesson steps down as Managing Director of DFDS Tor Line. Thorleif Blok takes over.
■ DFDS Dan Transport sold in September to DSV (De Samvirkende Vognmænd). Price: DKK 5.5 billion.
■ DFDS Group now has 3,000 employees.
■ Managing Director Thorleif Blok steps down. The new group management consists of CFO Christian Merrild, Managing Director Bo Lennart Thorbjörnsson, DFDS Seaways, and Managing Director Ole Frie, DFDS Tor Line.
■ DFDS Travel sold to German travel group.
2001

- TOR BALTICA, ex-ELK, bought from P&O Ferrymasters; closer co-operation established in the North Sea. DFDS Seaways buys STAR AQUARIUS. The ship is deployed under the name PEARL OF SCANDINAVIA on the Copenhagen – Helsingborg – Oslo route on 26 June. QUEEN OF SCANDINAVIA transferred to the Newcastle – Amsterdam route on 28 June.
- After 20 years in Scandiahamnen, DFDS Seaways moves to new passenger terminal in Gothenburg Freeport.
- DFDS’ head office on Sankt Annæ Plads in Copenhagen sold to Danish Nurses’ Organisation on 30 September 2003.
- Contract signed with Flensburg Shipyards for three large ro-ro vessels, with an option for a further five vessels.
■ DFDS Tor Line moves its freight terminal in Oslo to Brevik.
■ All DFDS ships meet the requirements of the ISM (International Safety Management) code.
■ Bo Lennart Thorbjörnsson steps down and Thor Johannesen is appointed Managing Director of DFDS Seaways A/S. Group Management consists of Ole Frie, Managing Director, and Christian Merrild, CFO.
■ DFDS enters into leasing agreement with Sjælsø Gruppen for the construction of a new head office in Nordhavnen, the Port of Copenhagen, by August 2003.

2002
■ DFDS Tor Line buys a 66% stake in the Norwegian Lys-Line Rederi AS.
■ The Hamburg – Harwich route changes its German port of call to Cuxhaven in March.
■ Jan Erlund steps down as Chairman of the Board. Ivar Samrén takes over.
■ Contract signed with Flensburg Shipyard in 2001 for three ro-ro ships is extended to five ships.
■ Machine room fire on PRINCESS OF SCANDINAVIA in May – no casualties.
■ KING OF SCANDINAVIA (II) sold. Polish-built ro-pax ship DANA GLORIA deployed on Esbjerg – Harwich route in October.
■ DFDS Seaways opens new passenger route in October from Copenhagen via Trelleborg to Gdansk in Poland, with DUKE OF SCANDINAVIA, ex-DANA ANGLIA.

2003
■ DUCHESS OF SCANDINAVIA, ex-BERGEN, acquired on bareboat charter and deployed on service between Cuxhaven and Harwich in April.
- New freight terminal in Maasvlakte opens in May; all Rotterdam activities are relocated there.
- DANA GLORIA sold to Lisco and renamed LISCO GLORIA. New ro-pax ship, DANA SIRENA, deployed on the Esbjerg – Harwich route.
- DFDS moves from Sankt Annæ Plads to new headquarters at DFDS House in Sundkrogsgade on 1 September.
- The first in a series of newbuildings from Flensburg Shipyard, TOR MAGNOLIA, is delivered and put into service between Gothenburg and Immingham.
- DFDS AutoLogistics starts activities. The route between Copenhagen/Trelleborg and Gdansk is discontinued in November.
- DUKE OF SCANDINAVIA transferred to the Newcastle – Amsterdam route as replacement for PRINCE OF SCANDINAVIA, which is sold.
- DFDS Lys-Line enters into long-term contract with Norske Skog.

2004
- Four DFDS Lys-Line ships sold and chartered back.
445 DANA GLORIA seen at Esbjerg on 14.06.2003 before she was renamed LISCO GLORIA.

- Passenger Director Thor Johannesen retires. Søren Jespersen takes up post as Passenger Group Director and member of the management team on 15 February.
- Contract signed with Flensburg Shipyard for newbuilding no 6.
- Agreement reached with ABP (Associated British Ports) to expand the Nordic Terminal in Immingham.
- DFDS Canal Tours celebrates its centenary.
- HRH Princess Alexandra inaugurates the new passenger terminal in Copenhagen Freeport on 6 September and the Oslo route moves from Kvæsthusbroen to the new DFDS Terminal as well.
- New freight route Gothenburg – Copenhagen – Gdansk starts in September.
- QUEEN OF SCANDINAVIA renovated.

2005
New freight route between Zeebrugge and Immingham starts in January.

Comprehensive renovation of the passenger ships CROWN OF SCANDINAVIA, PEARL OF SCANDINAVIA and PRINCESS OF SCANDINAVIA.

Cobelfret’s freight route between Gothenburg and Killingholme, near Immingham, acquired in May.

Co-operation with the Russian shipping company Sovcomflot starts: in September a DFDS ro-ro ship is deployed on the Kiel – St Petersburg route.

66% stake acquired in the Belgian trailer operator Hallèns NV, Ghent.

New freight route, Gothenburg – Tilbury, starts.

Two Chinese ro-ro vessels time chartered for 10 years, for delivery by the end of 2007 and early 2008.

The Gothenburg – Copenhagen – Gdansk route is changed to Karlshamn – Klaipeda – Gdansk.

The Cuxhaven – Harwich passenger route closes on 7 November: DUCHESS OF SCANDINAVIA, ex-BERGEN, is handed back to the Norwegian owners.

Brittany Ferries’ passenger ship VAL DE LOIRE bought for deployment on the Newcastle – Amsterdam route in March 2006.

The Swedish trailer operator, Heckscher AB and its subsidiary, SpeedCargo AB, acquired.

Managing Director Ole Frie announces he will retire at the end of 2006.

DFDS acquires the final 34% of equity in Lys-Line AS.

LHT Transport (Holding) BV, Rotterdam, acquired.

2006

Scandlines’ stake in DFDS Lisco Line acquired.

KING OF SCANDINAVIA (III), ex-VAL DE LOIRE, deployed after refurbishment on the Newcastle – Amsterdam route in
March.
- A new trailer operator, SpeedCargo AB, is created by merging Heckscher and SpeedCargo in March.
- TOR SCANDIA and TOR FLANDRIA returned to Norwegian owners in July.
- New partnership between Spanish Suardiaz and DFDS Lys-Line on a container route between Bilbao and the UK/Ireland.

396 DUKE OF SCANDINAVIA 01.10.2002 off Langelinie, Copenhagen. She was the last Danish built ship in the DFDS fleet when sold in 2007.

- Vice-Chairman of the Board Svend Jakobsen steps down at AGM in April; Chief Executive Officer Vagn Sørensen and Group Director Lene Skole are elected as new board members. Vagn Sørensen appointed new Vice-Chairman.
- Managing Director Ole Frie gives notice of his retirement at the end of the year.
The name of the new CEO, Niels Smedegaard, is announced at the AGM. He takes up the post as CEO and President on 1 January 2007.

- Lisco Baltic Service changes name to AB DFDS Lisco in April.
- DFDS Nordic Terminal Riverside is inaugurated in July.
- DFDS acquires Norfolk Line Containers BV in August. The name is changed to DFDS Container Line BV. The ships on the Copenhagen – Oslo route stops calling at Helsingborg on 15 October.
2007
- New strategy “From Routes to Network” developed.
- HansaBridge service expanded to two ships in May.
- Volvo contract extended to 2009, with options for 2011.
- Contract with Norske Skog increased to about 800,000 tonnes annually and extended to 2013.
- 600 new container units, of which 300 are 45’ units aquired.
- Container shipping collaboration with Samskip.
- Bergen – Newcastle service now all year round.
- Rotation of tonnage between the Bergen – Newcastle and Amsterdam – Newcastle routes.
- Moss Container Terminal inaugurated early 2007 (50% DFDS).
- Trailer fleet renewed.
- ScanBridge service capacity and frequency increased in November.

2008
- Agency organisation rationalised and the agency at Esbjerg closed.
- Contract signed with German Shipyards in Bremen for lengthening three ro-ro ships in 2009 at Flensburg.
- Polferries Ro-Pax route Ystad – Swinoujscie operated by DFDS from November.
- Ro-ro and container shipping networks and organisations adjusted to the lower level of activity.
- Renegotiation of deal with Raillion on RailBridge.
- New IT system implemented in the Container Shipping division.
- Commercial responsibility in Passenger Shipping decentralised to the ships’ organisation.
- Bergen route closed due to losses.
- Moss Container Terminal now 100% DFDS-owned.
- Increase of break-bulk activities at Rotterdam terminal.
- Efficiency programme completed at the Immingham terminal.
LHT BV changes name to SpeedCargo Netherlands.

2009
- New organisational structure. New Executive Board created.
- Ro-ro network further reduced by 6% due to the financial crisis.
- Contract for charter to Norfolkline of two ro-ro ships in 2010.
- New management in DFDS Container Line and DFDS Lys-Line.
- Container Line organisation reduced by 10%.
- Torben Carlsen joins DFDS as new CFO.
- Calls at Zeebrugge by DFDS Container Line start in November.
- Operation of Newcastle Terminal transferred to Port of Tyne.
- Trailer fleet reduced by 13%.
- New trailer service Spain – Belgium.
- Trailer service Germany – UK acquired from Schnellcke.
- Reefer containers introduced in the trailer traffic Continent – UK.

2010
- First year with increased results in the Shipping Division after the financial crisis.
- Latvia – Germany route closed in January.
- Norfolkline acquired from AP Møller – Mærsk A/S on 12 July.
- New organisation introduced with two commercial divisions: DFDS Logistics and DFDS Seaways, and the Finance Division, including IT and Legal, as well as the People and Ships Division, including Technical Organisation, HR and Ships Operation.
New Executive Committee formed with CEO & President Niels Smedegaard; CFO Torben Carlsen; Peder Gellert, EVP of Shipping Division; Eddie Green, EVP of Logistics Division and Henrik Holck, EVP of People & Ships.

Lisco Gloria hit by fire in open sea, and all passengers had to be evacuated to other ships. All were rescued. After weeks of fire, the ship was declared a total loss.

The two northern routes on the Irish Sea sold to Stena Line on 2 December.

In Rotterdam, DFDS moves all ro-ro operations from the terminal in Maasvlakte to the former Norfolkline terminal in Vlaardingen.
2011
- The two southern routes on the Irish Sea closed in late January.
- The DFDS Way of doing things is launched at the management conference
- Ystad – Swinoujscie route closed in October.
- Kapellskär – Paldiski route started in October.
- Scrubber tested on FICARIA SEAWAYS in preparation for new sulphur regulations from 2015.
- A new corporate branding design and a new ship-naming system with the prefix SEAWAYS are introduced in July.
- DFDS launches the Customer Focus Initiative which will guide the development of service and sales in the years ahead.

2012
- Road haulage company Campbell McLean Transport, Belfast, acquired in March.
- Joint venture agreement with LD Lines in March.
- DFDS establishes BU Channel and BU France & Mediterranean.
- DFDS starts Dover – Calais service with Norman Spirit flying the French flag.
- 65% of the terminal company Älvsborg RoRo AB, Gothenburg purchased.
- Take-over of operation of Mercator Dok, Ghent.
- Contracts with Volvo renewed for further years in July.
- Marseilles – Tunis, Portsmouth – Le Havre and Dieppe – Newhaven routes started on 25 September.

2013
- Contract signed in February for two roro cargo ships to be built at Stralsund.
- New logistics contract with Volvo for logistics services to Gothenburg production plants.
■ Swedish transport company Karlshamn Express acquired in September.
■ DFDS buys 12% of own shares from AP Møller – Mærsk.
■ DFDS establishes joint finance service centre in Poznan Poland – DFDS Polska.
■ The joint service centre in Belfast is closed.
■ DFDS decides on scrubber strategy and starts investment in 11 scrubbers.
■ New unified passenger sales organisation in the UK.

2014
■ STEF Transport Ltd, Scotland, acquired in January.
■ Two incomplete newbuildings from Stralsund taken over in April.
■ Quayside Group, Grimsby purchased in July.
■ Esbjerg – Harwich route closed in September.
Gothenburg – Tilbury route closed in October.
Portsmouth – Le Havre route closed in December.
Installation of 11 scrubber units completed by December where of seven units in 2014.

2015

In February, LYSBLINK SEAWAYS hits a rock on the Scottish west coast and is declared a total loss.
Dover – Calais and traffic across the Channel severely hit by French strikes by former staff from SCOP, the workers’
cooperative that operated the My Ferry Link ships after SeaFrance was closed in 2014.
- Summer traffic was severely affected. Situation resolved after the parties had a number of meetings with the French Minister of Transport, and a number of former SCOP employees were hired by DFDS.
- New share buy-back programme of DKK 300 million agreed in April.
- In-house rail competence centre established in April.
- DFDS buys 320 new mega trailers – biggest trailer order ever.
- Majority of Klaipeda port calls moved to new port terminal, Klaipeda Central Terminal, in May.
- Charter contract for Eurotunnel’s ferries signed in June.
- Two-year extension of contract to operate Newhaven – Dieppe in December.
- DFDS introduces unified brand structure without the names DFDS Seaways and DFDS Logistics. Seaways continues as suffix in ships’ names.
- DFDS takes over Magnavale’s transport activities in the UK.

2016
- Installation of scrubber units on 18 ships completed for the time being in February after rebuilding of the FINLANDIA SEAWAYS.
- CÔTE DE DUNES and CÔTE DE FLANDRES finally commence Dover – Calais service in February after nearly a year’s delay, and a three-ship service on the Dover – Calais route is introduced.
- DFDS announces the 2015 results, which are the Group’s best results ever.
- PRIMULA SEAWAYS is the fourth of the six Flower Class vessels to be lengthened at the Lloyd’s Werft Bremerhaven.
- DFDS signs agreement with Siem Group for bareboat charter of two new approx. 4,000 lane-metre ro-ro vessels to be delivered
in May and September 2017 from Flensburg Schiffbau-Gesellschaft.

- Together, DFDS’ staff build 12.5 metre-long Lego ship to celebrate the 150th anniversary of DFDS.
- Two large, 6,700 lane-metre ro-ro ships ordered at the Jinling Shipyard, China on 30 September 2016 for delivery in 2019.
- On 1 October, DFDS takes over the ropax route Paldiski (Estonia) – Hanko (Finland).
- Sunday 11 December DFDS is 150 years old.

Profile of the two 6,700 lane-metre ro-ro cargo ships ordered from the Jinling Shipyard, China.

 SOURCES

DFDS 1866 - 1991 Ship Development through 125 years – from paddle steamer to Ro/Ro ship,

DFDS 1991-2006 – Ship development continues,
S. Thorsøe, P. Simonsen, S. Krogh-Andersen, & H. Vaupel, 2006

DFDS Update Weekly

Skibsregister.dma.dk
Lloyd's Register of Ships (various editions)

DFDS staff: Martin Lund, Ole Juul Hansen & Helle Hvidtfeldt Jensen

PHOTOS

The main part of the photos is from the authors and their archives. Many of these have never been published before. The authors and DFDS are grateful to the following for supplying photos for this book.

- Cees de Bijl
- Steve Cheeseman
- Hans-Henrik Fentz
- LD Lines
- Tim Wells
- Andreas Wörteler
- Teun van der Zee
- Peter Therkildsen
The Fleet List
FLEET LIST NOTES
The present fleet list is an update of the fleet list published in 1991 in the anniversary book: DFDS 1866-1991 – Ship Development
through 125 years. The present list comprises the histories of all the DFDS vessels in existence in 1991, vessels built or purchased by DFDS after 1991, and vessels on bareboat charter to DFDS or its subsidiaries. Vessels recorded as scrapped or lost in the 1991 book or vessels in time charter to DFDS or subsidiaries are not recorded. However, due to the long-term time charter of four ships – 457, 458, 462 and 463 – they are included in the fleet too.

Histories for auxiliaries as barges and vessels owned by part-owned companies, scrapped or lost are not recorded in the updated fleet list.

The fleet list is corrected to September 2016.

The vessels are arranged in chronological order. For new ships the date of delivery is decisive, and for second hand vessels it is the Bill of Sale date. If two or more ships were purchased or delivered on the same day, they are arranged according to their age. Ships still in existence in 1991 keep their number in the fleet list from the 1991 book. New ships from 1991 onwards are numbered in chronological order.

In case a DFDS ship name occurs more than once, a number is added after the name: (I), (II), (III) etc. Ship names are followed by the years the vessel was owned or bareboat chartered by DFDS.

**Technical information includes**

- IMO number
- Type of vessel
- Number of decks
- Building material is steel unless otherwise noted
- Tonnages
- Dimensions in metres: length overall/length between perpendiculars x breadth extreme/breadth moulded x depth/draught. Numbers in brackets denote registered dimensions. For car ferries with two car decks two depths are recorded with the depth to upper car deck in brackets. In case a major change in dimensions etc. have taken place, the year of change and the new data are added.
Shipbuilder and yard number ■ Engine type, number and dimensions of cylinders (mm), designation, horse power, speed and engine builder, if different from the shipbuilder ■ Passenger and car capacity etc.

History
The dates of ship’s sales are Bill of Sale dates (day, month, year) unless otherwise noted. Managers are mentioned in brackets after owners, followed by homeport of the vessel. Homeports are tentatively spelt as seen on the vessel: e.g. København – not Copenhagen, Göteborg – not Gothenburg etc. When ships (not DFDS or ex. DFDS vessels) are mentioned in the text, they are followed by the gross tonnage and the year built in brackets.

ABBREVIATIONS
sh = shelter deck
grt = gross tonnage (1947)
nrt = net tonnage (1947)
DW = deadweight (metric)
GT = gross tonnage (1969 rules)
NT = net tonnage (1969 rules)
(BB) = length overall incl. bulbous bow
1D = one diesel engine
cyl. = cylinders
2SA = two stroke single acting
4SA = four stroke single acting
bhp = brake horsepower
kn = knots
KS = Limited partnership company
PR = Joint ownership company
ldt = Light-ship displacement ton
miles = nautical miles (1,852m)
GRP = Glass fibre Reinforced Plastic
DIS = Dansk Int. Skibsregister
NIS = Norsk Int. Skipsregister
MoA = Memorandum of Agreement

Svitzer = A/S Em. Z. Svitzer’s Bjergnings-Entreprise, Copenhagen

A/S Burmeister & Wain = A/S Burmeister & Wain’s Maskin- og Skibsbyggeri, Copenhagen

Service: Copenhagen-Antwerp/France = Service: Copenhagen-Antwerp and Copenhagen-France.

50. **MØEN** (I) 1875 - 1898


**08.1874:** Ordered.
**09.1874:** Contract taken over by Det forenede Dampskibs-Selskab A/S - DFDS.
24.04.1875: Launched.
01.05.1875: Trial. Delivered to DFDS, Kjøbenhavn. Price: 48,000 DKK. However, returned to the builder for a new propeller, due to insufficient speed.
29.06.1875: Arrived Stege for the first time. Services mainly: Masnedsund-Kallehave-Koster-Stege or Masnedsund-Stubbekjøbing/Fejø.
1889: New boiler installed.

25.02.1898: Sold to P/R (A.B. Hulthén), Helsingborg and renamed MÖLLE. Price: 16,000 DKK.
28.05.1898-05.09.1898: Service: Landskrona-Helsingborg-Mölle.
30.06.1899: Sold to Anders Elfversson, Mölle.
21.09.1899: Sold to A/S Cementfabrikken Dania, Mariager and renamed MØEN. Rebuilt as a cargo vessel.
1909: Lengthened by the builder.
1923: New boiler installed.
17.08.1929: Sold to Andelsselskabet Dansk Cement Central, Mariager.
16.09.1937: Name of company now A/S Dansk Cement Central.
1949: Discarded and laid up at Copenhagen.
18.06.1949: Sold to Torben Edvin Larsen, Mariager.
10.08.1949: Sold to William Kristian Rysz, Mariager.
08.1949: Towed to Hadsund and laid up.
1951-1952: Converted to a 3-masted motor schooner, and renamed FRITHIOF.

29.06.1971: Sold to Ove Peder Ovesen, Mariager.
07.01.1974: Sold to Mary Esther Ovesen, Mariager.
12.05.1975: Sold to Aage Jensen Stockholm, København and renamed SUNDIA. Converted to a passenger vessel. Used for pleasure fishing in the Sound.
03.05.1985: Sold to Den selvejende institution “ELIDA” (Carl Emil Laursen), Aarhus (an organisation associated with the Pentecostal Movement) and renamed ELIDA. Price: 600,663 DKK. Converted at Hov Bådebyggeri, Hov.
11.01.2001: Sold to Birger Jansen, Aarhus. Price: 1.45 m.DKK.
08.06.2001: Homeport changed to Ebeltoft and renamed MIE.
12.09.2006: Sold to Ole Bay Smidt & Birger Jansen (Birger Jansen), Ebeltoft. Price: 2.2 m.DKK.
2011: Refurbished. Price: 4 m.DKK. Then made a three year’s cruise around the world.

Still extant.

218. **VIKING (II) 1915 - 1929**

Sail training vessel, 4-masted bark ■ 2d ■ 2952grt, 2541nrt, 4066dw ■ 356’6”(incl. bowsprit)/284’6”x45’9.5”x26’5”/23’3” ■ A/S Burmeister & Wains Maskin- og Skibsbyggeri, Copenhagen, no. 253 ■ Cadets: 80
Ordered.
Keel laid.
Named and launched.
Capsized at the fitting out quay during a gale with heavy showers. The vessel was partly flooded, and masts were resting on the quay.
Raised by Svitzer.
Delivered to "Den danske Handelsflådes Skoleskib for Befalingsmænd", Kjøbenhavn. Price: 591,000 DKK.
24.05.1912-19.03.1913: Voyage: Cardiff-Mejillones-Falmouth-Aarhus.
03.05.1915: Owner liquidated.
26.05.1915: Arrived Copenhagen.

27.05.1915: Sold to Det forenede Dampskibs-Selskab A/S - DFDS, Kjøbenhavn. Price: 320,000 DKK.
05.06.1915-06.02.1916: Voyage: Copenhagen-Aalborg-Rio de Janeiro-Buenos Aires-Falmouth-Frederikshavn-Kalundborg-Copenhagen.
29.05.1917: Left Copenhagen.
04.06.1917: On voyage Copenhagen-South America towed by S/S SEJŘØ of Kjøbenhavn 130/13 captured by the German submarine UB35 and taken to Swinemünde for inspection.
06.06.1917: Released and returned to Copenhagen.
07.06.1917: Arrived Copenhagen.
15.10.1919-03.06.1920: Voyage: Copenhagen-Port Talbot-Rio de Janeiro-Buenos Aires-Aarhus-Copenhagen.
20.06-16.07.1920: Docked at B&W.
17.07-02.09.1920: Laid up.
03-04.09.1920: Docked at B&W.
15.10.1921-21.03.1923: Laid up at Copenhagen.
21.03.1923: Docked at B&W for bottom painting.
22.07.1925-22.10.1926: Laid up at Copenhagen.
23-28.10.1926: Docked at B&W.
23.12.1927: Laid up until sale.
10.07.1929: Shifted to A/S Burmeister & Wain and docked before the sale.

12.07.1929: Sold to Gustaf Erikson (96%) and family members (4%), Mariehamn.
16.07.1929: Taken over by her new owner.
07.1944: Shifted to Stockholm and used as a grain storage.
12.1944: Towed to Turku loaded with grain. The grain was discharged.
1945: Left Åbo during the spring for Mariehamn.
01.06.1950: Arrived in tow at Rotterdam.
15.06.1950-31.08.1950: 118,000 visitors during a shipping exhibition at Rotterdam.
26.01.1951: Sold to Föreningen Viking, Göteborg. Price: 18,000 GBP.
10.05.1951: Sold to P/R (Sven Olof Traung), Göteborg.
29.05.1951: Left Rotterdam with 2000 tons of coke towed by the tug S/S KARL of Göteborg 259/40.
02.06.1951: Arrived Gothenburg.
11.10.1951: Sold to Göteborgs kommuns Skolförvaltning, Göteborg. Converted into a training vessel permanently moored at Gothenburg.
17.09.1957: Inaugurated as a training vessel at Lilla Bommen, Gothenburg.
07.1960: Used as an accommodation vessel at Marstrand during a regata.
1982: Entered Swedish registry as BARKEN VIKING.
1993: Shifted from Lilla Bommen to Gullbergskajen.
11.03.1994: Towed by the tugs BJÖRN and JOHN to Grotenius Varv.
1994: Thoroughly refurbished at Grotenius Shipyard.
20-21.02.1995: Reinaugurated as a training vessel after being refurbished for 42 m.SEK.

Still lying at Gothenburg as a hotel and restaurant.

319. **RIBERHUS** 1950 - 1968

5294199 ■ Cargoship ■ 1d&sh ■ Containerized ■ 2ha/1ho,
1679gr/1547ba ■ 471gtr, 195nrt, 644dw ■
64.05/58.50x10.52/10.46x5.94/3.836 ■ Helsingør Skibsværft og
Maskinbyggeri A/S, Elsinore, no. 296 ■ 1D 2SA 6cyl. (350x620),
B&W 635-VF-62, 1200bhp, 14kn, no. 431, A/S Burmeister & Wain’s
Maskin-og Skibsbyggeri, Copenhagen, no. 4656 ■ Passengers: 12
21.03.1949 (yard), 25.03.1949 (owner): Ordered.
15.09.1949: Keel laid.
03.02.1950: Named and launched.
24.08.1950: Trials in the Sound and delivered to Det forenede Dampskibs-Selskab A/S - DFDS, Horsens. Ran into the quay at Elsinore when returning from trials after the bridge control had failed.
26.08.1950: Left Elsinore.
29.08.1950: Left Copenhagen for Horsens on her maiden voyage.
1964 and 1965: Occasionally in service: Copenhagen-Samsø-Odense.
21.01.1967: Arrived Kvæsthusbroen, Copenhagen from Vejle. Laid up.

26.09.1968: Sold to Beekay Lines Ltd., Georgetown (Cayman Islands).
27.09.1968: Taken over by her new owner.
05.11.1968: Sailed Copenhagen for Hamburg.
1969: Transferred to Beekay Shipping Co. Ltd., Georgetown.
1974: Renamed NORD CARGO.
1977: Sold to Negocios Maritimos S.A., Panama and renamed KIRKE.
1983: Sold to International Maritime Operations Inc., Panama and renamed NEW PORT.

RIBERHUS 18.06.1967
Gasværkhavnen, Copenhagen
343. **KOLDINGHUS (II) 1959 - 1969**

5191701 ■ Cargoship ■ 1d&sh, OSD, containerized ■ 2ha/1ho, 2350gr/2045ba ■ 760grt, 304nrt, 1031/1550DW ■
77.32/70.00x11.05/11.00x6.25/4.02//5.00 ■ A/S Aarhus Flydedok & Maskinkompagni, Aarhus, no. 105 ■ 1D 2SA 6cyl. (350x620), B&W 635-VBF-62, 1680bhp, 13.5kn, Helsingør Skibsværft og Maskinbyggeri A/S, Elsinore, no. 512 ■ Passengers: 12

04.09.1957: Ordered. Contract price: 6,075,000 DKK.
22.04.1958: Keel laid.
17.03.1959: Trials and delivered to Det forenede Dampskibs-Selskab A/S - DFDS, Kolding. Price: 6,275,900 DKK.
18.03.1959: Left Aarhus.
16.11.1967: Arrived Kvæsthusbroen, Copenhagen from Randers. Laid up.

05.05.1969: Taken over by the new owners.
04.07.1969: Renamed C.T.M.A.
08.07.1969: Left Copenhagen for Middlesbrough.
1975: Renamed MADELEINE.
1988: Sold to Cayman Islands Transport Co. Ltd., Georgetown.
1990: Renamed ST. MARC.
02.1992: Homeport changed to Belize and renamed RECOVERY.
KOLDINGHUS 24.07.1967 Copenhagen

348. KONG OLAV V (I) 1961 - 1968

OLAV 1968 - 1969

5192640 ■ Twin screw passengership ■ 3d ■ 1ha/1ho,
1885gr/1688ba ■ 5150grt, 2509nrt, 1112DW ■
121.01/106.51x16.18/16.16x8.56/4.88 ■ Aalborg Værft A/S, Aalborg,
no. 135 ■ 2D 2SA 2x8cyl. (500x900), B&W 850-VBF-90, 7500bhp,
21.5kn, Helsingør Skibsværft og Maskinbyggeri A/S, Elsinore, no.
520/1 ■ Passengers: 117 I, 278 II, 805 deck
08.10.1959: Ordered.
07.04.1960: Keel laid.
02.07.1961: Trials in Limfjorden off Hals and Vinga.
05.07.1961: Delivered to Det forenede Dampskibs-Selskab A/S - DFDS, København.
05.07.1961: Arrived Langelinie, Copenhagen from Elsinore.
08-24.05.1968: Called at Landskrona instead of Copenhagen during a strike among officers.
29.05.1968: Renamed OLAV.
26.06-12.08.1968: Service: Copenhagen-Aalborg.
23.09.1969: Docked at Aalborg before the sale.
03.10.1969: Taken over by her new owner and renamed TAIWAN.
1970: Rebuilt by Taikoo Dockyard and Engineering Co. Ltd., Hong Kong. Service: Hong Kong-Keelung.
19.04.1972: Registered as sold to Birka Line A/B (Bror Husell), Mariehamn and renamed BARONESSAN. One day cruises: Mariehamn-Stockholm.
16.12.1980: Registered as sold to Yick Fung Shipping & Enterprises Co. Ltd., Panama and renamed MIN FUNG.
1981: Taken over by China Ocean Shipping Co. (COSCO), (Peoples Rep. of China) and renamed JI MEI.
1983: Sold to Fujian Province Shipping Co. (Fuzhou Branch), Xiamen and renamed NAN HU.
1985: Sold to Guangdong Province, Hong Kong & Macau Navigation Co., Guangzhou.
2000: Reported as broken up in China.
OLAV 16.06.1968 The Sound

OLAV 31.05.1968 Copenhagen

352. **SKYROS** 1962 - 1973
5331612 ■ Cargoship ■ 1d&sh ■ Partly refrigerated ■ 4ha/4ho, 5833gr/5465ba incl 1841 insl ■ 2661grt, 1286nrt, 3317dw ■ 110.41/100.00x15.52/15.50x9.30/6.10 ■ Frederikshavn Værft & Tørdok A/S, Frederikshavn, no. 232 ■ 1D 2SA 6cyl. (500x1100), B&W 650-VTBF-110, 3450bhp, 15.25kn, Helsingør Skibsværft og Maskinbyggeri A/S, Elsinore, no. 527 ■ Passengers: 12

16.05.1960: Ordered.
12.04.1962: Named. However, launch postponed due to heavy wind.
30.08.1962: Trials.
31.08.1962: Trials and delivered to Det forende Dampskibs-Selskab A/S - DFDS, København.
01.09.1962: Left Copenhagen for Funchal on her maiden voyage.
1966: Trip: Copenhagen-South America.
02.1973: Time chartered for about two months to Oldenburg-Portugiesische Dampfschiffs Reederei, Hamburg for service: Europe-Canary Islands.
06.1973: Arrived Esbjerg from Hamburg. Laid up.
12.12.1973: Taken over by her new owner and renamed BERYTE.
1984: Sold to Wing Ko Maritime S.A., Panama and renamed WING KO.
1992: Sold to K. S. Maritime S.A., Panama and renamed ASIAN EXPRESS.

20.03.1995: Anchored off Alang.
31.03.1995: Beached at Alang for demolition.
357. **BERGENHUS (III) 1964 - 1968**

5426390 ■ Cargo ship ■ 1d&sh, containerized ■ 1ha/1ho, 2270gr/2028ba ■ 780gtn, 290nrt, 994dw, 1262GT, 696NT, 1575DW ■ 77.32/70.00x11.03/11.00x6.25/4.02 ■ A/S Aarhus Flydedok & Maskinkompagni, Aarhus, no. 120 ■ 1D 2SA 6cyl. (350x620), B&W 635-VBF-62, 1680bhp, 13.5kn, A/S Burmeister & Wain’s Maskin- og Skibsbyggeri, Copenhagen, no. 7213 ■ Passengers: 12 (in domestic service)

**21.11.1962:** Ordered.
**25.04.1963:** Keel laid.
**25.09.1963:** Named and launched.
**10.01.1964:** Trials.
**11.02.1964:** Trials and delivered to Det forenede Dampskibs-Selskap A/S - DFDS, København.
**12.02.1964:** Left Aarhus for Copenhagen and arrived the next day.
**14.02.1964-1967:** Service mainly: Copenhagen-west coast of Norway.
**1964:** Service also: Copenhagen-Horsens-Vejle or Frederikshavn-Oslo.
**1964, 1965+1966:** Service also: Copenhagen-Kolding-Fredericia-Sønderborg-Svendborg-Aabenraa.
**1965+1966:** Service also: Copenhagen-Felixstowe.
**1966:** Service also: Copenhagen-Goole.
**09.1966:** Inaugurated the service: Aarhus-west coast of Norway.
**01.1967:** Trip: Copenhagen-Antwerp-Copenhagen.
**21.01.1967-10.08.1967:** Service now: Copenhagen-Horsens/Vejle.
**10.08.1967:** Arrived Kvæsthusbroen, Copenhagen from Vejle. Laid up.
**14.11.1968:** Sold to Union of Burma Five Star Line Corporation, Rangoon.
19.11.1968: Taken over by her new owner and renamed PHA SHWE GYAW YWA. Price: 137,500 GBP.
29.11.1968: Left Copenhagen for Hamburg.
1976: Name of owner now Burma Five Star Shipping Corporation.
1989: Due to change of name of the country and its capital owner now named Myanma Five Star Line, Yangon.
07.09.2007: Sold to Nawar Shipping Ltd., Yangon.

Still extant.

BERGENHUS 13.07.1967 Copenhagen

358. **ENGLAND** (II) 1964 - 1983

6403278 ■ Twin screw passengership ■ 4d ■ 2ha/4ho, 1268gr incl 400 insl ■ 8221grt, 4277nrt, 1451dw ■ 140.00/125.00x19.33/19.31x12.00/5.54 ■ Helsingør Skibsværft og
Maskinbyggeri A/S, Elsinore, no.369 ■ 2D 2SA 2x10cyl. (500x1100), B&W 1050-VT2BF-110, 14,000bhp, 21kn, no. 543/4 ■ Passengers: 155 I, 244 II, 467 in all ■ Cars: 100, 1974: 120

28.03.1962(yard), 05.04.1962(owner): Ordered.
09.05.1963: Keel laid.
14-15.05.1964: Trials in the Sound.
25.05.1964: Trials and delivered to Det forenede Dampskibs-Selskab A/S - DFDS, Esbjerg. Left the same day the builders and arrived Langelinie, Copenhagen. Price: 47.93 m.DKK.
27/28/29/30.05.1964: Presentation trips from Copenhagen.
31.05.1964: Left Copenhagen for Harwich.
03.06.1964: Presentation trip from Harwich.
04.06.1964: Left Harwich for Esbjerg and arrived the next day.
11.06.1964: Service mainly: Esbjerg-Harwich.
07.12-12.12.1966: At Kvæsthusbroen, Copenhagen during celebration of DFDS's 100th year anniversary.
01.03-16.04.1969: Two cruises: Copenhagen-Madeira-Teneriffe-Dakar-Casablanca-Lisbon-Copenhagen.
04.01-11.02.1971+05-23.03.1971: Rebuilt by Aalborg Værft A/S. Berths capacity increased to 566.
12.02-04.03.1971: Service: Copenhagen-Oslo.
04.05.1971: Name of company changed to DFDS A/S.
1972: Hull colour changed to white.
09.07.1974: Left Esbjerg on the first trip to Torshavn.
05.10.1974: Chartered to Det Bergenske D/S.
02.11.1975-06.05.1976+ 08-21.05.1977+17-27.05.1978+ 22.04-05.05.1979+04-25.05.1980: Service: Copenhagen-Oslo.
1977: Rebuilt at Esbjerg, extra deck installed aft, car capacity increased by 25.
23.02-10.05.1978: Accommodation vessel at Stord Verft, Norway.
09.1979: Service also: Esbjerg-Cuxhaven-Harwich.
30.08-04.10.1980: Time chartered for service: Southampton-Zeebrugge and then Harwich/Immingham-Zeebrugge.
11.05-06.06.1981: Service: Esbjerg-Newcastle.
12.01-28.03.1982: Lying at Esbjerg.
02.04.1982: Arrived Copenhagen from Frederikshavn.
14.04-09.06.1982: Service: Copenhagen-Oslo.
15-23.03.1983: Single trip: Esbjerg-Trondheim-Plymouth-Esbjerg. Last commercial trip for DFDS.
23.03.1983: Laid up at Esbjerg.
08.09.1983: Left Esbjerg for Frederiks-havn Værft A/S.
23.09.1983: Taken over by her new owner at Frederikshavn Værft A/S.

29.09.1983: Left Tilbury for the South Atlantic for two year’s service for the British Government: Cape Town-Port Stanley, the Falkland Islands with construction workers and supplies, during building of a new airport on the islands. Completed 21 voyages.
03.07.1985: Arrived Birkenhead from the South Atlantic. Laid up.
09.1986: Called at Aarhus with NATO troops.
1986: Sold to Start Point Investments S.A. (Bilinder Marine Corp.
S.A. (John S. Latsis)), Panama and renamed AMERICA XIII.
23.12.1986: Left Birkenhead for Jeddah to be used for
transportation and accommodation during construction of oil
refineries in Saudi Arabia.
02.01.1987: Passed the Suez Canal for Jeddah.
02.09.1987: Laid up at Piraeus.
1987: Renamed EMMA.
1988: Renamed EUROPA. Conversion into a super yacht
commenced by the Elefsis Shipyards S.A. Totally stripped to the
steel plates, both inside and out. Considerable steelwork
alterations were made. However, the project was never finished.
2001: Sold to St. Vincent and Grenadines owner, Kingstown to be
scrapped in India. Renamed EUROPE.
Called Laurium the same day. The tow taken over by UTYOS
(1160/1983) in position 37° 45' N, 23° 38' E.
30.03.2001: Passed the Suez Canal.
03.04.2001: Left Suez for Alang. Last report.
05.2001: Reported to have sunk in the Red Sea near Aden during
heavy weather.

| 359. | SKIPPER CLEMENT 1964 - 1976 |
|  | SLAVIJA 1976 - 1976 |

5405542 ■ Twin screw passenger and car ferry ■ 2d and sh ■
2964gt, 1464nt, 737dw, 1996: 3983GT, 1483NT, 735DW ■
88.10/80.00x16.21/16.18x5.34/4.22 ■ Bartram & Sons, Sunderland,
no. 397 ■ 4D 4SA 4x9cyl. (300x450), M.A.N. G9V 30/45A.L.,
5240bhp, 17kn., Bremer Vulkan A.G. Schiffbau und Maschinenfabrik, Bremen- Vegesack ■ Passengers: 114 I, 154 II, 1000 in all. ■ Cars: 100

**SKIPPER CLEMENT 25.06.1974 Copenhagen**

**11.08.1962:** Ordered. Contract price: 11,500,000 DEM.
**28.01.1963:** Keel.
**09.05.1963:** Launched. Towed to Bremen.
**20.05.1963:** Bremer Vulkan commenced final fitting out.
**30/31.07.1963:** Trials.
**04.08.1963:** Delivered to A/S Born-holmsfærge af 1962 (Børge Jepsen), Rønne as JENS KOFOED.
**05.08.1963:** In service: Rønne-Copenhagen/Ystad.
**02.04.1964:** From this date service also: Ystad-Swinoujscie.
25.11.1964: Sold to Det forenede Damp-skibs-Selskab A/S-DFDS, København.

08.12.1964: Taken over and renamed SKIPPER CLEMENT.


18.01.1965-16.02.1965: Hull colour changed to black at Elsinore.

20.02.1965: In service: Frederikshavn-Oslo.


04.05.1971: Name of company changed to DFDS A/S.

1973: During spring time hull colour changed to white.


26.06-06.07.1974: Chartered by BP for service: Newcastle-North Sea oil rig.

11.08-22.08.1974: Charter to BP for service: Leith-North Sea oil rig.


06.1975-09.1975: Chartered to Aznar Line, Spain for service: Port Vendres-Alcudia (Mallorca).

08.04.1976: Renamed SLAVIJA. Time chartered for six months to JADROLINIJA with purchase option.

06.09.1976: Sold to Jadranska Linijska Plovidba (JADROLINIJA), Rijeka.


1991: Name of owner now JADROLINIJA P.O.


1992: Calls at Corfu and Igoumenitsa were terminated.

1997: Service: Split-Starigrad and Split-Starigrad-Hvar-Vela Luka-Vis.
**09.1998:** Sold to Inver Shipping Ltd. (Globetrotter S.r.l.), Kingstown and renamed EUROPA I.

**11.1998:** Rebuilt at Durres Shipyard, Albania. The bow visir and door was permanent closed.


**1999:** Manager now: Skenderberg Lines Ltd. Service: Vlore-Brindisi, where she had bad publicity with several allegations of drug smuggling into Western Europe by the Albanian mafia.

**03.04.2001:** Arrested at Brindisi after suspicion that the mafia controlled the ship and used it for money laundering from casino gambling and smuggling. Laid up at Brindisi.

**07.2001:** Resumed service: Brindisi-Vlore.

**29.03.2002:** Homeport changed to La Paz (Bolivia).

**12.2001+11.2002:** Detained at Brindisi by the Port State Control with respectively 45 and 23 deficiencies.

**03.12.2003:** Detained at Brindisi for 35 days by the Port State Control for 30 deficiencies.

**01.10.2004:** On voyage Brindisi-Vlore fire broke out in the auxiliary engine room about 8 miles off Sazani island. Damage to the engine room was extensive.

**02.10.2004:** Arrived Vlore in tow.

**17.11.2004:** Left Vlore for Piraeus.

**30.12.2004:** Service: Brindisi-Vlore after repairs at Piraeus.

**02.2007:** Manager now: Globetrotter Srl.

**2010:** Sold to Berket Ihracat-Ithalat Germi, Aliaga for demolition.

**14.02.2010:** Arrived Aliaga.

**06.2010:** Demolition completed.
365. **KRETA** 1966 - 1971

6608036 □ Cargo ship □ 1d and sh □ 499gt, 285nt, 1089dw □ 69.96/63.00x11.03/11.00x6.56/3.80 □ Rolandwerft G.m.b.H., Bremen-Hemelingen, no. 933 □ 1D 4SA 8cyl. (320x450), MaK 8MU 451AK, 1199bhp, 12kn., Atlas MaK Maschinenbau Kiel GmbH., Kiel
02.09.1964: Ordered.
20.08.1965: Keel. Intended name CAPRI.
21.01.1966: Launched sideways.
31.03.1966: Left Bremen for a trial. However a fire broke out and she returned to the builder for repairs.
20.04.1966: Delivered to Det forenede Dampskibs-Selskab A/S - DFDS., København and left Bremen the same day for Copenhagen. Service mainly: Copenhagen-Antwerp-Western Mediterranean.
1966: Service also: Copenhagen-Antwerp/west coast of Norway.
04.05.1971: Name of company changed to DFDS A/S.
29.09.1971: Arrived Copenhagen from Aarhus and docked at Nordhavns-værftet before the sale.
22.10.1971: Taken over by her new owner and renamed RENEE R.E.
1985: Sold to Daffodil Marine Co. Ltd., Limassol and renamed PRINCESS S.
1989: Renamed CEDAR HOPE.
1989: Homeport changed to San Lorenzo.
1989: Renamed DALANDA.
1989: Renamed SAMRA.
1992: Sold to Mohamed Johar, Lattakia and renamed AL ITTEHAD.
01.06.2008: Sold to R. N. Abbas, Panama and renamed CRYSTAL II.

Still extant.

369. **MISSOURI** 1966 - 1980

6605010 ■ Cargoliner ■ 1d & sh ■ 6ha/6ho, 12,244gr/10,049ba + 1,092 insl ■ 4508gtr, 2282nrt, 6665dw ■
141.10/127.50x18.80/18.75x11.00(8.16)/7.38 ■ A/S Burmeister & Wains Maskin- og Skibsbyggeri, Copenhagen, no. 811 ■ 1D 2SA 10cyl. (620x1400), B&W 1062-VT2BF-140, 10900bhp, 19kn, Helsingør Skibsværft og Maskinbyggeri A/S, Elsinore, no. 558

11.11.1964: Ordered.
17.11.1965: Keel laid.
17.06.1966: Trials.
20.06.1966: Delivered to Det forenede Dampskibs-Selskab A/S - DFDS, København.
22.06.1966: Left Copenhagen for Aarhus and Copenhagen.
28.06.1966: Left Copenhagen for North America.
1967+1968: Service also: Copenhagen-South America.
04.1971: Name of company changed to DFDS A/S.
02.10.1978: Arrived Copenhagen from Naples. Laid up.

03.10.1980: Taken over by her new owner and renamed ERMIONI.
1984: Manager now Prodromos Lines S.A. (Spyridon E. Marinakos).
11.1989: Sold to Runner Maritime Ltd. (Fairdeal Traders S.A. (Michael Sarrsos)), Valletta and renamed FAIR RUNNER.

27.09.1991: Left Mongla for Chittagong.
04.10.1991: About this date arrived Chittagong.
20.10.1991: Work commenced by Sijan Steel Ltd. at Chittagong.

| 6609303 | RO/RO cargo vessel | 999gt, 424nt, 1069dw, 1211gt, 568nt, 1471dw | 79.20/70.00x14.-71/14.25x9.20/3.70, 94.19/84.99x14.71/14.25x9.20/3.73 | Cantieri Navale Felszegi S.p.A., Trieste, no. 82 | 1D 4SA 10cyl. (385x580), MaK 10MZU 582AK, 2200bhp, 14kn., Atlas MaK Maschinenbau GmbH, Kiel |

25.04.1965: Keel.  
05.08.1966: Trials.
10.08.1966: Delivered to Det forenede Dampskibs-Selskab A/S - DFDS, København. Named UNITED for the trip from the builder to Copenhagen.
12.08.1966: Left Trieste for Copenhagen.
25.08.1966: Arrived Copenhagen.
29.08.1966: Renamed SUSSEX.
06.09.1966: Left Copenhagen for Antwerp.
04.05.1971: Name of the company changed to DFDS A/S.
26.02.1974: Renamed NOPAL SURF during a time charter to Nopal Line (Øyvind Lorentzen) for two years. Service in the Caribbean.
15.03.1974: Left Aalborg for the Caribbean via Hamburg and Madeira.
29.03.1976: Renamed SUSSEX.
15.10.1976: Laid up at Frederikshavn.
02.1977: Time chartered for six months to Truckline Ferries, Paris for service: Cherbourg-Poole.
02.03.1978: Arrived Esbjerg from Harwich. Laid up.
30.11.1978: Laid up at Copenhagen.
28.12.1979: Taken over by her new owner and renamed SATTAM.
1980: Taken over by Abushal Shipping & Trading Establishment, Jeddah.


18.01.1996: Broken up by Ispat Traders in India.
371. **MICHIGAN** 1966-1980

6610596 ■ Cargoliner ■ 1d & sh ■ 6ha/6ho, 12,244gr/10,049ba + 1092 insl ■ 4503gRT, 2279nRT, 6665DW ■ 141.10/127.50x18.80/18.75x11.00(8.16)/7.35 ■ A/S Burmeister & Wains Maskin- og Skibsbyggeri, Copenhagen, no. 812 ■ 1D 2SA 10cyl. (620x1400), B&W 1062-VT2BF-140, 10900bhp, 19kn, no. 7268

**11.11.1964:** Ordered.

**05.02.1966:** Keel laid.

**11.03.1966:** Named and launched.

**15.09.1966:** Delivered to Det forenede Dampskibs-Selskab A/S - DFDS, København.

**16.09.1966:** Left Copenhagen for Aarhus and Copenhagen.

**20.09.1966:** Left Copenhagen for North America.

**1966-1969:** Service: Copenhagen-North America/South America.

**1967-1978:** Service: Nordana Line.

**04.05.1971:** Name of company changed to DFDS A/S.

**09.06.1971:** While at Houston two crew members were killed by a boiler explosion.

**29.07.1971-15.10.1971:** Repaired at Frederikshavn.


**07.08.1972:** On voyage La Guaira-Veracruz grounded 18 miles off Veracruz.

**29.08.1972:** Refloated by tug RESCUE.

**02.09.1972:** Arrived in tow at Beaumont for drydocking.

**07.09.1972:** Left Beaumont for Frederiks-havn in ballast.

**21.09.1972:** Arrived Frederikshavn. Repaired by Frederikshavn Værft & Tørdok A/S.

**20.10.1972:** Left Frederikshavn after repairs for the Mediterranean.
05.09.1978: Arrived Copenhagen from New Orleans and laid up.
21.01.1980: Taken over by her new owner and renamed ZANET.
1984: Manager now Prodomos Lines S.A. (Spyridon E. Marinakis).
1992: Sold to Pelican Shipping (Incom Shipping Ltd.), Kingstown (St. Vincent) and renamed ANET.

29.08.1992: Arrive at Gadani Beach for demolition.
29.08.1992: Work commenced by Abdul Noor Mohammed & Co., Gadani Beach.

30.03.1966: Keel laid.
16.08.1966: Contract signed for fitting out by Howaldtswerke.
20.10.1966: Named and launched.
24.10.1966: Arrived Hamburg to be fitted out.
07.09-30.09.1969: Equipped with a container crane at Elsinore.
04.05.1971: Name of company changed to DFDS A/S.
15.11.1972: Arrived Frederikshavn Værft & Tørdok A/S to be lengthened.
20.11.1972: Cutting of the hull commenced.
09.02-04.03.1974: Height of upper trailer deck increased at Frederikshavn.
12.1978-03.05.1979: Time charter to Ford Motor Co. for service: U.K.-Flushing/Bremerhaven/Ireland/Esbjerg / Helsingborg.
**28.01-07.02.1980:** Time charter to Ford Motor Co. for a trip: Grimsby-Bremerhaven-Southampton-Bremerhaven-Hartlepool-Esbjerg.

**1980+1981:** Service also: Hamburg-Harwich.


**03.02-12.02.1981:** Time charter to Volvo for two trips: Gothenburg-Felixstowe.

**29.05.1981:** Left Esbjerg for Unterweser to be converted into a livestock carrier by Detlef Hegemann GmbH & Co. and arrived the next day.

**24.07.1981:** Sold during conversion to Scandinavian Livestock Carriers Inc. (Siem Shipping Ltd. (50%) & DFDS (50%)), Monrovia.

**03.09.1981:** Delivered after conversion.

**22.09.1981:** Renamed PURCELL LIVESTOCK during time charter for two years to Purcell Export Ltd. Transported 2310 cows from Waterford to Alexandria on first voyage.

**01.1982:** Laid up.

**1982:** Renamed LIVESTOCK.

**1984:** Manager now Common Brothers (Management) Ltd. and renamed FASTOCK.

**30.11.1984:** Arrived Liverpool. Laid up.

**1985:** Manager now Atlantic Marine Ltd.

**1987:** Homeport changed to Colombo and renamed AFRODITI.

**17.04.1988-12.1994:** Laid up at Piraeus.

**03.1991:** Sold to Olympic Mediterranean Cruises Cruises S.A. (Ioannis Koutalidis), Piraeus.

**02.1994:** Transferred to Jay Shipping Corp., Kingstown.

**1994:** Transferred to Olympic Mediterranean Cruises Shipping Co., Kingstown.

**30.12.1994:** Left Piraeus for Waterford.
1996: Sold to A. Sleiman Co. & Sons (Tamara Shipping), Beirut and renamed ZAHER V.

2003: Sold to Christian Deby Moratides (Tamara Shipping), Beirut.

Still extant.

---

SOMERSET 11.11.1972 Esbjerg

---

377. LABRADOR 1967 - 1980

6705339 ■ Cargoliner/training vessel ■ 1d and sh ■ 4430gt, 2333nt, 6691dw, 1982: 6968gt, 3958nt, 7323dw ■ 141.10/127.51x18.80/18.76x11.00/7.38, 1982: 141.10/127.51x23.75/18.76x11.00/8.64 ■ Bergens Mekaniske Verksteder A/S, Bergen, no. 459 ■ 1D 2SA 10cyl. (620x1400), B&W 1062-VT2BF-140, 10900bhp, 19kn., A/S Burmeister & Wain’s Maskin- & Skibsbyggeri, Copenhagen ■ Cadets: 20
11.09.1964: Ordered.
25.08.1966: Keel. Intended name QUEBEC.
10.01.1967: Launched.
15.04.1967: Left Bergen for Copenhagen.
04.05.1971: Name of company changed to DFDS A/S.
01.1973: Trip: Copenhagen-Ashdod.
26.06.1980: Arrived Copenhagen from Oslo and laid up.
28.11.1980: Left Copenhagen for Aalborg Værft A/S. The last conventional cargo vessel in the fleet and the last DFDS owned ship in the Copenhagen-South America service.

05.12.1980: Sold to St. Helens Shipping Co. Inc. (Weco-Shipping I/S), Monrovia.
22.12.1980: Taken over by her new owner and renamed VIBORG.
11.03.1981: Left Aalborg for Bangkok via Halmstad with general cargo.
26.03.1981: Abandoned by the crew off Cap Finisterre, after the engine room had flooded.
28.03.1981: Towed to Corcubion.
08.05.1981: Left Vigo in tow by tug SKULD of Aarhus 299/70 for Copenhagen, where the cargo was unloaded.
21.05.1981: Arrived Elsinore and repaired by Helsingør Værft A/S.
30.06.1981: Taken over by Livestock-Carriers Pte. Ltd. [Borgships Inc., Liberia (50%) & Ortem Pte. Ltd. (50%)] (Weco-Shipping (H.K.) Ltd.), Monrovia.
02.10.1981: Left Copenhagen for Vigo and Bangkok after reloading of her cargo.
11.11.1981: Arrived Keppel Shipyard, Singapore to be converted into a livestock carrier. Equipped with sponson tanks.
10.02.1982: Left Singapore after conversion.
05.03.1982: Left Adelaide for Bandar Abbas with her first cargo of sheep.

1988: Manager now Barber Ship (Management) Ltd.

07.1990: Sold to Compania Vize Maritima S.A. (Barber Ship (Management) Ltd.), Panama.

1992: Manager now Accord Ship Management (Pvt.) Ltd.


18.03.1999: Arrived Alang for demolition by Gujarat Pickers Industries.


6718233 ■ Twin screw passenger and car ferry ■ 2d ■ 8657gt, 4487nt, 1790dw ■ 140.65/125.00x20.53/20.50x13.50/5.59 ■ Cantieri Navali del Tirreno e Riuniti S.p.A., Riva Trigoso, Genova, no. 277 ■ 2D 2SA 2x10cyl. (500x1100), B&W 1050-VT2BF-110, 14000bhp, 21kn., by the builder at Ancona ■ Passengers: 124 I, 274 II, 64 deck ■ Cars: 180


15.01.1966: Keel laid.

22.04.1967: Launch postponed due to the weather.


19.05.1967: Delivered to Det forenede Dampskibs-Selskab A/S - DFDS, Esbjerg.

20.05.1967: Left Genoa for Esbjerg.

26.05.1967: Arrived Esbjerg.

28.05.1967: Left for Harwich and London.

30.05.1967: Naming ceremony at Greenwich.

02.06.1967-22.05.1978: Service mainly: Esbjerg-Harwich.
04.05.1971: Name of company changed to DFDS A/S.
29.03-25.05.1971: Passenger capacity increased to 590 by Helsingør Skibsværft og Maskinbyggeri A/S, Elsinore.
04.06.1978: Service mainly: Esbjerg-Newcastle.
07.06-26.09.1978: Chartered to Tor Line Ab for service: Gothenburg-Newcastle.
02.10.1978-06.06.1979: Service: Esbjerg-Newcastle.
06.06-26.08.1979: Service: Esbjerg-Newcastle and Newcastle-Gothenburg.
26.08.1979: On voyage Gothenburg-Newcastle with 587 passengers grounded and lost power due to flooding of the engine rooms. Drifted towards and grounded on Vinga. The passengers were evacuated.
29.08.1979: Refloated with severe bottom damage and towed to Gothenburg.
31.08-14.09.1979: Docked at Lindholmens Varv AB for inspection.
28.09.1979: Towed from Gothenburg for Frederikshavn.
29.09.1979-23.03.1980: Repaired by Frederikshavn Værft A/S.
01.06-27.08.1981: Service: Esbjerg-Newcastle/Torshavn.
27.09.1982: Laid up at Esbjerg.
29.05-04.06.1983: Service: Esbjerg-Harwich.
16.06-18.08.1984: Service: Copenhagen-Torshavn.
25.07.1984: Called Esbjerg instead of Copenhagen due to engine trouble.
16.09.1985: Laid up at Copenhagen.
07-29.03.1985: Trip: Copenhagen-Oslo-Åndalsnes-Tromsø-Plymouth-Copenhagen.
29.03.1985: Laid up at Copenhagen.
06.06-19.08.1985: Service: Esbjerg-Newcastle/Torshavn.
22.08.1985: Laid up at Copenhagen.
30.12.1985: Taken over by her new owner. Time chartered to DFDS A/S.
22.02-10.03.1986: Trip: Copenhagen-Narvik-Mo i Rana-Åndalsnes Ålesund-Harstad-Esbjerg.
05.06-18.08.1986: Service: Esbjerg-Newcastle/Torshavn.
27.08.1986: Resold to DFDS A/S, Esbjerg.
01.09.1986: Taken over by DFDS A/S.
07-16.05+16-25.05+25.05-03.06.1987: Cruises: Esbjerg- Ålesund-Trondheim-Bodø-Honningsvåg-Harstad-Lærdal-Bergen-Esbjerg.
04.06-17.08.1987: Service: Esbjerg-Newcastle/Torshavn.


06-14.05+14-22.05+22-30.05+30.05-07.06.1988: Cruises: Esbjerg-Ålesund-Trondheim-Tromsø-Honningsvåg-Narvik-Geiranger-Bergen-Esbjerg.


01.09.1988: Registry transferred to DIS.


03-04.10.1988: Sailed Kiel for Esbjerg via the Kiel Canal.


15.10.1988: Laid up at Esbjerg.


08.06-14.08.1989: Service: Esbjerg-Newcastle/Torshavn.


08-09.09.1989: Sailed Esbjerg for Travemünde via the Kiel Canal.

05.05.1990: Returned to DFDS A/S.
11-19.05+19-27.05+27.05-04.06+04-12.06.1990: Cruises: Esbjerg-Ålesund-Trondheim-Tromsø-Honningsvåg-Stamsund-Geiranger-Bergen-Esbjerg.
01.06+09.06.1990: Called Buksnes instead of Stamsund.
06-08.09.1990: Sailed Esbjerg for Travemünde via Hamburg and the Kiel Canal.
13-14.10.1990: Sailed Travemünde for Esbjerg via the Kiel Canal.
14.10.1990: Laid up at Esbjerg.
10-18.05+18-26.05+26.05-03.06+03-11.06.1991: Cruises: Esbjerg-Ålesund-Trondheim-Tromsø-Honningsvåg-Leknes-Geiranger-Bergen-Esbjerg.
05-07.09.1991: Sailed Esbjerg for Travemünde via the Kiel Canal.
05-06.10.1991: Sailed Travemünde for Esbjerg via the Kiel Canal.
06.10.1991: Laid up at Esbjerg.
09-17.05+17-25.05+25.05-02.06+02-10.06.1992: Cruises: Esbjerg-Ålesund-Trondheim-Tromsø-Honningsvåg-Leknes-Geiranger-Bergen-Esbjerg.
04-05.09.1992: Sailed Esbjerg for Travemünde via the Kiel Canal.
06-08.10.1992: Time charter to Nordisk Færgefart A/S for cruise: Travemünde-Køge-Kaliningrad (Baltiysk)-Travemünde-Copenhagen. The first cruise ship to call at Baltiysk (navy base) close to Kaliningrad.
09.10.1992: Laid up at Kalvebod Brygge in Copenhagen.
01-02.10.1993: Sailed Esbjerg to Trave-münde via the Skaw.
09-10.10.1993: Sailed Travemünde for Esbjerg via the Skaw. Laid up.
03.11.1994+24.01+31.01-01.02+08.03+24.09+17.11.1995: Chartered to Viking Life-Saving Equipment A/S, Esbjerg for testing of liferafts at sea.
29.02-03.03+07-10.03.1996: Chartered to Viking Life-Saving Equipment A/S, Esbjerg for testing of liferafts and arrangements for slide-based evacuation.
03.04.1996: Damaged by fire in the auxiliary engine room during bunkering at Esbjerg.
04.07.1996: Registered as sold to Emerald Empress Holding Ltd., Kingstown and renamed MAYAN EMPRESS. Intended service: Tampa, Florida-Puerto Calica (Mexico).
06.1997: Owner went bankrupt.
01.05.2002: Taken over by West Contractors AS.
07.2003: Sold to Veesham Shipping Inc., Nampo (North Korea) for demolition.
02.12.2003: Taken over by the new owners.
24.01.2004: Beached at Alang.
22.06.2004: Work completed.
379. **STAFFORD** 1967 - 1984

1984 - 1984

**DANA GLORIA** (IV)

- **TWINScrew** RO/RO cargoship
- **2d**
- Trailers: 113, 1973: 135
- 111.60/101.00x17.02/16.99x5.92/4.93, 1973: 124.19/113.59x17.02/17.00x5.92/4.93
- Helsingør Skibsværft og Maskinbyggeri A/S, Elsinore, no. 381
- 4D 4SA 4x10cyl. (260x400), B&W 1026-MTBF-40V, 6600bhp, 18kn, A/S Holeby Dieselmotorfabrik, Holeby, no. 10560/1/2/3, 1987: 2D 4SA 2x6cyl. (320x350), Vasa R32, 6120bhp, Oy Wärtsilä Ab, Vasa
- **1985:**
- **Passengers:** 700

**26.02.1965:** Ordered.

**13.08.1966:** Keel laid.

**24.01.1967:** Named and launched.

**31.05.1967:** Trials.
02.06.1967: Delivered to Det forenede Dampskibs-Selskab A/S - DFDS, Esbjerg. Price. 19,526,020 DKK.

03.06.1967: Left Elsinore for Copenhagen.

07.06.1967: In service.


04.05.1971: Name of company changed to DFDS A/S.


06-27.03.1974: Height of upper trailer deck increased by Frederikshavn Værft A/S.


18.01-01.03.1982: Time chartered to Ford Motor Co. for service: U.K.-Ireland/Rotterdam.

1983: Service also: Bremerhaven-Harwich.


30.01.1984: Renamed DANA GLORIA.

28.11.1984: Sold to Tzamar Voyage Ltd. (Fanis Tzavares), Limassol.

10.12.1984: Delivered to her new owner at Esbjerg and renamed VOYAGER.

08.01.1985: Left Esbjerg for Harwich chartered to DFDS.

25.02.1985: Laid up at Piraeus.

1985: Converted into a passenger and car ferry at Drapetzona. Passenger capacity: 700.


03.1990: Arrived Avlis Shipyards, Greece for conversion into a cruise vessel.

06.1991: Manager now Tony Travel & Agency Ltd. Renamed TROPIC STAR. Cruises out of Miami.

05.1993: Renamed PACIFIC STAR. One day cruises: San Diego-Ensenada for Starlite Cruises.

04.1995: Renamed AEGEO STAR.

21.11.1995: Reported as arrested at Avlis.

12.02.1997: Sold at auction to Fortune Ship Investments Ltd., Panama.


04.2002: Homeport now Piraeus and renamed ATLANTIS.

01.11.2003: Laid up.

01.2007: Sold to Island Breeze International Corp., Panama and renamed ISLAND BREEZE.

11.05.2010: Laid up at Eleusis.

23.08.2014: Arrived Aliaga for demolition after sale to Kursan Gemi Sokum Ltd.

6724402 ■ RO/RO cargo vessel ■ 2d ■ 299gt, 139nt, 399dw, 1978: 384gt, 133nt, 1979: 590gt, 355nt, 399dw ■
50.85/44.50x9.60/9.50x5.70/3.31 ■ Cantieri Navale Felszegi S.p.A.,
Trieste, no. 85 ■ 1D 4SA 6cyl. (320x450), MaK 6MU 451AK,
799bhp, 12kn., Atlas MaK Maschinenbau GmbH, Kiel

**22.12.1965:** Ordered.
**15.09.1966:** Keel.
**07.08.1967:** Launched while welded together with RAPALLO (no. 381).
01.09.1967: Delivered to Det forenede Dampskibs-Selskab A/S - DFDS, København.
03.09.1967: Left Trieste as RAVENNA for the trip from the builder to Copenhagen.
19.09.1967: Arrived Copenhagen and renamed ROLLINGEN. Same day homeport changed to Odense
12.11.1967: Naming ceremony.
1968: Service also: Copenhagen-Aalborg.
12.08.1968: Services: Copenhagen-Samsø-Odense/Kolding-Fredericia/Horsens-Vejle.
01.10.1970: Service now: Copenhagen-Aalborg.
01.01-02.09.1971: Service now: Copenhagen-Aalborg/Aarhus.
04.05.1971: Name of company changed to DFDS A/S.
02.09.1971: Arrived Copenhagen from Aalborg. Laid up.

20.08.1973: Taken over by her new owner and renamed VOLCAN DE TAHICHE. Service between the Canary Islands.
02.05.1975: Sold to Rederiet Lindinger A/S, Havneby and renamed LINDINGER SATELLITE. Converted into a seismic survey vessel by Husumer Schiffswerft.
02.1979: Sold to Salvesen Marine (Offshore) Ltd., Aberdeen and renamed KINCRAIG. Converted into a stand-by safety vessel.
1981: Name of company now Salvesen Offshore Services Ltd.
05.1984: Sold to George Craig & Sons Ltd. (North Star Fishing Co. Ltd.), Aberdeen and renamed GRAMPIAN HARRIER.
1990: Manager now North Star Shipping (Aberdeen) Ltd.
1995: Renamed V. HARRIER.
1995: Sold to Primula Shipping Inc., San Lorenzo and renamed SEA EAGLE I.

2012: Existence in doubt.

ROLLINGEN 06.05.1971 Copenhagen


15.09.1966: Keel.
07.08.1967: Launched while welded together with (RAVENNA (no. 380).
18.09.1967: Left Trieste for Copenhagen.
01.10.1967: Arrived Copenhagen from Trieste.
02.10.1967: Renamed TUMLINGEN.
05.10.1967: In service: Copenhagen-Horsens-Vejle.
12.11.1967: Naming ceremony.
1968: Service also: Copenhagen-Aarhus/Aalborg.
13.08-14.09.1968: Service also: Copenhagen-Samsø-Odense or Copenhagen-Kolding-Fredericia.
01.10.1968-20.06.1969: Laid up at Copenhagen.
04.05.1971: Name of company changed to DFDS A/S.
01.09.1971: Arrived Copenhagen. Laid up.

11.08.1972: Sold to Auto Shipping Ltd. (Ugland Management Co. Ltd.), Guernsey.
14.08.1972: Taken over by her new owner.
02.04.1973: Registered as sold to Dampskibs-A/S Rutland (J. P. Mathisen), Grimstad.
22.10.1973: Sold to Rederiet Lindinger A/S, Havneby and renamed LINDINGER SURVEYOR.
1974: Converted into a seismic survey vessel by Husumer Schiffswerft, Husum.


17.01.1979: Sold to MacDonalds Transport (North East) Ltd., Edinburgh.

01.1979: Sold to Salvesen Marine (Offshore) Ltd., Aberdeen and renamed FALKIRK.

1979: Converted into a stand-by safety vessel.

1981: Name of company now Salvesen Offshore Services Ltd.

02.1984: Sold to Werbler Shipping Ltd., Aberdeen and renamed DAWN FLIGHT.
Converted into a research/diving support vessel.
1991: Sold to Concordia Shipping Ltd., Aberdeen and renamed ALBATROS.
1999: Sold to Glomma Bulk AS, and renamed PINGVIN.
2001: Sold to Atlas Shipping Services, Kingstown and renamed TRESNES.
01.2004: Renamed ALBATROS 1.
01.06.2007: GEMS International NV, Kingstown.
2011: Sold to Geoquip Marine AG, Belize.

Still extant.

382. TRILLINGEN 1967 - 1971

6726711 ■ RO/RO cargo vessel ■ 2d ■ 299gt, 139nt, 399dw, 2004: 705GT, 233NT ■ 50.85/44.50x9.60/-9.50x5.70/3.31 ■ Cantieri Navale Felszegi S.p.A., Trieste, no. 87 ■ 1D 4SA 6cyl. (320x450), MaK 6MU 451AK, 799bhp, 12kn., Atlas MaK Maschinenbau GmbH, Kiel

22.12.1965: Ordered. Contract price: 2,750,000 DKK.
21.11.1966: Keel. The name RIMINI was considered for delivery voyage.
09.10.1967: Delivered to Det forenede Dampskibs-Selskab A/S - DFDS, København.
10.10.1967: Left Trieste.
23.10.1967: Arrived Copenhagen from the builder.
26.10.1967: In service Copenhagen-Sønderborg/Aabenraa/Svendborg.
12.11.1967: Naming ceremony.
05.04.1968: Capsized during unloading at Sønderborg. Raised.
08.04-24.06.1968: Repaired at Aarhus.
04.05.1971: Name of company changed to DFDS A/S.

25.05.1971: Sold to Johannes Hjertaker, Bergen.
28.05.1971: Taken over by her new owner and renamed FLORNES.
29.03.1994: Taken over and renamed SIKKER HAVN.
01.07.2004: Transferred to DIS.
09.08.2004: Taken over by her new owner. Registered as a passenger ship.
01.03.2008: Sold to Valana Investment Co. (Enka Insaat ve Sanayi AS), Basseterre (St. Kitts Nevis) and renamed SAKARYA.

Still extant.

383. **FIRLINGEN** 1967 - 1973

6726436 ■ RO/RO cargo vessel ■ 2d ■ 299gt, 139nt, 399dw, 1994: 767GT, 340NT, 393DW ■ 50.85/44.50x9.60/9.50x5-.70/3.31 ■ Cantieri Navale Felszegi S.p.A., Trieste, no. 88 ■ 1D 4SA 6cyl. (320x450), MaK 6MU 451AK, 799bhp, 12kn., Atlas MaK Maschinenbau GmbH, Kiel

22.12.1965: Ordered. Contract price: 2,750,000 DKK.
07.12.1966: Keel. The name ROVIGO was considered for the delivery voyage.
16.09.1967: Launched while welded together with TRILLINGEN (no. 382).
26.10.1967: Delivered to Det forenede Dampskibs-Selskab A/S - DFDS, København and left the builder for Copenhagen.
12.11.1967: Naming ceremony.
1968: Service also: Copenhagen-Aalborg.
28.08.1968-01.07.1970: Services now: Copenhagen-Horsens-Vejle, Copenhagen-Samsø-Odense or Copenhagen-Sønderborg/Kolding-Fredericia.
01.10.1970-01.05.1971: Service now: Copenhagen-Aarhus/Sønderborg.
03-15.05.1971: Service: Copenhagen- Rønne, time charter to Bornholms Fragtrute.
04.05.1971: Name of company changed to DFDS A/S.
17.05-01.09.1971: Service: Copenhagen-Aarhus.
01.09.1971: Arrived Copenhagen from Aarhus. Laid up.
03.08.1973: Sold to Antonio Armas Curbelo S.A., Lanzarote. Same day taken over by new owners and renamed VOLCAN DE YAIZA. Service between the Canary Islands.
1976: Homeport changed to Las Palmas.
1995: Renamed CAROLINA IV.
2002: Manager now Gateco S.L.
07.2003: Transferred to Chilean flag and renamed PORVENIR IV.
08.2005: Sold to Naviera Porvenir SA, Valparaiso.
06.2010: Sold to ?, Puerto Montt and renamed DONA AMELIA.

Still extant.

384.  **UNITRADER** 1966 - 1968
6803686 ■ Bulkcarrier, 1 deck ■ 7ha/7ho ■ 16240gt, 9968nt, 28000dw, 1999: 15771GT, 9273NT, 28402DW ■ 186.87(BB)/172.29x23.47/23.40x14.30/10.71 ■ Cantieri Navali del Tirreno e Riuniti S.p.A., Ancona, no. 263 ■ 1D 2SA 7cyl. (740x1600), B&W 774-VT2BF-160, 10500bhp, 15.75kn

15.04.1966: Ordered by DFDS.
08.1966: Keel.
10.12.1967: Launched as UNITRADER for DFDS.
26.04.1968: Contract taken over by the builder.
06.06.1968: Delivered to Fratelli d’ Amico (Armatori), Roma as MARE DORICO.
1977: Sold to Società Ligure di Armamento, Genova.
1979: Renamed NEREO.
1984: Sold to Elizas Grace Shipping Co., Limassol and renamed ELIZAS GRACE.
1985: Renamed BEAUTY E.
1986: Sold to Veery Shipping C. Ltd. (Dileton Maritime S.A.), Limassol.
1988: Sold to Highroads Shipping Co. Ltd. (Dileton Maritime S.A.), Limassol and renamed STARDROP.
1990: Sold to Prescott Shipping Co. Ltd., Limassol and renamed OFFI GLORIA.
02.1993: Sold to Government of the Republic of North Korea, Nampo and renamed CHUNGJIN.
1996: Transferred to Sohae Sonbak Co. Ltd. (Korea Tonghae Shipping Co.), Nampo.
07.1999: Reported as sold to China.

386. **KONG OLAV V** (II) 1968 - 1984


**30.12.1965**: Ordered. Contract price: 48.2 m.DKK.  **01.12.1966**: Keel.  **12.05.1968**: Launched.  **12.05-02.06.1968**: Fitted out at Genoa.  **27-31.05.1968**: Trials.  **03.06.1968**: Delivered to Det forenede Dampskibs-Selskab A/S - DFDS, København.  **10.06.1968**: Naming ceremony at Copenhagen. Originally intended name PRINSESSE MARGRETH. However, due to the pregnancy of the godmother, Princess Margrethe, the names of ship no. 386 and no. 387 were switched.
04.05.1971: Name of company changed to DFDS A/S.
19.12.1971: Arrived Copenhagen after conversion into a single class vessel and change of hull colour from black to white at Aalborg Værft A/S.
05-20.03.1984: Trip: Copenhagen-Mo i Rana-Åndalsnes-Tronheim-Bodø-Tronsø-Copenhagen.
12.10.1983: Arrived Copenhagen from Oslo on her last trip. Laid up.

15.05.1984: Sold to Fujian Province Shipping Co., Xiamen/Amoy.
23.05.1984: Taken over by her new owner at Frederikshavn and renamed NEW GULANGYU.
26.05.1984: Left Frederikshavn for Hong Kong.
1984: Renamed GULANG YU.
1988: Sold to Donalds Shipping Inc., Panama and renamed LEADER PRINCE.


1992: Sold to Gatmore Enterprises S.A. (Sovereign Super Shipping Co.), Panama and renamed NEW ORIENT PRINCESS.

1993: Sold to Well Direction Maritime Ltd., Panama.

25.08.1993: During a “cruise to nowhere” from Hong Kong gutted by fire off Hak Kok Tau, Hong Kong. Anchored for fire-fighting. Later beached on Junk Island.

12.05.1994: Left Hong Kong in tow after sale to Chinese breakers.

387. PRINSESSE MARGRETHE (II) 1968 - 1984


15.05.1967: Keel.

05.08.1968: Launched.

22/24.08.1968: Trials.

29.08.1968: Delivered to Det forenede Dampskibs-Selskab A/S - DFDS, København.

30.08.1968: Left Genoa for Copenhagen.

13.09.1968: Naming ceremony at Copenhagen (see no. 386).

31.01.1971: On voyage Oslo-Copenhagen grounded at Kullen. Refloated and repaired at Frederikshavn.
04.05.1971: Name of company changed to DFDS A/S.
22.12.1971-18.02.1972: Converted into a single class vessel, and hull painted white at Aalborg Værft A/S.
03.11.1975-06.02.1976: Rebuilt by Aalborg Værft A/S. New funnel and new superstructure aft.
13.10.1983: Arrived Copenhagen from Oslo on her last voyage. Laid up.

20.08.1984: Sold to Fujian Province Shipping Co. (Xiamen Branch), Xiamen/Amoy.
22.08.1984: Taken over by her new owner at Aalborg and renamed LU JIANG.
24.08.1984: Left Aalborg for Hong Kong.
1988: Sold to Gold Coast Line S.A., Panama and renamed ASIA ANGEL.
1992: Manager now Seascope Navigation Ltd.

03.2005: Sold to Gohilwad Ship Breakers, Alang.
PRINSESSE MARGRETHE

388.  **AALBORGHUS** (III) 1969 - 1971  **DANA SIRENA** (I)
   **ROBIN HOOD** 1977+1978 +1979  **DANA CORONA** (II)
1979 - 1985

6930207 ■ Twin screw passenger and car ferry ■ 3d ■ 7697gt,
3890nt, 1021dw, 1971: 7672gt, 3669nt, 991dw, 1979: 7988gt,
3883nt, 1100dw ■ 124.85/108.59x19.31/19.25x12.02/5.21 ■ Cantieri
Navali del Tirreno e Riuniti S.p.A., Riva Trigoso, Genoa, no. 280 ■
2D 2SA 2x12cyl. (420x900), B&W 1242-VT2BF-90, 12000bhp.,
21kn., by the builder at Ancona ■ Passengers: 204 I, 250 II, 718
total, 1971: 622, 1979: 691 ■ Cars: 120

**15.04.1966**: Ordered.
20.03.1967: Keel.
02.07.1969: Launched.
04.05.1971: Name of company changed to DFDS A/S.
04.06.1971: Renamed DANA SIRENA.
22.06.1971: Arrived Genoa from Marseilles.
26.06-01.11.1971: In service: Genoa-Palma/Malaga.
11.11.1971-02.01.1972: Laid up at Copenhagen.
28.01.1972: In service again: Genoa-Tunis/Palma/Malaga/Patras.
1972-1974: Service also: Genoa-Tanger.
08.11.1972-10.01.1973: Laid up at Malaga.
12.01.1973: Service again: Genoa-Tunis/Palma/Malaga/Patras.
01.04-01.11.1973: Service only: Genoa-Palma/Patras.
08.12.1973-01.03.1974: Laid up at Genoa.
01.03.1974: In service: Genoa-Tunis/Palma/Malaga/Alicante/Patras (Patras until 11.9.1974).
19.09-05.10.1975: Service: Genoa-Tunis/Malaga/Alicante.
12.10-02.11.1975: Laid up at Esbjerg.
03.11.1975: Renamed OLAU DANA.
05.11.1975-01.05.1976: Time charter to Olau Line A/S, Copenhagen.
08.11.1975-01.05.1976: Service: Flushing-Sheerness.
03.05.1976: Renamed DANA SIRENA.
21.04.1977: Renamed ROBIN HOOD.
23.12.1977: Renamed DANA SIRENA.
15.01-23.02.1978: Time charter to Stena Line Ab for service: Gothenburg- Kiel.
31.03-06.05.1978: Time charter to Bergen Line for service: Bergen-Stavanger-(Kristiansand)-Newcastle.
09.05.1978: Renamed: ROBIN HOOD.
10.05-01.10.1978: Time charter to T.T. Line for service: Travemünde-Baltic ports/Copenhagen.
27.05.1978: Left Travemünde for Copenhagen-Oslo-Leith-London-Amsterdam- Leith-Bergen-Oslo- Copenhagen-Travemünde.
04.10.1978: Renamed: DANA SIRENA.
18.05.1979: Renamed ROBIN HOOD.
30.05-30.09.1979: Time charter to T.T. Line for service: Travemünde-Baltic ports.
16.-20.09.1979: Also one trip: Travemünde- Gothenburg-Oslo-Copenhagen-Travemünde.
01.10-28.11.1979: Rebuilt by Aalborg Værft A/S.
19.11.1979: Renamed DANA CORONA.
07.12.1979: In service: Genoa-Tunis/Malaga.
03.11.1980: Service: Genoa-Tunis/Motril- Malaga.
26.03.1982: Service now: Genoa-Tunis/Palma-Motril.
22.11.1982: Mediterranean service terminated.
03.12.1982: Arrived Copenhagen from Genoa. Laid up.
06.02.1985: Sold to China Ocean Shipping Co. (COSCO), (Peoples Rep. of China).
06.03.1985: Taken over by her new owner and renamed TIAN E. Later taken over by Dalian Steam Shipping Co., Dalian.

10.2002: Laid up and probably broken up.


114.50/105.00x19.30/19.00x6.76/5.78, 1975:
132.70/123.25x19.30/19.00x6.76/5.82 ■ Helsingør Skibsværft og Maskinbyggeri A/S, Elsinore, no. 388 ■ 2D 4SA 2x8cyl. (450x540),
B&W 8S45HU, 8800bhp, 17,5kn, no. 579/80 ■ 1993: Passengers: 738 deck, 40 cabin, 142 berth ■ 1993: Cars: 420

02.10.1968: Keel laid.
14.05.1969: Named and launched.
22.08.1969: Trials.
26.08.1969: Left Elsinore for Esbjerg.
27.08.1969: Arrived Esbjerg.
01.09.1969: Delivered to Det forenede Dampskibs-Selskab A/S - DFDS, Esbjerg.
04.05.1971: Name of company changed to DFDS A/S.
10.05.1979: Sold to Ellerman Lines Ltd. (7/64) & DFDS (UK) Ltd. (57/64), Hull. Service unchanged.
19.06.1979: Taken over by her new owner.
07.08.1981: Resold to DFDS A/S, Esbjerg after Ellerman Lines Ltd. had abandoned their North Sea service.
11.08.1981: Change of flag from British to Danish. Service unchanged.
1985: Service also: Gothenburg-Felixstowe.
1988: Service also: Bremerhaven-Harwich.
23.08.1988: Transferred to DIS.
19.10.1992: Taken over at Esbjerg and renamed PATRA.
1993: Rebuilt by Megatechnica, Perama and renamed ANNA V.

SURREY 21.10.1992 Esbjerg

03.1997: Sold to Priority Shipping Ltd. (Perco Maritime Inc.), Kingstown and renamed JUPITER. Service: Igoumenitsa-Brindisi.
16.06.1998: Laid up in Brindisi.
1999: Sold to Perco Shipping. Service: Brindisi-Igoumenitsa-Cesme in charter to Anatolia Ferries.
06.2000: Detained at Brindisi. Laid up.
07.04.2004: Laid up at Perama, Piraeus.

07.2004: Reported as sold for demolition. Renamed PIT.

13.02.2005: Left Perama after sale by St. Vincent & the Grenadines flag interests to Indian breakers.

18.03.2005: Beached at Alang and broken up by Nagarsheth Shipbreakers India.

---

390. **TREKRONER** 1970 - 1971             **DANA CORONA**
      (I) 1971 - 1979                        **DANA SIRENA** (II) 1979 - 1983

7015365 ■ Twin screw passenger and car ferry ■ 3d ■ 7697gt, 3890nt, 1008dw, 1971: 7672gt, 3669nt, 1021dw ■
124.85/108.59x19.31/19.25x12.02/5.21 ■ Cantieri Navali del Tirreno e Riuniti S.p.A., Riva Trigoso, no. 281 ■ 2D 2SA 2x12cyl. (420x900), B&W 1242-VT2BF-90, 12000bhp, 21kn., by the builder at their Ancona works ■ Passengers: 204 I, 250 II, 718 total, 1971: 622. ■ Cars: 120

15.04.1966: Ordered.
05.1967: Keel Laid.
27.03.1970: Launched.
30.04.1970: Delivered to Det forenede Dampskibs-Selskab A/S - DFDS, København. The delivery was postponed about a year due to strikes.
07.05.1970: Arrived Copenhagen from the builder.
04.05.1971: Name of company changed to DFDS A/S.
04.06.1971: Renamed DANA CORONA.
18.06.1971: Left Marseilles after rebuilding and arrived the next day at Genoa.
25.06.1971: In service: Genoa-Tunis/Alicante.
01.11.1971: Service now: Genoa-Tunis/Malaga.
03.1972: Service now: Genoa-Tunis/Palma/Malaga/Tanger/Patras.
06.11.1972: Service again: Genoa-Tunis/Malaga.
10.01-10.03.1973: Laid up at Malaga.
16.03.1973: Service: Genoa-Tunis/Malaga.
02.04.1973: Service: Genoa-Palma/Malaga/Tanger/Tunis/Patras.
03.1974: Service now: Genoa-Tunis/Palma/Malaga.
03.1974-04.09.1974: Service also: Genoa-Patras.
06.05.1974: Service also: Genoa-Alicante/Tanger.
03.11.1975: Service now: Genoa-Tunis/Malaga.
06.03.1978-03.12.1979: Service: Genoa-Tunis/Ibiza-Malaga.
25.11.1978-03.03.1979: No calls at Ibiza.
19.11.1979: Renamed DANA SIRENA.
25.11.1981: Left Iraklion for Genoa where she was laid up.
06.12.1982: Arrived Copenhagen from Genoa and laid up.

24.01.1983: Sold to Al Sabah Maritime Services Co. Ltd., Jeddah. Price: 6.5 m.USD.
02.03.1983: Taken over by her new owner at Landskrona and renamed AL QAMAR AL SAUDI II. Service: Suez- Aqaba-Jeddah.
1988: Sold to Khaled Ali Fouda, Alexandria and renamed AL QAMAR AL SAUDI.
1989: Renamed AL-QAMAR AL-SAUDI AL-MISRI.

18.05.1994: On voyage Jeddah-Suez via Safaga fire broke out after a boiler explosion when about 30 miles from Safaga. Sank the next day in the Red Sea. 110 survivors were picked up by US BRISCOE and HENRY KAISER. 21 men were lost.

---

DANA CORONA

391 DANA REGINA 1974 - 1989

7329522 ■ Twin screw passenger and car ferry ■ 4d ■ 12192grt, 6311nrt, 2703dw, 1994: 10002GT, 4851NT, 2850DW ■ 153.70(BB)/138.99x24.31/22.31x14.30/6.00 ■ Aalborg Værft A/S, Aalborg, no. 200 ■ 4D 4SA 4x8cyl. (450x540), B&W 8S45HU,
17600bhp, 21.5kn, Helsingør Værft A/S, Elsinore, no. 609/10/11/12
■ Passengers: 975, 878 berth, ■ Cars: 250, 1977: 370

07.05.1973: Keel laid.
31.08.1973: Launched without super-structure, bow and stern. These sections were mounted in the large floating dock. Stern sections built by Frederikshavn Værft A/S. Two upper decks, accommodation and funnel were built of aluminium.
09.06.1974: Trials.
28.06.1974: Delivered to DFDS A/S, Esbjerg.
29.06.1974: Arrived Langelinie, Copenhagen from the builders.
07-26.01.1977: Hoistable car deck area enlarged by Howaldtswerke-Deutsche Werft AG, Hamburg.

03.01.1989: Sold to Marne Investment Ltd. (Niels-Erik Lund), Nassau.
05.01.1989: Taken over by her new owner and bareboat chartered to DFDS for the Copenhagen-Oslo service until delivery of QUEEN OF SCANDINAVIA.
1989: During bareboat charter to DFDS sold to Nordström & Thulin AB, Stockholm.
01.06.1990: Arrived Copenhagen from Oslo.
01.06.1990: Left Copenhagen for Gothenburg.
02.06.1990: Delivered by DFDS to Marne Investment Ltd. (Niels-Erik Lund) at Cityvarvet, Gothenburg and immediately taken over by Nordström & Thulin AB, Stockholm.
02.06-13.06.1990: Refurbished at City-varvet.
05.06.1990: Renamed NORD ESTONIA.
15.06.1990: Arrived Stockholm.
16.06.1990: Presentation trip to Tallinn.
06.1990: Sold to Priha AB (Nordström & Thulin AB), Stockholm. Price: 183,421,616 SEK.
12.1990: Name of owner changed to Cetra Shipping AB (Nordström & Thulin AB), Stockholm.
02.1993: Arrived Öresundsvaervet, Landskrona.
01.03.1993: Bareboat charter to Larvik Line for ten months. Renamed THOR HEYERDAHL. Taken over at Landskrona. Homeport changed to Göteborg.
01.03.1993: Arrived Frederikshavn for test of ferry berth.
07.03-29.11.1993: Service: Frederikshavn-Larvik.

26.03.1993: Naming ceremony at Larvik.
01.12.1993: Laid up at Cityvarvet, Gothenburg.
27.04.1994: Sold to Mandalika Shipping Co. Ltd. (Hansatee Oy), Limassol. Price: 22.7 m.USD.
29.04.1994: Left Gothenburg for Bremerhaven to be refurbished by Lloyd Werft A.G.
05.1994: Renamed VANA TALLINN. Home-port changed to Tallinn.
1995: Refurbished by Turku Repair Yard Ltd., Åbo. Hull strengthened along the water line with new plating and extra steel construction. Boiler compartment completely rebuilt to meet the stringent demands of winter.
02./03.1996: Starboard main engines replaced with two Sulzer engines.
1997: Bareboat chartered to Hansatee Ltd.
02.01.1998: In service: Helsinki-Tallinn.
06.2001: Docked at Baltic Ship Repairers, Tallinn for general repairs.
10.2001: Port side main engines replaced by two second hand Sulzer engines refitted by Polish company ARB.
2002: Name of owner now AS Tallink Grupp.
10.2006: Manager now HT Shipmanagement Ltd.
07.2007: Sold to AS Tallink Latvija (Alpha Shipping Co. SIA), Riga.
11.12.2013: Sold to All Ferries SA, Panama and renamed ADRIATICA QUEEN. Service: Durres-Bari.
30.07.2012: Laid up at Durres.
11.12.2013: Sold to All Ferries S.A., Panama.
04.2014: Reported as sold to Hisar Gemi Sokum As, Turkey for demolition.
22.04.2014: Arrived Aliaga from Durres.

**DAMMAM EXPRESS** 1976 - 1976
**DROSSELFELS** 1976 - 1977


08.11.1973 (yard), 10.11.1973 (owner): Ordered.
08.1975: The 190 tons bridge house lifted on board by the floating crane HEBE I.
15.11.1975: Trials.
30.11.1975: Arrived Copenhagen after bottom painting at Frederikshavn Værft A/S.
18.12.1975: Taken over by DFDS A/S.
20.12.1975: Left Copenhagen for trials and returned to Helsingør Værft A/S.
04.03.1976: Renamed DAMMAM EXPRESS. The stern ramp lengthened by Aalborg Værft A/S.
05.03.1976: Chartered for 12 months to Atlanta Shipping Corp.
15.04.1977: Renamed DROSSELFELS for nine month’s charter to DDG Hansa. Service: USA-Middle East.
31.12.1977: Renamed DANA FUTURA.
03.01.1978: Service: Esbjerg-Harwich/Felixstowe/North Shields.
24.10-26.11.1978: Laid up at Esbjerg, then at Copenhagen.
01.09-10.1979: Chartered six weeks to the British Army for service: Harwich-Cuxhaven.
04.01-21.02.1980: Chartered to Tor Line AB for service: Gothenburg-Felixstowe/Amsterdam.

19.12.1983: Sold to K/S Difko XXXIII, Esbjerg with bareboat charter back to DFDS for 15 years.
25.11.1983: Taken over by new owner.
29.03-16.07.1985: Laid up at Esbjerg.
17.07-22.08.1985: Time chartered for service: Rotterdam-Hull.
28.06.1985: Contract signed for rebuilding and lengthening.
28.10.1985: Arrived Frederikshavn to be rebuilt and lengthened by Frederikshavn Værft A/S. Bulbous bow modified. New high-skewed propeller blades fitted.
29.10.1985: Docked in Dok IV.
02.11.1985: Dock filled after she had been cut in two. Fore section towed out.
09.11.1985: Fore section and new midbody built by Götaverken, Arendal towed in and welded to aft section.
29.11.1985: Docked out.
02.12.1985: Left Frederikshavn after rebuilding.
01.09.1988: Registry transferred to DIS.
29.11.1988: Sold to Rederi AB Nordö-Link, Malmö.
01.12.1988: Taken over by her new owner and renamed SKÅNE LINK.
09.1990: Laid up at Bremerhaven.
1991: Some trips to the Arabian Gulf in connection with the “Desert Storm” war against Iraq for British Ministry of Defence.
1996: Service: Patras-Corfu-Bari. The “Camp on Board” introduced to the service and became a feature of the Italy-Greece services. Ventouris Ferries was one of the pioneers. Caravans and campers were placed on the open deck and the occupants were allowed to sleep in them.

03.1999: Sold to Enfold Shipping Co. Ltd. (Wavelord Navigation Co. Ltd.), Limassol.

21.01.2000: Laid up at Travemünde after engine damage.


03.2011: Sold to Argo Systems FZE (Doehle Danautic India Pvt. Ltd.), and renamed LARISA.

07.04.2011: Broken up.


7358743 ■ Twin screw RO/RO cargo ship ■ 2d ■ 402 TEU ■ 5991grt, 1977nrt, 6604DW, 1989: 14540GT, 4362NT, 2150DW ■ 144.56(BB)/131.02x24.39/22.99x12.60/6.88 ■ Helsingør Værft A/S, Elsinore, no. 408 ■ 2D 4SA 2x18cyl. (500x540), B&W 18U50LU, 27540bhp, 22.5kn, no. 629/30 ■ Passengers: 12, 1986: 600, 1997: 56cabin, 200 berth, 678 deck
**19.12.1974:** Keel laid. Intended name DANA AGRICOLA.
**01.1976:** However, name changed to DANA GLORIA.
**09.02.1976:** Launched.
**03+26.06.1976:** Trials.
**06.1976:** First ship in the new drydock at Frederikshavn Værft A/S.
**01.07.1976:** Delivered to DFDS A/S, Esbjerg.
**03.07.1976:** Maiden voyage: Esbjerg-Harwich/Felixstowe.
**10.07.1976:** Naming ceremony at Esbjerg.
**14.09.1976:** Renamed DRACHENFELS for **18 month’s charter to**
**DDG-Hansa for service:** USA-Persian Gulf.
**15.09.1976:** Left Esbjerg for Galveston.
**07.11.1977:** Renamed DANA HAFNIA at Bremerhafen.
**11.1977-08.1978:** Chartered (relet from DDG-Hansa) by Deutsche
Seerederei, Rostock for service: Rostock-Persian
Gulf/Angola/Dakar/Ethiopia-Mozambique.
01.10.1978-01.01.1979: Time chartered to Ellerman’s Wilson Line/Tor Line AB for service: Immingham-Rotterdam-Gothenburg.
03.01-24.06.1979: Time chartered to Tor Line AB for service: Gothenburg/Helsingborg-Middlesbrough or Gothenburg-Amsterdam/Felixstowe.
27.04-04.06.1980: Trip: Rostock-Corinto via the Panama Canal.
10-21.03.1984: Service also: Gothenburg/Esbjerg-Felixstowe.
30.12.1985: Taken over by Mols-Linien A/S. Bareboat charter back to DFDS.
20.03.1986: Arrived Frederikshavn Værft A/S for docking before sale.

21.03.1986: Sold to Østersøens Færgedrift A/S (GT Linien A/S), Nassau and taken over the same day.
24.03.1986: Left Frederikshavn for Rendsburg, arriving the next day. Converted into a passenger and car ferry at Werft Nobiskrug GmbH, Rendsburg. 63 accommodation containers for passengers fitted on upper deck by Carl Tiedemann, Hamburg while at Rendsburg. Renamed GEDSER.
28.05.1986: Arrived Gedser after rebuilding.
01.06.1986: Service: Gedser-Travemünde.
1986: Sold to GT-Link A/S, Nassau and renamed GEDSER LINK. Service remained the same.
1989: Registry transferred to Gibraltar.
1993: Services Patras-Bari, Bari-Kerkira and Bari-Igoumenitsa.
07.07-27.11.1999: Taken over by St. Malo-Cork Ferries for a three year’s time charter. Service: St. Malo-Cork with three trips per week carrying passengers and a third of the livestock export from Ireland.
2001-2004: Laid up at Astakos, Greece following engine damage.
02.2004: Renamed SIREN.
01.04.2004: In service: Bari-Igoumenitsa.
03.2010: Sold to Merrion Navigation SA, Basseterre.

29.03.2010: Arrived Alang for demolition.
31.03.2010: Beached.

394. METTE MO 1977 - 1977
DANA GLORIA (II) 1977 - 1981


03.02.1965: Ordered.
12.06.1965: Keel laid.
04.04+13.05.1966: Trials.
15.05.1966: Delivered to Mols-Linien A/S, Ebeltoft as METTE MOLS.
18.05.1966: In service Odden-Ebeltoft.
31.08.1970: On voyage Ebeltoft-Odden damaged by an explosion in the engine room. 200 passengers were saved in life boats. Salvaged by Svitzer’ GARM (144/1958) and towed to Aarhus.
01-30.09.1970: Repaired by Aarhus Flydedok og Maskinkompagni A/S.
25.07.1974: Renamed METTE MO to leave the name for a newbuilding from Helsingør Værft A/S.
25.08.1977: Last trip: Ebeltoft-Odden.
25.08.1977: Sold to DFDS A/S, Ebeltoft and laid up at Aarhus.
19.09.1977: Renamed DANA GLORIA in order to reserve this name.
23.11.1977: Left Aarhus chartered to Maritime Charter-Touristich GmbH, Emden for service: Emden-Delfzijl. However, after passing Brunsbüttel ordered to return to Aarhus due to the arrest of MIKKEL MOLS. The charter agreement was cancelled.
17.05-13.08.1978+15.06-21.08.1979: Service: Mariehamn-Kapellskär. During the charter to SF-Line AB in 1978: ÅLANDSFÄRJAN was painted on both sides. After end of charter returned to Copenhagen and was laid up. During the charter in 1979 to SF-Line AB, KAPELLA was painted on both sides of her. After end of charter returned to Copenhagen. Laid up.
27.04-09.07.1980: Chartered by Rederi AB Norrtälje (Telje Line).
07.1980: Service suspended due to financial problems of the charterer. Returned to Copenhagen. Laid up.
29.01.1981: Sold to Jadranska Linijska Plovidba (JADROLINIJA), Rijeka.
09.02.1981: Taken over by her new owner and renamed BALKANIIJA. Service: Zadar/Split-Ancona and Split-Ancona-Stari Grad-Vela Luka.
1989: Calls at Stari Grad and Vela Luka terminated.
01.1992: Transferred to Javno Produzece “Jadrolinija” P.O., Rijeka and renamed ISTRA.
12.05.2010: Arrived Aliaga for demolition.

395. MIKKEL MOLS 1977 - 1980

6900654 ■ Twin screw passenger and car ferry ■ 3d ■ 2430grt, 1003nrt, 803dw, 1997: 3937gt, 1181nt ■ 92.66/-
83.70x16.72/16.50x9.81/4.17 ■ Aalborg Værft A/S, Aalborg, no. 179
■ 4D 4SA 4x14cyl. (260x400), B&W 1426-MTBF-40V, 11080bhp, 20kn, A/S Holeby Dieselmotor Fabrik, Holeby, no. 10723/4/5/6 ■
Passengers: 800 ■ Cars: 135

09.05.1968: Ordered.
02.07.1968: Keel laid.
25.10.1968: Named and launched.
29.03.1969: Trials.
01.04.1969: In service Odden-Ebeltoft.
25.08.1977: Sold to DFDS A/S, Ebeltoft.
01.09-26.11.1977: Time charter to Maritime Charter-Touristich
24.11.1977: Arrested in Delfzijl due to non-payment of harbour
dues by the charterer.
26.11.1977: Released and the charter agreement cancelled.
27.11.1977: Arrived Aarhus. Laid up.
13-22.12.1977+12.02-17.03.1978+24.01-27.03.1979+13.01-
02.02.1980: Charter to Mols-Linien A/S for service: Odden-
Ebeltoft.
15.05-21.08.1979: Chartered by Rederi Ab Sally for service:
Kapellskär-Mariehamn. Inofficially renamed VIKING 2 during the
charter period. After end of charter proceeded to Aarhus. Laid up
until sale.
25.03.1980: Shifted to Dannebrog Værft AS, Aarhus for docking before sale.

27.03.1980: Sold to Føroya Landsstyrir (Strandfaraskip Landsins), Torshavn.

02.04.1980: Taken over by her new owner and renamed TEISTIN. Service: Torshavn-Suderøy/Klaksvig.

11.1982-11.1983: Chartered by the Government of Trinidad and Tobago for service: Port of Spain-Scarborough (Tobago).

15.06-12.08.1984+24.05-11.08.1985: Chartered by SFLine AB for service: Mariehamn-Kapellskär. ÅLANDSFÄRJAN was painted on both sides during charter period.

10.1984: Chartered for six months to Aabenraa Linien A/S (H. P. Fries) for service: Aabenraa-Eckernförde.


02-08.09.1985: Service: Grenå-Hundested.


11.1996: Sold to Navigazione Arcipelago Maddalenino SpA - NAV.AR.MA, Napoli and renamed MOBY KISS. Price: 3 m.USD.

15.11.1996: Taken over in Torshavn and left for Italy. After arrival renamed MOBY ALE. Hoistable car deck extended in both sides with one additional lane. Accommodation refurbished. Service: Piombino-Portoferraio. The first ship to introduce the all-over cartoon livery.


2003: Name of owner now Moby S.p.A.

Still in service.


DUKE OF SCANDINAVIA 2002 - 2006

PONT L’ABBE 2006 - 2007

7615414 ■ Twin screw passenger and car ferry ■ 4d ■ 14399grt, 7758nrt, 3511dw, 1994: 19321GT, 9428NT ■

152.91(BB)/136.51x24.19/23.72x8.34/5.71 ■ Aalborg Værft A/S, Aalborg, no. 210 ■ 2D 4SA 2x18cyl. (400x460), Pielstick 18PC2-5V, 20800bhp, 21kn, Lindholmen Motor A/B, Gothenburg, no.25101/2 ■

Passengers: 1250 berths, 1372 total ■ Cars: 470
25.05.1976: Ordered.
24.06.1977: Launched.
01.05.1978: Left Aalborg for London.
04.05.1978: Naming ceremony in London. Top of funnel not fitted in order to be able to pass the Tower Bridge.
11-23.05.1981: Chartered for filming a BBC production “Artemis 81”.

29.12.1982: Sold to K/S Difko XXI, Esbjerg. Breboat chartered for 10 years to DFDS.
01.1987: Time charter to Sealink and Stoomvaart Maatschappij Zeeland (SMZ) for service: Hook of Holland-Harwich, relieving ST. NICHOLAS and KONINGIN BEATRIX for annual refit.


18.10.1991: On voyage Harwich-Esbjerg diverted to call at Hamburg due to very heavy weather. Same day left Hamburg for Harwich.

18.01-01.02.1993: Refurbished by Werft Nobiskrug GmbH, Rendsburg.

01.02.1993: Returned to service: Esbjerg-Harwich.

17.12.1998: Transferred to DIS. Due to DIS regulations she had to include a third port in the service.


03.01.1999: First call at IJmuiden. She made 205 calls in all at IJmuiden.

05.01-18.02.2000: Rebuilt by Gdansk Shiprepair Yard Remontowa S.A., Gdansk for. Equipped with sponson tanks. Bulbous bow modified and a duck tail was fitted.

15.09+22.09.2002: Cruises from Esbjerg to the offshore windturbine park at Horns Rev chartered by ELSAM.
29.09.2002: Arrived Esbjerg on her last trip from Harwich.
02.10.2002: Naming ceremony in Copenhagen.
06.10.2002: Open house arrangement while in Copenhagen.
23.11.2003: Arrived Copenhagen on her last trip from Gdansk.
24.11.2003: Left Copenhagen for Newcastle arriving the next day.
27.11.2003: Name of owner now DFDS A/S after merger of former and present owners.
21.11.2005: Bareboat charter party concluded with B.A.I. (Brittany Ferries).
09.02.2006: Last trip: IJmuiden-Newcastle.
23.02.2006: Left Frederikshavn for Cherbourg.
27.02.2006: Handed over in bareboat charter to B.A.I. (Brittany Ferries), Morlaix and renamed PONT L'ABBE.
06.03.2006: Service now: Portsmouth-Cherbourg.
30.03.2006: Service now: Plymouth-Roscoff.
09.11.2008: Laid up.
01.04.2010: In service: Toulon-Bastia.
23.09.2014: Arrived Esbjerg for seven month’s service as an accommodation vessel for workers during erection of the offshore wind park Butendiek off the island of Sylt.

Still extant.
DANA MAXIMA

1978 - 2000

TOR MAXIMA

2000 - 2001

7708778 ■ Twin screw RO/RO cargo vessel ■ 2d. (“Grimsby max.”) ■ 4928gt, 2159nt, 6552dw, 1994: 13303GT, 4321NT ■ 141.50(BB)/132.47x20.60/20.40x12.20/6.56, 1995: 17068GT, 5203NT, 8551DW, 176.2(BB)/164.55x20.60/20.40x12.20/6.56 ■ Hitachi Shipbuilding & Engineering Co. Ltd., Ariake Shipyard, Nagasu, no. 4603 ■ 2D 4SA 2x14cyl. (400x460), Pielstick 14PC2-5V-400, 15600bhp, 18kn., Niigata Engine Co. Ltd., Niigata ■ Passengers: 12 ■ TEU: 390

16.03.1977: Ordered.
05.01.1978: Keel.
20.04.1978: Launched.
18.08.1978: Delivered to DFDS A/S, Esbjerg.
19.08.1978: Left the builder for Kobe. Same day sailed for Hamburg.
30.09.1978: Left Esbjerg for Grimsby.
1979: Onwards service also: Esbjerg-North Shields.
23.08.1988: Transferred to DIS.
01.06.1995: Arrived Astilleros de Santander S.A., Santander for lengthening.
07.1995: Delivered after lengthening.
17.11.2000: Renamed TOR MAXIMA.

17.12.2001: Registered as sold to Sea Maxima KS (Goliat Shipping A/S), Oslo. Time chartered back to DFDS.
12.01-03.05.2002: Service mainly: Cuxhaven-Immingham.
23.02-21.03.2002: Five trips: Kalundborg-Szczecin.
03.05.2002-02.2004: Service: Esbjerg-Immingham.
15.02.2008: Charter to DFDS terminated.
18.03.2008: Sold to P&O Ferries Ltd., Rotterdam and renamed EUROPEAN TRADER.
01.2011: Sold to P&O Ferries Holdings Ltd. (P&O Ferries Ltd.), Rotterdam.

07.06.2012: Arrived Aliaga.
08.06.2012: Beached Aliaga for demolition by Ege Celik Gemi Sokum AS.
29.10.2012: In course of demolition at Aliaga.


7708649 ■ RO/RO cargo vessel ■ 2d ■ 274 TEU ■ 1599gtr, 840nrt, 3450DW, 1994: 5786GT, 1736NT, 3620DW ■ 105.62(BB)/96.02x18.98/18.80x12.35/4.97 ■ Helsingør Værft A/S, Elsinore, no. 417 ■ 1D 4SA 12cyl. (320x420), MaK 12MU 453AK, 4500bhp, 15.25kn, MaK Maschinenbau GmbH, Kiel

13. or 14.04.1977: Ordered by DFDS A/S.
29.09.1977: Keel laid.
16.06.1978: Launched.
28-29.10.1978: Trials.
06.11.1978: Contract taken over by P/R (DFDS A/S (2/3) & DFDS (UK) Ltd. (1/3)), Esbjerg.
10.11.1978: Left Elsinore for Copenhagen.
11.11.1978: Naming ceremony at Kvæsthusbroen, Copenhagen.
15.11.1978: Left Copenhagen for Wallhamn in time charter to OT Express Lines.
16.11.1978: Left Wallhamn for Immingham-Dunkirk-Suez Canal-Persian Gulf.
26.07.1979: Left Umm Said for Wallhann via Suez Canal and Tripoli.
04.1979: DFDS A/S bought 50% of Nopal Caribe Lines.
31.08.1979: Renamed NOPAL OPTIMA during a four year’s charter to Nopal Caribe Lines Inc. (Øivind Lorentzen) for service: Miami-Curacao-Aruba and Miami-Puerto Cabello-Maracaibo + other Caribbean ports.
05.09.1979: Left Elsinore for Miami on her first trip for Nopal Caribe Lines Inc.
21.01.1983: Renamed OPTIMA.
1983: Nopal Carib Lines Inc. services terminated.
05.10.1983: Charter to Nopal Carib Lines Inc. terminated.
01.11.1983: Renamed DANA OPTIMA.

14.02.1984: Sold to The Ethiopian Shipping Lines s.l., Assab.
28.02.1984: Taken over by her new owner at Hamburg and renamed MESKEREM.
01.03.1984: Arrived Rotterdam to be converted into a livestock carrier by Vlaardingen Oost Bedrijven b.v., Vlaardingen.
1993: Homeport now Addis Ababa.
05.2000: Sold to Hanan Cargo Clearing & Shipping Co., Batumi and renamed MARAG III.
05.2000: Renamed NOORA.
2001: Sold to Nuku’alofa and renamed MARINE STAR I.
11.2006: Sold to Ahmad Hashin Toama Al Battat (Musandam Shipping LLC), (Argentina).
09.07.2008: Sold to ASM Shipping Inc. (Majid Abdulla Shipping Ltd.), Panama and renamed DUBAI MOON.

20.05.2010: On voyage Ajman-Somalia with a cargo of vehicles developed a severe list during a cyclone off the coast of Somalia.
Abandoned in position 11.17N-52.21. Subsequently sank. Crew saved by a helicopter from the British frigate CHATHAM.

![Image of DANA OPTIMA](image)

<table>
<thead>
<tr>
<th>399. DANA MINERVA (I) 1979 - 1979</th>
<th>NOPAL</th>
</tr>
</thead>
</table>

- 7808188 ■ RO/RO cargo vessel ■ 2d ■ 274 TEU ■ 1599grt, 840nrt, 3390DW, 1994: 5945GT, 1783NT, 3390DW ■
- 105.62(BB)/96.02x18.98/18.81x12.35/4.95 ■ Helsingør Værft A/S, Elsinore, no. 419 ■ 1D 4SA 12cyl. (320x420), Mak 12MU 453AK, 4500bhp, 15.25kn, Krupp-MaK Maschinenbau GmbH, Kiel

- **31.03.1978**: Ordered.
- **07.02. or 19.07.1978**: Keel laid.
- **07.11.1978**: Intended name DANA ULTIMA.
- **18.04.1979**: Trials.
04.1979: DFDS A/S bought 50% of Nopal Caribe Lines Inc.
28.04.1979: Renamed NOPAL MINERVA in connection with a three year’s charter to Nopal Caribe Line Inc. (Øivind Lorentzen).
30.04.1979: Left Esbjerg for Miami.
18.05.1979: In service: Miami-Aruba-Curacao-La Guaira + other Caribbean ports.
11.05.1982: Renamed DANA MINERVA.
10.05.1982: Chartered to Pan Atlantic Lines. Service: Miami-Puerto Cabello/La Guaira/Las Minas/Aruba-Curacao and other Caribbean ports.
1983: Nopal Carib Lines Inc. services terminated.
13.10.1983: Taken over by her new owner at Savannah and renamed KIRK CHALLENGER.
1984: Sold to Brambles Holding Ltd. (Brambles Shipping Division), Melbourne.
02/03.1985: Renamed CHALLENGER B at Singapore undergoing modifications for the Bass Strait service.
20.05.1985: First call at Burnie.
21.05.1985: Left Burnie for Melbourne.
22.05.1985: Arrived Melbourne and began service operating three trips Melbourne-Burnie per week.
27.06.1989: Laid up at Bell Bay, Tasmania.
07.1989: Sold to Patagonia Shipping Ltd. (Kotka Merchant KY), Nassau and renamed KIRK CHALLENGER. Subsequently recommissioned at Bell Bay and sailed for Melbourne.
07.1991: Manager now Danship Lines USA Inc.
1991: Name of manager now Principal Ship Management
10.1991: Manager now Kirk Line Inc.
1995: Manager now Caribbean Ship Management Inc.
08.1998: Renamed CHALLENGER K.
24.11.1999: Left Port Everglades for Freeport, Bahamas, where arrested.
03.2000: Force sale to Sunscot & Co. Ltd. and renamed NATHAN M.
06.2000: Sold to Tsakos Industrias Navales S.A., Juan L. Lacaze (Uruguay) and renamed PLATENSE.

Still extant.

DANA MINERVA

     **SVEA CORONA** 1984 - 1985  **KING OF**
     **SCANDINAVIA** (I) 1989 - 1994
Twin screw passenger and car ferry

- 2d: 12348gt, 6198nt, 1719dw, 1989: 2058gt, 10114nt, 2857dw
- 153.12/139.33x22.23/22.00x7.98/6.32, 1989:
- 175.30/161.51x22.23/22.00x7.98/6.32
- Dubigeon-Normandie S.A., Prairie-au-Duc, Nantes, no. 142
- 4D 4SA 4x12cyl. (400x460), Pielstick 12PC2V-400, 24000bhp, 22kn., Chantier de l'Atlantique, St.Nazaire
- Passengers: 859 berths, 1200 in all, 1989: 1175 berth, 1200 in all.

23.04.1974: Keel laid.
09.07.1975: Delivered to Finska Ångfartygs Ab, Helsinki as WELLAMO.
1979: Name of owner now Finska Ångfartygs Ab - EFFOA.

04.05.1981: Taken over by DFDS A/S.
23.05.1981: Left Aalborg Værft A/S for Copenhagen.
25.05.1981: Renamed DANA GLORIA at Copenhagen.
02.06.1981-02.10.1983: Service: Esbjerg-Newcastle and each year in the period May/June to August/September also Newcastle-Gothenburg.
30.01.1984-20.05.1985: Chartered to Johnson Line AB.
03.02.1984-22.05.1985: Renamed SVEA CORONA.
01.06.1985: Service now: Copenhagen-Oslo.
07.11.1988: Left Copenhagen via Esbjerg for Papenburg/Ems to be lengthened by Meyer Werft.
19.11.1988: Docked in a covered building dock cut in two and the fore-body was shifted.
10.01.1989: Renamed KING OF SCANDINAVIA. Homeport changed to København
04.02.1989: Left Emden after lengthening at Papenburg.
09.02.1989: Naming ceremony at Oslo.
10.02.1989-01.06.1990: Service: Copenhagen-Oslo
16.08.1990: Transferred to DIS.
01.06.1990: Service now: Copenhagen-Helsingborg-Oslo.

04.07.1994: Sold (MoA) to Color Line AS (S & C Marine AS), Bergen in a swop deal with Color Line’s VENUS.
29.07.1994: Taken over by her new owner and renamed COLOR VIKING.
01.08.1994: Left Copenhagen for Sande-fjord to be upgraded at Framnæs Mek. Værksted. Price: 35 m.NOK.
30.08.1994: Left Sandefjord for Bergen arriving the next day.
01.09.1994: Naming ceremony at Bergen.
1995: Refurbishing of cabins commenced. This work was completed in stages through the year. A block of cabins aft on deck 4 removed to create a garage for 40 cars.
01.12.1998: Sold to Fjord Line AS, Bergen and renamed JUPITER. Price: 51.5 m.USD.
02.11.2005: After annual overhaul and upgrading of the sprinkler system laid up at Fredericia.
04.11.2005: Sold to MS JUPITERAS (Fjord Line AS), Tromsø.
15.02-15.10.2006: Chartered to Statoil for use as accommodation for 500 workers at Hammerfest LNG-terminal, Melkøya.
11.02.2006: Left Fredericia.
12.02.2006: Called at Bergen for bunker and supplies.
14.02.2006: Called at Melkøya/Hammerfest.
03.04.2007: Sold to Royale Group Ltd. (V. Ships Leisure SAM), Panama.
01.10.2010: Manager now: Prime Cruise Development Ltd.
01.08.2011: Homeport changed to: Phnom Penh.
08.2013: Sold.

Still extant.

**PRINCESS OF SCANDINAVIA** 1991 - 2006

7361324 ■ Twin screw passenger and car ferry ■ 4d ■
182.35(BB)/163.00x23.63/23.60x16.06/6.30, 1994:
184.36(BB)/163.x26.85/26.40x16.06/6.303 ■ Flender Werft A.G., Lübeck, no. 608 ■ 4D 4SA 4x12cyl. (480x520), Pielstick 12PC3V, 45600bhp, 24.5kn., Lindholmen Motor AB, Gothenburg ■
Passengers: 845 berth, 1357 in all, 1991: 1213 berth, 1543 in all.
Cars: 440

02.04.1975: Keel laid.
04.11.1975: Launched.
12.04.1976: Delivered to P/R [Rederi AB Salénia (1/3), Saléinvest AB) (1/3) & Rederi AB Transatlantic (1/3)] (Sven Christer Salén), Göteborg as TOR SCANDINAVIA.
01-02.1979: Floating exhibition hall “Holland Expo” for European companies while in the Persian Gulf.
23.12.1979: On voyage Gothenburg-Felixstowe with 363 passengers grounded off Galterö. Refloated and returned to
Gothenburg the next day. Temporary repaired by Cityvarvet, Gothenburg.

28.12.1979: On voyage Gothenburg-Amsterdam with 1175 passengers grounded at Svinholmsgrundet. Refloated for own power and returned to Gothenburg the same day. Repaired by Cityvarvet, Gothenburg.

1980: Name of Rederi AB Salénia changed to Salénia AB.

1981: Floating exhibition hall for Expo Scan Arab 80 with Scandinavian companies while in the Middleeast.

17.01.1981: Left Gothenburg for the Middleeast.

23.11.1981: Rederi AB Transatlantic’ share was sold to the other two part owners.


01.10.1982: Last trip from Felixstowe.


27-29.01.1983: At Manila.

01.02.1983: Left Singapore for Copenhagen via Suez.


03.03.1983: In service: Gothenburg-Felixstowe/Amsterdam.


02.06.1984: Service now: Gothenburg-Harwich.
18.01-07.06.1985: Service: Gothenburg-Harwich.
05.02-29.11.1986: Service: Gothenburg-Harwich and Esbjerg-Harwich.
13+15.09.1986: Called Brunsbüttel enroute on trips from Harwich.
18.10.1986: Called Cuxhaven enroute on the trip from Harwich.
01.09.1988: Transferred to DIS.
05.04-16.06.1990: Service: Gothenburg-Harwich/Amsterdam.
27.08-01.11.1990: Service: Gothenburg-Harwich/Amsterdam.
17.01-11.3.1991: Major conversion and upgrading at Blohm + Voss AG, Hamburg.
22.02.1991: Renamed PRINCESS OF SCANDINAVIA and homeport changed to København.
16.03.1991: Naming ceremony at Gothenburg of PRINCESS OF SCANDINAVIA and PRINCE OF SCANDINAVIA.
17.03-03.11.1991: Service: Gothenburg-Amsterdam/Harwich and Esbjerg-Harwich.
11.02-25.03.1992: Service: Gothenburg-Harwich/Copenhagen.
01.01.1993: Arrived Gothenburg. Laid up.
25.02-03.03.1993: Trip: Gothenburg-Granvin-Bogen-Gothenburg.
01.10.1993: On voyage Gothenburg-Amsterdam a fire broke out in the engine room due to a broken fuel pipe about 30 miles west of Bovbjerg in Jutland. Fire extinguished by the sprinkler system. Proceeded to Esbjerg on two main engines. Repaired at Esbjerg.
17.02-08.06.1994: Service: Gothenburg-Harwich/Copenhagen.
09-29.06.1994: Service: Gothenburg-Harwich/Newcastle.
18.06.1994: On voyage Newcastle-Gothenburg had a break down on the port side gear. Continued to Gothenburg for two main engines.
29.06-16.07.1994: During docking at Skipsdokk Sør A/S, Kristiansand heeled over to starboard and the hull was punctured. The engine room flooded.
08.09-02.10.1994: Service: Gothenburg-IJmuiden.
02-04.10.1994: Trip: Gothenburg-Kalundborg-Gothenburg chartered to Novo Nordisk celebrating its 25-year anniversary for use as a restaurant.
05.10.1994-03.02.1995: Repairs of damaged gear by Cityvarvet, Gothenburg.
03-04.02.1995: Trials.
09.02-24.05.1995: Service: Gothenburg-Harwich/Copenhagen.
25.01-05.06.1996: Service: Gothenburg-Harwich/Copenhagen.
06.06-26.08.1996: Service: Gothenburg-Harwich/Newcastle.
05.06-25.08.1997: Service: Gothenburg-Harwich/Newcastle.
12.05-03.06.1998: Service: Gothenburg-Harwich/Copenhagen.
25.08.1998-06.01.1999: Service: Gothenburg-Harwich/Copenhagen.
03.01.1999: Last call at Harwich.
30-31.03.2000: Trials and redelivery to DFDS A/S.
04.04.2000: Left Frederikshavn and arrived Gothenburg.
06.04-06.05+09-20.05.2000: Service: Gothenburg-Kristiansand and Gothenburg-Kristiansand-Newcastle.
23.05.2000: Service now: Gothenburg-Kristiansand and Gothenburg-Kristiansand-Newcastle.
17.05.2002: On voyage from Newcastle to Kristiansand in position of 143 miles east north east of North Shields a fire broke out in the engine room due to a leakaging pipe for the hydraulic system. Fire extinguished by the crew.
18.05.2002: Arrived Kristiansand.
20.05.2002: After inspections proceeded to Fredericia.
20.05-13.06.2002: Repaired by Fredericia Skibsværft A/S.
13.06.2002: Left Fredericia for Gothenburg arriving the next day.
16.06.2002: Returned to service.
27.11.2003: Name of owner now DFDS A/S after a merger of former owner and DFDS A/S, København.
02.02.2005: Back to service Gothenburg-Kristiansand and Gothenburg-Kristiansand-Newcastle.
05.01.2006: Left Gothenburg for Kristiansand and Newcastle.
06.01.2006: Left Newcastle for Kristiansand and Gothenburg.
07.01.2006: Arrived Gothenburg. Then left Gothenburg for Fredericia Skibsværft A/S for annual overhaul.
27.01.2006: Left Fredericia for Gothenburg.
09.02.2006: Left Gothenburg for Newcastle without passengers.
07-08.03.2006: Last trip: IJmuiden-Newcastle.
01.11.2006: Service Gothenburg-Kristiansand-Newcastle terminated.

02.11.2006: Sold to Moby S.p.A., Napoli and renamed MOBY OTTA.
11.2006-05.2007: Car capacity increased and cabin area rearranged.
05.2007: Service: Genua-Porto Torres.

Still in service.

21.01.1974: Keel laid.
10.10.1974: Launched.
16.05.1975: Delivered to P/R [Rederi AB Salénia (1/3), Salénrederierna AB (1/3) and Rederi AB Transatlantic (1/3)] (Sven Christer Salén), Göteborg as TOR BRITANNIA. Price: 13 m.GBP.
21.05.1975-1981: Services Gothenburg-Felixstowe/Amsterdam and occasional calls at Imminghamm.
01.07.1975: Salénrederierna AB changed name to Saléninvest AB.
18.12.1975: Manager now Tor Line AB.
1980: Name of Rederi AB Salénia changed to Salénia AB.

10.11.1981: Taken over after bottom inspection at Aalborg Værft A/S and renamed SCANDINAVIAN STAR Laid up. Intended for cruise service Freeport-Florida, but the plans never materialized.
07.01.1982: Left Aalborg for Copenhagen. Only trip as SCANDINAVIAN STAR.
08.01-12.03.1982: Laid up at Copenhagen.
26.03.1982: Sold to DFDS A/S, Esbjerg and renamed TOR BRITANNIA.
29.03-26.05.1982: Service: Gothenburg-Amsterdam.
26.05-01.10.1982: Service: Gothenburg-Felixstowe/Amsterdam.
02.10.1982-03.03.1983: Service: Gothenburg-Felixstowe.
04.03-02.10.1983: Service: Gothenburg-Felixstowe/Amsterdam.
01.10.1983: Last call at Amsterdam.
18.01-07.06.1985: Service: Esbjerg-Harwich.
TOR BRITANNIA 30.03.1984 Harwich

PRINCE OF SCANDINAVIA 08.02.2000 Oslo


23.08.1988: Transferred to DIS.


23.12.1989-15.03.1990: Accommodation vessel at Malmö in charter to the Swedish Immigration Authority. Around 800-850 refugees of at least 30 nationalities were accommodated.


04-08.11.1990: Trip: Gothenburg-Esbjerg-Hamburg.


16.03.1991: Naming ceremony at Gothenburg of PRINCE OF SCANDINAVIA and PRINCESS OF SCANDINAVIA.


04.11.1991: Left Gothenburg for Copenhagen. Laid up.

18.02-16.03.1992: Service: Gothenburg-Harwich/Copenhagen.


10.06-17.08.1992: Service: Gothenburg-Harwich/Amsterdam.


04.02-05.04.1993: Service: Gothenburg-Harwich/Copenhagen.

05.04-12.06.1993: Service: Gothenburg-Harwich/Amsterdam.

12.06-23.08.1993: Service: Gothenburg-Harwich/Amsterdam/Newcastle.

23.08-01.11.1993: Service: Gothenburg-Harwich/Amsterdam.

26-27.10.1993: Last call at Amsterdam. Since then only calls at IJmuiden.


04.01-17.02.1994: Service: Gothenburg-Harwich/Copenhagen.
17.02-21.03.1994: Laid up at Copenhagen.
24.03-06.06.1994: Service: Gothenburg-IJmuiden/Copenhagen.
06.06-07.09.1994: Service: Kristiansand-IJmuiden, Gothenburg-Copenhagen/IJmuiden.
10.01-08.02.1995: Service: Gothenburg-Harwich/Copenhagen.
09.02.1995: Left Gothenburg for Copenhagen.
14.03.1995: Left Copenhagen for Gothenburg.
09.04-24.05.1995: Service: Gothenburg-IJmuiden.
12-13.05.1995: Trip: IJmuiden-Rotterdam-IJmuiden. Chartered to Rotterdam Port Promotion Council as publicity for the port. 800 guests were invited to a cruise in the Port of Rotterdam.
03.10.1995: Laid up at Gothenburg.
15.05.1996: Left Morehead City for La Goulette.
22-23.05.1996: Anchored in Gibraltar Bay for bunkering.
03.10.1996: Arrived Gothenburg. Laid up.
20+28.05.1997: Calls at Cuxhaven enroute to Harwich to disembark and embark a group of 460 UK passengers.
05.11.1997-14.01.1998: Rebuilt by Gdansk Shiprepair Yard Remontowa S.A. Equipped with sponson tanks. Bulbous bow modified and a duck tail was fitted.
01.07.2001: Called at Amsterdam instead of IJmuiden.

28.11.2003: Taken over by new owners in Newcastle at the shipyard A & P Appledore (Tyne) Ltd. and renamed MOBY DREA.
12.2003: After take over proceeded to Mariotti Shipyard, Genoa for refurbishment of the accommodation.
27.05.2004: In service Livorno-Olbia.
05.2006: Homeport changed to Napoli.
23.05.2007: In service: Genua-Porto Torres.

Still in service.

---


---

8413992 □ RO/RO cargoship □ 4d □ 20,941ba □ 458 TEU □
12189GT, 3656NT, 7057dw □
145.00(BB)/135.00x21.59/20.40x12.15/6.62 □ Frederikshavn Værft A/S, Frederikshavn, no. 417 □ 1D 4SA 6cyl. (580x600), Mak 6M601, 9000bhp, 17.5kn, Krupp Mak Maschinenbau GmbH, Kiel □
Passengers: 12

16.05.1984: Preliminary order.
30.08.1984: Bareboat charter agreement between DFDS A/S and K/S Merc Scandia XLIV.
04.09.1984: Finally ordered.
15.08.1985: Keel laid.
12.11.1985: Launched. Intended name MERCANDIAN EXPRESS II.
05.03.1986: Reported name DANA CIMBRIA.
07.03.1986: Trials.
02.04.1986: Delivered to K/S Merc Scandia XLIV [Rederi- & Handelsaktie-selskabet Mercandia Enterprise], Esbjerg. Five year's bareboat charter to DFDS A/S.
02.04.1986: Left Frederikshavn for Esbjerg.
05.04.1986: In service mainly: Esbjerg-Grimsby/North Shields.
23.08.1988: Transferred to DIS.
06-29.04.1991: In Tor Line service: Gothenburg/Helsingborg-Felixstowe-Immingham.
02.01.1992: Taken over by her new owner. Service unchanged.
1997: Service also: Cuxport (Cuxhaven)-UK.
28.05.1997: Called as the first ship at Strompier in the new Amerikahafen terminal, Cuxhaven.
02.01.2001: Renamed TOR CIMBRIA.
01-03.2002: Service: Rotterdam-Immingham.
02.2002: Service also: Brevik-Kristiansand-Immingham.
10.09.2002: Sold (MoA) to Tor Cimbria Ro Ro KS (Norbulk Shipping UK Ltd.), Glasgow. Six years time charter back to DFDS A/S.
29.10.2002: Taken over by new owners at Cuxhaven. The service remained the same.

DANA CIMBRIA 21.10.1992 Esbjerg

03-08.2004: Chartered to third party.
05.04-06.2005: Service: Zeebrugge-Immingham.
10.01.2006: While at Fredericia Skibsværft A/S renamed AQUAE.
18.01.2006: First trip from Marseilles.
14.02.2011: Renamed CIMBRIA SEAWAYS.
16.02-25.05.2011: Service: Rosyth-Zeebrugge.
06.2011-29.10.2011: Service: Marseilles-Rades
29.10.2011: Charter to DFDS terminated Renamed CIMBRIA while at Marseilles.

07.08.2012: Sold to Asian Marine Transport Corp., Cebu and renamed SUPER SHUTTLE RORO 8.

Still extant.

404. PRINS HAMLET 1987 - 1988

7320332 ■ Twin screw passenger and car ferry ■ 3d ■ 5823gt, 2977nt, 1127dw ■ 118.73(BB)/107.85x18.55/18.34x12.07/5.00 ■ Werft Nobiskrug GmbH, Rendsburg, no. 679 ■ 4D 4SA 4x6cyl. (410x470), Stork-Werkspoor 6TM410, 16000bhp, 22kn., Stork-Werkspoor Diesel N.V., Amsterdam ■ Passengers: 572 berth, 428 deck ■ Cars: 225

05.10.1972: Ordered.
15.11.1972: Keel laid. Intended name PRINZ MALCOLM.
26.05.1973: Launched.
1977: Taken over by Fährschiffges. “Prinz Malcolm” Kröger, Dr. Prussmann & Co., Hamburg.
1983: Taken over by Prinzenlinien Schiffahrtsges.m.b.H. & Co., Hamburg.


27.09+25.10.1984: Calls at Cuxhaven enroute to Harwich.


03.11.1984: Call at Cuxhaven enroute to Hamburg.


05.04.1987: Arrived Esbjerg.

04.05.1987: Sold to DFDS A/S, Esbjerg.
11.05.1987: Taken over and renamed PRINS HAMLET.
13.05-03.06.1987: Service: Esbjerg-Newcastle.
03.06-17.08.1987: Service: Esbjerg-Newcastle and Newcastle-Gothenburg.
02.03.1988: Left Harwich for Rosslare.
11.05-08.06.1988: Service: Esbjerg-Newcastle.
20.09.1988: Arrived Esbjerg from Harwich on her last trip for DFDS.

29.09.1988: Sold to Sail Pride Inc. (Stena AB), Monrovia.
03.10.1988: Taken over by her new owner and renamed STENA BALTICA.
11.1988: Bareboat chartered for six years with purchase option to Polish Baltic Shipping Co. (Polska Zegluga Baltyska) and renamed NIEBOROW.
04.1997: Service: Copenhagen-Swinoujscie as relief vessel.
01.06.1997: In service: Gdansk-Nynäshamn.
01.1999: Homeport changed to Nassau.
10.2002: Sold to Adriatic Lines S.A., Nassau and renamed SVETI STEFAN II.

Still in service.

---

405. **TOR CALEDONIA** 1988 - 2001


21.05.1976: Ordered.
07.07.1977: Delivered to Whitwill, Cole & Co. Ltd. (Tor Line AB), Bristol as TOR CALEDONIA.
1979: Transferred to North Sea service.
14.05.1982: Requisitioned by the British Government for store ship duties during the Falkland war.
16.05-20.05.1982: At Southampton to be fitted out and loading vehicles and other equipment.
20.05.1982: Trials before departing for Freetown and Ascension.
31.05.1982: Arrived Ascension. Loaded stores and spares.
02.06.1982: Sailed Ascension.
12.06.1982: Arrived off the Falklands Islands.
17.06.1982: Arrived Port William.
07.1982: Remained in the Port Stanley area until the end of month.
31.07.1982: Sailed for UK. Later made another trip to the Falklands Islands.

1982: Sold to Spanocean Line Ltd. (Salen UK Ship Management Ltd.), Bristol. Service: France-Italy-the Middle East.
05.1984: Renamed GOTHIC WASA. Chartered to Grimaldi Lines.
12.1984: Renamed GALLOWAY.
1985: Sold to Initial plc (Denholm Ship Management Ltd.), Hamilton and renamed TOR CALEDONIA.
06.1985: Time chartered to Tor Line AB.
1986: Sold to Stratton House Leasing Ltd. (Denholm Ship Management Ltd.), Hamilton.
23.12.1988: Taken over in Rotterdam.
28.04.1989: Transferred to DIS.
23.08.1990: Returned to service.
08.1990: Service also: Gothenburg Ghent.
29.03-09.05.1991: Trip: Harwich-Al Jubayl-Marchwood (Southampton).
01.1993: Service also: Esbjerg-Harwich.
29.05.1993: Last call at Felixstowe.
01.1994-19.08.1995: Also calling at Helsingborg.
11.1998: Service: Gothenburg-Harwich. Chartered to Stena Tor Line HB together with STENA GOTHIA.
04-02.06.2001: Service: Gothenburg-Ghent and Oslo-Brevik-Kristiansand-Immingham-Rotterdam.
03.06-04.07.2001: Trip: Rotterdam-Massawa-Eemshaven-Gothenburg.
25.07-03.11.2001: Service: Gothenburg-Ghent.

14.11.2001: Taken over at Leghorn and renamed STRADE GIGANTE. Service: Genoa/Voltri-Palermo/Termini Imerese (Sicily) and Civitavecchia-Palermo/Termini Imerese.
2005: Managers now Portunato & Cie. S.A.
08.06.2012: Sold to Argo Systems FZE (Doehle Danautic India Pvt. Ltd.), Basseterre (St, Kitts & Nevis) and renamed GIGANTE.
22.08.2012: Arrived Chittagong.

22.05.1979: Ordered. Contract Price: 235 m.FIM.
18.02.1980: Keel laid.
03.1981: Trials.
30.03.1981: Delivered to Finska Ångfartygs Ab - EFFOA (Finland Steamship Co. Ltd.), Helsinki as FINLANDIA.
31.03.1981: Left the shipyard.
1981: On voyage Helsinki-Stockholm ran into heavy southwesterly seas south of Hanko. The visor was severely damaged.
10.01.1982: Bow rebuilt by Oy Wärtsilä Ab, Turku.
04.1985: On deck 10 an auditorium for 270 passengers and eight conference rooms were fitted.
12.11.1987: MoA signed with DFDS for delivery in May 1990, when EFFOA would receive a new ferry.
31.08.1988: Sold to Suomen Yritysrahoitus Oy – Finska Företagsfinans Ab, Helsinki. Bareboat charter back to EFFOA.
05.05.1990: Left Helsinki for refurbishment at Cityvarvet, Gothenburg.
06.05.1990: Arrived Gothenburg.
11.05.1990: Sold to DFDS A/S, København.
14.05.1990: Taken over by DFDS A/S, København and renamed QUEEN OF SCANDINAVIA,
27.05.1990: Around midnight left Gothenburg for Helsingborg.
28.05.1990: Arrived Helsingborg to test the ramps.
01.06.1990: Naming ceremony at Copenhagen and a trip on the Sound.
01.06.1990-26.05.2001: Service: Copenhagen-Helsingborg-Oslo.
05.06.1990: “Open Ship” arrangement for DFDS employees.
09.06.1990: “Open Ship” arrangement for the public at Copenhagen.
13-23.04.1997: Refurbished at Honnørkajen, Aalborg and during service (four weeks) as stage one.
04-21.01.1998: As stage two refurbished by Fredericia Skibsværft A/S.
03.01-18.02.2000: Rebuilt by Gdansk Shiprepair Yard Remontowa S.A. Equipped with sponson tanks and duck tail.
18.02.2000: Arrived Copenhagen from Poland.
26.06.2001: Last arrival to Copenhagen from Oslo.
30.06.2001: Promotion trip: IJmuiden-Amsterdam.
27.11.2003: Name of owner now DFDS A/S after a merger of former owner and DFDS A/S.
15.05.2004: Promotion cruise: IJmuiden- Amsterdam.
03.09.2008-11.02.2009: Laid up at Korsør.
13.02-18.06.2009: Lying at Oskarshamn as a hotel ship chartered to Alstom Power during overhaul of a nuclear power plant.
06.2009: Laid up at Klaipeda.
02-22.12.2009: Chartered to the Danish police as a hotel in Copenhagen during the UN climate conference COP15.
29.03.2010: Bareboat chartered to Princess Maria Ltd. Homeport changed to Valletta and renamed PRINCESS MARIA.
07.11.2013: Sold to charterer Princess Maria Ltd. (St. Peter Line Rus LLC), Valletta.
02-25.02.2014: Chartered to Russian State Co. Rosmorport as a hotel at Sochi during Olympic Games.

Still extant.
**TOR BELGIA 1999 - 2003**

7624063 ■ RO/RO cargo vessel ■ 2d ■ 1ho, 27,315ba ■ 145x12’ trailers, 1994: 207 ■ 8670gt, 3870nt, 12993dw ■ 169.55(BB)/160.61x25.07/25.01x15.42/7.744 ■ 1994: 21491GT, 6447NT, 10800DW ■ 193.25/184.18x25.07/25.01x15.42/7.744 ■ Société Metallurgique & Navale Dunkerque-Normandie, Dunkerque, no. 305 ■ 2D 4SA 2x12cyl. (400x480), Sulzer 12ZV40/48, 17400bhp, 16.5kn, Compagnie de Construction Mec. Sulzer, CCM, Mantes ■ 693 TEU

**08.11.1977:** Keel laid.
**08.04.1978:** Launched.
**20.10.1978:** Delivered to Société Dunkerquoise D’Armement (Navale et Commerciale Havraise Peninsulaire (N.C.H.P.)), Dunkerque as VILLE DU HAVRE.
**1978:** Renamed FOSS HAVRE. Homeport changed to Fos-sur-Mer.
**1981:** Renamed VILLE DU HAVRE.
**1983:** Sold to Société Francaise de Transportes Maritimes (S.F.T.M.) (Navale et Commerciale Havraise Peninsulaire (N.C.H.P.), Dunkerque.
**1987:** Sold to Compagnie Nouvelle de Navigation (C.N.N.) (Navale et Commerciale Havraise Peninsulaire (N.C.H.P.), Dunkerque and renamed KAMINA. Chartered to OT Africa Line.
**1988:** Sold to Nouvelle Compagnie de Navigation (N.C.N.) (Euronavis), Toamosina (Madagascar).

10.07.1992: Sold to Tor Line AB, Göteborg.
23.12.1992: Taken over and renamed TOR BRITANNIA at Newcastle.
31.01-03.04.1993: Service: Gothenburg-Felixstowe/Harwich-Immingham and Immingham-Rotterdam.
03.06.1994: Midbody 23.7m and 1100t launched and subsequently towed to Horten.
15.06.1994: Midbody delivered.
12.07.1994: Arrived Horten to be lengthened and rebuilt by Horten Shipyard AS.
02.03.1995-02.05.1999: Service: Gothenburg-Immingham.
05-12.08.1996: At Brevik for repairs of weldings to the new midbody.
12.08.1996: Left for Gothenburg.
1999: Hoistable decks for cars fitted in the lower hold.
05.2003: Calls at Brevik started.
14.04-20.05.2002: Service also: Gothenburg-Immingham.
17.09.2003: Sold to Eidsiva Ro-Ro KS (Eidsiva Rederi ASA), Göteborg.
15.10.2003: Taken over at Gothenburg with charter back to DFDS Tor Line AB.
12-27.07.2004: Service also: Rotterdam-Immingham.
20.06.2005: Homeport now London.
07.2005: Manager now Goliat Shipping A/S.
05.01-20.03.2006+26.03.2006-12.02.2007: Service: Gothenburg-Tilbury.
24.01-29.01.2006+02.2007-04.02.2008: Service also: Cuxhaven-Immingham.
22.08.2006: Homeport now Göteborg.
09.2006: Manager now OSM Ship Management AB.
31.03.2010: Charter to DFDS terminated at Rades.
05.2010: Sold to Astonville Properties SA, Panama and renamed DUBAI GATE.

25.07.2010: Beached.

TOR BELGIA 02.10.2004 Copenhagen

408. TOR DANIA (II) 1993 - 2003
BRIT DANIA 1993 - 1993

7624051 ■ RO/RO cargo vessel ■ 21,225ba ■ TEU 693 ■ 8670gt, 3870nt, 12993dw, 1994: 19412GT, 5823NT ■ 169.55(BB)/160.61x25.07/25.01x15.42/7.744 ■ 1995: 21850GT,
Société Metallurgique & Navale Dunkerque-Normandie, Dunkerque, no. 304 • 2D 4SA 2x12cyl. (400x480), Sulzer 12ZV40/48, 17400bhp, 16.5kn, Compagnie de Construction Mec. Sulzer, CCM, Mantes

**15.04.1977:** Keel laid.
**29.10.1977:** Launched.
**12.06.1978:** Delivered to Société Francaise de Transports Maritimes (S.F.T.M.) (Navale et Commerciale Havraise Peninsulaire (N.C.H.P.), Dunkerque as VILLE DE DUNKERQUE.
**1979:** Renamed FOSS DUNKERQUE. Homeport changed to Fos-sur-Mer.
**1981:** Renamed VILLE DE DUNKERQUE.
**1983:** Homeport again Dunkerque.
**1986:** Renamed G. AND C. EXPRESS.
**1987:** Homeport changed to Port Louis (Mauritius).
**1988:** Sold to Odvar Olsen (Goliat Shipping A/S), Oslo and renamed RAILO.
**11.1988-05.1989:** Renamed DANA HAFNIA for time charter to DFDS.
**10.07.1992:** Sold to DFDS A/S, København.
**18.01.1993:** Taken over and renamed TOR DANIA. Transferred to DIS.
**18-25.01.1993:** Trip: North Shields-Southampton-Granvin-Esbjerg.
**26.01.1993-13.04.1995:** Service mainly: Esbjerg-Harwich
**20.04.1993:** Renamed BRIT DANIA while in 12 month’s charter to Britline for service: Esbjerg-Harwich.
**17.09.1993:** Renamed TOR DANIA.
27.02-12.03.1994: Trip: Esbjerg-Immingham-Granvin-Trondheim-Sørreisa-Granvin-Sørreisa-Esbjerg.
18.04.1995: Arrived Horten to be lengthened and rebuilt by Horten Shipyard AS.
29.05.1995: Sailed Horten after rebuilding.
30.05.1995-12.05.2000: Service mainly: Gothenburg-Immingham/Harwich.
27.07-05.08.1996: At Brevik for repairs of weldings at the new mid body.
1999: Hoistable decks for cars were fitted in the lower hold.
02.04.2001-05.05.2002: Service mainly: Esbjerg-Immingham.
17.04-14.05.2001: Service also: Gothenburg-Harwich/Immingham.
16-24.05.2001: Service also: Gothenburg-Ghent.
07.05.2002-05.2004: Service mainly: Gothenburg-Ghent.
11.10.2002: Also calling at Brevik.
21.10.2003: Taken over by her new owner. Chartered back to DFDS Tor Line AB.
05-23.05.2004: Service: Immingham-Rotterdam.
24.08.2004: Homeport now Oslo.
2004: Name of manager now OSM Ship Management AB.
05.2005: Sold to Goliat Roro KS (Goliat Shipping A/S), Oslo. Price: 8 m. EURO.
18.09.2007: Sold to Doyen Shipping Ltd. (Imperial Ship Management AB), London. Chartered to DFDS.
05.2008-06.2008: Crane installed on weather deck at Bremerhaven.
06.03-31.03.2009: Trip: Immingham-Oslo-Uthaug-Orkanger-Fredrikstad-Cuxhaven.
01.2010-02.05.2012: Charter to DFDS terminated. 01.06.2012: Renamed DANIA.

11.12.2012: Reported as broken up.

409.  CROWN OF SCANDINAVIA 1994 - 2013
CROWN SEAWAYS 2013 -
Twin screw passenger and car ferry ■ 5d ■ 35498GT, 21021NT, 2940DW ■ 169.40(BB)/149.80x28.20/27.60x8.50/6.350 ■ 1994: 171.32(BB)/149.80x28.20/27.60x8.50/6.350 ■ Brodogradliste Split, Split, no. 373 ■ 4D 4SA 4x12cyl. (400x460), Pielstick 12PC2-6V-400E, 32302bhp, 21.5kn, SEMT-Pielstick, St. Nazaire ■ Passengers: 2170, 678 cabins, ■ Cars: 450

06.04.1992: Launched.
1993: Due to serious delays caused by Yugoslavian civil war the contract was put up for sale.
03.1994: Docked at Fincantieri Ship Repair Yard, Trieste.
03+05.05.1994: Trials.
30.05.1994: Contract sold to DFDS.
07.06.1994: Registered in Sweden as CROWN OF SCANDINAVIA and formally taken over by Swed-Link AB, Malmö. However, transferred to DFDS A/S, København the same day.
07.06.1994: Delivered to DFDS A/S sailed the builder for Bremerhaven.
16.06.1994: Arrived Bremerhaven.
16.06-23.07.1994: Rebuilt by Lloyds Werft, Bremerhaven. Car deck converted to allow for trucks. A duck tail was fitted.
1998: Before the summer season fitted with outdoors bars on the sun decks.
11+25.06.2000: Mini cruises to the new bridge across the Sound.
01.07.2000: Mini cruise with 1702 passengers in the Sound, celebrating the inauguration of the bridge across the Sound.
21.10.2001: Mini cruise in the Sound with passengers from Copenhagen.
27.11.2003: Name of owner now DFDS A/S after a merger of former owner and DFDS A/S.
06.09.2004: Change of ferry berth at Copenhagen from Kvæsthusbroen to the new DFDS Terminal in the former Freeport of Copenhagen.
15.08.2004: Mini cruise to the Malmö festival.
01-16.01.2005: Restaurant deck refurbished at Öresundvarvet, Landskrona.
17.01.2005: Returned to service.
02+04.09.2005: Mini cruises on the Sound in connection with the regatta America’s Cup.
14.10.2006: Last call at Helsingborg.
14.01.2013: Renamed CROWN SEAWAYS.
10.03-03.04.2014: Refurbished at Copenhagen.
08-10.03.2016: Chartered to Lemvig-Müller for a trip Copenhagen-Aarhus-Copenhagen as a trade fair exhibition for 1700 participants.

In the present fleet.

7347548 ■ Twin screw passenger and car ferry ■ 3d ■ 8753grt, 4401nrt, 1600DW ■ 152.40/132.21x20.05/20.01x12.93/5.620 ■ 05.1991: 13286GT, 5766NT, 1600DW ■ Oy Wärtsilä Ab, Turku, no. 1214 ■ 2D 4SA 2x18cyl. (400x460), Pielstick 18PC2, 21600bhp, 24kn, Oy Wärtsilä Ab, Turku ■ Passengers: 726 berths, 474 deck ■ Cars: 320

**10.07.1972:** Ordered. Contract price incl. extras: 92 m.SEK.
**20.03.1973:** Keel laid.
**01.10.1973:** Launched.
**04.1974:** Trials
**10.05.1974:** Naming ceremony. Named PRINSESSAN BIRGITTA.
**10.05.1974:** Delivered to P/R [Rederi AB Göteborg-Frederikshavn Linjen (43.5%), Rederi AB Ragne (43.5%), Barkman & Vco AB (12%) & Rederi AB Ostenia (1%)] (Rederi AB Ragne, Västervik.
05.1974: Introduction trips to Travemünde, Gothenburg and Oslo.
17.05.1974: In service: Gothenburg-Travemünde.
1975+1976: Weekend cruises: Travemünde-Rønne (summer) and Travemünde-Copenhagen (winter).
24.03.1977: Sold to Rederi AB Göteborg-Frederikshavn Linjen (GFL/Sessan), Göteborg.
12.1980: Stena Line AB purchased the majority of Rederi AB Göteborg-Frederikshavn Linjen (GFL/Sessan).
25.08.1981: Service to Travemünde terminated. Then docked and repainted in Stena livery.
01.06.1982: Renamed STENA SCANDINAVICA in bareboat charter to Stena Line AB.
01.12.1982: Registered as sold to Sessanlinjen AB, Göteborg. Price: 61 mSEK.
12.1984: While at Cityvarvet the supermarket was rebuilt, and 20 new cabins fitted.
02.09.1985: Registered as sold to GFL-Holding AB.
27.08.1986: Sold to Stena AB, Göteborg.
05.04.1987: Last trip: Gothenburg-Kiel.
09.11.1987: Registered renamed as SCANDINAVICA.
07.06-09.1988: Chartered to Sealink British Ferries. Service: Dover-Calais/Zeebrugge.
09.1988: Laid up at Dunkerque.
08.11.1988: Sold to Stena Shipping Line Limited, Hamilton. Price: 15.5 m.USD.
05.1989: Sold to Scandinavica Ltd. (Northern Marine Management Ltd.), Nassau and renamed TARAK L.


29.11.1989: Taken over when redelivered from charter to COTUNAV. Price: 143 m.SEK.


03.1990: Renamed VENUS. Homeport changed to Bergen.

29.03.1990: In service: Bergen-Stavanger-Newcastle/Amsterdam.

01-13.09.1990: Refurbished by Arctos Framnæs A/S, Sandefjord. The hull was painted in the livery of Color Line. The service was unchanged.


01.01.1993: Norway Line purchased by Color Line A/S.


01.09.1994: Taken over at Bergen and renamed KING OF SCANDINAVIA.

03.09.1994: Left Bergen for Esbjerg arriving the next day.


02.01.1995: Left Fredericia for Esbjerg. Laid up.

09.02.1995: Transferred to DIS.


24.05.1995: Called at Cuxhaven instead of Hamburg.

07-11.06.1995: At Esbjerg due to engine repairs.
01-04.11.1996: Chartered to Novo Nordisk A/S as hotel and congress ship.
05.11.1996: Arrived Nyborg. Laid up.
27.12.1996-25.01.1997: At Fredericia for general overhaul by Fredericia Skibsværft A/S.
07.02-09.05.1997: Service: IJmuiden-Newcastle.
15.06-02.07.1997: At Esbjerg for outfitting.
02-03.11.1997: Trip: Esbjerg-Hamburg- IJmuiden.
23.11.1997: Moonlight cruise from IJmuiden.
08.05.1998: Arrived La Goulette.
10-28.11.1998: Trip: Esbjerg- Southampton-Eemshaven-IJmuiden-
Amsterdam-Southampton-Esbjerg.
27.02.1999: Arrived Esbjerg. Laid up.
01-07.09.1999: At IJmuiden for engine repairs.
06.04.2001: Cruise on the North Sea.
24.06.2001: Left IJmuiden for La Goulette.
30.06.2001: Arrived La Goulette.
02.07.2001: In service: La Goulette-Genoa/Marseilles/Livorno.
30.09.2001: Handed back to DFDS and sailed La Coulette for
Copenhagen.
07.10.2001: Arrived Copenhagen.
08.10.2001: Transferred to DAS.
08.10-28.11.2001: Chartered to BornholmsTrafikken A/S. Service:
Rønne-Copenhagen/Ystad/Sassnitz.
28.11.2001: Laid up at Copenhagen.
29.11.2001: Transferred to DIS.
22.02-22.03.2002: Five trips: Kalundborg-Szczecin.
27.03.2002: Sailed Kalundborg.
28.03.2002: Arrived Copenhagen. Laid up.
12.03.2002: Sold to Reca Marmara Nakliyat Denizcilik Isletmesi
T.A.S., Çesme, (V. Ships Leisure S.A.M.), Istanbul and renamed
ÇESME. In Copenhagen repainted in her new livery.
02.05.2002: Taken over and left the same day for Ancona.

05.2004: Trip: ÇESME-Venice.
26.05.2010: Sold to C-Bed II BV (Transnautic Ship Management OÜ), London and renamed WIND AMBITION.

Still extant.

411. **DANA HAFNIA (II) 1994 - 2001**

7389194 ■ Twin screw Ro/Ro cargo ship ■ 1 deck & shd ■ 308 TEU ■ 555gt, 2899nt, 9018dw, 1994: 11125GT, 3338NT, 8538DW ■ 161.37/152.51x18.04/17.98x13.37/6.71 ■ AB Lödöse Varv, Lödöse,
no. 180 ■ 2D 4SA 8cyl. (400x480), Sulzer 8ZL40/48, 10400bhp, 17.25kn, „Zgoda” Zaklady Urzadzen Technicznych, Swietochlowice, Poland

25.04.1978: Launched.
27.04.1978: Keel laid for fore part.
07.09.1978: Launched as LINNEA. However, this name was already in the Swedish Register. Instead renamed LINNÉ. Fore and aft part welded together at the fitting out quay. Final welding took place at Götaverken, Gothenburg.
28.11.1980: Returned to OT North Africa Line service.
20.01.1982: The Johansson Group of companies went bankrupt. However, continued operation was secured. Service still the same. Service occasionally also: France-Algeria /Tripoli. After the end of The Falkland Islands war made a trip to the islands with building materials for the account of the British Government. Proceeded after discharge to Buenos Aires to pick up a cargo for Algeria, but access to the harbour was denied by the authorities. Anchored in the roads, and subsequently proceeded to Rio Grande for bunkers.
22.05.1985: Arrived Gothenburg. Laid up.
04.09.1985: Sold at auction in Gothenburg to Belinda Shipping S.A. (K. I. Larsen), Panama and renamed BELINDA. Price: 1.6 m.USD.
1987: Transferred to Kaprifol Shipping S.A. (Ole Frellsen), Panama.
01.10.1987: Weco-Shipping I/S became manager.
01.10.1987-07.03.1988: Chartered to Stena AB, Gothenburg for service: Gothenburg-Travemünde.

07-17.03.1988: Chartered to Ugland All Car Carriers.
29.07-21.08.1988: Chartered to Olau Line.
03.10.1988: Sold to P/R [Vendila A/S (A/S PSE 10 nr. 1428 (99.7%) and Ole Emil Muldorff Frellsen, Claus Muldorff Frellsen, Ole Michael Muldorff Frellsen (each 0.1%)) (Holdingaktieselskabet Dannebrog), Rungsted. Price: 55 m.DKK.
06.10.1988: Taken over at Dartford. Renamed NORDBORG. Remained in service: Dartford-Zeebrugge.
11.11.1988: Transferred to DIS.
17.07.1991: Owner now Dannebrog Rederi A/S, Rungsted after Vendila and Dannebrog had merged.
30.08-30.09.1991: Chartered to DFDS A/S for North Sea service.
30.09-04.10.1991: Chartered by Lineas Maritimas Espanolas for service: Le Havre-Setubal.
06.10.1994: Sold to DFDS A/S, Esbjerg.
10.10.1994: Taken over at Zeebrugge and renamed DANA HAFNIA. Time chartered to DFDS Tor Line AB.
05.06.1996-06.07.1998: Service: Cuxhaven-Immingham.
08-17.05.1999: Service: Cuxhaven-Immingham.
25.05-07.06.1999: Service: Esbjerg-Immingham.
19.07-09.08.1999: Trip: Esbjerg-Thessaloniki-Rotterdam.
27.08.1999: Bareboat charter for three years with purchase option to Rederiaktieselskabet Aarhus-Kalundborg, Aarhus.
16.09.1999: Taken over at Fredericia Skibsværft A/S and renamed KATTEGAT SYD.
16.09.1999: Transferred to DAS.
03.11.1999: Taken over by DFDS A/S, proceeding to Esbjerg for lay up.

30.11.1999: Renamed DANA HAFNIA and transferred to DIS.
01.01-04.03.2000: Service: Oslo-Brevik-Kristiansand-Felixstowe.
07.03-10.08.2000: Service mainly: Gothenburg-Harwich.
05.01.2001: Renamed TOR HAFNIA at Fredericia.
16.03.2001: Sold to STRADEBLU S.r.l., Cagliari.
16-20.04.2001: Docked at Cityvarvet, Gothenburg.
01.05.2001: Arrived Cagliari.
02.05.2001: Taken over at Cagliari and renamed STRADA CORSARA.
06.2001: Service: Genoa/Voltri-Palermo/Termini Imerese (Sicily) and Civitavecchia-Palermo/Termini Imerese.
2005: Manager now Portunato & Cie. S.A.
12.12.2011: Sold to Argo Systems FZE (Doehle Danautic India PVT Ltd.), Basseterre and renamed INDUS.

24.01.2012: Reported as broken up.
412. **TOR GOTHIA** 1996 - 2000

7116913 ■ Twin screw RO/RO cargo vessel ■ 2d ■ 1977: 453TEU ■
4128grt, 2027nrt, 7532DW ■
136.80(BB)/120.00x21.04/20.60x14.70/7.170 ■ 1977: 5247grt, 3047nrt, 9928DW, 1994: 12259GT, 3677NT, 9928DW ■
163.48(BB)/145.93x21.04/20.60x14.70/7.170 ■ A/S Framnæs Mekaniske Verksted, Sandefjord, no. 178 ■ 2D 4SA 2x12cyl. (400x460), Pielstick 12PC2V-400, 12000bhp, 18.5kn, Lindholmens Motor AB, Gothenburg

**06.07.1971**: Launched.
11.1971: Delivered to Triport Shipping Co. Ltd. (Denholm Ship Management Ltd.), London. Chartered to Tor Line AB.
1977: Lengthened by N.V. Koninklijke Maatschappij De Schelde, Vlissingen-Oost.
1980: Manager now: Triport Ferries Managers Ltd.
1980: Sold to P/R for M/S TOR GOTHIA (Bo V. Rosenqvist), Göteborg as TOR GOTHIA.
05.10.1982: Name of owner now AB Grundstenen nr. 10697, Göteborg.
02.03.1983: Name of owner now Torgia Shipping AB (Bo V. Rosenqvist), Göteborg.
12.10.1983: Name of owner now Mode Shipping AB (Bo V. Rosenqvist), Göteborg.
1988: Sold to Seaway Marine AB & KB, Göteborg.
19-23.05.1989: Trip: Gothenburg-Felixstowe-Chatham-Rotterdam.
05-08.05+19-22.05.1990: Single trips Gothenburg-Chatham-Rotterdam.
02-06.06.1990: Trip: Gothenburg-Chatham-Immingham.
09-12.06.1990: Trip: Gothenburg-Chatham-Rotterdam.
07-10.07.1990: Trip: Gothenburg-Chatham-Felixstowe-Rotterdam.
11-14.08.1990: Trip: Gothenburg-Chatham-Rotterdam.
02-05.05.1992: Trip: Gothenburg-Felixstowe-Rotterdam.
1992: Resold to P/R for M/S TOR GOTHIA (Mode Shipping AB), Göteborg. Chartered to Tor Line AB.


27.04-01.05.1995: Service: Gothenburg-Helsingborg-Immingham.

31.05.1996: Sold to Tor Line AB, Göteborg.

31.05.1996: Taken over by her new owner. Service: Rotterdam-Immingham.


18.10.1999: Left Harwich for Rotterdam.


11.02.2000: Sold to Homer Maritime Corp. (Goliat Shipping A/S), Panama. Time chartered back to DFDS Tor Line AB.


30.03.2000: Taken over by new owner in Rotterdam.


08-18.02.2002: Chartered for service: Immingham-Sheerness.

02.2002-25.05.2004: Service: Brevik-Kristiansand-Immingham.


06.01.2014: Arrived Aliaga.

07.01.2014: Demolition commenced by Sok Gemi Sokum Ltd.
413. **DANA FUTURA** (II) 1996 - 2000  **TOR FUTURA**
2000 - 2011  **ARK FUTURA** 2011 -

9129598 ■ RO/RO cargo vessel ■ 2d ■ 2308 m lanes, 150 trailers ■
18725GT, 5617NT, 13500DW ■
183.10(BB)/166.35x25.23/25.20x15.70/7.800 ■ Cantieri Navali
Visentini di Visentini Francesco & C., Donada, no. 179 ■ 1D 4SA
8cyl. (580x640), MAN 8L58/64, 15188bhp, 19.7kn, MAN B&W
Diesel A/S

Ordered by a shipping company associated with the shipyard. **07.04.1995:** Keel laid.
26.07.1995: Contract sold to DFDS A/S.
04.06.1996: Delivered at Chioggia to DFDS Italia S.r.L. (DFDS A/S), Bari. Since the ship was subsidized by the Italian state it had to be registered in Italy and to have an Italian crew for four years.
04.06.1996: Left Chioggia for Esbjerg.
24.05-20.07.1999: Two trips: Southampton-Corpus Christi.
14.12.2000: Sold to DFDS Tor Line A/S (Norway), Oslo and renamed TOR FUTURA.
03.01.2001: Back to service.
20.04.2001: Transferred to DIS.
27.11.2003: Owners now DFDS A/S after a merger of the former owner and DFDS A/S.
07.02.2004: Left Esbjerg for Eemshaven-Umm Qasr-Burnie (island State of Tasmania).
21.03.2004: Arrived Burnie.
23.03.2004: Handed over to the bareboat charterer Toll Shipping (IOM) Limited, at Burnie for the Bass Strait service: Melbourne-Burnie.
06.08.2004: Handed back to DFDS A/S.
01.10.2004: Homeport changed to Esbjerg. Transferred to DIS.
08.2004: Chartered to the Danish Navy for 5.5 year.
08-20.11.2004: Chartered for service: Hull-Europoort.

DANA FUTURA 21.05.2000 Esbjerg

30.01-09.02.2005: Chartered for service: Purfleet-Zeebrugge/Rotterdam.
27.03-17.05.2005: Trip: Southampton-Umm Qasr-Emden.
03-06.02.2006: Trip: Fredericia-Cuxhaven-Navyard-Rotterdam.
10.02.2006: Bareboat chartered to DFDS A/S.
15.02.2006: Delivered to the charter. Service remained the same.
01-28.05.2006: Trip: Kalundborg-Aarhus-Algeciras-Salalah-Karachi-Umm Qasr.
29.05-22.06.2006: Trip: Umm Qasr-Dubai-Jeddah-Tripoli-Southampton-Flushing.
28.08-01.10.2006: Chartered for service: Montoir-Vigo.
03.01-07.03.2007: Trip: Emden-Cuxhaven-the Suez Canal-Shuaiba-the Suez Canal-Aalborg.
17.07-02.08+02-10.10.2007+26.05-03.06.2008: Service: Cuxhaven-Immingham.
25.02-16.03.2008: Chartered for service: Zeebrugge-Hull.
04.02-11.03.2010: Trip: Cuxhaven-Eemshaven-Oslo-Sørreisa-Orkanger-Sørreisa-Bogen-Orkanger-Bogen-Eemshaven-Cuxhaven.
24.04-09.05.2010: Chartered for service: Zeebrugge-Gothenburg.
2011: Name of owner now DFDS Logistics Rederi AS, Esbjerg.
19.04.2011: Renamed ARK FUTURA.
14.01.2012-09.12.2013: Chartered to Grandi Transporti Marittimi for service: Cagliari-Vado Ligure.
03-07.01.2014: Trip: Limassol-Lattakia.
07.01.2014: Sailed Lattakia with the first cargo of chemical weapons from the Syrian forces.
27.01.2014: Arrived Lattakia to load second cargo of chemical weapons,
23.06.2014: Loading the final cargo of chemical weapons at Lattakia.
05.01.2015: Sailed Port Sudan for Free-town and Conakry with 262 vehicles for transporting aid to the areas with ebola.
19.01.2015: Arrived Freetown.
25.01.2015: Sailed Conakry for Marseilles.
10.02.2015: Sold to DFDS A/S, Esbjerg.
10.02-03.08.2015: Service: Marseilles-Rades.
03-10.08.2015: Trip: Rades-Fayard, Lindø.
09-11.01.2016: Trip: Vlaardingen-Zeebrugge.
11.01-09.02.2016: Service: Zeebrugge-Rosyth.
09.02.2016: Trip: Zeebrugge-Vlaardingen.
03.2016: Hull colour changed to dark blue.
16-24.03.2016: Trip: Gothenburg-Tunis.
24.03.2016: In service: Tunis-Marseilles.
27.8.2016: Sailed Misurata with chemical weapons.
06.09.2016: Arrived Bremerhaven with 500t chemical weapons for destructions.

In the present fleet.

7430735 ■ Twin screw RO-RO cargoship ■ 2d ■ 2060 lane m ■ 8707grt, 4640nrt, 14522DW, 199: 21215GT, 6364NT, 14522DW ■ 183.14/165.00x/24.00x16.64/8.441 ■ AB Oskarshamns Varv, Oskarhamn, no. 425 ■ 2D 2SA 2x6cyl. (760x1550), Sulzer, 12000bhp, 18kn, H. Cegielski, Poznan

**1974:** Ordered as a 55000 DW tanker for OT-Rederierne, Skärhamn with the yard no. 420. In 1976 the order was changed to a 14000 DW Ro-Ro cargo ship with the yard no. 425.

**05.08.1977:** Keel laid.
21.02.1978: Launched.
13.07.1978: Delivered to AB Skärhamns Oljetransport (Lars Georg and Vilgot Amandus Johansson), (OT-Reederierne), Skärhamn as BANDAR ABBAS EXPRESS.
26.01.1980: Calls at Iranian ports terminated. Renamed SAUDI EXPRESS.
29.01.1986: Renamed SAUDI EXPRESS.
12.11.1986. Renamed KARAWA.
17.11.1986: Sold to Pebble Beach Shipping Inc. (Fred. Olsen & Co.), Monrovia and renamed BORACAY.
06.1989: Homeport changed to Oslo.
27.07-17.08.1999: Trip: Esbjerg-Thessaloniki-Ronne-Aalborg.
05.01.2001: Renamed TOR MINERVA.
11.10-05.11.2001: Trip: Emden- Southampton-Thessaloniki-Marchwood (Southampton)-Emden.
24.03.2003: Sold to Como Maritime Corporation (Goliat Shipping A/S), Oslo.
29.04.2003: Taken over at Rotterdam. Time charter back to DFDS Tor Line A/S. Service: Rotterdam-Immingham.
13.08.2009: Charter to DFDS terminated at Esbjerg.
17.06.2010: Sold to RoRo Shipping UG & Co. KG (Global Hanseatic Shipping GmbH), Oslo and renamed MINERVA.
26.06.2010: Arrived Alang for demolition.
26.07.2010: Broken up.

DANA MINERVA 08.12.1999 Esbjerg

415. TOR SELANDIA 1998 - 2010
SEAWAYS 2010 -
Twin screw RO-RO cargoship 3d TEU, 188 trailers 2800m lanes 24196GT, 7258NT, 11089DW, 2013: 24803GT, 7441NT10588DW 197.50(BB)/180x25.9/25.2x9.50/7.50 Fincantieri - Cantieri Navali Italiani S.p.A., Ancona, no. 6020 2D 4SA 2x9cyl. (500x660), Sulzer 9ZA50S, 29366bhp, 21.5kn, Fincantieri, Trieste Passengers: 12

03.12.1997: Keel laid.
28.03.1998: Naming ceremony.
10-13.08.1998: Trails from Ancona to Ficantieri Shipyard, Trieste. Trials not approved by Tor Line AB.
05-10.10.1998: Trials from Trieste was not approved by DFDS Tor Line AB.
10-13.11.1998: Trials from Trieste to Ancona was not approved by DFDS Tor Line AB.
11.1998: Builder gave up completing the ship.
03.12.1998: Delivered incomplete and very much delayed to DFDS Tor Line AB, Göteborg.
22.02.1999: Left Fredericia for Gothenburg.
03.03.1999: Left Gothenburg for Immingham.
16.04-01.05.2002: Service also: Gothenburg-Ghent
20.10-26.11.2003: Due to cracks the two main engine frames were replaced by Orskov Yard A/S, Frederikshavn.
06.05.2004: Service to Immingham terminated.
11.05-14.06.2004: Service: Gothenburg-Brevik-Ghent.
02.2007-08.2007: Some calls at Zeebrugge.
13-29.06.2008: Service temporarily: Esbjerg-Immingham.
11.08.2010: Renamed SELANDIA SEAWAYS.
07.01-01.02+17.07-09.08.2013+24.09.2013-27.06.2014: Service: Vlaardingen-Felixstowe.
01-02.02.2013: One trip: Vlaardingen-Immingham.
03.02-11.03.2013: Service: Immingham-Cuxhaven.
11.08-09.09.2013: Scrubber installed at Remontowa Shipyard, Gdansk.
24.08-04.10.2015: Service: Immingham-Cuxhaven.
12-26.06.2016: Dry docked at Bremerhaven. New hull colour.

In the present fleet.
416. **TOR HUMBRIA** 1999 - 2003

7430723 ■ Roro cargo ship ■ d ■ 20165GT, 6049NT, 14763DW ■ 178.14/166.29x/24.01x16.67/8.479 ■ AB Oskarshamns Varv, Oskarshamn, no. 424 ■ 1D 2SA 6cyl. (760x1550), Sulzer 6RND76, 12000bhp, 18.5kn, Zaklady Przemyslu Metalowego “H. Cegielski” S.A., Poznan ■ Passengers: 12

1974: Ordered as a **55000 DWT tankship** for OT- Rederierne, Skärhamn with the yard no. 419. In 1976 the order was changed to a **14000 DWT Ro-Ro cargo ship** with the yard no. 424. **Price:** 125 m.SEK.


03.08.1977: Launched.

26.01.1978: Delivered to AB Skärhamns Oljetransport (Lars Georg and Vilgot Amandus Johansson), Skärhamn as EMIRATES EXPRESS.

11.11.1978: Service OT Express Line service: Walhamm-Immingham-Bremerhaven-Caen-Umm Said-Dubai-Bandar Abbas-
Bandar Shapour-Damman-Abu Dhabi-Karachi.

1980: Calls at Iranian ports were terminated.


08.12.1981: Sold to Kansallisrahoitus Oy (Kansallis Finance Ltd.), Helsinki and chartered to Ab Vasa Shipping Oy, Vasa. Price: 22 m.USD.


03.11.1983: Ab Vasa Shipping Oy liquidated. Manager now Oy Finnlines Ltd.

08.11.1983: Renamed FOSSEAGLE in charter to FOSS Shipping Ltd. for Middle East liner service.

29.11.1983: New name painted on the ship, and homeport changed to Helsinki.

08.01.1985: Renamed FINNEAGLE after delivery from charter. Middle East line.

16.04.1987: Sold to Eagle Shipping Ltd. (Oy Finnlines Ltd.), Nassau.

22.04.1987: Taken over with bareboat charter back to Kansallisrahoitus Oy.


28.06.1989: Transferred to NIS. Homeport changed to Oslo.

07.01.1999: Sold to DFDS Tor Line AS, Oslo.

07.01.1999: Taken over and renamed TOR HUMBRIA.


05.05.1999: Sold to DFDS Tor Line AB, Göteborg.
**26.05.1999:** Taken over.

**06-08.1999:** Service: Oslo-Brevik-(Herøya-Rønningen)-Immingham and Oslo-Brevik-Kristiansand-Immingham-Felixstowe.

**09.1999-03.2000:** Service: Oslo-Brevik-Kristiansand-Rotterdam-Oslo.

**02.2000:** Now calling at Holmestrand.

**03-15.07.2000:** Service: Oslo-Brevik-Kristiansand-Immingham-Felixstowe.


**04.09.2000:** Left Gothenburg for Catania. Chartered to Costa Line service: Savona (Vado)-Catania.

**13.01-04.05.2001:** Time chartered to Compagnie Tunisienne de Navigation S.A. – COTUNAV, Tunis. Service: Rades-Marseilles.

**15-18.05.2001:** Trip: Esbjerg-Harwich-Esbjerg.

**18.05-01.06.2001:** Laid up in Esbjerg.

**01-02.06.2001:** Trip: Esbjerg-Immingham.

**02.06.2001-01.2002:** Service: Rotterdam-Immingham.
03-08.02.2002: Service: Gothenburg-Immingham.
08-17.02.2002: Service: Rotterdam-Immingham.
17.02-24.03.2002: Service: Cuxhaven-Immingham.

22.01.2003: Taken over at Rotterdam. Time charter back to DFDS Tor Line AB, Göteborg.

26.05.2004: Manager now: Goliat Shipping AS.
27.12.2006: Manager now: Wilhelmsen Ship Management (Norway) AS.
01.10.2009-03.04.2010: Charter to COTUNAV for service: Rades-Leghorn/Genoa.
03.04.2010: Charter to DFDS terminated at Rades.
17.06.2010: Sold to MSK Maritime Services & Trading Ltd., Oslo.
18.06.2010: Renamed HUMBRIA.

19.06.2010: Beached at Aliaga for demolition.
29.06.2010: Sold to Turkish breakers. Homeport changed to Majuro, Marshall Island.

417. TOR NORVEGIA 1999 - 2002
TOR NERINGA 2002 - 2007

7411387 ■ Twin screw roro cargo ship ■ 2d ■ 1980: 1724 m lanes ■ 3974grt, 1516nrt, 5650dw ■
136.91(BB)/123.78x21.04/20.99x14.41/6.211  ■ 1980: 5171grt, 2681nrt, 10320DW, 1994: 12494GT, 3748NT, 10300DW  ■ 167.52(BB)/155.6x21.03/20.99x14.4/7.01  ■ Ankerløkken Verft Florø AS, Florø, no. 102  ■ 2D 4SA 2x12cyl. (400x460), Pielstick 12PC2-2V-400, 12000bhp, 18.5kn, Lindholmen Motor AB, Gothenburg

02.1974: Ordered.
03.1975: Keel laid.
07.1975: Launched.
07.11.1975: Delivered to Fred. Olsen & Co., Oslo as BALDUIN.
12.02.1980: Contract for lengthening of the ship.
29.07-05.09.1980: Lenghtened by Frederikshavn Værft A/S.
02.01.1999: Left Hamburg for Oslo arriving the next day.

07.01.1999: Sold to DFDS Tor Line A/S, Oslo and renamed TOR NORVEGIA.
04.01-01.03.1999: Service mainly: Oslo-Herøya-Fredrikstad-Kristiansand-Felixstowe-Rotterdam.
04.12.1999: From this date calling at Brevik instead of Herøya.
13.12.2001: Sold to LISCO Baltic Service AB, Klaipeda. Renamed TOR NERINGA with charter back to DFDS Tor Line A/S.
07-08.2004: Chartered.
01-17.01.2006: Service: Fredericia-Copenhagen-Klaipeda.
27.04.2006: Name of owner now AB DFDS LISCO, Klaipeda.
04.12.2006: Sold to SIA Batavia (Brax Shipholding Rederi AB), Riga. Chartered back to DFDS.
18.03.2007: Laid up.
16.11.2009: Charter to DFDS terminated at Immingham.
01.2010: Sold to Moby S.p.A., Livorno and renamed MASSIMO M.

19.06.2013: On voyage Gothenburg-Livorno fire broke out in the engine room when off Olbia. Towed to Olbia after the fire had been extinguished.
07.2013: Sold to Turkish breakers.
27.09.2013: Sailed Olbia for Aliaga.
25.10.2013: Arrived Aliaga for demolition.
418. **TOR SCANDIA** 1998 - 2002

7909970  ■  RoRo cargo ship  ■  2d  ■  1050TEU, 2,800 trailers  ■  
15952grt, 6751nrt, 20731DW, 33652GT, 10189NT, 20972DW  ■  
192.28/181.18x28.02/28.00x11.49/9.219  ■  Kockums AB, Malmö, no. 578  ■  2D 2SA 2x6cyl. (680x1250), Sulzer 6RND68, 21540bhp, 19.75kn, Zaklady Przemyslu Metalowego “H. Cegielski” S.A., Poznan

11.05.1979: Ordered.  
26.06.1980: Keel laid.  
24.01.1981: Launched from the building dock.  
17.02.1981: Naming ceremony.  
13.04.1981: Delivered to Lars Georg Johansson, Skärhamn as KUWAIT EXPRESS. Left the same day for Wallhamn to load cargo for Middeast Cargo service.
20.01.1982: Owner went bankrupt.
30.03.1983: Sold to Zenit Dry Cargo AB, Malmö and renamed ZENIT EXPRESS.
1984: Homeport now Göteborg.
19.05.1983: Left Rotterdam for Antwerpen.
24.10.1984: Sold to Automar II Corp. (Pacific-Gulf Marine Inc.), Philadelphia. Price: 26.5 m.USD.
02.11.1984: Arrived Jacksonville for repairs.
05.11.1984: Taken over and renamed AMERICAN CONDOR.
02.01.1985: Arrived New York.
08.05.1998: Sold Stena Burgundia Ltd, Hamilton.
02.06.1998: Sold to Crowley Vessel Funding Inc., Delaware.
31.07.1998: Sold to Stena Rederi AB.
04-07.08.1998: Taken over and renamed STENA PORTER.
16.09-01.10.1998: Extensive conversion of the existing Ro-Ro system.
28.09.1998: Renamed TOR SCANDIA in bareboat charter to Tor Line AB, Göteborg for five years.
30.09.1998: Taken over at Fredericia Skibsværft A/S.
03.06.1999: Name of owner now DFDS Tor Line AB, Göteborg.
09.2001: Calls at Brevik.

20.12.2002: Taken over and bareboat chartered to DFDS Tor Line AB, Göteborg.
16.03.2006: Sold to Malta Motorways of the Sea Limited (Valiant Shipping SA), Valletta.
26.07.2006: Bareboat charter to DFDS Tor Line AB terminated. Taken over by new owner in Antwerp and renamed EUROCARGO EUROPA.

29.11.2013: Arrived Chittagong for demolition by Ratnapur Steel Re-Rolling Mill.
07.12.2013: Broken up.
419.  **TOR SUECIA 1999 - 2011**  

**SUECIA**  

SEAWAYS 2011 -

9153020 ■ RO-RO cargo ship ■ 3d ■ 2800m lanes ■ 24196GT, 7258NT, 11089DW, 2014: 24613GT, 7383NT, 10588DW ■ 197.02(BB)/180.55x25.96/25.9x16.6/7.5 ■ Fincantieri- Cantieri Navale Italiani S.p.A., Ancona, no. 6021 ■ 2D 4SA 2x9cyl. (500x660), Sulzer ZA50S, 29366bhp, 21kn, Fincantieri, Trieste ■ Passengers: 12

**30.04.1996:** Ordered by Tor Line AB.  
**11.02.1998:** Keel laid.  
**11.09.1998:** Launched.  
**10-12.05.1999:** Trials.  
**05-07.06.1999:** Trials not approved by DFDS Tor Line AB.  
**16-21.06.1999:** Trials not approved by DFDS Tor Line AB.  
**30.09.1999:** Delivered at Ancona incomplete to DFDS Tor Line AB, Göteborg.  
**01.10.1999:** Left Ancona for Frederikshavn.  
**09.10.1999:** Arrived Frederikshavn.  
**09.10-17.10.1999:** The outfitting of the ship was completed by Ørskov Christensens Staalskibsværft A/S.  
**17.10.1999:** Left Frederikshavn and arrived Gothenburg the next day.  
**18.10.1999-12.01.2004:** Service: Gothenburg-Immingham.  
**30.11.2003-06.01.2004:** Due to cracks the two main engine frames were replaced by Orskov Yard A/S, Frederikshavn.  
**28.12.2003:** Trials on the Kattegat.  
**06.01.2004:** Left Frederikshavn for Immingham.  
**14.01.2004-27.02.2010:** Service: Esbjerg-Immingham/Cuxhaven or Immingham-Cuxhaven.  
**25.08.2004:** Sold to DFDS A/S, København.
30.08.2004: Change of flag at Esbjerg.
01.03.2010: Chartered to Norfolkline for service: Vlaardingen-Cuxhaven/Immingham/Felixstowe, Cuxhaven-Immingham/Felixstowe.
08.06.2011: Renamed SUECIA SEAWAYS during rebuilding at Dunkirk. Equipped with a side door.
23-26.09.2011: Equipped with a 45 t crane on weather deck while at Rotterdam.
05.01-01.02.2015: Trip: Vlaardingen-Travemünde-Emden-Iskenderun-Vlaardingen.
08-11.03.2013+07-10.03.2014: Trips: Vlaardingen-Sheerness-Immingham-Vlaardingen.
22-25.03.2013: Trip: Vlaardingen-Sheerness-Immingham-Cuxhaven-Vlaardingen.
30.07-29.08.2014: Scrubber installed at Remontowa Shipyard, Gdansk.

In the present fleet.
420. **TOR BRITANNIA (III) 2000 - 2011**

**BRITANNIA SEAWAYS 2011 -**

- 9153032 ■ Twin screw RO-RO cargo ship ■ 4d ■ 2820m lanes ■
- 24196GT, 7258NT, 11089DW, 2014: 24613GT, 7383NT 10356DW ■
- 197.02(BB)/180.55x25.96/25.90x16.60/7.5 ■ Fincantieri Cantieri Navali Italiani S.p.A., Ancona, no. 6022 ■ 2D 4SA 2x9cyl. (500x660), Sulzer 9ZA50S, 29366bhp, 21.5kn, Fincantieri, Trieste ■
- Passengers: 12

- **30.04.1996:** Ordered by Tor Line AB, Gothenburg.
- **30.04.1998:** Keel laid.
- **21.12.1998:** Launched.
- **23.12.1998-04.01.1999:** Towed from Ancona to Fincantieri Muggiano, La Spezia for completion
- **03.06.1999:** Name of owner now: DFDS Tor Line AB.
14.04.2000: Contract transferred from DFDS Tor Line AB to DFDS Tor Line A/S.
14.04.2000: Delivered in Muggiano to DFDS Tor Line AB and immediately handed over to DFDS Tor Line A/S, København.
07.05.2000: Left Esbjerg for Gothenburg.
27.11.2003: Name of owner now DFDS A/S after a merger of former owner and DFDS A/S.
02.01-29.01.2004: Due to cracks the two main engine frames were replaced by Orskov Yard A/S, Frederikshavn.
03.08.2009: Sold to DFDS Lys-Line Rederi AS, København. Chartered back to DFDS.
2011: Name of owner changed to DFDS Logistics Rederi AS, København.
28.04-17.05.2011: Equipped with sideport at Dunkirk.
22-25.07.2011: Equipped with a 45 t crane on weather deck while at Rotterdam.
11.05.2011: Renamed BRITANNIA SEAWAYS.
11-14.01.2013: One trip: Vlaardingen-Sheerness-Immingham-Vlaardingen.
30.03-03.04.2013: One trip: Vlaardingen-Felixstowe-Sheerness-Immingham-Felixstowe-Vlaardingen.
29.10-09.11.2013+22.06-23.08.2015: Service: Cuxhaven-Immingham.
16.11.2013: On voyage to Sørreisa-Bergen with military equipment fire broke out about 70 miles off the Norwegian coast. Fire extinguished with assistance from Norwegian firemen who were boarded by helicopter.
17.11.2013: Arrived Bergen.
TOR BRITANNIA 07.06.2004 Esbjerg

BRITANNIA SEAWAYS 23.09.2012 Vlaardingen

29.11-25.12.2013: Repaired at Fayard, Lindø.
13.01+24.02+10.03+20.10.2014+02.03+09.03.2015: Called at Cuxhaven.
01-30.05.2014: Scrubber installed at Remontowa Shipyard, Gdansk.
10.02.2015: Sold to DFDS A/S, København.
08-11.05.2015: One trip: Vlaardingen-Cuxhaven-Immingham-Vlaardingen.
24.08.2015: One trip: Immingham-Vlaardingen.
03-07.10.2015: One trip: Vlaardingen-Cuxhaven-Immingham-Cuxhaven-Esbjerg.
01.12.2015: One trip: Vlaardingen-Immingham-Vlaardingen.

07.02-18.03.2016: One trip: Vlaardingen-Eemshaven-Sørreisa-Skogn-Sørreisa-Skogn-Sørreisa-Skogn-Sørreisa-Skogn-Sørreisa-Immingham.

18-20.03.2016: One trip: Immingham-Antwerp-Vlaardingen.

21.03.2016: Service now: Vlaardingen-Felixstowe.

In the present fleet.

421. **ELK 2000 - 2001**

---

**TOR BALTICA 2000 - 2003**

---

7528594 ■ Twin screw RoRo Cargo ship ■ 2d ■ 5463grt, 2473nrt, 8652DW ■ 153.12(BB)/137.00x21.72/19.90 x14.66/7.320 ■ 1986: 14374GT, 4312NT, 9700DW ■ 163.60(BB)/149.60x22.90/19.90x14.66/7.320 ■ Hyundai Shipbuilding & Heavy Industries Co. Ltd., Ulsan, no. 645 ■ 2D 4SA 2x12cyl. (400x460), Pielstick 12PC2-SV-400, 650bhp, 18.5kn, Nippon Kokan K.K., Yokohama

14.02.1977: Keel laid.

21.06.1977: Launched.


10.03.1979: Grounded when entering Gothenburg.

13.03.1979: Refloated with considerable damage. Repaired and returned to service.

1980: Sold to Elk Leasing Co. Ltd. (P&O Ferries Ltd.), London.

06.04.1982: Arrived Southampton as the first merchantship to be requisitioned.
09.04.1982: Sailed with CANBERRA for Ascension where modified for carrying helicopters. Two Bofors 40mm air defence guns were mounted.
07.05.1982: Left Ascension with three helicopters.
20.06.1982: Arrived Port Stanley.
12.08.1982: Returned to service.
16.08.1986: Returned to service.
1993: Transferred to Elk Leasing Co. Ltd. (P&O Ferrymasters Ltd.), London.
1997: Manager now: P&O Ferrymasters Ltd.
15.05-17.09.2001: Service: Gothenburg-Immingham/Harwich.
25.06.2001: Renamed TOR BALTICA while at Harwich.
04.01-12.01.2002: Service: Esbjerg-Harwich.
12.01-09.09.2002: Service mainly: Gothenburg-Immingham/Harwich.
30.07.2003: Sold to Baltica Shipping & Trading Co. Ltd. (ADG Shipmanagement GmbH), Belize. Seven year’s time charter back to DFDS Tor Line AB.
01.09.2003: Taken over by her new owner.
01.10.2003-06.05.2004: Service mainly: Gothenburg-Immingham/Harwich sometimes also calling at Esbjerg.
2004: Manager now ADG Shipmanagement SIA.
06.05.2004-09.01.2005: Service mainly: Gothenburg-Harwich-Maasvlakte.
27.03-07.06.2005: Service: Fredericia-Copenhagen-Klaipeda.
19.11.2007: Sold to Balticum Shipping SA (Brax Shipholding Rederi AB), Riga.
27.12.2010: Charter to DFDS terminated at Kiel.
04.2011: Renamed BALTICUM.
29.11.2011: Broken up in India.

---

422. **TOR FLANDRIA** 2001 - 2006

7909982 ■ RoRo cargo ship ■ 2d ■ 1050TEU, 2,875m trailers ■ 19952grt, 6751nrt, 20450DW, 33652GT, 1018-3NT, 20731DW ■ 193.61/180.02x28.02/28.00x18.85/9.219 ■ Kockums AB, Malmö, no. 579 ■ 2D 2SA 2x6cyl. (680x1250), Sulzer 6RND68M, 21540bhp, 19.75kn, Zaklady Przemyslu Metalowego “H. Cegielski” S.A., Poznan

11.05.1979: Ordered.
15.06.1981: Keel laid.
17.12.1981: Delivered at Wallhamn to AB Skärhamn Oljetransport (Lars Georg Johansson), Skärhamn as FINNCLIPPER.
20.01.1982: Owner went bankrupt.
07.05.1982: Sold to Kockum AB, Malmö.
10.05.1982: Taken over at Wallhamn.
1982: In time charter to Atlantic Cargo Services AB for service: North Europe- US Gulf.
06.10.1982: Sold to Zenit Dry Cargo AB, Göteborg. Price: 172,516,704 SEK.
30.03.1983: Taken over by her new owner and renamed ZENIT CLIPPER.
07.04.1986: Sold to Automar/Crowley Atlantic Venture Inc. joint venture c/o American Automar Inc. (Delaware), Washington. Renamed AMERICAN FALCON.
18.04.1986: Deleted from the Swedish Register.

1987: Manager now: Crowley Maritime Corp.
1998: Sold to Stena Hollandia Ltd, Nassau, Bahamas and renamed STENA PARTNER.
1998: Time charter for a round trip to Africa.
28.09.1998: Bareboat chartered for five years to Tor Line AB, Göteborg.
21.10.1998: Orondo Limited (Stena Ro-Ro AB), Göteborg and renamed TOR FLANDRIA.
22.10.1998: Taken over at Middelfart.
09.2001: Calls at Brevik included in the service.

08.03.2001: Sold to DFDS Tor Line Group A/S (later restyled as DFDS Tor Line A/S), Copenhagen. Bareboat chartered for 36 months to DFDS Tor Line AB, Göteborg.
15.03.2001: Taken over.

20.12.2002: Taken over by the new owner.

16.03.2006: Sold to Malta Motorways of the Sea Limited (Valiant Shipping SA), Valletta.
20.07.2006: Bareboat charter to DFDS Tor Line AB terminated and taken over by new owner in Antwerp and renamed EUROCARGO AFRICA.

02.2014: Sold for demolition.
11.03.2014: Arrived Alang.
17.03.2014: Beached for demolition by Alam Manhoar Ship Breaker.

423. **PEARL OF SCANDINAVIA** 2001 - 2011
    **PEARL SEAWAYS** 2011 -

8701674 ■ Passenger ro/ro cargo ship ■ 5d ■ Lane length 1000m ■ 40039GT, 23052NT, 2800DW, 2014: 40231GT, 21687NT ■ 176.10(BB)/156.8x34/29.00x16.95/6.5 ■ Wärtsilä Marine Industries Inc., Turku, no. 1297 ■ 4D 4SA 4x9cyl. (400x560), Sulzer 9ZAL40S, 32300bhp, 21kn, Wärtsilä Diesel Oy, Turku, no. 578-81 ■ Passengers: 2200, 573 cabins, 2001: 2090, 703 cabins, 2006: 2090, 704 cabins ■ Cars: 620, 2001: 350
24.02.1987: Ordered. Price: 100 m.USD.
27.05.1988: Keel laid.
22.10.1988: Naming ceremony.
17-19.03.1989: Trials.
21.04.1989: Delivered to P/R (Rederi AB Slite (50%) & Rederi AB Volo (50%) (Gustaf Myrsten), Slite as ATHENA. Sailed for Mariehamn.
07.04.1993: Rederi AB Slite, 50% partner in Viking Line went bankrupt. Manager now Rolf Åbjörnsson and service continued.
09.1993: Sold to North Lake Ltd. (Berhad Genting), Panama and renamed STAR AQUARIUS.
24.09.1993: Sailed to Naantali, Finland to be docked. Taken over and sailed for Singapore.
10.1993: Arrived Sembawang Shipyard, Singapore to be rebuilt as a casino-ship.
12.1993: Sold to Star Aquarius Ltd. (Star Cruises (Pty) Ltd), Panama and renamed LANGKAPURI STAR AQUARIUS. Three and four-day cruises from Singapore.

26.02.2001: Taken over at Laem Chabang, Thailand and renamed AQUARIUS.
27.02.2001: Left for Singapore for minor repairs.
01.03.2001: Docked at Singapore Technologies Marine (Pty) Ltd, Tuas yard.
08.03.2001: Left Singapore for Aalborg via Suez.
30.03.2001: Arrived Aalborg to be refurbished.
16.04.2001: Left Aalborg for Hamburg and arrived next day to be docked at Blohm + Voss AG.
07.05.2001: Registered as renamed PEARL OF SCANDINAVIA.
19.05.2001: Left Hamburg for Aalborg.
21.05.2001: Arrived Aalborg.
24.06.2001: Left Aalborg for Copenhagen.
25.06.2001: Arrived Copenhagen.
26.06.2001: Naming ceremony and the same day in service: Copenhagen-Helsingborg-Oslo.
27.11.2003: Name of owner now DFDS A/S after a merger of former owner and DFDS A/S.
05.09.2004: Last trip to Oslo from Kvæsthusbroen. Change of ferry berth to the new DFDS Terminal in the former Freeport of Copenhagen.
28.08.2005: Four hour’s cruise around the island of Hven for members of Diners Club.
18.01-02.02.2005: Refurbished at Öresundsværft, Landskrona.
03.02.2005: In service: Copenhagen-Helsingborg-Oslo.
13.10.2006: Last call at Helsingborg
15.10.2006: Service now: Copenhagen-Oslo
17.11.2010: On voyage Oslo-Copenhagen off Höganäs fire brook out on the car deck.
19.01.2011: Renamed PEARL SEAWAYS.
24.01.2014: Returned to service.

In the present fleet.

_________________________________________________________

424. PALANGA 2001 - 2006
7807093 ■ RO/RO passenger car ferry ■ 2d 17186ba ■ 4788gt, 2227nt, 3000DW, 1995: 11630GT, 3489NT, 4788DW ■
126.50/115.80x/21.00x12.90/5.85 ■ Société Nouvelle de Atelier & Chantier du Havre, Le Havre, no. 249 ■ 2D 4SA 2x12cyl.
(400x460), Pielstick 12PC2-5V-400, 15600bhp, 19.5kn, Atlantic Montoir, St. Nazaire

27.04.1978: Keel laid.
29.12.1978: Launched.
30.09.1979: Delivered to Société Nationale Maritime Corse-Mediterranee (S.N.C.M.), Marseille as MONTE STELLO. Service: Marseilles-Corsica.
01.01.1994: On voyage Marseilles-Oporto-Vecchio(Corsica) in heavy weather grounded on rocks north of the Maddalena Islands (North Sardinia). 59 passengers and crew evacuated by helicopter
07.1994: Sold to Safeland Shipping S.A., Panama. Repaired and put back to service. Capacity increased to 102 berthed passengers.
03.1996: Sold to Lithuanian Shipping Co. (LISCO), Klaipeda.
23.03.1996: Taken over at Messina and renamed PALANGA.
27.06.2001: Owner now AB LISCO Baltic Service, Klaipeda after DFDS had purchased the major part of LISCO.
21.06-23.08.2004: Service: Esbjerg-Harwich. Time chartered to DFDS Tor Line A/S.
27.08-12.12.2004: Service: Ventspils-Lübeck. Time chartered to DFDS Tor Line A/S.


05.01.2006: Sold to Monte Stello Ltd., Wellington.  
09.01.2006: Handed back to LISCO from charter at Las Palmas.  
12.01.2006: Taken over at Las Palmas and renamed MONTE STELLO. Subsequently left for Auckland via the Panama Canal. Delayed for two weeks at Cristobal with engine problems.

15.02.2006: Passed Balboa.  
07.03.2006: Arrived Auckland for refurbishing.  
14.03.2006: Docked at Devonport, Auckland.  


09.02.2012: Broken up.
425. **SIAULIAI** 2001 - 2004

8521945 ■ RO/RO cargo ship ■ 2d ■ 6894GT, 2068NT, 4673DW ■ 125.9/117.50x16.22/x11.6/5.66 ■ VEB Sciff-swerft Neptun, Rostock, no. 164/1420 ■ 2D 4SA 2x6cyl. (420x480), SKL 6VD48/42AL-2, 7206bhp, 14kn, VEB Maschinenbau Halberstadt, Halberstadt

**1984:** Ordered.

**09.08.1984:** Keel laid.

**30.11.1985:** Launched.

**04.08.1985:** Delivered to Lithuanian Shipping Co. (LISCO), Klaipeda as KOMPOZITOR BORODIN.


**1992:** Transferred to Lithuanian flag. Lithuanian Shipping Co. (LISCO)), Klaipeda and renamed SIAULIAI.


**27.06.2001:** Owner now AB LISCO Baltic Service, Klaipeda after DFDS had purchased the major part of LISCO.


**13.06-09.09.2003:** Service: Riga-Lübeck during time charter to DFDS Tor Line A/S.

**09.09-23.12.2003:** Service: Service Klaipeda-Karlsnhamn.

**12.01.2004:** Sold to Banebris Incorporated (NMT Agencies BV), Panama.

**14.01.2004:** Handed over to her new owners at Antwerp and renamed NMT SILVIA.

**01.11.2007:** Sold to Winco Maritime Ltd. (Schulte Shipmanagement), Monrovia and renamed WINCO SILVIA.

**29.07.2008:** Arrived Alang.
01.08.2008: Beached for demolition.

426. **PANEVEZYS** 2001 - 2004

8521957 ■ Ro-Ro cargo ship ■ 2d ■ 33TEU ■ 6894GT, 2068NT, 4673DW ■ 125.90(BB)/117.50x16.22/16.20 x11.60/5.592 ■ VEB Schiffswerft Neptun, Rostock, no. 165/1430 ■ 2D 4SA 2x6cyl. (420x480), SKL 6VD48/42-AL-2, 7206bhp, 14kn, VEB Maschinenbau Halberstadt, Halberstadt ■ Passengers: 22 ■ Cars: 373 or Trailers: 105
1984: Ordered.
22.10.984: Keel laid.
20.03.1985: Launched.
30.11.1985: Delivered to Lithuanian Shipping Company, Klaypeda as KOMPOZITOR MUSORGIY.
1994: Name of homeport changed to St. Petersburg.
14.03.1996: Called at Karlshamn.
07.09.1996: Arrested at Karlshamn due to debts of the owner.
21.11.1996: Sold to Lithuanian Shipping Co. (LISCO), Klaipeda and renamed PANEVEZYS.
05.01.1997-01.07.1998: Service: Klaipeda-Copenhagen during time charter to DFDS Tor Line A/S.
07.12.2001-01.09.2003: Time charter to DFDS Tor Line A/S.
27.06.2001: Owner now AB LISCO Baltic Service, Klaipeda after DFDS had purchased the major part of LISCO.

17.02.-28.03.2002: Service: Sheerness-Immingham.

29.03-29.04.2002: Service: Klaipeda-Copenhagen.

06.05-22.09.2002: Service: Gdansk-Trelleborg.


02.09.2003-25.03.2004: Service during charter: Southampton-Tangiers charter to European & Pacific Navigation, Toulon-Ploce charter to Lemoine Perignon, Derince-Glasgow charter to Pacific Shipping, Moerdijk-Volos charter Van Uden Maritime, Gemlik-Algiers charter to CNAN, charter to Medifreight S.r.l., charter to CNAN.

22.03.2004: Sold to Famebreeze Inc. (NMT Fleet Management), Panama.

25.03.2004: Taken over at Gibraltar by her new owners and renamed NMT ELISE.

01.10.2007: Sold to Winco Maritime Ltd. (Schulte Shipmanagement), Monrovia and renamed WINCO ELISE.

23.08.2008: Broken up.

427. KLAIPEDA 2001 - 2006

8311895 ■ RO/RO cargo ferry ■ 5d ■ 21890GT, 6567NT, 12020DW ■ 190.94/173.01x/26.01x15.22/7.18 ■ VEB Mathias-Thesen Werft, Wismar, no. 322 ■ 4D 4SA 4x6cyl. (420x480), SKL 6VD4842AL-2, 14412bhp, 15.5kn, VEB Schwermaschinenbau “Karl Liebknecht” (SKL), Magdeburg, no. 828, 834, 839, 840 ■ Rail wagons: 103

21.03.1986: Ordered.

15.07.1986: Keel laid.

28.05.1986: Trials.
27.06.1987: Delivered to Lithuanian Shipping Co. (LISCO), Klaypeda.
1992: Transferred to Lithuanian flag. Homeport now spelled Klaipeda.

27.06.2001: Owner now AB LISCO Baltic Service, Klaipeda after DFDS had purchased the major part of LISCO.

22.06.2006: Sold to Saronia Maritime Ltd. (Jay Management Corp.), Limassol.
30.06.2006: Last trip: Sassnitz-Klaipeda.
01.07.2006: Arrived Klaipeda from Sassnitz.
05.07.2006: Taken over in Klaipeda. Renamed CELTIC MIST. Then chartered to VanUden Ro-Ro Service BV for one trip: Moerdijk-Volos.
25.10.2010: Sold to Iris Maritime Inc. (Jay Management Corp.), Valletta and renamed RUZGAR.
09.2012: Sold to Salem Al Makrani Cargo Co. LLC, Moroni.

Still extant.
428. **VILNIUS** 2001 - 2011

**VILNIUS SEAWAYS**

8311900 ■ RO/RO passenger car ferry ■ 1d ■ 22341GT, 6702NT, 9341DW ■ 190.93/172.66x28/26.01x15.2/7.18 ■ VEB Mathias-Thesen Werft, Wismar, no. 323 ■ 4D 4SA 4x6cyl. (420x480), SKL 6VDS484/2AL-2, 10332bhp, 15.9kn, VEB Schwermaschinenbau "Karl Liebknecht" (SKL), Magdeburg, no. 838, 841, 842, 848 ■

Passengers: 12, 1993: 120 ■ Cabins: 51 ■ Cars: 460 ■ Rail wagons: 103, Track meters: 1290

**21.03.1986:** Ordered.
**30.12.1986:** Keel laid.
**16.04.1987:** Launched.
**19-16.09+07-09.10.1987:** Trials.
30.10.1987: Delivered to Lithuanian Shipping Co. (LISCO), Klaypeda as VILNYUS.


1992: Transferred to Lithuanian flag. Homeport now spelled Klaipeda.


2000: Renamed VILNIUS.

27.06.2001: Owner now AB LISCO Baltic Service, Klaipeda after DFDS had purchased the major part of LISCO.

21.06.2003: Service now: Riga-Lübeck during time charter to DFDS.

27.04.2006: Name of owner now: AB DFDS LISCO, Klaipeda.

24.06.2006: Last trip: Lübeck-Riga.


06.01.2011: Renamed VILNIUS SEAWAYS.

01.06.2011: Name of owner now: AB DFDS Seaways.


01-21.05.2013: Service: Sassnitz-Ust Luga/Klaipeda.

03-20.06.2013: One trip: Gdansk-Ilyichevsk.


07-12.03.2015: One trip: Ilyichevsk-Poti-Ilyichevsk.


01-06.08.2015: One trip: Ilyichevsk-Batumi-Samsun-Novorossiysk.
07.08-02.09.2015: Service: Novorossiysk-Samsun.
02.09.2015: One trip: Novorossiysk-Ilyichevsk.

VILNIUS SEAWAYS 01.05.2012 Klaipeda

26.02.2016: Reentered service: Ilyichevsk-Batumi/Haydarpasha as the first Lithuanian flagged ship to be painted in the new hull colour during three weeks docking at Ilyichevsk.

In the present fleet.

429. KAUNAS 2001 - 2012

KAUNAS SEAWAYS

8311924 ■ RO/RO cargo ferry ■ 1d ■ 25606GT, 7681NT, 7664DW ■ 190.93/172.66x28.0/26.01x15.2/6.5 ■ VEB Mathias-Thesen Werft,

21.03.1986: Ordered.
30.01.1989: Keel laid.
13.05.1989: Launched.
20.10.1989: Delivered to Lithuanian Shipping Co. (LISCO), Klaipeda.
08.1992: Owner now Lithuanian Shipping Co. (LISCO), Klaipeda.

27.06.2001: Owner now AB LISCO Baltic Service, Klaipeda after DFDS had purchased the major part of LISCO.
05.02-23.12.2004: Service: Riga-Lübeck during time charter to DFDS.
27.04.2006: Name of owner now: AB DFDS LISCO, Klaipeda.
09-31.01+12.02-08.03.2011: Service: Klaipeda-Karlskrona.
08.03-11.05.2011: Service: Klaipeda-Kapellskär.
31.05-15.06.2011: Laid up at Kiel.
01.06.2011: Name of owner now: AB DFDS Seaways.
14.01-30.04.2012: Also calling at St. Petersburg.
08.05.2012: Renamed KAUNAS SEAWAYS.
02-03.10.2013+04-05.05.2014: Trips: Klaipeda-Paldiski.
04.10.2013-09.02.2014+05.05-29.06.2014: Service: Paldiski-Kapellskär.
20.07.2015: Chartered at Klaipeda to Ukrferry for Black Sea service: Ilyichevsk-Batumi/Haydarpasa.

In the present fleet.

430. **JOGAILA** 2001 - 2005

8912792 ■ General cargo ship ■ 2d ■ 2ha/2ho, 5242gr/5227ba ■
224 TEU ■ 3988GT, 1618NT, 4200DW ■ 97.80/-
90.00x17.33/17.30x7.00/5.62 ■ Sedef Gemi Endüstri A.S., Gebze, no. 84 ■ 1D 2SA 5cyl. (350x150), B&W 5L35MC, 4568bhp, 12.5kn, Zaklady Przemysłu Metalowego “H. Cegielski” S.A., Poznan

22.03.1991: Launched.
04.1992: Delivered to Shipcraft Timber Carrier One Ltd. (Sakhalin Shipping Co. (SASCO)), Valletta as OKHOTSKE.
1995: Sold to Golden Bridge Shipping Co. Ltd., Valletta.
1996: Manager now: Seascot Shipmanagement Ltd. and renamed ZIM VENEZUELA.
01.1998: Manager now V. Ships Monaco S.A.M.
05.1998: Renamed ALRAI.
12.1998: Renamed TORM SENEGAL.
04.2000: Sold to Lithuanian Shipping Co. (LISCO), Klaipeda.

27.06.2001: Owner now AB LISCO Baltic Service, Klaipeda after DFDS had purchased the major part of LISCO.

24.03.2005: Sold to Arctic Sea Ltd (Aquaship Ltd.), Valletta.
29.03.2005: Taken over at Rotterdam by her new owners and renamed ARCTIC SEA.
26.10.2011: Sold to Amber Express Cargo Inc. (International Management Co.), Panama and renamed SHELLEY EXPRESS.
02.03.2015: Sold to Prisco Co. SA (African Capital Logistics Ltd.), Panama and renamed LTW EXPRESS.

Still extant.
431. **KESTUTIS** 2001 - 2005

8912871 ■ Cargo ship ■ 1d ■ 2ha/2ho, 5242gr/5227ba ■ 3972GT, 1617NT, 4200DW ■ 97.80/90.22x17.34/17.30x7.00/5.62 ■ Sedef Gemi Endüstrisi A.S., Gebze, no. 92 ■ 1D 2SA 6cyl. (350x150), B&W 6L35MC, 4560bhp, 12.5kn, Zaklady Przemyslu Metalowego “H. Cegielski” S.A., Poznan

17.03.1992: Keel laid.
07.04.1993: Delivered to Sakhalin Shipping Co. (SASCO), (Russia) as POYARKAVA.
05.1993: Sold to Woodsy Carriers One Ltd. (Sakhalin Shipping Co. (SASCO)), Valletta.
1996: Transferred to Sakhalin Shipping Co. (SASCO) (Nippon Yusen Kaisha (NYK Line)), Valletta.

11.1996: Transferred to Poyarkovo Ltd. (Seascot Shipmanagement Ltd.), Valletta.

11.1998: Sold to Findex Projects Ltd., Madeira and renamed SIDAR TRADER.

2000: Sold to Lithuanian Shipping Co. (LISCO), Klaipeda.

27.01.2000: Taken over and renamed KESTUTIS. Service mainly: Baltic-Continent-Mediterranean-Black Sea.

27.06.2001: Owner now AB LISCO Baltic Service, Klaipeda after DFDS had purchased the major part of LISCO.

31.01.2005: Sold to Woori Shipping Co. Ltd. (Uni Marine Co. Ltd.), Cheju (South Korea).

02.02.2005: Taken over at Hull by her new owners.

01.2006: Sold to Inter Carib AS (Nordic Maritime Service AS), Tønsberg (NIS) and renamed TRISTEIN.

18.06.2008: Sold to Neptune Pacific Line Pte. Ltd., Singapore and renamed SCARLETT LUCY.


05.2012: Renamed ANTUNG.

11.2012: Renamed TIARE MOANA.

01.2013: Homeport changed to Portsmouth (Dominica).

08.2016: Sold to Ocean Container Lines Inc., and renamed OCEAN LEGEND.
Still extant.

432. **VYTAUTAS** 2001 - 2007
General cargo ship 1d 256TEU 3097GT, 1588NT, 4502DW 99.0(BB)/92.3x/15.5x7.7/6.2 AB “Baltijos” Laivu Statykla, Klaipeda, no. 101 1D 2SA 5cyl. (350x1050), B&W 5L35MC, 4418bhp, 12.5kn, MAN B&W Diesel A/S, Frederikshavn, no. 35022

03.03.1993: Ordered.
11.1993: Keel laid.
01.03.1995: Launched.
11.03.1995: Trials.

27.06.2001: Owner now AB LISCO Baltic Service: Klaipeda after DFDS had purchased the major part of LISCO.
27.04.2006: Name of owner now: AB DFDS LISCO, Klaipeda.

11.2007: Sold to UAB Aura Shipping, Klaipeda.
22.04.2008: Sold to Klaipeda Navigation Ltd. (Balthellas Chartering S.A.), Kingstown.
17.06.2008: Taken over by her new owner and renamed KLAIPEDA SPIRIT.
14.08.2013: Broken up by Yazici Gemi SoKum Ltd., Aliaga.

433. GEDIMINAS 2001 - 2007

9133733 ■ General cargo ship ■ 1d ■ 2ha/2ho, 5770gr/ba ■
264TEU ■ 3097GT, 1588NT, 4502DW ■ 99.0/92.3x
15.53/15.50x7.70/6.20 ■ AB Baltijos Laivu Satykla, Klaipeda, no. 102 ■ 1D 2SA 5cyl. (350x), B&W 5L35MC, 4418bhp, 13.5kn, MAN B&W Diesel A/S, Frederikshavn, no. 35029

06.01.1995: Keel laid.
27.02.1996: Trials.

27.06.2001: Owner now AB LISCO Baltic Service, Klaipeda after DFDS had purchased the major part of LISCO.
27.04.2006: Name of owner now: AB DFDS LISCO, Klaipeda.

11.2007: Sold to UAB Aura Shipping, Klaipeda.
22.04.2008: Sold to Palanga Spirit Navigation Ltd. (Balthellas Chartering SA), Kingstown.
26.05.2008: Taken over by her new owner and renamed PALANGA SPIRIT.
GEDIMINAS

Still extant.

434. **AUKSE 2001 - 2007**

9113032 ■ Cargo ship ■ 1d ■ 2ha/1ho, 7136/6993gr, ■ 353TEU ■ 3893GT, 2533NT, 5606DW ■ 102.83(BB)/97.20x15.94/15.85x8.10/6.40 ■ Astilleros de Huelva S.A., Huelva, no. 566 ■ 1D 4SA 8cyl. (320x400), MAN 8L32/40, 4785bhp, 13.5kn, MAN B&W Diesel AG, Augsburg, no. 1063045

1995: Ordered.
01.09.1995: Keel laid.
15.03.1997: Trials.
03.1997: Delivered to Auksne Multpurpose Shipping Ltd. (Lithuanian Shipping Co. (LISCO)), Limassol as AUKSE.

27.06.2001: Owner now AB LISCO Baltic Service, Klaipeda after DFDS had purchased the major part of LISCO.

09.2001: Renamed TORM AUKSE.
01.2003: Renamed AUKSE.
27.04.2006: Name of owner now: AB DFDS LISCO, Klaipeda.

11.2007: Sold to UAB Aura Shipping, Klaipeda.
06.06.2008: Taken over by her new owner and renamed BLUE SPIRIT.
07.2013: Sold to Eco Shipping Ltd., Arkhangelsk and renamed PIONER.
Still extant.

435. **RASA** 2001 - 2007

9135846 ■ Cargo ship ■ 1d ■ 2ha/2ho, 6993gr ■ 353TEU ■ 3893GT, 2533NT, 5606DW ■ 102.83(BB)/97.20x15.94/15.85x8.10/6.40 ■ Astilleros de Huelva S.A., Huelva, no. 578 ■ 1D 4SA 8cyl. (320x400), B&W 8L32/40, 4785bhp, 13.5kn, MAN B&W Diesel AG, Augsburg, no. 1063084

**03.11.1995:** Ordered.

**17.02.1997:** Keel laid.

**30.08.1997:** Launched by AB “Baltijos” Laivu Satykla, Klaipeda, no. 306. Completed by Astilleros de Huelva S.A., Huelva.

**08.1998:** Trials.
31.07.1998: Delivered to Marlbay Ltd. (Lithuanian Shipping Co. (LISCO)), Klaipeda as RASA.


27.06.2001: Owner now AB LISCO Baltic Service, Klaipeda after DFDS had purchased the major part of LISCO.

27.04.2006: Name of owner now: AB DFDS LISCO, Klaipeda.

11.2007: Sold to UAB Aura Shipping, Klaipeda.


05.06.2008: Taken over by her new owner and renamed RED SPIRIT.

08.2013: Homeport changed to Kingstown (St. Vincent & the Grenadines).

06.2012: Sold to Philippines and renamed ST. NICHOLAS OF MYRA

Still extant.
LYSHOLMEN 2002 - 2003

8015879 ■ Cargo ship ■ 2d ■ 2ha/2ho, ■ 52 TEU ■ 1103GT, 692NT, 2400DW ■ 78.50(BB)/71.02/13.83x9.22/ 5.125 ■ 1994: 2876GT, 1040NT, 3319DW ■ 94.7(BB)/87.2x/13.83x9.22/5.125 ■ Th. Hellesoy Skipsbyggeri AS, Løfallstrand, no. 104 ■ 1D 4SA 6cyl. (330x360), MWM TBD510-6, 2482bhp, 13kn, Motoren Werke Mannheim AG, Mannheim

08.1980: Keel laid.
04.06.1981: Launched.
01.01.1982: Manager now; Simonsen & Slang A/S.
01.01.1987: Manager now; Rederi A/S Lystrade.
04.11.1999: Name of owner now Lys-Line Rederi AS, Oslo. Transferred to NIS.

01.01.2002: Name of owner now DFDS Lys-Line Rederi AS after DFDS Tor Line A/S had purchased 66% of Lys-Line.
2002: Laid up in Drammen throughout the year.

27.03.2003: Sold to Carten Shipping AS, Kopervik and renamed CARTEN ELINA.
13.04.2004: Manager now: K. T. Mesøy Shipping AS.
01.03.2005: Homeport changed to: Panama.
10.2010: Sold to Rederiet Scan-Fjord AS (Norwest Ship Management AS), Bridgetown (Barbados).

05.2011: Renamed SCAN FJORD.

Still in service.

---

LYSHAV 2002 - 2004

8405878 ■ Pallets carrier ■ 2d ■ 2ha/1ho, 4695ba ■ 3176GT, 1060NT, 3040DW ■ 85.02/78.01x16.03/16.01x10.22/5.87 ■ FEAB Marstrandverken, Marstrand, no. 168 ■ 1D 4SA 6cyl. (320x350), Wärtsilä 6R32, 3000bhp, 14kn, Oy Wärtsilä Ab, Vaasa

17.08.1984: Keel laid.
24.05.1985: Delivered to P/R Lyshav (Simonsen & Slang AS), Oslo.
16.06.1996: Owner now Simonsen & Slang AS, Oslo (after former partowners had merged).
14.09.1999: Transferred to NIS.
01.01.2002: Name of owner now DFDS Lys-Line Rederi AS after DFDS Tor Line A/S had purchased 66% of Lys-Line.

02.07.2008: Sold to Carten Shipping AS (KTM Shipping AS), Kopervik and renamed CARTEN MARIA.
20.01.2009: Homeport changed to Panama.
01.06.2010: Homeport changed to Bridgetown (Barbados).
10.2013: Manager now: Norwest Ship Management AS

Still in service.

438. **LYSFØSS** 2002 - 2004

8713653 ■ Pallets Carrier ■ 2d ■ 3852GT, 2339NT, 3600DW ■
90.02(BB)/82.81x-/17.01x10.62/5.85 ■ 1999: 4471T, 1511NT, 4529DW ■ 101.8(BB)/94.45x/17.01x10.62/5.84 ■ Titovo
Brodogradiliste, Kraljevica, no. 483 ■ 1D 4SA 6cyl. (320x350), Wärtsilä 6R32E, 3000bhp, 14kn, Wärtsilä Diesel Oy, Vaasa

29.07.1988: Keel laid.
31.03.1989: Launched.
11.11.1999: Transferred to NIS.
01.01.2002: Name of owner now DFDS Lys-Line Rederi AS after DFDS Tor Line A/S had purchased 66% of Lys-Line.

20.01.2004: Sold to Ross Liner KS, Oslo. Time charter back to DFDS Lys-Line Rederi AS.
13.01.2010: Renamed FOSS.
25.01.2012: Homeport changed to Limassol.
23.05.2016: Renamed CARTEN ELINA. Homeport now: Åkrehamn.

Still in service.
LYSTIND 2002 - 2004

8811297 ■ Pallets carrier ■ 2d ■ ha/1ho ■ 3852GT, 1261NT, 3700DW, ■ 90.10(BB)/82.80x//-17.00x10.60/5.85 * 2000: 4471GT, 1513NT, 4529DW 101,80(BB)/94.50x/17.00x10.60/5.816 ■ Titovo Brodogradiliste, Kraljevica, no. 485 ■ 1D 4SA 6cyl. (320x350), Wärtsilä 6R32E, 3342bhp, 14kn, Wärtsilä Diesel Oy, Vaasa

01.04.1989: Keel laid.
17.11.1989: Launched.
25.11.1999: Transferred to NIS.
02.2000: Lengthened.

01.01.2002: Name of owner now DFDS Lys-Line Rederi AS after DFDS Tor Line A/S had purchased 66% of Lys-Line.

01.02.2006: Name of manager now DFDS Logistics AS.
14.05.2012: Homeport changed to Limassol. Renamed TIND.

19.11.2012: Broken up.
LYS-SKOG 2002 - 2004

8912039 ■ Pallets carrier ■ 2d ■ ha/1ho ■ 3852GT, 1262NT, 3782DW ■ 90.1(BB)/82.81x/17.01x10.62/5.85 ■ 1998: 4471GT, 1513NT, 4665DW ■ 101.80(BB)/x/17.01x10.62/5.85 ■ Titovo Brodogradiliste, Kraljevica, no. 487 ■ 1D 4SA 6cyl. (320x350), Wärtsilä 6R32E, 3342bhp, 14kn, Wärtsilä Diesel Oy, Vaasa

05.05.1989: Ordered.
17.11.1989: Keel laid.
29.06.1990: Launched.
20.01.1991: Delivered to P/R Lysskog ANS (Simonsen & Slang A/S), Oslo (NIS).
30.11.1993: Transferred to NOR.
17.11.1999: Transferred to NIS.

01.01.2002: Name of owner now DFDS Lys-Line Rederi AS after DFDS Tor Line A/S had purchased 66% of Lys-Line.

01.02.2006: Name of manager now DFDS Logistics AS.
01.01.2009: Renamed SKOG.
15.03.2012: Sold to Lorentzens Rederi AS (DFDS Logistics AS), Limassol.

Still in service.
LYSVIK 2002 - 2010

9144251 ■ Genral cargo ship ■ 2d ■ 5656GT, 3354NT, 5175DW, 101.9/95.58x18.0x12.25/6.5 ■ 2004: 7409GT, 4568NT, 7500DW ■ 129.00(BB)/122.68x18.0x7.50/6.5 ■ ABG Shipyard Ltd., Surat, no. 153 ■ 1D 4SA 6cyl. (460x580), Wärtsilä 6L46C, 8565bhp, 16.5kn, Wärtsilä NSD Finland Oy, Turku

10.03.1997: Keel laid.

01.01.2002: Name of owner now DFDS Lys-Line Rederi AS after DFDS Tor Line A/S had purchased 66% of Lys-Line.
31.03.2003: Transferred to DIS. Homeport changed to: København.
27.10.2003: Transferred to NIS. Homeport changed to Oslo.
09.12.2005: Name of owner now DFDS Lys-Line AS after the remaining 34% of Lys-Line were purchased.
24.03.2010: Name of owner now: DFDS Logistics Rederi AS, Oslo.
03.09.2010: Renamed LYSVIK SEAWAYS.

In the present fleet.
442. **LYSBRIS** 2002 - 2014  
2014 -

9144263
- General cargo ship
- 2d
- 5656GT, 3354NT, 5175DW
- 101.90 (BB)/95.58x18.03/18.0x7.50/6.50
- 2004: 7409GT, 4568NT, 7500DW
- 122.68 (BB)/122.68x18.03/18.00x7.50/6.50
- ABG Shipyard Ltd., Surat, no. 154
- 1D 4SA 6cyl. (460x580), Wärtsilä 6L46C, 8565bhp, 16.5kn, Wärtsilä NSD Finland Oy, Turku

15.06.1998: Keel laid.  
15.06.1999: Launched.  
08.09.1999: Trials.  
10.11.2000: Transferred to NIS.

01.01.2002: Name of owner now DFDS Lys-Line Rederi AS after DFDS Tor Line A/S had purchased 66% of Lys-Line.  
09.12.2005: Name of owner now DFDS Lys-Line AS after the remaining 34% of the shares were purchased.
24.03.2010: Name of owner now: DFDS Logistics Rederi AS, Oslo.
09.07.2014: Renamed LYSBRIS SEAWAYS.

In the present fleet.

LYSBRIS

443. LYSBLINK 2002 - 2012 LYSBLINK SEAWAYS 2012 - 2015

9197313 ■ General cargo ship ■ 2d ■ 5656GT, 3354NT, 5175DW ■ 101.9/95.58x18.0x7.50/6.50 ■ 2004: 7409GT, 4568NT, 7500DW ■ 129.(BB)/122.68x18.0x7.50/6.50 ■ ABG Shipyard Ltd., Surat, no. 155 ■ 1D 4SA 6cyl. (460x580), Wärtsilä 6L46C, 8565bhp, 16.5kn, Wärtsilä NSD Finland Oy, Turku
04.06.1998: Ordered.
15.06.1998: Keel laid.
05.05.2000: Launched.
16.10.2000: Transferred to NIS.

01.01.2002: Name of owner now DFDS Lys-Line Rederi AS after DFDS Tor Line A/S had purchased 66% of Lys-Line.
09.12.2005: Name of owner now DFDS Lys-Line AS after the remaining 34% of Lys-Line were purchased.
24.03.2010: Name of owner now: DFDS Logistics Rederi AS, Oslo.
11.06.2012: Homeport changed to Dover. Renamed LYSBLINK SEAWAYS.

18.02.2015: On voyage Belfast-Skogn ran aground near Kilchoan, Ardnamurchan Point.
19.02.2015: Refloated at high tide and anchored leaking and with damaged bulb.
22.02.2015: Towed to Mingary Bay about a mile east of Kilchoan and anchored.
05.03.2015: Arrived Clydeport in tow to be docked at Inchgreen. After inspection at Garvel Clyde’s James Watt Dock, Greenock declared a total loss.
18.04.2015: Sold to D.RB Marine Services Ltd., Rosneath for demolition.
19.04.2015: Towed from Greenock to Rosneath.

444.

**DUCHESS OF SCANDINAVIA 2002 - 2005**

**ATLANTIC TRAVELLER 2005 - 2007**

9058995 ■ Twin screw Ro-Ro passenger cargo ferry ■ 16794GT, 5920NT, 3318DW ■ 134.40(BB)/122.4x24.00x13.20/5.70 ■ Bruces Shipyard AB, Landskrona, no. ■ 2D 4SA 2xcyl. (400x560), Sulzer 8ZA40S, 15662bhp, 19kn, Wärtsilä Diesel Oy, Vaasa ■ Passengers: 900, 2003: 882 ■ Cars: 350

25.05.1992: Ordered.
29.01.1993: Launched.
09.06.1993: Trials.
19.06.1993: Delivered to Rutelaget Askøy-Bergen AS, Bergen as BERGEN.
05.1997: Sold to Bergen Nordhordland Rutelag ASA, Bergen.
13.11.2002: Bareboat charter to DFDS Seaways A/S.
09.04.2003: Taken over and renamed DUCHESS OF SCANDINAVIA. Homeport changed to København.
10.04.2003: Sailed Bergen for Cuxhaven arriving the next day.
18.11.2004: Sold to KS Bergensfjord, København.
18.10.2005: Registered as renamed ATLANTIC TRAVELLER.
07.11.2005: Arrived Cuxhaven and delivered in time charter to Fjord Line AS. Left Cuxhaven the same day for Fredericia.

**DUCHESS OF SCANDINAVIA 15.06.2003 off Harwich**

15.11.2005: Left Fredericia for Hanstholm.
16.11.2005: Left Hanstholm for Bergen arriving the next day
18.11.2005: First trip from Hanstholm.
31.03.2006: While at Hanstholm delivered for bareboat charter to Fjord Line AS (North Atlantic Lines Operation A/S (NAL)). Service remained the same.
08.01.2008: Homeport changed to Hanstholm and renamed BERGENSFJORD.
15.01-06.03.2009: Homeport changed to Hirtshals. Service now: Hirtshals-Stavanger.
15.01.2014: Arrived Raumo for rebuilding.
16.01.2014: Renamed OSLOFJORD.

Still in service.

445. **DANA GLORIA (IV) 2002 - 2003**

**LISCO GLORIA 2003 - 2010**

9212151 ■ Passenger ro/ro cargo ferry ■ Lane length 2200m ■ 17150GT, 5150NT, 7300DW, 2002: 20140GT, 6042NT, 6802DW ■ 199.00(BB)/179.2x25.0/23.04x14.20/6.32 ■ Stocznia Szczecinska S.A., Szczecin, no. B591-I/1 ■ 2D 4SA 2x9cyl. (460x580), Wärtsilä 9L46C, 25694bhp, 23kn, Wärtsilä Finland Oy, Turku ■ Passengers: 302

31.03.1999: Ordered.
07.06.2000: Cutting of steel commenced.
27.01.2001: Launched as GOLFO DEI CORALLI.
20.12.2001: Completed for LLoyd Sardegna Compagnia di Navigazione S.r.l. (Compagnia Sarda di Navigazione Maritima S.r.l.), (Italy). However, refused by the shipowner due to delayed delivery. Laid up at the builder.
19.07.2002: Sold to DFDS Tor Line A/S (DFDS A/S), København and renamed DANA GLORIA.
21.07-06.08.2002: Minor modifications by Fredericia Skibsværft A/S.
07.08.2002: Arrived Esbjerg.
10.08-09.09.2002: Service with cargo only: Esbjerg-Harwich.
10.09-29.09.2002: Cafeteria refurbished and the car deck upgraded according to the Stockholm Agreement by Fredericia Skibsværft A/S.
03.10.2002-16.06.2003: Service with passenger and cargo: Esbjerg-Harwich.

04.06.2003: Sold to RASA Multipurpose Shipping Ltd., Klaipeda. Bareboat chartered to AB LISCO Baltic Service.
16.06.2003: Arrived Esbjerg.
17.06.2003: Taken over at Esbjerg and renamed LISCO GLORIA.
19.06.2003: Sailed Esbjerg for Kiel.
22.06.2003: Naming ceremony at Klaipeda.

08.10.2010: On voyage Kiel-Klaipeda with 203 passengers and 32 crewmembers fire broke out on the upper car deck shortly before midnight when off the Island of Fehmarn. Three passengers were evacuated by a helicopter. The remainder of the passengers were transferred to the ferry DEUTSCHLAND and sailed to Kiel. Towed by SMIT International to Lindøværftet still on fire.
**22.10.2010:** The fire was finally extinguished. Later declared a total loss.

**22.01.2011:** Deleted from the Lithuanian Register.

**09.02.2011:** Sold to Vakaru Refonda OU, Tallinn.

**22.02.2011:** Arrived Klaipeda for demolition.

**06.2012:** In course of demolition at Klaipeda.

---

446. **DANA SIRENA** (III) 2002 - 2013

**SIRENA SEAWAYS** 2013 - 2015

**BAI DE SEINE** 2015 -

9212163 ■ Passenger ro/ro cargo ferry ■ 2400m lanes ■ 17150GT, 5150NT, 7300DW, 2003: 22382GT, 8064NT, 6700DW ■ 199.00(BB)/179.2x25.0/23.04x14.2/6.32 ■ Stocznia Szczecinska Porta Holding S.A., Szczecin, no. B591-I/2 ■ 2D 4SA 2x9cyl. (460x580), Wärtsilä 9L46C, 25694bhp, 23kn, Wärtsilä Finland Oy, Turku ■ Passengers: 210

**1999:** Ordered by LLoyd Sardegna Compagnia di Navigazione S.r.l. (Compagnia Sarda di Navigazione Maritima S.r.l.), (Italy).
17.06.1999: Cutting of steel commenced by Stocznia Szczecinska, Szczecin.
08.01.2001: Keel laid.
21.04.2001: Launched as GOLFO DEI DELFINI.
03.2002: Work terminated.
29.07.2002: Builders went bankrupt.
04-06.11.2002: Trials.

22.11.2002: Sold to DFDS Tor Line A/S, København.
27.11.2002: Taken over at Szczecin.
28.11.2002: Called in Rønne Roads. Due to Polish export regulations she had to sail to Danish waters.
29.11.2002: Arrived Gdanska Stocznia Remontowa Nauta, Gdansk.
29.11.2002-07.06.2003: Extension of passenger accommodation and upgrading of car deck to apply with the Stockholm Agreement.
08.06.2003: Arrived Esbjerg.
10.06.2003: Homeport changed to Esbjerg.
17.06.2003: Renamed DANA SIRENA. In service: Esbjerg-Harwich.
27.11.2003: Owner now DFDS A/S, Esbjerg after a merger of former owner and DFDS.
11.03.2013: Renamed SIRENA SEAWAYS during survey at Bremerhaven.
22.06.2013: On voyage Esbjerg-Harwich collided with ramp at Harwich during manouevring.
05.10.2014-09.01.2015: Service: Paldiski-Kapellskär.
03.02.2015: Sold to DFDS Logistics Rederi AS, Esbjerg.

In the present fleet.

DANA SIRENA 23.10.2005 Harwich

447. TOR MAGNOLIA 2003 - 2011 MAGNOLIA SEAWAYS 2011 -

9259496 Ro/ro cargo ship 3d 32289GT, 9686NT, 8850DW, 08.2013: 32523GT, 9757NT, 10026DW 199.80(BB)/189.69x/26.50x16.95/6.95 Flensburger Schiffbau-Ges.mbH & Co. KG, Flensburg, no. 721 1D 2SA 9cyl. (600x2022), B&W 9L60MC-C, 27285bhp, 22.5kn, Hyundai Heavy Industries Co. Ltd., Ulsan Passengers: 12 Lane Length 3830m

10.02.2003: Keel laid.
23.05.2003: Named and launched.
17.10.2003: Delivered to DFDS A/S, København.
15.01.2005: Calls at Brevik included in the service.
04.08.2005: Service again: Gothenburg-Brevik-Ghent.
18.07.2006: Sold to DFDS Tor Line AB, Göteborg.
10.09.2010: Name of owner now DFDS Seaways AB, Göteborg
05.07.2011: Renamed MAGNOLIA SEAWAYS.
06.06.2012-30.04.2013: Service: Gothenburg-Brevik-Immingham.
05.09.2012: Homeport now København.
07.2013-08.2013: Scrubber installed at Remontowa Shipyard, Gdansk.

In the present fleet.
9259501 ■ Ro/Ro cargo ship ■ 3d ■ 32289GT, 9686NT, 8850DW, 2013: 32523GT, 9757NT, 11286DW ■ 199.80(BB)/189.69x/26.50x16.95/6.95 ■ Flensburger Schiffbau-Ges.mbH & Co. KG, Flensburg, no. 722 ■ 1D 2SA 9cyl. (600x2022), B&W 9L60MC-C, 27285bhp, 22.5kn, Hyundai Heavy Industries Co. Ltd., Ulsan, n. AA1579 ■ Passengers: 12

26.05.2003: Keel laid.
08-12.2003: Trials.
05.01.2004: Delivered to DFDS A/S, København.
11.01.2004: Sailed Flensburg for Gothenburg.
01.08.2006: Service again: Gothenburg-Ghent.
21.07.2011: Renamed PETUNIA SEAWAYS.
05.06.2012-01.05.2013: Service: Gothenburg-Brevik-Immingham.
03.05-16.07.2013: Service: Gothenburg-Brevik-Ghent.
07.2013-08.2013: Scrubber installed at Remontowa Shipyard, Gdansk.
02.05.2014-10.03.2015: Service: Gothenburg-Brevik-Immingham.
01.12.2015: Service now: Gothenburg-Brevik-Immingham.
08.2016: New hull colours at Remontowa Shipyard, Gdansk.

In the present fleet.
9259513 ■ Ro/ro cargo ship ■ Lane length: 3800 m, 2016: 4600 ■
32289GT, 9686NT, 8850DW, 2014: 32523GT, 9757NT, 2016:
37985GT, 11395NT, 14015DW ■
199.80(BB)/189.69x/26.50x16.08/6.95, 2016: 229.80(BB)/ ■
Flensburger Schiffbau-Ges.mbH & Co. KG, Flensburg, no. 723 ■ 1D
2SA 9cyl. (600x2022), B&W 9L60MC-C, 27285bhp, 22.5kn, Hyundai
Heavy Industries Co. Ltd., Ulsan ■ Passengers: 12

29.09.2003: Keel laid.
23.01.2004: Named and launched.
03.05.2003: Delivered to DFDS A/S, København. Same day sailed
Flensburg for Copenhagen.
04.05.2004: Presented at the new DFDS Terminal, Copenhagen.
05.05.2004: Arived Gothenburg.
06.05-14.06.2004: Service: Gothenburg-Immingham.
09.07-06.09.2004: Service now: Gothenburg-Immingham.
12.2004: From this month onwards occasionally called at Brevik.
28.07.2011: Renamed PRIMULA SEAWAYS.
04.2014: Scrubber installed at Remontowa Shipyard, Gdansk.
17.04-03.05.2016: Service: Gothenburg-Brevik-Immingham.
03.05-06.07.2016: Service: Esbjerg-Immingham.
06.07.2016: Sailed Esbjerg for Lloyd Werft, Bremerhaven to be lengthened by 30 m.
19.08.2016: Sailed Bremerhaven for Gothenburg.
22.08.2016: Returned to service after rebuilding: Gothenburg-Ghent.

In the present fleet.

<table>
<thead>
<tr>
<th>450</th>
<th>LISCO PATRIA  2004 - 2012</th>
</tr>
</thead>
<tbody>
<tr>
<td>PATRIA</td>
<td>SEAWAYS  2012-</td>
</tr>
</tbody>
</table>
8917390 ■ Twin screw passenger Ro/Ro cargo ferry ■ 2d ■ Lane
Length: 1800 m ■ 18332GT, 5499NT, 4758DW ■
154(BB)/142,0x24.33/24.0x13.2/5.5 ■ Bruces Shipyard AB,
Landskrona, no. 21 ■ 2D 4SA 2x8cyl. (400x560), Sulzer 8ZAL40S,
24472bhp, 18kn, Wärtsilä Diesel Oy, Turku ■ Passengers: 250

09.10.1990: Keel laid.
26.03.1991: Launched.
51 and delivered to Stena Rederi AB, Göteborg as STENA
TRAVELLER.
11.1992: Renamed TT-TRAVELLER.
1995: Renamed STENA TRAVELLER.
03.1996: Transferred to Stena Ro Ro & Ferry Division (Stena Line
Ltd.), Göteborg.
1996: Renamed TT-TRAVELLER.
01.2002: Renamed STENA TRAVELLER.

05.2004: Sold to Aukse Multipurpose Shipping Ltd. (AB LISCO
Baltic Service), Klaipeda and renamed LISCO PATRIA.
17.05.2004-06.01.2011+27.01-11.05.2011: Service: Klaipeda-
Karlshamn.
2011: Name of manager now: AB DFDS Seaways, Klaipeda.
05.01.2012: Renamed PATRIA SEAWAYS.
08.10.2014: Sold to AB DFDS Seaways, Klaipeda.
02-04.11.2011: Trip: Paldiski-Fredericia.
04.11-04.12.2014+09-24.04.2015: Service: Fredericia-Copenhagen-
Klaipeda.
05.12.2014-27.03.2015: Laid up at Gdansk.
27.03.2015: Trip: Gdansk-Klaipeda.
29.04-03.05.2015: Service: Klaipeda-Karlshamn.
03-08.05.2015: Trip: Klaipeda-Fredericia-Esbjerg.
15.05-31.10.2015: Chartered as a hotel ship in connection with erection of an offshore wind farm in the German Bay.
04-06.11.2015: Trip: Esbjerg-Klaipeda.
01-04.01.2016: Trip: Klaipeda-Zeebrugge.
22.02-17.03.2016: Service: Immingham-Vlaardingen/Antwerp.
05.04-11.05.2016: Service: Klaipeda-Karlshamn.
11.05.2016: Service: Karlshamn-Klaipeda/Fredericia.
Still in service.

451. TOR BEGONIA 2004 - 2012 BEGONIA
SEAWAYS 2012 -

9262089 ■ Ro/ro cargo ship ■ 3d ■ Lane length: 3831, 2009: 4650
■ 32289GT, 9686NT, 8850DW, 2014: 37939GT, 11381NT ■
199.80(BB)/189.69x/26.5x16.08/6.95 ■ 2009: 37722GT, 11316NT,
14330DW ■ 229.80(BB)/219.69x/26.5x16.08/6.95 ■ Flensburger
Schiffbau-Ges.mbH & Co. KG, Flensburg, no. 724 ■ 1D 2SA 9cyl.
(600x2022), B&W 9L60MC-C, 27285bhp, 22.5kn, Hyundai Heavy
Industries Co. Ltd., Ulsan ■ Passsengers: 12

26.01.2004: Keel laid.
14.05.2004: Named and launched.
19-21.08+31.08.2004: Trials.
03.09.2004: Delivered to DFDS Tor Line AB, Göteborg.
24.03.2005: Called at Harwich.
31.08-03.09.2005: Trip: Gothenburg-Ghent.
03.09-05.12.2005: Service now: Gothenburg-Immingham.
28.08.2009: Arrived MWB Motorenwerke, Bremerhaven to be
lengthened by 30m.
02.10.2009: Sailed Bremerhaven for Cuxhaven and Immingham.
06.10.2009: Returned to service: Gothenburg-Brevik-Immingham.
10.09.2010: Name of the owner now DFDS Seaways AB,
Göteborg.
05.06.2012: Service now: Gothenburg-Brevik-Ghent.
2012: Name of owner now: DFDS Seawys AB Sweden, Göteborg.
25.07.2012: Renamed BEGONIA SEAWAYS.

In the present fleet.
9274848 Ro/ro cargo ship 3d Lane length 3831, 2009: 4650 32289GT, 9686NT, 8850DW 199.80(BB)/189.69x/26.5x16.08/6.95 2009: 37722GT, 11316NT, 14330DW, 2014: 37939GT, 11381NT, 14150DW 229.80(BB)/219.69x/26.50x16.08/6.95 Flensburger Schifffbau-Ges.mbH & Co. KG, Flensburg, no. 725 1D 2SA 9cyl. (600x2022), B&W 9L60MC-C, 27285bhp, 22.5kn, Hyundai Heavy Industries Co. Ltd., Ulsan Passsengers: 12

17.05.2004: Keel laid.
01.10.2004: Named and launched.
07.01.2005: Delivered to DFDS Tor Line AB, Göteborg.
19.07.2009: Arived MWB Motorenwerke, Bremerhaven to be lengthened.
25.08.2009: Sailed Bremerhaven for Cuxhaven and Immingham.
08.2009-03.06.2012: Service: Gothenburg-Brevik-Immingham.
03-12.08.2010: Two trips: Gothenburg-Tilbury.
10.09.2010: Name of owner now: DFDS Seaways AB, Göteborg.
11.02.2011: While at Gothenburg broke her mooring during heavy weather and damaged a gangway on the opposit quay.
05.06.2012-09.03.2015: Service now: Gothenburg-Brevik-Ghent.
03.08.2012: Renamed FREESIA SEAWAYS.
09.03-01.12.2015: Service: Gothenburg-Brevik-Immingham.

In the present fleet.
453. **KING OF SCANDINAVIA** (III) 2006 - 2011

**KING SEAWAYS** 2011 -


1984: Ordered.

17.03.1986: Keel laid.
16.08.1986: Launched.
20.02.1987: Delivered to AB Swedcarrier and same day sold to Walenius Safe Felicia Ab, Trelleborg as NILS HOLGERSSON.
20.02.1992: Sold to SweFerry AB, Helsingborg. Price: 118.5 m.DEM.
13.01.1993: Taken over at Travemünde and renamed VAL DE LOIRE.
15.01.1993: Sailed Travemünde for La Spezia.
01.1993-05.1993: Refurbished by INMA, La Spezia. Bow rebuilt. Extension of front superstructure. Equipped with sponson tanks, new car deck platform and tank rearrangement. New cabins (about 60) and rearrangement of existing ones in order to reach 1686 passenger berths.
02.06.1993: Berthing trials at Santander. Later private cruise to Plymouth for the travel trade and VIPs.
09.06.1993: Services Plymouth-Santander and Plymouth-Roscoff-Cork.
13.06.1993: First call at Cork.
27.02.2006: Taken over at Cherbourg and renamed KING OF SCANDINAVIA.
01.03.2006: Arrived IJmuiden for refurbishing.
08.03.2006: One-day promotion and namegiving trip to Amsterdam.
11.03.2006: In service: IJmuiden-Newcastle.
27.01.2011: Renamed KING SEAWAYS.
28.12.2013: On voyage Newcastle-IJmuiden with 946 passengers and 127 crew fire broke out in a cabin. The fire was soon extinguished. However, 1 passenger and 6 crewmembers were picked up by a helicopter and flown to a British hospital for examination of smoke poisoning. 

29.12.2013: Arrived back at Newcastle. Two passengers were arrested.

Still in service.

KING OF SCANDINAVIA 30.08.2008 North Shields

454. **LISCO OPTIMA 2006 - 2012**  
**OPTIMA SEAWAYS** 2012 -

9188427 ■ Twin screw Ro-Pax ferry ■ 3d ■ 25206GT, 7744NT, 7500DW, 2014: 25263GT, 7761NT ■ 186.00(BB)/169.50x-/25.60x9.15(15.00)/6.5 ■ C.N. "Visentini" di

1997: Ordered.
25.06.1997: Keel laid.
30.06.1999: Delivered to Levantina Transporti Srl., Bari as ALYSSA.
08.1999: Chartered for service: Tunisia-France/Italy.
03.03.2000: Service now: Barcelona-Mallorca.
07.2003: Chartered to Stena Line. Renamed SVEALAND
08.2004: Sold to Rederi Ab Hornet; Nassau. Same service.

26.04.2006: Sold to Lisco Optime Shipping Ltd. (AB DFDS Seaways), Klaipeda and renamed LISCO OPTIMA.
08.05.2006: Service: Klaipeda-Kiel.
04.04.2012: Renamed OPTIMA SEAWAYS.
12.05.2016: Sold to AB DFDS Seaways, Klaipeda.

In the present fleet.
9320568 ■ Ro/ro cargo ship ■ 3d ■ Lane length 3831, 2009: 4650 ■
32289GT, 9686NT, 8850DW ■
199.80(BB)/189.69x/26.50x16.08/6.95  ■ 2009: 37939GT, 11381NT,
14331DW ■ 229.80(BB)/219.69x/26.5x16.08/6.95 ■ Flensburger
Schiffbau-Ges.mbH & Co. KG, Flensburg, no. 730 ■ 1D 2SA 9cyl.
(600x2022), B&W 9L60MC-C, 27285bhp, 22.5kn, IZAR
Constructions Navales S.A., Valencia, no. 589 ■ Passengers: 12

31.10.2005: Keel laid.
24.02.2006: Named and launched.
10-12.06.2006: Trials.
23.06.2006: Delivered to DFDS A/S, Esbjerg.
26.06.2006: Sailed Flensburg for Gothenburg.
27.06.2006: In service: Gothenburg-Immingham.
27.02.2007: Service now: Gothenburg-Brevik-Immingham.
03.06-01.08.2009: Lengthened by 30 m and installation of scrubber
at MWB Motorenwerke, Bremerhaven.
01.08.2009: Sailed Bremerhaven for Cuxhaven-Immingham-
Cuxhaven-Immingham.
05.08.2009-06.06.2012: Service: Gothenburg-Brevik-Immingham.
22.07.2011: Fire broke out in the new scrubber installation while at
Fayard, Odense.
27.07.2011: Renamed FICARIA SEAWAYS.
30.04.2013-09.03.2015: Service: Gothenburg-Brevik-Immingham.
02.12.2015: Service now: Gothenburg-Brevik-Immingham.
30.04.2016: Sailed Gdansk after 11 days at the Remontowa
shipyard to be repainted.

In the present fleet.
456. PRINCESS OF NORWAY (II) 2006 - 2012
PRINCESS SEAWAYS 2012 -

8502391 ■ Passenger RoRo ferry ■ 4d ■ 31356GT, 16111NT, 4110DW ■ 161.53(BB)/144.00x28.20/27.60x18.52/6.217 ■ Schichau Seebeckwerft AG, Bremerhaven, no 1058 ■ 4D 4SA 4x8cyl. (450x520), MaK 8M552AK, 26648bhp, 20kn, Krupp MaK Maschinenbau GmbH, Kiel ■ Passengers: 491 cabins, 1279 berth, 1377 total ■ Cars: 550

01.02.1983: Ordered.
08.07.1985: Keel laid.
30.11.1985: Launched.
30.05.1986: Delivered to Partenreederei ms “Peter Pan” (OHG-TT-Line G.m.b.H. & Co.), Hamburg as PETER PAN. Price: 53,228,748 USD.

02.06.1986-31.08.1993: Service: Travemünde-Trelleborg.
01.09.1993: Sold to TT Line Co. Pty. Ltd. (ASP Ship Management), Devonport (Tasmania).

09.1993: Refurbished by Lloyd Werft, Bremerhaven.
30.09.1993: Renamed SPIRIT OF TASMANIA.
12.11.1993: Arrived Devonport.

07.09.2002: Laid up at Sydney.
28.01.2003: Arrived Orskov Yard, Frederikshavn to be refurbished. Price: 95 m.NOK.
11.03.2003: Transferred to NOR and renamed FJORD NORWAY.
25.03.2004: Manager now Fjord Line AS.

16.10.2006: Sold to DFDS A/S, København and renamed PRINCESS OF NORWAY.
06.11.2006: Sailed Orskov Yard, Frederikshavn for Bergen.
08.11.2006: Naming ceremony at Bergen.
29.05.2007: In service: IJmuiden-Newcastle.
17.02.2012: Renamed PRINCESS SEAWAYS.
15-22.03.2015: One trip in connection with the solar eclipse: Newcastle-Kollarfjord (the Faroes)-Newcastle.

In the present fleet.
457. **TOR CORONA** 2008 - 2012 C **ORONA SEAWAYS** 2012 -

9357597 ■ RoRo cargo ship ■ Lane length 3178 m ■ 25609GT, 7682NT, 11300DW ■ 187.06(BB)/169.80x/26.50x15.65/6.90 ■ CSC Jingling Shipyard, Nanjing, no. 402 ■ 2D 4SA 2x8cyl. (480x600), MAN 8L48/60, 25748bhp, 20kn, MAN B&W Diesel AG, Augsburg ■ Passengers: 12

**01.05.2005**: Ordered.  
**20.10.2006**: Keel laid.  
**25.04.2007**: Launched.
18.01.2008: Delivered to Snowdon Leasing Co. Ltd. (DFDS A/S), London.
21.02.2008: Time chartered to DFDS for 10 years.
16.01.2009-01.06.2012: Also called at Aarhus.
28.03-18.08.2012: Also called at Kiel.
29.09.2009: Manager now Ellingsen Ship Management AB.
13.04.2012: Renamed CORONA SEAWAYS.
04.12.2013: On voyage Fredericia-Copenhagen fire broke out. Proceeded to Helsingborg where the fire was extinguished.
05.01.2014: Returned to service: Copenhagen-Klaipeda-Fredericia.
12.03-30.04.2014: Also called at Karlshamn.
01.06.2014: Manager now Ellingsen OSM Ship Management AB,
16-23.06.2014: Also called at Sassnitz.
06-08.11.2014: Trip: Fredericia-Immingham.
23+25.02.2015: Called at Karlshamn.
07-08.04.2015: Trip: Fredericia-Cuxhaven.
25.04-06.10.2015: Service: Fredericia-Copenhagen-Klaipeda. Occasionally called at Kiel.
06-07.10.2015: Trip: Fredericia-Cuxhaven.
07-08.10.2015: Trip: Cuxhaven-Immingham.
08.10.2015: Service: Immingham-Vlaardingen/Antwerp.

Still time chartered to DFDS.
458. **TOR HAFNIA** 2008 - 2011

**SEAWAYS** 2011 -

- 9357602 ■ RoRo cargo ship ■ Lane length 3178 m ■ 25609GT, 7682NT, 11300DW ■ 187.06(BB)/169.80x/26.50x15.65/6.80 ■ CSC Jingling Shipyard, Nanjing, no. 403 ■ 2D 4SA 2x8cyl. (480x600), MAN 8L48/60, 25748bhp, 20kn, MAN B&W Diesel AG, Augsburg ■ Passengers: 12

**01.05.2005:** Ordered.
**28.12.2006:** Keel laid.
**01.09.2007:** Launched.
**25.04.2008:** Delivered to Snowdon Leasing Co. Ltd., London.
28.05.2008: Time chartered to DFDS for 10 years.
31.05-17.07.2008+09.01-06.02+20.02-16.09.2010: Service:
Gothenburg-Tilbury.
17.07-05.08.2008: Laid up at Gothenburg.
05-12.08.2008: Service: Gothenburg-Ghent.
12.08-01.09.2008+01-08.06.2009: Service: Gothenburg-
Immingham.
02.08.2011-02.02.2013+09.11.2014-12.01.2015+22.02-07.03.2015:
Service: Immingham-Cuxhaven.
05.10.2009: Manager now Ellingsen Ship Management AB.
03.03.2011: Renamed HAFNIA SEAWAYS.
01.06.2014: Manager now Ellingsen OSM Ship Management AB.
13.01.2015: Trip: Immingham-Zeebrugge.
13.01-07.02.2015: Service: Zeebrugge-Gothenburg.
08-09.02.2015: Trip: Zeebrugge-Tilbury.
09-19.02.2015: Service: Tilbury-Rotterdam.
19-20.02.2015: Trip: Vlaardingen-Immingham.
04-06.04.2015: Trip: Immingham-Cuxhaven-Immingham.
31.03-03.04.2016: Trip: Immingham-Gdansk (docking).

Still time chartered to DFDS.
459. **TOR BOTNIA** 2009 - 2013

**SEAWAYS** 2013 -

- 9192129  ■ RoRo cargo vessel  ■ 11530GT, 3459NT, 8702DW  ■ 162.58(BB)/148.82x20.60x13.80/6.70  ■ Jinling Shipyard, Nanjing, no. 701  ■ 1D 4SA 8cyl. (480x600), MAN 12V48/60, 16897bhp, 20kn, MAN B&W Diesel AG, Augsburg  ■ Passengers: 12

- **05.1998:** Ordered.
- **31.03.1999:** Keel laid.
- **20.09.1999:** Launched.
31.05.2000: Delivered to Nordic Holding Ltd., London as FINNMASTER.

30.06.2000: In service: Raumo-Hull, Chartered to Finnlines Oy.

03.2003: Sold to Finnmaster Ltd., London.

19.01.2009: Sold to Tor Botnia Shipping Ltd. (DFDS Tor Line AB), Klaipeda and renamed TOR BOTNIA.


08.01.2011: Service now: Kiel-Karlshamn-St. Petersburg.

05/06.2012: From about this time calls at Ust Luga.

29.08.2011: Sold to AB DFDS Seaways, Klaipeda.

07.01.2013: Renamed BOTNIA SEAWAYS.


16.01-06.03.2014: Also calling at Södertälje.

25.04.2014: From this date occasionally called at Sassnitz and Copenhagen.


06.10.2015: Service now: Fredericia-Copenhagen-Klaipeda.

In the present fleet.
460. **TOR FINLANDIA** 2009 - 2012  
**FINLANDIA SEAWAYS** 2012 -

9198721 ■ RoRo cargo vessel ■ 11530GT, 3459NT, 8702DW ■  
162.58(BB)/148.77x20.62/20.60x13.80/6.70 ■ Jinling Shipyard,  
Nanjing, no. 702 ■ 1D 4SA 8cyl. (480x600), MAN 12V48/60,  
16897bhp, 20kn, MAN B&W Diesel AG, Augsburg ■ Passengers:  
12

**20.05.1999:** Keel laid.  
**28.10.1999:** Launched.
14.08.2000: Delivered to Nordic Forest Terminals AB, London as FINNMAID.
09.2009: Chartered to Finncarriers Oy Ab for service: Helsinki-Raumo-Hull. Renamed FINNREEL.

26.01.2009: Sold to Tor Finlandia Shipping Ltd., Klaipeda and renamed TOR FINLANDIA.
04.01.2011-29.05.2012: Service: Rosyth-Zeebrugge.
04.07.2012-06.05.2013: Service: Rosyth-Zeebrugge.
27.11.2012: Sold to AB DFDS Seaways, Klaipeda.
20.12.2012: Renamed FINLANDIA SEAWAYS.
07.05-07.10.2013: Service: Cuxhaven-Immingham.
13.01.2016-07.02.2016: Scrubber installed and fuel optimization of hull e.g. new propeller blades at Fayard, Lindø.
08.02.2016: Service: Zeebrugge-Rosyth.

In the present fleet.
461. **LISCO MAXIMA** 2009 - 2012  
**VICTORIA SEAWAYS** 2012 -

9350721 ■ Twin screw RoPax ferry ■ 25675GT, 11463NT, 8500DW ■ 198.99(BB)/176.92x27.00/26.60x15.30/6.40 ■ Nuovi Cantieri Apuania, no. 1241 ■ 2D 4SA 2x12cyl. (460x580), Wärtsilä 12V46C, 32185bhp, 24kn, Wärtsilä France SA, France ■ Passengers: 569

**27.07.2007:** Ordered by Grimaldi Holding SpA, Palermo.  
**19.02.2008:** Keel laid.  
**03.12.2008:** Launched.  
**10.01.2008:** Contract sold to DFDS.  
**12.03.2009:** Delivered to Grimaldi Holding SpA, Palermo as FORZA.

**15.04.2009:** Sold to LISCO Maxima Shipping Ltd. (AB DFDS Seaways), Klaipeda and renamed LISCO MAXIMA.  
**11.05.2009-08.01.2014:** Service: Klaipeda-Kiel.  
**27.03.2012:** Renamed VICTORIA SEAWAYS.
08.01-04.03.2014: Service: Klaipeda-Karlshamn.
04-27.03.2014: Scrubber installed at Remontowa Shipyard, Gdansk.
24.03.2015: Sold to AB DFDS Seaways, Klaipeda.
06.10.2015: Service now: Klaipeda-Karlshamn.

In the present fleet.

462. TOR FIONIA 2009 - 2011

9395343 ■ RoRo cargo ship ■ Lane length 3178 m ■ 25609GT, 7682NT, 11702DW ■ 187.06(BB)/169.80x/26.50x15.65/6.80 ■ CSC Jingling Shipyard, Nanjing, no. 404 ■ 2D 4SA 2x8cyl. (480x600), MAN 8L48/60, 25748bhp, 20kn, MAN B&W Diesel AG, Augsburg ■ Passengers: 12
05.05.2006: Ordered.
07.05.2009: Delivered to Snowdon Leasing Co. Ltd., London.
06.06.2009: Time chartered to DFDS for 10 years.
08.06-13.07+17.07-06.08+17.08-05.10.2009: Service: Gothenburg-Immingham.
13-17.07+06-17.08.2009: Service: Immingham-Cuxhaven.
11.10.2011: Renamed FIONIA SEAWAYS.
04.01.2014-08.03.2015: Service: Vlaardingen-Immingham.
01.06.2014: Manager now Ellingsen OSM Ship Management AB.
10.03-01.08+12.08-02.12.2015: Service: Gothenburg-Immingham.
04-05.08.2015: Trip: Gothenburg-Vlaardingen.
05-09.08.2015: Service: Vlaardingen-Immingham.
09-12.08.2015: Trip: Vlaardingen-Antwerp-Ghent-Gothenburg.
03.12.2015: Service now: Immingham-Vlaardingen.

Still time chartered to DFDS.

463. TOR JUTLANDIA 2010 - 2011 JUTLANDIA SEAWAYS 2011 -

9395355 ■ RoRo cargo ship ■ Lane length 3178 m ■ 25609GT, 7682NT, 11702DW ■ 187.06(BB)/169.80x/26.50x15.65/6.80 ■ CSC Jingling Shipyards, Nanjing, no. 405 ■ 2D 4SA 2x8cyl. (480x600), MAN 8L48/60, 25748bhp, MAN B&W Diesel AG, Augsburg ■ Passengers: 12

05.05.2006: Ordered.
01.11.2008: Keel laid.
01.02.2009: Launched.
14.01.2010: Delivered to Snowdon Leasing Co. Ltd. (Norbulk Shipping UK Ltd.), London.
20.02.2010: Time chartered to DFDS for 10 years.
01.03.2010-12.03.2013+
20.08.2010: Manager now Ellingsen Ship Management AB.
28.07.2011: Renamed JUTLANDIA SEAWAYS.
01.06.2014: Manager now Ellingsen OSM Ship Management AB.
08.03-29.04.2015: Service: Immingham-Cuxhaven.
30.04-08.10.2015: Service: Immingham-Vlaardingen/Antwerp.
05-09.08.2015: Trip: Vlaardingen-Amsterdam-Vlaardingen.
08.10.2015: Service now: Immingham-Cuxhaven.

Still timechartered to DFDS.

TOR JUTLANDIA 26.10.2010 Esbjerg

464. SCOTIA SEAWAYS 2010 - 2010

9121625 ■ Ro-Ro Cargo Carrier ■ 2d ■ Lane length 1562 m ■
13017GT, 3905NT, 5928DW ■
142.50(BB)/134.00x23.47/23.20x13.15/5.40 ■ Miho Zosensho K. K.,
Shimizo, no. 1459 ■ 2D 4SA 2x8cyl. (400x560), Sulzer 8ZAL40S,
14596bhp, 18kn, Hitachi Zosen, Sakurajima Works, Osaka ■
Passengers: 12

1995.01: Ordered.
22.06.1995: Keel laid.
04.1996: Delivered to Norfolk Scheepvaartmaatshappij B.V. (Norfolk Line B.V.), Scheveningen as MAERSK EXPORTER.
01.2009: Manager now: Maersk Ship Management B.V.


07.2011: Renamed STENA SCOTIA.

Still in service.

---

465. HIBERNIA SEAWAYS 2010 - 2010

9121637 ■ Ro-Ro Cargo Carrier ■ 2d ■ Lane length 1562 m ■
13017GT, 3905NT, 5700DW ■
142.50(BB)/134.00x23.47/23.20x13.15/5.40 ■ Miho Zosensho K. K.,
Shimizo, no. 1460 ■ 2D 4SA 2x8cyl. (400x560), Sulzer 8ZAL40S, 14596bhp, 18kn, Hitachi Zosen, Sakurajima Works, Osaka ■ Passengers: 12

1995: Ordered.
01.11.1995: Keel laid.
01.07.1996: Launched.

05.2009: Service now: Heysham-Belfast.


07.2011: Homeport changed to: Vlaardingen. Renamed STENA HIBERNIA.

Still in service.
466. **FLANDRIA SEAWAYS 2010 - 2015**

9186637 ▪ Twin screw RoRo cargo vessel ▪ 13073GT, 3921NT, 5700DW ▪ 142.50(BB)/131.58x23.61/23.20x13.15/5.40 ▪ Guangzhou Shipyard International Co. Ltd., Guangzhou, no. 7130010 ▪ 2D 4SA 2x8cyl. (400x560), Sulzer 8ZAL40S, bhp, 18kn, Wärtsila Italia SpA, Italy

31.05.1999: Launched.
10.01.2000: Delivered to Dansk Supermarked Invest A/S (Norfolkline BV), Scheveningen as MAERSK FLANDERS.
05.02.2000: Arrived Scheveningen.
18.11.2006: Service now: Vlaardingen-Felixstowe.
2009: Sold to Norfolkline Shipping BV (Maersk Ship Management BV), Vlaardingen.

12.07.2010: Company sold to DFDS A/S. Service remained the same: Vlaardingen-Felixstowe.
26.07.2010: Renamed FLANDRIA SEAWAYS.
23.03.2011: Sold to DFDS A/S, Vlaardingen.
28.03.2011: Homeport changed to København.
27.04.2015: Taken over by Transportacion Maritima de California SA de CV, (Mexico) and renamed SAN JORGE.

Still in service.
FLANDRIA SEAWAYS Vlaardingen Steve Cheeseman

467. **ANGLIA SEAWAYS** 2010 -

9186649 ■ Twin screw RoRo cargo vessel ■ 3d ■ Lane length: 1680 m ■ Trailers: 121 ■ 13073GT, 3921NT, 5400DW ■ 142.50(BB)/134.00x23.54/23.20x13.15/5.40 ■ Guangzhou Shipyard International Co. Ltd., Guangzhou, no. 7130011 ■ 2D 4SA 2x8cyl. (400x560), Sulzer 8ZAL40S, 7300bhp, 18.6kn, Wärtsilä Italia SpA, Italy

**20.05.1998:** Construction commenced.
**11.06.1999:** Keel laid.
**24.09.1999:** Launched.
05.06.2000: Delivered to Norfolkline BV, Scheveningen as MAERSK ANGLIA.
18.11.2006: Service now: Vlaardingen-Felixstowe.
09.2009-08.08.2010: Service: Dublin-Heysham.

12.07.2010: Company sold to DFDS A/S.
12.08.2010: Renamed ANGLIA SEAWAYS.
22.05-09.10.2012: Chartered to Seatruck for service: Belfast/Dublin-Heysham.


14-15.03.2015: Service: Heysham-Dublin.

16.03-16.05.2015: Service: Liverpool-Dublin.

30.05-14.06.2015: Service also: Cuxhaven-Immingham.


25.03.2016: Trip: Immingham-Cuxhaven-Immingham.

26.06.2016: Service now: Vlaardingen-Immingham.
In the present fleet.

468. **DUBLIN SEAWAYS** 2010 - 2011

9136022 ■ Twin screw Ro-pax ferry ■ 3d ■ Lane length 2600 m ■ 21856GT, 6634NT, 7910DW ■ 186.45(BB)/169.50x26.00/25.6x9.15/5.55 ■ Cantieri Navale Visentini S.R.L., Donada, no. 180 ■ 4D 4SA 4x8cyl. (460x580), Wärtsilä 8R46, 21208bhp, 24kn, Wärtsilä Diesel AB, Sweden ■ Passengers: 340 ■ Cars: 200

**1995:** Ordered.  
**08.09.1995:** Keel laid.  
**07.12.1996:** Launched.  
**12.07.1997:** Delivered to Levantina Trasporti Srl., Chioggia as MERSEY VIKING.  
**07.1997:** Chartered to Norse Irish Ferries.  
**23.07.1997:** In service: Belfast-Liverpool.  
**1997:** Homeport changed to Bari.  
**12.09.2005:** Renamed DUBLIN VIKING.

**12.07.2010:** Company sold to DFDS A/S. Owners now DFDS Seaways Irish Sea Ship Owners Ltd.,  
**02.08.2010:** Renamed DUBLIN SEAWAYS. Service: Liverpool-Belfast.  
**08.2010-01.2011:** Service now: Liverpool-Dublin.  
**02-25.02.2011:** Service: Rosyth-Zeebrugge.  
**28.02-31.03.2011:** Service: Cuxhaven-Immingham.
03.04.2011: Sold to Stena North Sea Ltd. (Northern Marine Management Ltd.), Glasgow.
05.04.2011: Taken over by her new owner and renamed STENA FERONIA.
09.05.2011-29.09.2011: Chartered to DFDS for service: Karlshamn-Klaipeda.
10.2011: Laid up at Klaipeda.
22.01-05.02.2012: Service now: Karlskrona-Gdynia.
20.02-07.03.2012: Service: Liverpool-Belfast.
06.2012: Chartered for service: Algeciras-Tanger.
06.2013: Homeport changed to Limassol.
01.2015: Sold to Ferry Lines Ltd. (Strait Shipping Ltd.), Wellington and renamed STRAIT FERONIA. Service: Wellington-Picton.

Still extant.
469. **LIVERPOOL SEAWAYS** 2010 -

9136034 ■ Twin screw Ro-pax ferry ■ 3d ■ Lane length 2600 m ■
21856GT, 6580NT, 7910DW ■
186.45(BB)/169.50x26.00/25.60x9.15/5.55 ■ Cantieri Navale
Visentini S.R.L., Donada, no. 182 ■ 4D 4SA 4x8cyl. (460x580),
8R46, 21208bhp, 24kn, Wärtsilä Diesel AB, Sweden ■ Passengers:
412 ■ Cars: 200

**1995:** Ordered.
**12.03.1996:** Keel laid.
**29.10.1997:** Delivered to Levantina Transporti S.r.l., Bari as LAGAN
VIKING. Chartered to Norse Irish Ferries.
**11.1997:** Service: Belfast-Liverpool.
**03.2001:** Sold to Norse Irish Ferries Ltd. (V Ships UK Ltd.), Bari.
**03.2002:** Manager now: Bluewater Marine Management.
06.2002: Service now: Belfast-Birkenhead.
06.2004: Manager now: Meridian Marine Management Ltd.
2005: Owners now: Norfolkline Irish Sea Ship Owners Ltd., Belfast and renamed LIVERPOOL VIKING.
04.2009: Manager now: Maersk Ship Management BV.
10.06.2009: Sold to Stena Line Irish Sea Ferries Ltd., Belfast.

12.07.2010: Norfolkline sold to DFDS.
19.08.2010: Renamed LIVERPOOL SEAWAYS.
06.02-01.03.2011: Laid up at Klaipeda.
17.02.2011: Sold to Mare Blue Shipping Co. Ltd. (DFDS Seaways AB), Klaipeda.
01.03.2011-07.01.2014: Service: Klaipeda-Karlskrona.
07-08.01+18-19.10+08-09.11.2014: Trips: Klaipeda-Paldiski.
27.01.2014: Sold to AB DFDS Seaways, Klaipeda.
10.01.2015: Service now: Paldiski-Kapellskär.

In the present fleet.
470. **DOVER SEAWAYS** 2010 -

9318345 ■ Twin screw Ro-pax ferry ■ 3d ■ Lane length 2900 m ■
35923GT, 10776NT, 6874DW ■
186.65(BB)/172.00x29.12/28.40x19.75(9.70)/6.75 ■ Samsung
Heavy Industries, Geoje, no. 1574 ■ 4D 4SA 4x8cyl. (480x600),
MAN 8L48/60B, 16848bhp, 25.8kn, MAN B&W Diesel AG,
Augsburg ■ Passengers: 1212 ■ Cars: 304 ■ Trailers: 66

**01.03.2004:** Ordered.
**08.07.2005:** Keel laid.
**12.11.2005:** Launched.
19.06.2006: Delivered to Norfolkline Shipping BV (Norfolkline BV), Dover as MAERSK DOVER.

12.07.2010: Company sold to DFDS
24.07.2010: Renamed DOVER SEAWAYS.

In the present fleet.

DOVER SEAWAYS 17.01.2012 Strait of Dover

471. DUNKERQUE SEAWAYS 2010 -
9293076 ■ Twin screw Ro-pax ferry ■ 3d ■ Lane length 2900 m ■
35293GT, 10776NT, 6874DW ■
186.65(BB)/172.00x29.12/28.40x19.75(9.70)/6.90 ■ Samsung
Heavy Industries, Geoje, no. 1523 ■ 4D 4SA 4x8cyl. (480x600),
MAN 8L48/60B, 16848bhp, 25.8kn, MAN B&W Diesel AG,
Augsburg ■ Passengers: 1212 ■ Cars: 304 ■ Trailers: 66

01.03.2004: Ordered.
09.09.2004: Keel laid.
27.09.2005: Delivered to Norfolkline Shipping BV (Norfolkline BV),
Dover as MAERSK DUNKERQUE.

12.07.2010: Company sold to DFDS.
17.07.2010: Renamed DUNKERQUE SEAWAYS.

In the present fleet.
**472. DELFT SEAWAYS 2010 -**

9293088 ▪ Twin screw Ro-pax ferry ▪ 3d ▪ 2900 lanemetres ▪
35293GT, 10776NT, 6874DW ▪
186.65(BB)/172.00x29.12/28.40x29.12/28.40x19.75(9.70)/6.75 ▪ Samsung
Heavy Industries, Geoje, no. 1524 ▪ 4D 4SA 4x8cyl. (480x600),
MAN 8L48/60B, 16848bhp, 25.8kn, MAN B&W Diesel AG,
Augsburg ▪ Passengers: 1212 ▪ Cars: 304 ▪ Trailers: 66

**04.2003:** Ordered.
**10.01.2005:** Keel laid.
**07.05.2005:** Launched.
**25.01.2006:** Delivered to Norfolkline Shipping BV (Norfolkline BV),
Dover as MAERSK DELFT.
27.02.2006: In service: Dover-Dunkirk.

12.07.2010: Company sold to DFDS.
31.07.2010: Renamed DELFT SEAWAYS.

In the present fleet.

473. **REGINA SEAWAYS** 2011 -

9458535 ■ Passenger Ro-Ro Cargo Ship ■ 25518GT, 11718NT, 7500DW, 2015: 25666GT, 11501NT, 7500DW ■

198.99(BB)/176.92x/26.60x9.60/6400 ■ Nuovi Cantieri Apuania, Marina di Carrara, no. 1244 ■ 2D 4SA 12cyl. (460x580),
Wärtsilä12V46C, 2x17131bhp, 24kn, Wärtsilä Italia SpA, Italy ■ Passengers: 531

27.06.2007: Ordered.
21.03.2008: Keel laid.

01.09.2011: Bareboat charter to AB DFDS Seaways, Klaipeda. Renamed REGINA SEAWAYS.
28.10.2014-15.03.2015+05.04-06.07+31.08-06.10+09-23.12.2015: Service: Klaipeda-Karlshamn.
16.03-04.04.2015: Scrubber installed at Remontowa Shipyard, Gdansk.
03.01.2016: Service now: Klaipeda-Kiel.

Still bareboat chartered to DFDS.
474. **NORMAN SPIRIT** 2011 - 2013  
**SEAWAYS** 2013 -  

8908466 ■ Twin screw Ro-pax ferry ■ 28833GT, 11853NT, 3832DW ■ 163.40(BB)/150.00x27.70/27.00x14.40/6.350 ■ N.V. Boelwerf S.A., Temse, no. 1534 ■ 4D 4SA 4x8cyl. (400x560), Sulzer 8ZAL40S, 28696bhp, 21kn, Jugotubina Diesel d.d., Karlovac ■ Passengers: 1200 ■ Cars: 710

05.1989: Ordered.  
02.05.1990: Keel laid.  
01.03.1991: Launched.  
09.1991: Trials. However, due to vibrations 40 tonnes of steel were removed.  
27.04.1992: Finally delivered to Ship Finance N.V. (Regie voor Maritiem Transport) Ostende as PRINS FILIP.
15.05.1992: In service: Ostend-Dover.
05.1998: Sold to Stena Line Ferries Ltd, Bermuda and renamed STENA ROYAL. Service now: Dover-Zeebrugge.
05.1999: Renamed P&OSL AQUITAINE.

05.199-05.2005: Service: Dover-Calais.
2002: Renamed PO AQUITAINE.
03.2003: Renamed PRIDE OF AQUITAINE.
03.2004: Sold to Stena International BV, Bermuda.
03.2010: Manager now Transeurope Shipping Line Ltd. Renamed OSTEND SPIRIT. Service: Ostend-Ramsgate.

17.02.2012: In service: Dover-Calais.
25.09.2012: Sold to LD Transmanche Ferries SAS [DFDS 82% & LD Lines 18%), Le Havre.
11.03.2013: Renamed CALAIS SEAWAYS.
01.11.2014: Engine break down.
24.04-01.06.2015: Main engine replaced at Remontowa Shipyards, Gdansk. Service: Calais-Dover.

In the present fleet.

475. NORMAN VOYAGER 2012 - 2014

9420423 ■ Twin screw Ro-Pax ferry ■ 26904GT, 8912NT, 7000DW ■ 186.47/177.40x25.60/x15.00/6.80 ■ C.N. Visentini di Visintini Francesco e C, Porto Viro, no. 220 ■ 2D 4SA 2x9cyl. (480x600), MAN 8L48/60B., 29348bhp, 24kn, MAN B&W Diesel AG, Augsburg ■ Passengers: 800 ■ Cars: 195

31.10.2006: Ordered.
13.06.2008: Launched.
2011: Manager now: Meridian Shipping Ltd.
03.2012: Homeport changed to Le Havre.

25.09.2012-10.03.2014: Bareboat charter to LD Transmanche Ferries SAS [DFDS 82% & LD Lines 18%] for service: Le Havre-Portsmouth.
01.04.2013: Manager now: DFDS Seaways.

03.2014: Renamed ETRETAT.
25.03.2014: Manager now: Brittany Ferries BAI SA. Service now: Portsmouth-Le Havre/Santander.

Still extant.

NORMAN VOYAGER LD Lines

476. DEAL SEAWAYS 2012 - 2012

9007130 ■ Twin screw Ro-pax ferry ■ 3d ■ 1530 lane metres ■ 20133GT, 11679NT, 5175DW ■ 157.65(BB)
Kvaerner MASA yards Inc., Helsinki, no. 485 4D 4SA 4x8cyl. (320x350), 8R32D, 16848bhp, 19.5kn, Wärtsilä Diesel Oy, Vaasa
Passengers: 1212  Cars: 304  Trailers: 66

09.1990: Ordered.
19.03.1991: Keel laid.
27.03.1992: Delivered to Truckline Ferries France S.A., Cherbourg as BARFLEUR. Service: Calais-Dover.
03.07.2008: Sold to Somanor, Cherbourg.
06.2010: Sold to Brittany Ferries BAI S.A., Cherbourg.

27.04.2012-06.11.2012: Bareboat charter to DFDS for service: Dover-Calais.
04.2012: Renamed DEAL SEAWAYS.
27.04.2012: In service: Dover-Calais.

11.2012: Renamed BARFLEUR.
03.2013: Service now: Cherburg-Poole.

Still in service.
477. **DIEPPE SEAWAYS** 2012 - 2014

9211511 ■ Twin screw passenger and car ferry ■ Lane length 1924 m ■ 30551GT, 13274NT, 6920DW ■
203.24(BB)/185.60x25.43/x25.40/6.68 ■ Howaldswerke Deutsche Werft AG, Kiel, no. 360 ■ 4D 4SA 4x16cyl. (400x560), Sulzer 16ZAV-40S, 62652bhp, 22kn, Wärtsilä Italia Spa, Italy ■
Passengers: 1200 ■ Lorries: 110

04.1999: Ordered.
29.06.1999: Keel laid.
25.08.2001: Launched.
26.02.2002: Delivered to Superfast Deka, Piraeus as SUPERFAST X.
27.02.2002: In service: Rostock-Hangö.
05.02.2002: Service now: Rosyth-Zeebrugge.
01.2004: Rebuilt by Fosen Mek. Verksteder.
02.2007: Sold to Veolia Environnement – VE SA (Veolia Transport), Ajaccio and renamed JEAN NICOLI.
04.2008: Sold to Sarl Poquelin Bail (Seafrance SA), Boulogne and renamed SEAFRANCE MOLIERE
07.2012: Sold to Scapino Shipping Ltd., Valletta and renamed MOLIERE.

09.2012: Manager now: LD Transmanche Ferries SASU.

10.2012: Bareboat chartered to DFDS. Homeport changed to Le Havre and renamed DIEPPE SEAWAYS.
05.2014: Sold to Stena Line North Sea Ltd., Le Havre.

02.2015: Sold to Stena North Sea Ltd. (Stena Line BV), Cardiff and renamed STENA SUPERFAST X.
09.03.2015: In service: Holyhead-Dublin.

Still extant.

478. **SEVEN SISTERS** 2013 -

9320130 ■ Twin screw passenger and car ferry ■ 18940GT, 5569NT, 3608DW ■ 142.45(BB)/125.00x/24.20x13.55/5.90 * Hijos De J. Barreras SA, Vigo, no 1646 ■ 24SA 2x9cyl. (460x580), Wärtsilä 9L46C, 25704bhp, 22kn, Wärtsilä Diesel SA, Bermeo ■ Passengers: 600 ■ Cars: 224

01.02.2004: Ordered.
08.02.2005: Keel laid.
21.03.2006: Launched.
02.11.2006: In service: Dieppe-Newhaven.
06.2010: Sold to LD Transmanche Ferries SASU, Dieppe.

Still in bareboat charter.
479. **COTE D’ ALBATRE** 2013 -

9320128 ■ Twin screw passenger and car ferry ■ Lane length 1270 m ■ 18940GT, 5527NT, 3608DW ■ 142.45(BB)/125.00x/24.20x13.65/5.90 ■ Hijos De J. Barreras SA, Vigo, no 1645 ■ 24SA 2x8cyl. (460x580), Wärtsilä 9L46C, 25704bhp, 22kn, Wärtsilä Diesel SA, Bermeo ■ Passengers: 600 ■ Cars: 224

**02.2004:** Ordered.
**07.09.2004:** Keel laid.
06.03.2006: In service: Dieppe-Newhaven.
05.12.2007: Sold to LD Transmanche Ferries SASU, Dieppe.


Still in bareboat charter.

---

**COTE D’ALBATRE** Tim Wells

---

480. **ATHENA SEAWAYS** 2013 -

9350680 ■ Twin screw Ro-Ro Passenger and cargo ship ■ 1d ■
Lane length 2593 m ■ 24950GT, 10808NT, 8500DW, 2015:
26141GT, 12271NT, 8500DW ■
198.99(BB)/182.65x27.00/26.60x15.30/6.400 ■ Nuovi Cantieri
Apuania SpA, Marina di Carrara, no. 1237 ■ 2D 4SA 2x12cyl. (460x580), Wärtsilä 12V46, 34262bhp, 24kn, Wärtsilä Italia Spa, Italy ■ Passengers: 600

ATHENA SEAWAYS 17.02.2015 Klaipeda

01.03.2005: Ordered.
24.11.2006: Launched.
29.03.2007: Delivered to Grimaldi Holding SpA, Palermo as CORRAGIO.
04.2007: Chartered to Grande Navi Veloci.
17.10.2007-03.2010: Service now: Leghorn-Palermo.
03.12.2013: Bareboat charter for five years to DFDS A/S, Klaipeda. Renamed ATHENA SEAWAYS.
20.02-14.03.2015: Scrubber installed at Remontowa Shipyard, Gdansk.
07.07.2014-10.02.2015+15.03- 05.10.2015+27.12.2015-
31.05.2016: Sold to AB DFDS Seaways, Klaipeda.

In the present fleet.

---

481. **ARK GERMANIA** 2014 -

9609952 ■ Twin screw RO/RO cargo carrier ■ Lane length 3000 m ■ 33313GT, 9993NT, 24485DW ■
195.20(BB)/185.00x30.50x10.800/7.00 ■ P+S Werften GmbH, Stralsund, no. 500 ■ 2D 2SA 2x8cyl. (400x1770) MAN B&W 8S40ME-B9, 24353bhp, 20.5kn, STX Engine Co. Ltd., South Korea ■ Passengers: 12

**16.11.2010:** Ordered together with her sister. To be at the disposal of the ARK project (the Danish and German navies and to some extent other NATO navies). Price: 128 m.EURO.
**25.05.2011:** Steel cutting commenced.
**05.08.2011:** Keel laid.
**29.08.2012:** Shipyards went bankrupt.
**13.09.2012:** Contract cancelled.
**15.02.2013:** Contract renewed. Price: 626 m.DKK.
**19.04.2013:** Launched.
**23.08.2013:** Naming ceremony.
**29.10.2013:** Transferred to ownership of DFDS A/S during building.
**10-14.02+09-13.03+24-26.04.2014:** Trials.
**26.04.2014:** Final delivered to DFDS A/S, København.
**30.04.2014:** In service: Esbjerg-Immingham. Occasionally called at Cuxhaven.
26.03-22.04.2015: Scrubber installed at Remontowa Shipyard, Gdansk.
07.06-19.06.2015: At Orskov Yard, Frederikshavn, for scrubber adjustment.

In the present fleet.

ARK GERMANIA

ARK DANIA 2014 -

9609964 ■ Twin screw RO/RO cargo carrier ■ Lane length 3000 m ■ 33313GT, 9993NT, 24485DW ■ 195.20(BB)/185.00x30.50x10.80/7.017 ■ P+S Werften GmbH, Stralsund, no. 501 ■ 2D 2SA 2x8cyl. (400x1770) MAN B&W 8S40ME-B9, 24690bhp, 20.5kn, STX Engine Co. Ltd., South Korea ■ Passengers: 12
16.11.2010: Ordered together with her sister. To be at the disposal of the ARK project (the Danish and German navies and to some extend other NATO navies). Price: 128 m.EURO.
25.05.2011: Steel cutting commenced.
05.08.2011: Keel laid.
23.04.2014: Taken over by DFDS A/S before completion.
2014: Launched.
03.05.2014: Sailed Stralsund.
04.05.2014: Arrived Lindø for final fitting out by Fayard.
01.07.2014: Naming ceremony at Fayard.
03.11.2014: Delivered to DFDS A/S, København. Same day sailed Fayard for Esbjerg.
09.02-22.03.2015: Scrubber installed at Remontowa Shipyard, Gdansk.
25.05-05.06.2015: At Orskov Yard, Frederikshavn, for final scrubber adjustment.

In the present fleet.
9215505 ■ Twin screw Ro-Ro passenger cargo ship ■ 24206GT, 12201NT, 4884DW ■ 169.80/161.60x25.82/24.00x9.50/6.02 ■ Mitsubishi Heavy Industries Ltd., Shimonoseki, no. 1068 ■ 4D 4SA 2x18+2x12cyl. (380x475), Wärtsilä 18V38 + 12V38, 53840bhp, 25kn, Wärtsilä Nederland BV, The Netherlands ■ Passengers: 405 ■ Cars: 375

07.1999: Ordered.
17.04.2000: Keel Laid.
18.08.2000: Launched.
12.12.2000: Delivered to Lombard Facilities Ltd. (P&O Ship Management Irish Sea Ltd.), as EUROPEAN AMBASSADOR.
23.04.2004: Sold to Stena Nordica Ab (Stena Line Ltd.), Göteborg and renamed STENA NORDICA.
03.2009: Transferred to UK flag. Homeport London.

31.03.2015-13.06.2016: Bareboat chartered to DFDS A/S, Le Havre and renamed MALO SEAWAYS.
23.04.2015: Service: Calais-Dover.
29.12.2015: Homeport changed to Dover.
06.2016: Manager now: Stena RoRo AB and renamed STENA NORDICA.

Still extant.

MALO SEAWAYS

484.  COTE DES DUNES 2016 -

9232527 ■ Tween screw Passenger Ro-Ro ferry ■ Lane length 2000 m ■ 33796GT, 11502NT, 5700DW ■
185.82(BB)/170.01x27.70/x9.50/6.75 ■ Aker Finnyards Oy, Raumo, no. 437 ■ 4D 4SA 2x8+2x12cyl. (460x580), Sulzer 8L46B+12V46B, 53160bhp, 25kn, Wärtsilä NSD Corp., Vaasa ■ Passengers: 1900 ■ Cars: 714

COTE DES DUNES

2000: Ordered.
19.05.2001: Launched.
10.11.2001: Delivered to Seafrance SA, Calais as SEAFRANCE RODIN. Service: Dover-Calais.
11.06.2012: Owner liquidated.
05.07.2012: Sold to Euro-Transmanche SAS (Eurotunnel Groupe SA), Calais and renamed RODIN.
14.09.2015: Towed from Calais to Dunkirk.
11.2015-09.02.2016: Refurbished by Dammen shipyard, Dunkirk.
02.02.2016: Bareboat charter to DFDS and renamed COTE DES DUNES.
09.02.2016: In service: Calais-Dover.

Still bareboat chartered to DFDS.
485. **COTE DES FLANDRES** 2016 -

9305843 ■ Twin screw Passenger Ro-Ro ferry ■ Lane length 2000 m ■ 33940GT, 10182NT, 7178DW ■
186.00(BB)/171.36x27.70/x10/6.75 ■ Chantiers de L'Atlantique SA, Saint-Nazaire, no. O32 ■ 4D 4SA 2x8+2x12cyl. (460x580), 8L46B+12V46B, 53160bhp, 25kn, Wärtsilä NSD Corp., Vaasa ■ Passengers: 1900 ■ Cars: 714

2003: Ordered.
21.03.2005: Delivered to Seafrance SA, Calais as SEAFRANCE BERLIOZ. Service: Dover-Calais.
11.06.2012: Owner liquidated.
05.07.2012: Sold to Euro-Transmanche SAS (Eurotunnel Groupe SA), Calais and renamed BERLIOZ.

02.02.2016: Bareboat chartered to DFDS and renamed COTE DES FLANDRES.
22.02.2016: In service: Calais-Dover.

Still bareboat chartered to DFDS.
18A. **SYD 1948 - 1960**

Tug ■ Built of oak & Oregon pine ■ 15grt, 0nrt ■
13.72/13.16x3.05x1.73/1.52 ■ Grays Harbor Shipbuilding, Aberdeen, Washington ■ 1SD 4SA 8cyl. (89x124), Chrysler Marine Engine, 74bhp, 8kn, 1960: 1D 4SA 5cyl. (127x149), Ruston 5YEM, 94bhp, built 1959 by Ruston & Hornsby, UK, 1976: 1D 4SA 6cyl., Volvo-Penta, 165bhp

**1943:** Delivered to U.S. Maritime Commission as MTL 117.
**20.09.1948:** Sold to Det forenede Dampsskibs-Selskab A/S, København and renamed SYD.
**29.02.1948:** In service.

**07.03.1960:** Sold to Topsøe, Jensen & Schrøder A/S, Tuborg Havn.
**1960:** New motor installed.
**1976:** New motor installed.
**22.12.1993:** Sold to Bent Erhard Nielsen, København.
**18.02.1994:** Register closed. Used as a pleasure craft.

Further fate unknown.
SYD Tuborg Havn

---

19A. **TUNØ 1958 - 1970**

Tug  ■  1d  ■  91gnt, 0nrt, 25dw, 1994: 96GT, 29NT ■
25.89/22.75x6.20x3.10/2.90 ■ Limfjords-Værftet A/S, Aalborg, no. 7 ■
■ 1D 2SA 6cyl. (290x490), Alpha 496VO, 720bhp, 11kn, Alpha Diesel A/S, Frederikshavn, 1977: 1D 4SA cyl. (225x300), Alpha, 1740bhp, 12kn, B&W Alpha Diesel A/S, Frederikshavn

**06.1957:** Ordered.
**14.03.1958:** Keel laid.
**19.09.1958:** Named and launched.
**02.12.1958:** Delivered to Det forenede Dampsskibs-Selskab A/S, København. Price: 1.25 m.DKK.
03.08.1970: Taken over by her new owner and renamed EIR. Price: 1.1 m.DKK.
05.1977: Returned to Esbjerg after being reengined at Frederikshavn.

15.04.1981: Manager now Claus Sørensen.
05.11.1982: Sold to A/S Em. Z. Svitzers Bjergnings-Entreprise (23/40 shares) and A/S Skagen Isværk (17/40 shares), Esbjerg.
03.01.1983: Sold to A/S Em. Z. Svitzers Bjergnings-Entreprise, Esbjerg.
17.12.1984: Sold to Jannu-Hinaus Oy (Harri Patanen), Helsinki and renamed TIGER BOXER.
23.03.1988: Company went bankrupt.
**24.05.1988:** Sold to Håkans Tugs Ltd. Oy, Helsinki and renamed PLUTO.
**02.2006:** Sold to Ålands Sjöräddningssällskap, Mariehamn and renamed ALGOT JOHANSSON.

Still extant (8.2012).

---

### ØST (III) 1959 - 1971

Tug ■ 16grt, 2nrt ■ 13.74/12.87x3.81/3.60x1.75/- ■ G. J. van den Berk Scheepsbouw, Beneden-Leeuwen ■ 1D 4SA 8cyl. (140x180), MWM RH 518 A, 232bhp, 8kn, Motoren-Werke Mannheim AG, Mannheim

**01.07.1959:** Launched.
**29.07.1959:** Delivered to Det forenede Dampsskibs-Selskab A/S, København.

**06.01.1971:** Sold to Aalborg Værft A/S, Aalborg and renamed AVA.
**20.04.1989:** Sold to Den selvejende Institution Hou Lystbådehavn, Hou and renamed HOU HAVN.

Still extant.
22A. **SEJRØ** (II) 1964 - 1969

Tug ■ 1d ■ 57grt, 0nrt, 25dw ■ 19.25/17.00x5.50x2.70/2.67 ■ Limfjords-Værftet A/S, Aalborg, no. 19 ■ 1D 2SA 5cyl. (310x490), Alpha 495VO, 600bhp, 10kn, Alpha Diesel A/S, Frederikshavn.

**21.06.1963:** Ordered.
**12.12.1963:** Keel laid.
**21.04.1964:** Launched. Towed to Aalborg Værft A/S for installation of main engine.
**25.06.1964:** Delivered to Det forenede Dampsskibs-Selskab A/S, København. Price: 1 m.DKK.

**20.10.1969:** Sold to A/B Bogser-kom-paniet (K. A. Andersson), Göteborg.
**23.10.1969:** Taken over by her new owner and renamed HENRIK. Price: 0.7 m.DKK.
**12.06.1973:** Sold to Försvarets Materialverk – Västkustens Örlogsbas, Göteborg. Price: 750,000 SEK.
**1988:** Sold to Marin & Maskin i Stockholm AB, Stockholm.
03.1988: Sold to PV-Hinaus Oy, Helsinki.
31.05.1993: Registered as sold to Hinauspalvelu Tekla Oy, Kotka and renamed TEKLA VI.

Still extant?

SEJRO 30.09.1967 Trangraven, Copenhagen
Ships formerly owned by DFDS associated companies and still in existence in 1991

MOLS-LINIEN A/S

7B. MAREN MOLS (I) 1966 - 1974 MAREN MO 1974 - 1975


03.02.1965: Ordered.
21.10.1965: Keel laid.
15.03.1966: Named and launched.
22.06.1966: Trials.
24.06.1966: Delivered to Mols-Linien A/S, Odden Færgehavn as MAREN MOLS.
25.06.1966: In service Odden-Ebeltoft.
13.12.1974: Renamed MAREN MO in order to release the name for the newbuilding from Elsinore.

1975-1990: Services mainly: Milazzo-Vulcano/Lipari/Salina/Alicudi/Filicudi/Panarea/Stromboli or Porto Empedocle-Linosa/Lampedusa.
1976: Homeport changed to Napoli.
1980: Homeport changed to Palermo.
31.03.1991: Sold to Al Zaher Maritime, Valletta and renamed ABOUD.
1992: Transferred to Al Zaher II Maritime Co. Ltd. (Baaboud Trading & Shipping Agencies), Valletta.
1994: Sold to Red Sea Navigation & Contracting Co. Ltd., (Baboud Trading & Shipping Agencies), Jeddah and renamed AL-ABOUD.
25.02.2010: Sold to Jama Hanafieh, and renamed IBRAHIM.

18.05.2010: Arrived Alang for demolition.
29.05.2010: Broken up.

MAREN MO 19.03.1975 Aarhus

8B. MORTEN MOLS 1969 - 1975

09.05.1968: Ordered.
29.10.1968: Keel laid.
10.01.1969: Named and launched.
01.06.1969: Trials.
06.06.1969: Delivered to Mols-Linien A/S, Odden Færgehavn as MORTEN MOLS. Price: 23,890,000 DKK.
04.07.1969: In service: Odden-Ebeltoft, delayed from 20.06.1969 due to seamen’s strike.

24.03.1975: Sold to Føroya Landsstýri, Torshavn and renamed SMYRIL. Interisland service and services: the Faroes-Iceland/Scotland/Norway/Denmark in summertime.
09.06-09.09.1976: 14 trips: Torshavn-Bergen. Also service to Iceland/Scotland.
01.06.1977: Service: Torshavn-Bergen/Reykjavik/Scrabster.
04.06.1979: Called at Scrabster for the first time of the season.
17.09.1979: Called at Scrabster for the last time of the season.
01.06.1981: First call in the year at Scrabster.
17.09.1982: Last call at Scrabster.
1990: Chartered to Weymouth Maritime Services.
03.1991-21.03.1991: Chartered by P&O.
18.05.1991: In service: Aarhus-Tønsberg, time charter for one year to Aarhus-Tønsberg Line A/S.
01.08.1991: Arrived Aarhus on her last trip from Tønsberg, and left the next day for the Faroes, after Aarhus-Tønsberg Line A/S went bankrupt.
21.03.1992: Service now all year: Aberdeen-Torshavn.
12.01.1996: Left Torshavn for her first sailing of the year to Aberdeen. However due to gales she was unable to enter Aberdeen. After two further attempts to enter port she diverted to Invergordon.
14.01.1996: Arrived Invergordon from Torshavn 36 hours late.
02.1996: Annual overhaul in Denmark.
15.10.2005: Renamed SMYRIL I.
02.2006: Sold to Arsea Ltd. (Compagnie Caribia), Panama and renamed SMYRILL.
09.2008: Sold and renamed ISALITA.
2010: Laid up at Dakar.

06.2013: No longer updated.
9B. **METTE MOLS (II) 1975 - 1984**


**26.07.1974**: Named and launched.
**07-08.02.1975**: Trials.
**26.02.1975**: Delivered to Mols-Linien A/S, Ebeltoft as METTE MOLS.
**14.03.1975**: Arrived Langelinie in Copenhagen and after presentation the same day left Copenhagen for Aalborg.
15.03.1975: Presented to the public in Aalborg.
16.03.1975: Presented to the public in Aarhus.
01.05.1984: Mols-Linien sold to Rederiet J. Lauritzen A/S.
02.1985: Minor rebuilding of passenger accommodation by Frederikshavn Værft A/S. Sun deck converted into passenger accommodation for 200 passengers and a café.
1988: The passenger accommodation was refurbished.
03.08.1996: Sold to K/S Difko LXII (Kodif LXII ApS), Ebeltoft.
26.03.1996: Renamed METTE MO.
07.07.1996: Last trip Odden-Ebeltoft.
08.07.1996: Left Ebeltoft and arrived Fredericia Skibsværft A/S.
16.07.1996: Redelivered to owners at Fredericia and left for Grenå. The same day laid up at Grenå.
12.11.1996: Taken over at Grenå and renamed BANASSA.
21.11.1996: Left Grenå for Setubal through the Kiel Canal.
12.1996: Docked at Mitrena Yard, Setubal, for general repairs and painting. The old after bridge was removed. Renamed BANASA. Service: Tangier-Algeciras with three daily trips.
10.11.2003-16.03.2004: New main engines and auxiliary engines refurbished by Alpha Diesel, Frederikshavn in two steps.
04.2003-06.2003: Crankshaft replaced in one of the four main engines. After completion, the vessel maintained its summer season shuttle. Step two started with removal of the existing engines and then the fitting of the new engines.
Equipped with sponson tanks and a duck tail.
05.2012: Laid up at Algeciras.
06.2015: Sold for demolition.
07.08.2015: Towed from Algeciras for Aliaga.
20.08.2015: Arrived Aliaga.
09.2015: However sold to Galaxy Seaways SA (European Seaways), (Togo) and renamed GALAXY.
2015: Homeport changed to Panama.
06.2016: Homeport changed to Napoli.

Still extant.

METTE MOLS Sea trial

10B. **MAREN MOLS (II) 1975 - 1984**

7346946 ▭ Twin screw passenger and car ferry ▭ 2d ▭ 4948grt, 2380nrt, 1560dw, 1985: 5170grt, 2530nrt, 1560dw, 1994: 11668GT, 3500NT ▭ 115.35(BB)/103.00x20.60/20.50x6.86/4.903 ▭ Helsingør Værft A/S, Elsinore, no. 406 ▭ 4D 4SA 4x6cyl. (500x540), B&W
6S50HU, 16400bhp, 21kn, no. 624/5/6/7 ■ Passengers: 1436 deck, 64 berth. ■ Cars: 420

**26.07.1974**: Keel laid.
**29-30.06.1975**: Trials.
**09.07.1975**: Returned immediately after leaving Elsinore for trials due to overheated bearings.
**10.07.1975**: New trials.
**11.07.1975**: Delivered to Mols-Linien A/S, Odden Færgehavn as MAREN MOLS.
**11.07.1975**: In service Odden-Ebeltoft.

**01.05.1984**: Mols-Linien sold to Rede-riet J. Lauritzen A/S.
**02.1985**: Minor rebuilding of the passenger accommodation by Frederikshavn Værft A/S. The sun deck converted into passenger accommodation for 200 passengers and a café.
**1988**: The passenger accommodation was refurbished.
**01.07.1994**: Bareboat charter to Mols-Linien A/S (50% owned by K/S Difko 62).
**03.08.1994**: Sold to K/S Difko LXII [General Partner: Kodif LXII ApS], Odden Færgehavn.
**18.03.1996**: Renamed MAREN MO.
**18.06.1996**: Last trip Ebeltoft-Odden. She then proceeded to Fredericia Skibsværft A/S.

**03.07.1996**: Sold to Naviera Armas S.A., Las Palmas.
**12.07.1996**: Taken over by her new owner at Fredericia Skibsværft A/S and renamed VOLCÁN DE TAMASITE.
**1997**: Homeport changed to Las Palmas.
2004: Serious break down of the machinery.

10.2004: Sold to Indian breakers.
12.2004: Left for India. For the last trip she was renamed TAMA.
27.01.2005: Arrived Alang.

DFDS BAHAMAS COMPANIES

12B. NOPAL DANA 1979 - 1982

135.01/120.00x19.41/19.36x13.01/6.47, 1973:
149.49/133.69x19.44/19.36x13.01/6.47 ■ O/Y Wärtsilä A/B, Turku,
no. 1202 ■ 2D 4SA 2x8cyl. (400x460), Pielstick 8PC2L-400,
8000bhp, 17.5kn

Générale Transatlantique), Le Havre as MONT LAURIER.
13.01.1973: On voyage Gothenburg-Montreal the cargo shifted
about 300 miles north west of Corvo Island, the Azores.
14.01.1973: Abandoned by the crew in position 43.12N-37.29W,
after fire had broken out. Towed to St. Michael's, Azores.
24.01.1973: Arrived St. Michael's and declared a constructive total
loss - CTL.
15.02.1973: Left St. Michael's in tow for Åbo. She was found worth
repairing by her builders. Sold to Rederiet Ocean A/S (J. Lauritzen),
Esbjerg. Rebuilt and lengthened by the builders. Renamed LEENA
DAN.
1974: Chartered to Union S.S.Co. of New Zealand Ltd., Wellington.
26.02.1974: Taken over by Odin Shipping Ltd. (J. Lauritzen),
Hamilton (Bermuda) and renamed UNION SYDNEY.
1977: Renamed LEENA DAN after termination of the charter
period.
08.1977: Chartered to Nopal Caribe Lines Inc. (Øivind Lorentzen).
Service: Miami-Venezuela.

04.1979: DFDS A/S bought 50% of Nopal Caribe Lines Inc.
1983: Services of the Nopal Carib Lines Inc. terminated.
25.05.1979: Sold to United Steamship Co. (Bahamas) Ltd. (DFDS),
Nassau and renamed NOPAL DANA. Service remained: Miami-
Venezuela and other Caribbean ports.
27.07.1981-23.08.1981: Upper deck equipped with wing decks at
Savannah Shipyards.
17.03.1982: Sold to Quashi Navigation S.A. (Parley Augustsson (Management) Ltd.), Panama.
1985: Manager now Oceanwide Ship Management B.V. and renamed PENNY I.
1989: Sold to Bayside Marine Trading Inc. (Atlantic Marine Ltd.), Panama and renamed SEABOARD TRADER.
08.1995: Sold to Consorcio Naviera del Occidente S.A. (Seaboard Ship Management Inc.), Panama.
09.01.2013: Sold to Vincente Investments Inc (Seacare Pakistan), Funafuti (Tuvalu) and renamed VEGAS.

13.05.2013: Arrived Alang and beached for demolition.
14.05.2013: Work commenced.

NOPAL DANA

13B. **SCANDINAVIAN SUN** 1981 - 1988

16.11.1968: Trials.  
22.11.1968: Delivered to Miami Terminal Transport Co. (Freeport Cruise Lines Ltd.), Monrovia as FREEPORT. Left the same day for USA.  
28.11.1968: Called at Las Palmas for bunker.  
07.+08.12.1968: Maiden voyages Miami-Freeport.  
12.1968: Renamed FREEPORT I.  
04.1973: Sold to Birka Line AB (Bror Husell), Mariehamn. Price: 14.32 m.USD.  
09.01.1974: Sold to P/R (Stockholms Rederi AB Svea (63%), Rederi AB Amphion (14%) and nine others (Curt Högberg), Helsingborg. Price: 16 m.USD.  
14.01.1974: Registered and taken over by her new owner at Öresundsvarvet AB, Landskrona, where she was converted into a car ferry. Price: 8 m.SEK. Renamed SVEA STAR.  
14.11.1976: Sold to Bremer Schifffahrts-gesellschaft mbH & Co. KG (Geuthers-Gruppe), Bremen and renamed CARIBE. Price: 60 m.SEK. Rebuilt by Hapag-Lloyd Werft GmbH, Bremerhaven.
Service in winter time cruises in the Caribbean for Commodore Cruise Line. In summer service: Portland (Maine)-Yarmouth (Nova Scotia) for Lion Ferry AB.

**03.1981:** Double registry in Bremen and Panama and renamed CARIBE BREMEN.

**07.10.1981:** Sold to DFDS Seaways (Bahamas) Ltd., Nassau.

**16.10.1981:** Taken over at Boston and renamed SCANDINAVIAN SUN.

**17.10.1981:** Left Boston for Hamburg. Refurbished at Hamburg by Howaldtswerke-Deutsche Werft A.G.

**27.01.1982:** Left Hamburg for Miami.

**20.02.1982:** In one-day cruise: Miami-Freeport.

**04.03.1982:** Naming ceremony. Postponed from 12.02.1982 due to the weather on the Atlantic crossing.

**01.07.1985:** Charter to SeaEscape Ltd. (partly owned by DFDS) with purchase option after three years. Service remained the same.

**01.07.1988:** Sold to SeaEscape (Bahamas) Ltd., Nassau. Service remained the same.

**06.1991:** Owner went bankrupt.

**05.1992:** Sold to Belle Mead Shipping Ltd. (International Shipping Partners Inc. (Niels-Erik Lund)), Nassau and renamed BALANGA QUEEN. Service Karlskrona-Gdynia. Chartered to Corona Line.

**1993:** Manager now Corona Line Rederi Ab.

**04-21.06.1993:** Called at Rønne once a week.

**08.08.1993:** From this date onwards called at Rønne once a week.
12.05.1994: Left Landskrona for Tallinn.
12.1994: Sold to Discovery Sun Partnership Inc. (MMS Shipmanagement Inc.), Nassau and renamed DISCOVERY SUN.

02.1995: Homeport changed to Panama.
2000: Transferred to Discovery Dawn Partnership (Sophlex Ship Management Inc.), Nassau.
21.01.2006: It was reported that Global United, a Bahamian port services company, has signed a letter of intent to purchase the assets of Discovery Cruise Line.
06.09.2011: Day cruises out of Fort Lauderdale terminated.
29.02.2012: Beached at Chittagong.

14B. **SCANDINAVIAN SEA** 1981 - 1984

7008001 ■ Twin screw passenger and car ferry ■ 2d ■
9588/10736gt, 5177/5830nt, 2209/3791dw ■
143.38(BB)/136.89x20.02/19.99x8.77/5.97/6.68 ■ Upper Clyde
Shipbuilders Ltd. (Clydebank Div.), Clydebank, no. 744 ■ 2D 4SA
2x18cyl. (400x460), Pielstick 18PC2V-400, 18000bhp, 22.5kn.,
Crossley Premier Engines Ltd., Manchester ■ Passengers: 580
berth, 527 deck. ■ Cars: 120

28.11.1968: Keel laid.
10.01.1970: Launched.
08.1970: Trials.
01.09.1970: Delivered to Fred. Olsen Lines Ltd., London as
BLLENHEIM and left the builders for Kristiansand for presentation.
Delivery delayed six months due to strikes at the shipyard.
10.09.1970: In 14 days cruises: London-Funchal-Santa Cruz de
Tenerife-Las Palmas-London (from September to May each year).
Service in summer (May to September) Kristiansand-
Amsterdam/Harwich.
05-09.1980: Service: Oslo-Newcastle. After the last arrival to
Newcastle the ship was detained for two weeks due to striking
crew, who wanted to “keep this ship British”. Fred. Olsen wanted to
transfer the ship to Norwegian registry.

17.11.1981: Sold to DFDS Seacruises (Bahamas) Ltd., Nassau.
24.11.1981: Taken over and renamed SCANDINAVIAN SEA.
18.01.1982: Left Hamburg for Florida.
09.02.1982: Naming ceremony at Port Canaveral.
12.02.1982: In service; Port Canaveral-Freeport.
03.1983: Service also: Jacksonville-Freeport.
09.03.1984: While on a cruise from Port Canaveral with 946 passengers a fire broke out in a cabin. Returned to Port Canaveral where passengers were taken ashore. At that time the fire was almost extinguished by the crew. The local fire brigade and US Coast Guard took over with fatal consequences. All fire doors were
opened, and the fire blazed up again. It took several days to extinguish the fire completely. The fire was extinguished too soon in the opinion of a young firefighter who started a new fire.

11.03.1984: Fire extinguished.
02.04.1984: Declared a CTL.
05.05.1984: Sold “as is” to Sea Protector Maritime Inc. (Antonios Lelakis), Monrovia.
17.05.1984: Taken over by her new owner at Port Canaveral.
02.1985: Wreck sold to Pan Ocean Navigation Inc., Panama and renamed VENUS VENTURER.
22.01.1985: Left Port Canaveral.
1986: Due to financial problems of the owner sold to Bajamar Shipping Ltd., Panama.
07.10.1986: Renamed DISCOVERY I.
07.11.1986: Arrived Port Everglades and reentered the casino one-day cruise service.
1992: Transferred to Discovery Cruise Line Partnership (Discovery Cruises Inc.), Panama.
08.05.1996: On voyage Fort Lauderdale-Freeport with 821 passengers disabled by engine room fire.
09.05.1996: Arrived Freeport in tow.
10.05.1996: Fire extinguished. Took list due to excess water from the fire fighting. Damaged beyond economical repair and sold for demolition to Impact Marine Inc., Tampa, Florida.
06.11.1996: Reported still at Freeport.

13.07.1997: Due to heavy weather called at Cape Town.
8002597 ■ Twin screw passenger and car ferry, “Cruise-car-Liner” ■
4d ■ 26747gt, 18037nt, 4294dw, 1996: 40132GT, 19809NT ■
183.52(BB)/158.91x 27.41/27.01x9.00/6.85 ■ Dubigeon-Normandie
S.A., Prairieau-Duc., Nantes, no. 164 ■ 2D 2SA 2x9cyl. (550x1380),
B&W 9L55GFCA, 27000bhp, 20kn., Alsthom-Atlantique, St.Nazaire

06.04.1981: Keel laid.
05.1982: Trials.
20.08.1982: Delivered to United Steamship Co. (Bahamas) Ltd.
(DFDS), Nassau.
24.08.1982: Left builders.
12.09.1982: Presented at Miami, later at Port Canaveral,
Philadelphia, Boston and Port Jefferson.
02.10.1982: Left New York for Freeport on her first regular trip.
09.12.1983: Arrived Copenhagen from USA.
26-28.03.1985: Charter to Christiania Bank, Oslo for one return trip
Oslo-Kiel.
08.04.1985: Arrived Copenhagen from Oslo on her last trip for
DFDS and left the same day for Hamburg.
02.04.1985: Sold to Sundance Cruises Corp. (Johnson Line AB,
Finland Steamship Co. (EFFOA) and McDonald Enterprises
(Stanley McDonald), Nassau.

15.04.1985: Taken over by her new owner and renamed STARDANCER.

Service: Vancouver-Skagway, Alaska (summer) and Los Angeles-Puerto Vallarta, Mexico (winter).

07.06.1985: First cruise from Los Angeles.

1987: Transferred to Admiral Cruises.

03.1988: Royal Caribbean Cruise Line and Admiral Cruises had established the holding company Royal Admiral Cruises. Johnson Line AB, Finland Steamship Co. (EFFOA) and McDonald Enterprises (Stanley McDonald) sold their shares.

06.08.1988: Gotaas-Larsen accepted the offer.

31.08.1988: It was reported that Carnival Cruise Line had made a deal to buy I. M. Skaugen A/S’ share in Royal Admiral Cruises.

21.10.1988: Royal Admiral Cruises and Royal Caribbean Cruise Line were merged as Royal Caribbean Cruise Line (RCCL).
27.01.1990: Sold to Viking Serenade Inc. (Anders Wilhelmsen & Co. ANS), Nassau and renamed VIKING SERENADE.
27.01-10.06.1991: At Southwest Marine Inc. (SWM), San Diego for a 75 m.USD conversion and refurbishment. Modifications of the bow form due to slamming. A lounge fitted around the funnel. Upper deck accommodation consisting of cabins and de-luxe suites with balconies, improvements to the pool and creation of an outdoor café. Sponson tanks and a duck-tail aft were fitted. Car decks were converted into 260 passenger cabins.
24.06.1991: Three or four days’ cruises: Los Angeles-Catalina Island/Ensenada/San Diego.
1992: Manager now Royal Caribbean Cruises Ltd.
09.07.1993: It was reported that Royal Caribbean Cruises Ltd. had agreed to pay Southwest Marine Inc. (SWM) 14.95 m.USD to settle a two-year contractual dispute over the conversion of the VIKING SERENADE.
11.2000: Sold to Sunshine Cruise Ltd. (Royal Caribbean Cruises Ltd. (RCCL) 50% and First Choice Holidays PLC 50%), Monrovia. Price: 100 m.USD.
19.11.2001: Taken over by her new owner.
02.2002: Sailed for Europe.
26.02-14.03.2002: Docked at the Setubal yard of Lisnave Estaleiros Navais S.A. to be refurbished. Price: 10 m.USD.
2002: Renamed ISLAND ESCAPE.
12.2002: Returned to Los Angeles for three- and four-day cruises to Mexico.
09.2002: Homeport changed to Nassau. Manager now V. Ships Leisure S.A.M.
2003: Cruises in the Mediterranean.
2004: Cruises in the Mediterranean. First Choice Holidays subjected itself to trials by television, allowing cameras on board for a documentary series that made a star of the captain.  
2004-03.2005: Cruises in South American waters with three and four night’s party cruises.  
29.03-25.10.2005: Cruises in the Mediterranean.  
11.2015: Sold to Cruise Holdings Inc. (Columbia Cruise Services Ltd.), Nassau and renamed OCEAN GALLA.  

Still in service
16B. HAMBURG 1987 - 1997

ADMIRAL OF SCANDINAVIA 1997 - 2002


10.11.1973: Ordered.
01.02.1975: Keel laid.
04.10.1975: Launched.
30.03.1976: Trials and delivered to I/S Jahre Line (Anders Jahre), Sandefjord as KRONPRINS HARALD.
1982: During a three-month overhaul at Werft Nobiskrug GmbH, Rendsburg 21 de-luxe cabins were added at upper bridge deck.

27.02.1987: Sold to DFDS Seacruises (Bahamas) Ltd. (DFDS), Nassau.
02.03.1987: Arrived Hamburg.
09.03.1987: Taken over by DFDS, rebuilt and refurbished by Blohm + Voss AG and renamed HAMBURG.
03.04.1987: Naming ceremony at Hamburg. Then 300 guests were taken on a two-hour Elbe cruise.
08.11.1989: On voyage Hamburg-Harwich collided in heavy weather with NORDIC STREAM (28708/1979) 10 miles south of Helgoland. Three passengers were killed and a trailer lost. Proceeded to Bremerhaven. Then towed to Hamburg for repairs by Blohm + Voss AG.
01.01.1993: Transferred to DFDS (Bahamas) Ltd., Nassau, still in charter to DFDS A/S.
24.02.1997: Crankshaft damage to starboard main engine.
27.02-12.06.1997: New main engines fitted by Blohm + Voss AG, Hamburg.
28.05.1997: Renamed ADMIRAL OF SCANDINAVIA while at Hamburg.
12.06.1997: Left Hamburg for trials. Arrived IJmuiden the next day.

Hamburg 05.08.1987 The North Sea

03.04-19.05.1998: Service: IJmuiden-Newcastle.
05.01.1999: Left IJmuiden for Gdansk.
02.03.2002: First trip on the new service: Cuxhaven-Harwich.

05.07.2002: Sold (MoA) to Charm Enterprises S.A. (Access Ferries S.A., Panama), Monrovia, Liberia.
05.12.2002: Taken over in Falmouth and renamed CARIBBEAN EXPRESS. Then proceeded to Piraeus for refurbishment. Time chartered for service: Mayaguez-Santo Domingo.
11.2004: Sold to Western Holding Group Inc., Panama.
11.2005: Sold to Western Holding Group Inc. (Access Ferries S.A.), Panama.
01.2007: Manager now: K. Arne Shipping AS.

27.10.2010: Arrived Cape Town in tow after dragging her anchor off the South African coast.
20.03.2011: Reported as broken up.
ATLANTIC HEAVY LIFT CORP.

17B. DANA AMERICA 1979 - 1984


19.09.1978: Keel.
25.01.1979: Launched.
07.06.1979: Delivered to Atlantic Heavy Lift I Corp., Monrovia (a company owned by the builder). Bareboat charter to DFDS with a purchase option after five years.
07.06.1979: Left Shimizu via the Panama Canal for Galveston and Houston.

31.01.1984: Bareboat charter taken over by Borgships Inc.
27.02.1984: Taken over at Leghorn and renamed STJERNEBORG.
07.06.1984: Sold to Borgship Inc. (Dannebrog Rederi A/S), Monrovia. Service remained the same. The Nordana Line was purchased together with the four sister ships (no. 17B, 18B, 19B and 20B). Price: 11,210,519 USD.
06.1986: Transferred to Panamanian registry.
19.01.1989: Transferred to DIS. Homeport changed to Rungsted.
19.02.1998: Sold to DEMLINE Egypt for Maritime Transport (DEMLINE Management (UK) Ltd.), Alexandria and renamed FAST CHALLENGER.
06.1999: Renamed STJERNEBORG.
01.2002: Renamed FAST CHALLENGER.
30.11.2003: Manager now Levant Shipping & Technical Services.
07.2013: Sold to Naif Marine Services Co., Panama and renamed JABAL ALI 5.
Still in service.

---

**18B. **DANA AFRICA 1979 - 1984


06.12.1978: Keel.
17.04.1979: Launched.
31.07.1979: Delivered to Atlantic Heavy Lift II Corp., Monrovia (a company owned by the builder). Bareboat charter to DFDS with a purchase option after five years.


22.09.1979: Naming ceremony at Genoa.

31.01.1984: Bareboat charter taken over by Borgships Inc. and the same day renamed SKODSBORG while at Houston.

31.07.1984: Sold to Borgships Inc. (Holdingaktieselskabet Dannebrog), Monrovia. Service remained the same. Price: 11,210,519 USD.

06.1986: Transferred to Panamanian registry.

19.01.1989: Transferred to DIS. Homeport changed to Rungsted.


08.01-21.02.2003: Lengthened by Çindemir Tersanecilik Denizcilik Sanayi ve Ticaret Limited Sirketi, Tuzla.

06.2005: Manager now Dannebrog Rederi AS.


07.2011: Transferred to Panama flag.

01.11.2012: Sold to Bogazzi & Figli SpA (Bvani Ship Management Srl), Panama.

08.2014: Reported as sold to Rishi Shipbreakers, India for demolition. Price: 500 USD per ldt.

29.08.2014: Arrived Alang.

01.09.2014: Work commenced.
**DANA AFRICA**

19B. **DANA ARABIA** 1979 - 1984


25.01.1979: Keel.  
04.07.1979: Launched.  
15.10.1979: Delivered to Atlantic Heavy Lift III Corp., Monrovia (a company owned by the builder). Bareboat charter to DFDS with purchase option after five years.  
11.01.1980: Naming ceremony at Barcelona.

31.01.1984: Bareboat charter taken over by Borgships Inc.
22.02.1984: Taken over at Houston and the next day renamed SKANDERBORG.
15.10.1984: Sold to Borgships Inc. (Holdingaktieselskabet Dannebrog), Monrovia. Service remained the same (see no. 17B). Price: 11,210,519 USD.
06.1986: Transferred to Panamanian registry.
19.01.1989: Transferred to DIS. Homeport changed to Rungsted.
17.09-12.11.2002: Lengthened by Çındemir Tersanecilik Denizcilik Sanayi ve Ticaret Limited Sirketi, Tuzla.

2005: Manager now Dannebrog Rederi AS.
2011: Sold to Nordana Shipping Singapore Pte. (Jutha Maritime Public Co. Ltd.), Panama.


Still in service.

---

20B. **DANA CARIBIA 1979 - 1984**


18.04.1979: Keel.

20.09.1979: Launched.

21.12.1979: Delivered to Atlantic Heavy Lift IV Corp., Monrovia (a company owned by the builder). Bareboat charter to DFDS with purchase option after five years.


12.02.1980: Naming ceremony at San Juan.

31.01.1984: Bareboat charter taken over by Borgships Inc.

06.02.1984: Taken over at Leghorn and renamed SCHACKENBORG.

20.12.1984: Sold to Borgships Inc. (Holdingaktieselskabet Dannebrog), Monrovia. Service remained the same (see no. 17B). Price: 11,210,519 USD.

06.1986: Transferred to Panamanian registry.
19.01.1989: Transferred to DIS. Homeport changed to Rungsted.


09.2004: Manager now Dannebrog Rederi AS.

18.05.2010: Sold to Nordane Shipping (Singapore) Pte. Ltd. (Jutha Maritime Public Co. Ltd.), Singapore.

Still in service.
Twin screw passenger and car ferry ■ 2d ■ 4371gt, 2274nt, 1489dw, 1994: 8531GT, 2559NT, 1377DW ■
118.01/105.01x18.55/18.50x11.66/5.01 ■ Schichau-Unterweser A.G., Bremerhaven, no. 2252 ■ 2D 4SA 2x12cyl. (400x540), MAN 12V40/54A, 13400bhp, 21kn., Maschinenbau Augsburg-Nürnberg (MAN) A.G., Augsburg ■ Passengers: 112 berth, 1388 deck. ■
Cars: 370

15.06.1973: Ordered.
22.10.1973: Keel laid.

06.01.1981: Company purchased by DFDS A/S.
15.01.1981: Renamed DJURSLAND.
18.05.1982: Name of owner changed to Grenaa-Hundested Linien A/S, Grenaa.

01.05.1984: Company sold to Rederiet J. Lauritzen A/S.
04-07.05.1984: The steel construction for a new saloon for 270 passengers aft above the boat deck was fitted at Aalborg Værft A/S, Aalborg.
07.05.1984: In service. Outfitting of the new saloon took place with the ship in service.
30.05.1984: Opening ceremony for the new saloon.
01.05.1994: Left Hundested for Fredericia.
01-09.05.1994: Docked at Fredericia Skibsværft A/S.
15.06.1994: Left Fredericia and arrived Køge to be laid up.
01.09.1994: Left Køge for Fredericia.
02-09.09.1994: Docked.
05.1995: Renamed BENCHIJIGUA, and homeport changed to Gomera.
2000: Renamed BETANCURIA and transferred to service: Las Palmas-Puerto del Rosario-Arrecife.
01.2002: Sold to Dalimar S.A. (El Salam Shipping & Trading Establishment), Panama and renamed SARA I.
2010: Sold for demolition renamed WINNER 10.
10.05.2010: Arrived Sachana, India for demolition.
PRINZENLINIEN

26B.  PRINZ OBERON  1981 - 1984

12.1968: Ordered.
18.08.1969: Keel laid.
06.06.1970: Trials and delivered to AB Bonnierföretagen, Stockholm as PRINS OBERON. Price: 35 m.SEEK.
1972: Stabilizers fitted.
30.09.1978: Sold to Deutsche Leasing A.G., Bremen. Bareboat charter to Prinzenlinien Schifffahrtsge. m.b.H & Co. and renamed PRINZ OBERON.
01.05.1981: DFDS became partowner and manager of Prinzenlinien Schif-fahrtsge. m.b.H & Co.
07.1981: DFDS became sole owner of Prinzenlinien.
11.02-09.06.1983: Chartered to Stoomvart Maatschappij Zeeland (SMZ) and Sealink UK Ltd. for service Hook of Holland-Harwich.
11.02.1983: Arrived for the first time Hook van Holland.
12.03-09.06.1983: Sealink UK Ltd. then continued her charter.
11.06.1983: Laid up at Bremerhaven.
30.11.1983: Taken over by DFDS (Deutschland) G.m.b.H., Hamburg. Price: 13.75 m.DEM.
21.01.1984: Left Bremerhaven for Copenhagen and laid up.
08.10.1984: Arrived Copenhagen from Harwich and laid up.
03.12.1984: Left Copenhagen for Stockholm.

14.12.1984: Sold to P/R [Trans-Nordic Line AB (50%), Rederi AB Gotland (40%) & Gotlandstrafiken AB (10%)] (Rederi AB Gotland), Stockholm.
14.12.1984: Taken over by her new owner at Finnboda Varv AB, Stockholm and renamed NORDIC SUN.
**25.02.1985:** Arrived Rendsburg to be refurbished by Werft Nobiskrug GmbH.

**14.02-30.05.1986:** Chartered to TT-Line, Travemünde for the service: Trelleborg-Travemünde.

**1986:** Used as accommodation ship in Copenhagen for asylum applicants.

**30.04.1986:** Sold to Perbadanan Nasional Shipping Line Berhad (P.N.S.L.), Port Kelang and renamed CRUISE MUHIBAH. Refurbished by AB Wärtsilä Oy, Helsinki, where a swimming pool was fitted. Service: Singapore-Kuantan-Kuching-Kota Kinabalu and Kuantan-Singapore-Kuantan.

**10.1987:** One main engine failed causing considerable damage to the crankshaft. The repair work was mostly carried out at sea.

**1987:** Had fire in the engine room. Repaired by Malaysia Shipbuilding and Engineering. Returned to service.

**01.01.1989:** On voyage Borneo-Singapore with 346 passengers hit a coral reef. Passengers and crew were taken ashore by life boats.

**10.01.1989:** Refloated and taken to Singapore. Repaired and returned to service.

**1989:** Sold to E.P.A. Ireland Ltd. (EPA Invest A/S, Blaesbjerg Ferries ApS), Dublin. Price: 20 m.USD.

**01.1990:** Bareboat chartered by B&I Line P.L.C., Dublin for 24 months.

**05.02.1990:** Arrived Dublin to be dry-docked and refurbished at Liffey Dockyard Ltd. Renamed MUNSTER.


**1992-1993:** Laid up at Dublin.

**02.04.1993:** Towed to Kristiansand, and refurbished by Skipsdokk Sør as. In bareboat charter for six years with purchase option after two years to New Olympic Ferries Ltd.

**05.1993:** Sold to EPA Investor No. II (Blæsbjerg Ferries ApS), Limassol and renamed AMBASSADOR.

**19.07.1993:** Left Kristiansand for Patras.
07.1993: In service: Patras-Igoumenitsa-Bari later Igoumenitsa-Bari for Olympic Ferries
08.03.1994: Sold to EPA Investor II Sociedad en Comandita Por Acciones (EPA Invest A/S), Panama.
09.03.1994: Bareboat charterer now OVIEDA Shipping Company Limited. Renamed AMBASSADOR II.
20.05-30.10.1994: Chartered to COTUNAV, Tunis.
03.08.1994: Called Sousse.
26.05-30.10.1994: La Goulette-Genoa
08.11.1994: Arrived Fredericia Skibsværft A/S.
23.08.1994: Bareboat charter to Tallink - AS Eminre, Tallinn concluded.
03.12.1994: Left Fredericia for Tallinn in bareboat charter for two years with purchase option.
05.12.1994: Taken over at Tallinn.
24.01.1995: Arrived Travemünde and was laid up pending inspections.
21.03.1995: Handed back to the owners.
31.03.1995: Arrived Kiel and repaired by Howaldtswerke-Deutsche Werft AG.
06.07.1995: Left Kiel.
**07.1995:** Time chartered to Compagnie de Navigation - COMANAV, Casablanca, for 110 days’ service: Tanger-Sète. After termination of the charter laid up in Genoa, later in Marseilles.

**08.12.1995:** Arrived Genoa previous to this date. Later shifted to Villefrance.

**05.05.1996:** Arrived Genoa from Villefrance.

**10.1996:** Chartered to a Lybian company.

**17.10.1996:** Left Valletta for Tripoli.

**19.11.1996:** Left Genoa for Marseilles and arrived the next day.

**02.1997:** EPA Invest A/S filed for suspension of payments.

**04.1997:** Sold to Sterling Shipping One LLC (International Shipping Partners Inc.), Monrovia.

**05-14.08.1997:** Laid up at Southampton.

**14.08.1997:** Left Southampton for Newcastle.

**16.08.1997:** Arrived Newcastle. Rebuilt by A&P Appledore (Tyne) Limited as a casino ship.

**29.01.1998:** Fire broke out in a newly-installed electric switch panel.

**02.1999:** Delivered after conversion.

**01.04.1999:** Left Tyne for Port Canaveral.

**14.04.1999:** Arrived Port Canaveral.

**01.06.1999:** Cruises from Cape Canaveral. Occasionally night cruises to Nassau.

**06.1999:** Homeport changed to Nassau.

**25.07.1999:** Grounded on a sandbar about four miles from Port Canaveral. Refloated under her own power.

**22.08.2007:** Manager now: Sterling Shipping One LLC. Laid up at Orange, Texas.

**16.01.2010:** Sailed Orange in tow to New Orleans for demolition.
TOR Line

27B. **TOR DANIA (I)** 1986 - 1993
TOR DAN 1993 - 1993
TOR HOLLANDIA 1993 - 2000

08.1972: Keel laid.
07.03.1973: Launched.
21.06.1973: Delivered to P/R [Rederi AB Salénia (15/40), Salénrederierne AB (15/40) & Rederi AB Gotam (10/40)] (Christer Salén), Göteborg as TOR DANIA.
01.07.1975: Salénrederierne AB restyled as Saléninvest AB.
12.1975: Manager now Tor Line AB.
1977: Lengthened by N.V. Koninklijke Maatschappij De Schelde, Vlissingen-Oost.
29.05.1978: Renamed TOR DANIA.
11.04.1980: Sold to Broströms Rederi AB (Broström Shipping Co. Ltd.), Göteborg. Price: 34 m.SEK.
11.01.1983: Sold to P/R [Bernt W. M. Abrahamsson (82%) and other partners] (W. M. Abrahamsson), Göteborg.
27.12.1984: Sold to AB Finans Vendor (Broströms Rederi AB), Stockholm.

29.12.1986: Taken over by her new owner.

05-10.08.1989: Trip: Gothenburg-Ghent-Immingham-Gothenburg.
29.06-03.07.1990: Trip: Gothenburg-Helsingborg-Felixstowe-Rotterdam.
03-07.08.1990: Trip: Gothenburg-Immingham-Chatham-Rotterdam.
05-08.01.1991: Trip: Gothenburg-Ghent-Rotterdam.
06-09.06.1992: Trip: Gothenburg-Felixstowe-Immingham.
04.01.1993: Renamed TOR DAN.
18.05.1993: Renamed TOR HOLLANDIA. Service Immingham-Rotterdam.
29.05-01.06.1993: Trip: Gothenburg-Harwich-Immingham.
31.05.1995: Service: Gothenburg-Immingham-Gothenburg and Immingham-Rotterdam-Immingham.
18.11.1995: Arrived Rotterdam.
08-11.08.1997: Trip: Gothenburg-Harwich-Immingham.
05.10.1998: Transferred to Tor Line Ltd. (Northern Marine Management), Grimsby. Bareboat chartered to Tor Line AB, Gothenburg for 25 months.


13.04.2000: Taken over at Oslo.


02.02-06.07.2002: Service: Immingham-Rotterdam-Immingham.


06.01-25.05.2004: Service: Cuxhaven-Immingham.


26.06.2005: Went off hire when passing no. 2 Haile Sand light Bouy outbound from Immingham.

10.2005: Renamed SEAHAWK.

23.01.2006: Sold to Greenbriar Shipping Corp. (Ilion Lines SA), Piraeus and renamed FILIPPOS.

06.06.2013: Arrived Aliaga for demolition.

Schiffswerft u. Maschinenfabrik Paul Lindenau, Kiel, no. 174 - 2D 4SA 2x9cyl. (450x520), Mak 9M551AK, 11600bhp, 18.5kn., MaK Maschinenbau GmbH, Kiel - Passengers: 12 - TEU: 463, 1979: 723

01.07.1976: Ordered.
20.01.1977: Keel.
11.06.1977: Launched.
06.10.1977: Trials.
20.10.1977: Delivered to Swedish Gulf Line AB (Kihlberg Group), Göteborg as MERZARIO GALLIA.

1977: Three year’s charter to Merzario Group for service: Mediterranean-Middle East.

1979: Lengthened.
23.07.1981: Sold to Saléninvest AB (Salén Ship Management Division), Stockholm and renamed TANA. Price: 65 m.SEK. Chartered to Norwegian company.
01.08.1983: Handed back to owners and renamed NORDIC WASA. Chartered to OT Africa Line (OTAL).

27.12.1984: Sold to Post & Kreditbanken, Stockholm. Price: 5.5 m.USD.
13.05.1985: Sold to Salénia AB, Stockholm.
29.08.1986: Sold to Hastshipping AB, Stockholm. Price: 31.5 m.SEK.
02.02.1987: Renamed AFRICAN GATEWAY. Chartered to Nile Dutch Shipping Ltd.
05.06.1987: Renamed TOR ANGLIA while in charter to Tor Line AB.
01.09.1987: Sold to Sven Salén AB. Price: 34.888 m.SEK.

30.06.1988: Sold to Tor Line AB, Göteborg. Taken over the same day.

24.01-03.03.1989: Rebuilt by Neue Flensburger Schiffbau GmbH, Flensburg. Now four decks for cargo. Wheel house lifted one deck.


28.05.1992: Caught fire in engine room two miles north of East Dudgeon Light in position 53.22N 0.58E. Taken in tow.

29.05.1992: Abandoned by the crew after reignition, which was extinguished the same day. Towed to Immingham.


29.01-02.02.1993: Trip: Gothenburg-Felixstowe-Gothenburg.


27.05-01.06.1993: Trip: Gothenburg-Helsingborg-Immingham-Gothenburg.

03-08.06.1993: Trip: Gothenburg-Immingham-Ghent-Gothenburg.

31.07-05.08.1993: Trip: Gothenburg-Harwich-Immingham-Gothenburg.
18-20.05+02-04.06.1996: Trips: Gothenburg-Harwich-Ghent.
05-07.11.1998: Trip: Gothenburg-Rotterdam.
03.06.1999: Name of owner changed to DFDS Tor Line AB.
10.08-08.10.2000: Service: Rotterdam-Immingham.
20.11.2000-02.06.2001: Rotterdam-Immingham-Rotterdam.
02-03.07.2001: Trip: Esbjerg-Ghent.
03.07-05.09.2001: Service: Ghent-Gothenburg.
15.06-06.07.2002: Gothenburg-Harwich.
06-06.07.2002: Trip: Harwich-Immingham.
06.07-13.08.2002: Service: Immingham-Rotterdam.
15.08-08.09.2002: Service: Gothenburg-Ghent.
04-08.01.2003: Trip: Gothenburg-Immingham-Gothenborg.
13.01.2003: Registered as sold to DFDS Tor Line Ltd. (Northern Marine Management), Harwich. Bareboat chartered to DFDS TOR Line AB.
30.04.2003: Time chartered for four years with the Danish Forces under the “ARK-Project”.
10.02-02.03.2004: Trip: La Pallice-Abjidan-Las Palmas-La Pallice.
03-04.03.2004: Trip: La Pallice-Falmouth for docking.
23.03-20.05.2004: Trip: Falmouth-Antwerp-Southampton-Umm Qasr-Emden.
03.09.2004: Bareboat charter to DFDS Tor Line AB.
02-25.02.2005: Service: Purfleet-Rotterdam (Cobelfret charter).
21.02-07.03.2006: Service: Cuxhaven-Immingham.
07-16.03.2006: Trip: Cuxhaven-Bogen-Southampton.
20.03-15.05.2006: Trip: Southampton-Flushing-Southampton-Emden-Umm Qasr-Southampton.
07.08.2006: Called at Antwerp.
20.01-31.03.2007: Chartered to Acciona Trasmediterranea for service: Las Palmas-Santa Cruz de Tenerife-Cadiz.
31.03-16.04.2007: Trip: Cadiz-Dubai Drydock.
30.05-26.06.2007: Dubai Drydock-Maasvlakte.
07-09.07.2007: Trip: Maasvlakte-Aalborg.
15.09.2007-01.02+09.02-23.05.2008: Chartered to Acciona Trasmediterranea for service: Cadiz-Santa Cruz de Tenerife-La Palma-Las Palmas.

01-09.02.2008: Trip: Cadiz-Vigo-St. Nazaire-Vigo-Cadiz.

23.05-22.06.2008: Service: Cadiz-Palma de Mallorca-Ibiza-Valencia.

22.06-07.07.2008: Chartered to Acciona Trasmediterranea for service: Cadiz-Arrecife-Las Palmas-Santa Cruz de Tenerife-La Palma.

09-12.07.2008: Trip: Cadiz-Marseilles.


17.10.2008: Renamed COMANAV TANGER.

27.09-01.10.2009: Trip: Casablanca-Oran-Marseilles.

01.10.2009: Charter to COTUNAV terminated.

02.10.2009: Renamed TOR ANGLIA.

02.10-07.11.2009: Trip: Marseilles-Eemshaven-Paldiski-Cuxhaven.


26.12.2009: Arrived Setubal and was repaired.

02-17.01.2010: Trip: Setubal-Fujairah.


18.01.2010: Sailed Fujairah for China.

06.02.2010: Arrived Xinhui Yinhu Ship-breaking Yard.
DFDS Canal Tours A/S

1C.  **H.M.F III** 1999 - 2005

Passenger boat ■ 1d ■ Oak & Pine ■ 19.05grt, 17.43nrt ■ (18.44 x 4.68 x 0.88)reg. ■ Lilleør Skibsværft, Korsør ■ 1sD, Skoda, 50ihp, 1959: 1D 4SA 138bhp ■ Passengers: 168


19.05.1999: Company sold to DFDS Canal Tours A/S, København.

10.02.2005: Sold to Ulrik August Bing, København and renamed M/S DANSEGULV

Still extant.

2C.  **H.M.F XIII** 1999 - 2003

Passenger boat ■ 1d ■ Oak, Mahogany & Pine ■ 18.26grt, 15.19nrt ■ (19.40 x 4.72 x 0.72)reg. ■ Lilleør Skibsværft, Korsør ■ 1D 4SA Thornycroft, 138bhp ■ Passengers: 50


19.05.1999: Company sold to DFDS Canal Tours A/S, København.

10.02.2005: Sold to P/R (Ulrik August Bing), København. Price: 64,500 DKK.
2004: Renamed KLAUSUL. Converted to a floating restaurant “Kon-Tiki Bar” placed near the Copenhagen Opera House. Still extant.

3C. **H.M.F. XIV** 1999 - 1999

Passenger boat ■ 1d ■ Oak & Mahogany ■ (17.5 x 4.46 x 0.86)reg. ■ Korsør Bådebyggeri, Korsør ■ 1sD, 1959: 1D 4SA, 138bhp ■ Passengers: 78


19.05.1999: Company sold to DFDS Canal Tours A/S, København.

07.09.1999: Sold to Peter Jensen Bøgh, Hobro. Price: 70,000 DKK.

21.06.2000: Homeport changed to Aarhus and renamed TURISTEN. Cruises on Mariager Fjord and Port of Aalborg. 30.06.2005: Laid up.

4C **LILLE CLAUS** 1999 - 1999

Passenger boat ■ 1d ■ GFP ■ 11.1GT, 3.3NT ■ (15.80 x 3.74 x 1.32)reg. ■ AB Wico Boat Oy, Lovisa, no. 382 ■ 1D 4SA Mercury, 177bhp ■ Passengers: 70


19.05.1999: Company sold to DFDS Canal Tours A/S, København.
Still extant.

5C. **STORE CLAUS (I) 1999 - 2002**

Passenger boat ■ 1d ■ GFP ■ 11.4GT, 3.4NT ■ (15.50 x 3.84 x 0.85)reg. ■ AB Wico Boat Oy, Lovisa, no. 383 ■ 1D 4SA Mercury, 138bhp, 2004: 1D 4SA, Volvo-Penta TAMD42WJ, 169kW, water jet propulsion ■ Passengers: 74


19.05.1999: Company sold to DFDS Canal Tours A/S, København.
28.05.2001: Chartered to Maribo Kommune.
11.06.2001: Renamed ANEMONEN

01.03.2002: Sold to Maribo Kommune, Maribo. Cruises on Søndersø at Maribo.
01.01.2007: Taken over by Lolland Kommune, Maribo after mergers of the Danish municipalities.
Still extant.

6C. **DEN LILLE HAVFRUE 1999 - 2008**

Passenger boat ■ 1d ■ Stainless steel ■ 7.1GT, 2.1NT ■ 19.53/(18.57 x 4.60 x 0.98)reg. ■ Havnens Skibs-reparationer A/S, Copenhagen, no.3 ■ 1D 4SA Volvo LV, 121kW ■ Passengers: 168

19.05.1999: Company sold to DFDS Canal Tours A/S, København.

27.06.2008: Sold to Helgelandsmoen Cruise AS, Drammen and renamed DRONNING TYRA. Price: 175,000 Euro.

2008-2013: Chartered by Tyrifjord Cruise AS for cruises on Tyrifjord.

Still extant.

7C. **TOMMELISE** 1999 - 2011

Passenger boat ■ 1d ■ GFP ■ 9.7GT, 2.9NT ■ 19.90/(19.90 x 4.80 x 1.85)reg. ■ Gilleleje Bådebyggeri I/S, Gilleleje, no. 1 ■ 1D 4SA 8cyl., Caterpillar 3208, 112kW ■ Passengers: 168


19.05.1999: Company sold to DFDS Canal Tours A/S, København.

14.03.2011: Sold to Canal Tours A/S (Strömma Turism & Sjöfart AB), København.

Still extant.
8C. **DEN GRIMME ÆLLING** 1999 - 2011

Passenger boat ■ 1d ■ GFP ■ 9.7GT, 2.9NT ■ 19.90/(19.90 x 4.80 x 1.85)reg. ■ Gilleleje Bådebyggeri I/S, Gilleleje, no. 2 ■ 1D 4SA 8cyl., Caterpillar 3208, 112kW ■ Passengers: 168


**19.05.1999:** Company sold to DFDS Canal Tours A/S, København.

**14.03.2011:** Sold to Canal Tours A/S (Strömma Turism & Sjöfart AB), København.

Still extant.
9C. **NATTERGALEN** 1999 - 2011

Passenger boat ■ 1d ■ GFP ■ 5.7GT, 2.01NT ■ 20.00/(19.45 x 5.20 x 1.00)reg. ■ Gilleleje Bådebyggeri I/S, Gilleleje, no. 3 ■ 1D 4SA 8cyl., Caterpillar 3208, 112kW ■ Passengers: 144

**06.1994:** Delivered to Havnens Motor Færge A/S, København. Service: Harbour cruises in the port of Copenhagen.

**19.05.1999:** Company sold to DFDS Canal Tours A/S, København.

**14.03.2011:** Sold to Canal Tours A/S (Strömma Turism & Sjöfart AB), København.

Still extant.
10C. **SNEDRONNINGEN 1999 - 2011**

Passenger boat ■ 1d ■ GFP ■ 5.7GT, 2.01NT ■ 20.00/(19.45 x 5.20 x 1.00)reg. ■ Gilleleje Bådebyggeri I/S, Gilleleje, no. 4 ■ 1D 4SA 8cyl., Caterpillar 3208, 112kW ■ Passengers: 132


**19.05.1999:** Company sold to DFDS Canal Tours A/S, København.
14.03.2011: Sold to Canal Tours A/S (Strømma Turism & Sjöfart AB), København.

Still extant.

11C. HYRDINDEN 1999 - 2011

Passenger boat ■ 1d ■ GFP ■ 9.7GT, 2.9NT ■ 19.90/(19.90 x 4.80 x 1.85)reg. ■ Gilleleje Bådebyggeri I/S, Gilleleje, no. 5 ■ 1D 4SA 8cyl., Caterpillar 3208, 112kW ■ Passengers: 168

01.05.1996: Delivered to Havnens Motor Færge A/S, København. Price: 1.9 m.DKK. Service: Harbour cruises in the port of Copenhagen.

19.05.1999: Company sold to DFDS Canal Tours A/S, København.

14.03.2011: Sold to Canal Tours A/S (Strømma Turism & Sjöfart AB), København.

Still extant.
12C. **SKORSTENSFEJEREN** 1999 - 2011

Passenger boat ■ 1d ■ GFP ■ 9.7GT, 2.9NT ■ 19.90/(19.90 x 4.80 x 1.85)reg. ■ Gilleleje Bådebyggeri I/S, Gilleleje, no. 6 ■ 1D 4SA 8cyl., Caterpillar 3208, 112kW ■ Passengers: 168

**01.07.1996:** Delivered to Havnens Motor Færge A/S, København. Price: 1.9 m.DKK. Service: Harbour cruises in the port of Copenhagen.

**19.05.1999:** Company sold to DFDS Canal Tours A/S, København.

**14.03.2011:** Sold to Canal Tours A/S (Strömma Turism & Sjöfart AB), København.

Still extant.
13C.  **FYRTØJET**  1999 - 2011

Passenger boat ■ 1d ■ GFP ■ 9.7GT, 2.9NT ■ 19.90/(19.30 x 4.80 x 1.85)reg. ■ Gilleleje Bådebyggeri I/S, Gilleleje, no. 7 ■ 1D 4SA 8cyl., Caterpillar 3208, 112kW ■ Passengers: 168

**01.05.1997:** Delivered to Havnens Motor Færge A/S, København. Price: 2.05 m.DKK. Service: Harbour cruises in the port of Copenhagen.

**19.05.1999:** Company sold to DFDS Canal Tours A/S, København.

**14.03.2011:** Sold to Canal Tours A/S (Strömma Turism & Sjöfart AB), København.

Still extant.
14C. **SVINEDRENGEN** 1999 - 2011

Passenger boat ■ 1d ■ GFP ■ 9.7GT, 2.9NT ■ 19.90/(19.30 x 4.80 x 1.85)reg. ■ Gilleleje Bådebyggeri I/S, Gilleleje, no. 8 ■ 1D 4SA 8cyl., Volvo-Penta TMD63, 172kW ■ Passengers: 168

**16.05.1998:** Delivered to Havnens Motor Færge A/S, København. Price: 2.1 m.DKK. Service: Harbour cruises in the port of Copenhagen.

**19.05.1999:** Company sold to DFDS Canal Tours A/S, København.

**14.03.2011:** Sold to Canal Tours A/S (Strömma Turism & Sjöfart AB), København.

Still extant.
15C. **KLODS HANS** 1999 - 2011

Passenger boat ■ 1d ■ GFP ■ 17.1GT, 5.1NT ■ 20.00/(20.00 x 5.10 x 1.70)reg. ■ Gilleleje Bådebyggeri I/S, Gilleleje, no. 9 ■ 1D 4SA 8cyl., Volvo-Penta TMD63, 172kW ■ Passengers: 132

19.05.1999: Company sold to DFDS Canal Tours A/S, København.

14.03.2011: Sold to Canal Tours A/S (Strömma Turism & Sjöfart AB), København.

Still extant.

16C. **OLE LUKØJE** 2000-2011

Passenger boat ▼ 1d ▼ GFP ▼ 17.1GT, 5.1NT ▼ 20.00/(20.00 x 5.10 x 1.70)reg. ▼ Gilleleje Bådebyggeri I/S, Gilleleje, no. 10 ▼ 1D 4SA 8cyl., Caterpillar 3208, 112kW ▼ Passengers: 132


14.03.2011: Sold to Canal Tours A/S (Strömma Turism & Sjöfart AB), København.

Still extant.
17C. **MOSTER** 2001 - 2011

Passenger boat ■ 1d ■ GFP ■ 9.7GT, 2.9NT ■ 19.90/(19.90 x 4.80 x 1.85)reg. ■ Gilleleje Bådebyggeri I/S, Gilleleje, no. 11 ■ 1D 4SA 8cyl., Caterpillar 3208, 112kW ■ Passengers: 168

10.05.2001: Delivered to DFDS Canal Tours A/S, København. Price: 2.6 m.DKK. Service: Harbour cruises in the port of Copenhagen.

14.03.2011: Sold to Canal Tours A/S (Strömma Turism & Sjöfart AB), København.

Still extant.
Passenger boat ■ 1d ■ GFP ■ 9.7GT, 2.9NT ■ 19.90/(19.90 x 4.80 x 1.85)reg. ■ Gilleleje Bådebyggeri I/S, Gilleleje, no. 12 ■ 1D 4SA 8cyl., Volvo-Penta TMD63, 172kW ■ Passengers: 168


14.03.2011: Sold to Canal Tours A/S (Strömma Turism & Sjöfart AB), København.

Still extant.
19C. **PRINSESSEN PÅ ÆRTEN** 2003 - 2011

Passenger boat ■ 1d ■ GFP ■ 9.7GT, 2.9NT ■ 19.90/(19.90 x 4.80 x 1.85)reg. ■ Gilleleje Bådebyggeri I/S, Gilleleje, no. 14 ■ 1D 4SA 8cyl., Volvo-Penta TMD63, 172kW ■ Passengers: 168

**08.05.2003:** Delivered to DFDS Canal Tours A/S, København. Price: 2.877 m.DKK. Service: Harbour cruises in the port of Copenhagen.

**14.03.2011:** Sold to Canal Tours A/S (Strömma Turism & Sjöfart AB), København.

Still extant.
20C.  **H. C. ANDERSEN** 2004 - 2011

Passenger boat ■ 1d ■ GFP ■ 5.7GT, 2.01NT ■ 20.00/(19.45 x 5.20 x 1.00)reg. ■ Gilleleje Bådebyggeri I/S, Gilleleje, no. 15 ■ 1D 4SA 8cyl., Volvo-Penta TMD63, 172kW ■ Passengers: 160

**22.07.2004:** Deliverd to DFDS Canal Tours A/S, København. Price: 4.08 m.DKK. Service: Harbour cruises in the port of Copenhagen.

**14.03.2011:** Sold to Canal Tours A/S (Strömma Turism & Sjöfart AB), København.

Still extant.
21C. **SOMMERFUGLEN** 2005 - 2011

Passenger boat ■ 1d ■ GFP ■ 9.7GT, 2.9NT ■ 19.90/(19.90 x 4.80 x 1.85)reg. ■ Gilleleje Bådebyggeri I/S, Gilleleje, no. 16 ■ 1D 4SA 8cyl., Volvo-Penta TMD63, 172kW ■ Passengers: 168

**05.07.2005:** Delivered to DFDS Canal Tours A/S, København. Price: 3.1 m.DKK. Service: Harbour cruises in the port of Copenhagen.

**14.03.2011:** Sold to Canal Tours A/S (Strömma Turism & Sjöfart AB), København.

Still extant.

22C. **LILLE TUK** 2008 - 2011

Motor boat ■ 1d ■ L.o.a.: 7m 1D 4SA, Volvo-Penta, 230bhp, built 1997 ■ Built as GUMMIBÅDEN.
16.07.2008: Taken over at Gilleleje and renamed LILLE TUK.

14.03.2011: Sold to Canal Tours A/S (Strömma Turism & Sjöfart AB), København.

Still extant.

23C. **STORE CLAUS** (II) 2008 - 2011

Passenger boat ■ 1d ■ GFP ■ 7.1 GT, 2.1NT ■ 20.40/(10.90 x 5.20 x 1.07)reg. ■ Gilleleje Bådebyggeri I/S, Gilleleje, no. 17 ■ 1D 4SA 8cyl., Volvo-Penta TMD63, 172kW ■ Passengers: 150

14.03.2011: Sold to Canal Tours A/S (Strömma Turism & Sjöfart AB), København.

Still extant.
Small crafts

24C. SALLY 1978 - 1997

Boat ■ 1d ■ 4.58grt. 1.71nrt ■ (6.71 x 2.44 x 1.10)reg. ■ Scan-Plast, Esbjerg


29.10.2013: Now registered as a pleasure craft.
SALLY 23.11.1995 Esbjerg
MB9 05.10.1966 Copenhagen. The former lifeboat from SS UNITED STATES used for service Kvæsthusbroen - Islands Plads. Broken up after DFDS had sold Islands Plads in 1974.
INDEX of ship names (number in the fleet list)

A
ABOUD 7B
ABUJA EXPRESS 416
ADMIRAL OF SCANDINAVIA 16B
ADRIATICA QUEEN 391
AFRICAN GATEWAY 28B
AFRODITI 375
AEGEO STAR 379
AL-ABOUD 7B
AL ITTEHAD 365
AL NAWRAS 365
AL QAMAR AL SAUDI 390
AL QAMAR AL SAUDI II 390
ALBATROS 381
ALBATROS I 381
AL-QAMAR AL-SAUDI AL-MISRI 390
ALGOT JOHANSSON 19A
ALRAI 430
ALYSSA 454
AMBASSADOR 26B
AMBASSADOR II 26B
AMERICA XIII 358
AMERICAN CONDOR 418
AMERICAN FALCON 422
ANEMONEN 5C
ANET 371
ANGLIA SEAWAYS 467
ANNA V 389
ANTUNG 431
AQUAEC 403
AQUARIUS 423
ARCTIC SEA 430
ARK DANIA 482
ARK FUTURA 413
ARK GERMANIA 481
ASIA ANGEL 387
ASIAN EXPRESS 352
ATHENA 423
ATHENA SEAWAYS 480
ATLANTIC TRAVELLER 444
ATLANTIS 379
AUKSE 434
AVA 21A

B
BAI DE SEINE 446
BALANGA QUEEN 13B
BALDUIN 417
BALKANIJA 394
BALTICUM 421
BANASA 9B
BANASSA 9B
BANDAR ABBAS EXPRESS 414
BARFLEUR 476
BARONESSAN 348
BEAUTY E 384
BEGONIA SEAWAYS 451
BELINDA 411
BENCHIJIGUA 24B
BENCHIJIGUA II 24B
BERGEN 444
BERGENHUS 357
BERGENSFJORD 444
BERLIOZ 485
BERYTE 352
BETANCURIA 24B
BLENHEIM 14B
BLUE SPIRIT 434
BORAC 416
BORACAY 414
BOTNIA SEAWAYS 459
BRIT DANIA 408
BRITANNIA SEAWAYS 420

C
C.T.M.A. 343
CALAIS SEAWAYS 474
CAPRI 365
CARAVAGGIO 7B
CARIBBEAN EXPRESS 16B
CARIBE 13B
CARIBE BREMEN 13B
CAROLINA IV 383
CARTEN ELINA 436, 438
CARTEN MARIA 437
CEDAR HOPE 365
CELTIC MIST 427
CESME 410
CHALLENGER B 399
CHALLENGER K 399
CHUNGJIN 384
CIMBRIA 403
CIMBRIA SEAWAYS 403
COLOR VIKING 400
COMANAV TANGER 28B
CORONA SEAWAYS 457
CORRAGIO 480
COTE D'ALBATRE 479
COTE DES DUNES 484
COTE DES FLANDRES 485
CROWN OF SCANDINAVIA 409
CROWN SEAWAYS 409
CRUISE MUHIBAH 26B
CRYSTAL II 365

D
DALANDA 365
DAMMAM EXPRESS 392
DANA AFRICA 18B
DANA AGRICOLA 393
DANA AMERICA 17B
DANA ANGLIA 396
DANA ARABIA 19B
DANA CARIBIA 20B
DANA CIMBRIA 403
DANA CORONA 388, 390
DANA FUTURA 392, 413
DANA GLORIA 379, 393, 400, 445
DANA HAFNIA 393, 408, 411
DANA MAXIMA 397
DANA MINERVA 399, 414
DANA OPTIMA 398
DANA REGINA 391
DANA SIRENA 388, 390, 446
DANA ULTIMA 399
DANIA 408
DAWN FLIGHT 381
DEAL SEAWAYS 476
DELF SEAWAYS 472
DEN GRIMME ÆLLING 8C
DEN LILLE HAVFRUE 5C
DIEPPE SEAWAYS 477
DISCOVERY I 14B
DISCOVERY SUN 13B
DJURSLAND 24B
DJURSLAND II
DONA AMELIA 383
DOVER SEAWAYS 470
DRACHENFELS 393
DRONNING THYRA 6C
DROSSELFELS 392
DUBAI GATE 407
DUBAI MOON 398
DUBLIN SEAWAYS 468
DUBLIN VIKING 468
DUCHESS OF SCANDINAVIA 444
DUKE OF SCANDINAVIA 396
DUNKERQUE SEAWAYS 471

E
EIR 19A
EL CORDERO 377
ELIDA 50
ELIZAS GRACE 384
ELK 421
EMIRATES EXPRESS 416
EMMA 358
ENERGIA 473
ENGLAND 358
ERMIONI 369
ETRETAT 475
EUROCARGO AFRICA 422
EUROCARGO EUROPA 418
EUROPA I 359
EUROPE 358
EUROPEAN AMBASSADOR 483
EUROPEAN TRADER 397

F
FAIR RUNNER 369
FALKIRK 381
FAST CHALLENGER 17B
FASTOCK 375
FICARIA SEAWAYS 455
FILIPPOS 27B
FINLANDIA 406
FINLANDIA SEAWAYS 460
FINNCLIPPER 422
FINNEAGLE 416
FINNMAID 460
FINNMASTER 459
FINNREEL 460
FIONIA SEAWAYS 462
FIRLINGEN 383
FJORD NORWAY 456
FLANDRIA SEAWAYS 466
FLORNES 382
FORZA 461
FOSS 438
FOSS DUNKERQUE 408
FOSS HAVRE 407
FOSSEAGLE 416
FREEPORT 13B
FREEPORT I 13B
FREESIA SEAWAYS 452
FRITHIOF 50
FYRTØJET 13C

G
G. AND C. EXPRESS 408
GALAXY 9B
GALLOWAY 405
GEDIMINAS 433
GEDSER 393
GEDSER LINK 393
GIGANTE 405
GOLFO DEI CORALLI 445
GOLFO DEI DELFINI 446
GOTHIC WASA 405
GRAMPIAN HARRIER 380
GULANGYU 386
GUMMIBÅDEN 22C

H
H. C. ANDERSEN 20C
H. M. F. XIII 2C
H. M. F. XIV 3C
H. M. F. III 1C
HAFNIA SEAWAYS 458
HAMBURG 16B
HENRIK 22A
HIBERNIA SEAWAYS 465
HOU HAVN 21A
HUMBRIA 416
HYRDINDEN 11C

I
IBRAHIM 7B
INDUS 411
ISALITA 8B
ISLAND BREEZE 379
ISLAND ESCAPE 15B
ISTRA 394

J
JABAL ALI 5 17B
JABAL ALI 7 19B
JEAN NICOLI 477
JENS KOFOED 359
JI MEI 348
JOGAILA 430
JOLLY AVORIO 414
JUPITER 2
JUPITER 389, 400
JUTLANDIA SEAWAYS 463
<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>K</strong></td>
<td></td>
</tr>
<tr>
<td>KAMINA</td>
<td>407</td>
</tr>
<tr>
<td>KARAWA</td>
<td>414</td>
</tr>
<tr>
<td>KATTEGAT SYD</td>
<td>411</td>
</tr>
<tr>
<td>KAUNAS</td>
<td>429</td>
</tr>
<tr>
<td>KAUNAS SEAWAYS</td>
<td>429</td>
</tr>
<tr>
<td>KESTUTIS</td>
<td>431</td>
</tr>
<tr>
<td>KINCRAIG</td>
<td>380</td>
</tr>
<tr>
<td>KING OF SCANDINAVIA</td>
<td>400, 410, 453</td>
</tr>
<tr>
<td>KING SEAWAYS</td>
<td>453</td>
</tr>
<tr>
<td>KIRK CHALLENGER</td>
<td>399</td>
</tr>
<tr>
<td>KIRKE</td>
<td>319</td>
</tr>
<tr>
<td>KLAIPEDA</td>
<td>427</td>
</tr>
<tr>
<td>KLAIPEDA SPIRIT</td>
<td>432</td>
</tr>
<tr>
<td>KLAUSUL</td>
<td>2C</td>
</tr>
<tr>
<td>KLAYPEDA</td>
<td>427</td>
</tr>
<tr>
<td>KLODS HANS</td>
<td>15C</td>
</tr>
<tr>
<td>KOLDINGHUS</td>
<td>343</td>
</tr>
<tr>
<td>KOMPOZITOR BORODIN</td>
<td>425</td>
</tr>
<tr>
<td>KOMPOZITOR MUSORGSKIY</td>
<td>426</td>
</tr>
<tr>
<td>KONG OLAV V</td>
<td>348, 386</td>
</tr>
<tr>
<td>KRETA</td>
<td>365</td>
</tr>
<tr>
<td>KRONPRINS HARALD</td>
<td></td>
</tr>
<tr>
<td>KUWAIT EXPRESS</td>
<td>418</td>
</tr>
<tr>
<td><strong>L</strong></td>
<td></td>
</tr>
<tr>
<td>LABRADOR</td>
<td>377</td>
</tr>
<tr>
<td>LAGAN VIKING</td>
<td>469</td>
</tr>
<tr>
<td>LANGKAPURI STAR AQUARIUS</td>
<td>423</td>
</tr>
<tr>
<td>LARISA</td>
<td>392</td>
</tr>
<tr>
<td>LEADER PRINCE</td>
<td>386</td>
</tr>
<tr>
<td>LEENA DAN</td>
<td>12B</td>
</tr>
<tr>
<td>LILLE CLAUS</td>
<td>4C</td>
</tr>
<tr>
<td>LILLE TUK</td>
<td>22C</td>
</tr>
<tr>
<td>LINDINGER SATELLITE</td>
<td>380</td>
</tr>
<tr>
<td>LINDINGER SURVEYOR</td>
<td>381</td>
</tr>
</tbody>
</table>
LINNÉ 411
LINNEA 411
LISCO GLORIA 445
LISCO MAXIMA 461
LISCO OPTIMA 454
LISCO PATRIA 450
LIVERPOOL SEAWAYS 469
LIVERPOOL VIKING 469
LIVESTOCK 375
LTW EXPRESS 430
LU JIANG 387
LYSBLINK 443
LYSBLINK SEAWAYS 443
LYSBRIS 442
LYSBRIS SEAWAYS 442
LYSFÖSS 438
LYSHAV 437
LYSHOLMEN 436
LYS-SKOG 440
LYSTIND 439
LYSVIK 441
LYSVIK SEAWAYS 441

M
M/S DANSEGULV 1C
MADELEINE 343
MAERSK ANGLIA 467
MAERSK DELFT 472
MAERSK DOVER 470
MAERSK DUNKERQUE 471
MAERSK ESSEX 408
MAERSK EXPORTER 464
MAERSK FLANDERS 466
MAERSK IMPORTER 465
MAERSK KENT 407
MAGNOLIA SEAWAYS 447
<table>
<thead>
<tr>
<th>Name</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>MALO SEAWAYS</td>
<td>483</td>
</tr>
<tr>
<td>MARAG III</td>
<td>398</td>
</tr>
<tr>
<td>MARE DORICO</td>
<td>384</td>
</tr>
<tr>
<td>MAREN MO</td>
<td>7B, 10B</td>
</tr>
<tr>
<td>MAREN MOLS</td>
<td>7B, 10B</td>
</tr>
<tr>
<td>MARINE STAR I</td>
<td>398</td>
</tr>
<tr>
<td>MASSIMO M</td>
<td>417</td>
</tr>
<tr>
<td>MAYAN EMPRESS</td>
<td>378</td>
</tr>
<tr>
<td>MERCANDIAN EXPRESS II</td>
<td>403</td>
</tr>
<tr>
<td>MERSEY VIKING</td>
<td>468</td>
</tr>
<tr>
<td>MERZARIO GALLIA</td>
<td>28B</td>
</tr>
<tr>
<td>MESKEREM</td>
<td>398</td>
</tr>
<tr>
<td>METTE MO</td>
<td>394</td>
</tr>
<tr>
<td>METTE MOLS</td>
<td>394, 9B</td>
</tr>
<tr>
<td>MICHIGAN</td>
<td>371</td>
</tr>
<tr>
<td>MIE</td>
<td>50</td>
</tr>
<tr>
<td>MIKKELE MOLS</td>
<td>395</td>
</tr>
<tr>
<td>MIN FUNG</td>
<td>348</td>
</tr>
<tr>
<td>MINERVA</td>
<td>414</td>
</tr>
<tr>
<td>MISSOURI</td>
<td>369</td>
</tr>
<tr>
<td>MOBY ALE</td>
<td>395</td>
</tr>
<tr>
<td>MOBY CORSE</td>
<td>396</td>
</tr>
<tr>
<td>MOBY DREA</td>
<td>402</td>
</tr>
<tr>
<td>MOBY KISS</td>
<td>395, 9B</td>
</tr>
<tr>
<td>MOBY OTTA</td>
<td>401</td>
</tr>
<tr>
<td>MOLIERE</td>
<td>477</td>
</tr>
<tr>
<td>MONACO</td>
<td>379</td>
</tr>
<tr>
<td>MONT LAURIER</td>
<td>12B</td>
</tr>
<tr>
<td>MONTE STELLO</td>
<td>424</td>
</tr>
<tr>
<td>MORTEN MOLS</td>
<td>8B</td>
</tr>
<tr>
<td>MOSTER</td>
<td>17C</td>
</tr>
<tr>
<td>MTL</td>
<td>117</td>
</tr>
<tr>
<td>MUNSTER</td>
<td>26B</td>
</tr>
<tr>
<td>MØEN</td>
<td>50</td>
</tr>
<tr>
<td>MÖLLE</td>
<td>50</td>
</tr>
</tbody>
</table>
N
NAN HU 348
NATHAN M 399
NATTERGALEN 9C
NEREO 384
NEW GULANGYU 386
NEW PORT 319
NEW ORIENT PRINCESS 386
NEW YORK FORTUNE 1 379
NIEBOROW 404
NILS HOLGERSSON 453
NMT ELISE 426
NMT SILVIA 425
NOORA 398
NOPAL DANA 12B
NOPAL MINERVA 399
NOPAL OPTIMA 398
NOPAL SURF 370
NORD ESTONIA 391
NORD CARGO 319
NORDBORG 411
NORDIC WASA
NORDIC SUN 26B
NORMAN SPIRIT 474
NORMAN VOYAGER 475

O
OCEAN GALLA 15B
OCEAN LEGEND 431
OFFI GLORIA 384
OKHOTSKOE 430
OLAU DANA 388
OLAV 348
OLE LUKØJE 16C
OPTIMA 398
OPTIMA SEAWAYS 454
OSTEND SPIRIT 474

P
P&OSL AQUITAINE 474
PACIFIC STAR 379
PALANGA 424
PALANGA SPIRIT 433
PANEVEZYS 426
PATRA 389
PATRIA SEAWAYS 450
PEARL OF SCANDINAVIA 423
PEARL SEAWAYS 423
PENNY I 12B
PETER PAN 456
PETUNIA SEAWAYS 448
PHA SHWE GYAW YWA 357
PINGVIN 381
PIONER 434
PIT 389
PLATENSE 399
PLUTO 19A
PO AQUITAINE 474
POLARIS 392
PONT L’ABBE 396
PORVENIR IV 383
POYARKAVA 431
PRIDE OF AQUITAINE 474
PRIMULA SEAWAYS 449
PRINCE OF SCANDINAVIA 402
PRINCES 387
PRINCESA CYPRIA 387
PRINCESS MARIA 406
PRINCESS OF NORWAY 456
PRINCESS OF SCANDINAVIA 401
PRINCESS S 365
PRINCESS SEAWAYS 456
PRINS FILIP 474
PRINS HAMLET 404
PRINS OBERON 26B
PRINSESSAN BIRGITTA 410
PRINSESSE MARGRETHE 386, 387
PRINSESSEN PÅ ÆRTEN 19C
PRINZ HAMLET 404
PRINZ MALCOLM 404
PRINZ OBERON 26B
PURCELL LIVESTOCK 375

Q
QUEBEC 377
QUEEN OF SCANDINAVIA 406

R
RAILO 408
RAPALLO 381
RASA 435
RAVENNA 380
RECOVERY 343
RED SPIRIT 435
REGINA SEAWAYS 473
RENEE R.-E. 365
RIBERHUS 319
RIMINI 382
ROBIN HOOD 388
RODIN 484
ROLLINGEN 380
ROVIGO 383
RUZGAR 427

S
SAKARYA 382
SALLY 24C
SAMRA 365
SAN JORGE 466
SARA I 24B
SATTAM 370
SAUDI EXPRESS 414
SCANDINAVIA 15B
SCANDINAVIAN SEA 14B
SCANDINAVIAN STAR 402
SCANDINAVIAN SUN 13B
SCANDINAVICA 410
SCANFJORD 436
SCARLETT LUCY 431
SCHACKENBORG 20B
SCOTIA SEAWAYS 464
SEA EAGLE I 380
SEABOARD TRADER 12B
SEAFRANCE BERLIOZ 485
SEAFRANCE MOLIERE 477
SEAFRANCE RODIN 484
SEAHAWK 27B
SEJRØ 22A
SELANDIA SEAWAYS 415
SEVEN SISTERS 478
SHELLEY EXPRESS 430
SIAULIAI 425
SIDAR TRADER 431
SIKKER HAVN 382
SIREN 393
SIRENA SEAWAYS 446
SITIA 379
SKANDERBORG 19B
SKIPPER CLEMENT 359
SKODSBORG 18B
SKOG 440
SKORSTENSFEJEREN 12C
SKYROS 352
SKÅNE LINK 392
SLAVIJA 359
SLAVIJA I 359
SMYRIL 8B
SMYRIL I 8B
SMYRILL 8B
SNEDRONNINGEN 10C
SOMERSET 375
SOMMERFUGLEN 21C
SPIRIT OF TASMANIA 456
ST. MARC 343
ST. NICHOLAS OF MYRA 435
STAFFORD 379
STAR AQUARIUS 423
STARDANCER 15B
STARDROP 384
STENA BALTICA 404
STENA FERONIA 468
STENA HIBERNIA 465
STENA NORDICA 483
STENA PARTNER 422
STENA PORTER 418
STENA ROYAL 474
STENA SCANDINAVICA 410
STENA SCOTIA 464
STENA SUPERFAST X 477
STENA TRAVELLER 450
STJERNEBORG 17B
STORE CLAUS 5C, 23C
STRADA CORSARA 411
STRADE GIGANTE 405
STRAIT FERONIA 468
SUECIA SEAWAYS 419
SUNDIA 50
SUPERFAST X 477
SURREY 389
SUSSEX 370
SUPER SHUTTLE RORO 8 403
SVEA CORONA 400
SVEA STAR 13B
SVEALAND 454
SVETI STEFAN II 404
SVINEDRENGEN 14C
SYD 18A

T
TAIWAN 348
TAMA 10B
TANA 28B
TARAK L 410
TEISTIN 395
TEKLA VI 22A
THOMAS MANN
THOR HEYERDAHL 391
TIAN E 388
TIARE MOANA 431
TIGER BOXER 19A
TIND 439
TINSOLDATEN 18C
TOMMELISE 7C
TOR ANGLIA 28B
TOR BALTICA 421
TOR BEGONIA 451
TOR BELGIA 407
TOR BOTNIA 459
TOR BRITANNIA 402, 420
TOR CALEDONIA 405
TOR CIMBRIA 403
TOR CORONA 457
TOR DAN 27B
TOR DANIA 408, 27B
TOR FICARIA 455
TOR FINLANDIA 460
<table>
<thead>
<tr>
<th>Name</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOR FIONIA</td>
<td>462</td>
</tr>
<tr>
<td>TOR FLANDRIA</td>
<td>422</td>
</tr>
<tr>
<td>TOR FREESIA</td>
<td>452</td>
</tr>
<tr>
<td>TOR FUTURA</td>
<td>413</td>
</tr>
<tr>
<td>TOR GOTHIA</td>
<td>412</td>
</tr>
<tr>
<td>TOR HAFNIA</td>
<td>411, 458</td>
</tr>
<tr>
<td>TOR HOLLANDIA</td>
<td>27B</td>
</tr>
<tr>
<td>TOR HUMBRIA</td>
<td>416</td>
</tr>
<tr>
<td>TOR JUTLANDIA</td>
<td>463</td>
</tr>
<tr>
<td>TOR MAGNOLIA</td>
<td>447</td>
</tr>
<tr>
<td>TOR MAXIMA</td>
<td>397</td>
</tr>
<tr>
<td>TOR MINERVA</td>
<td>414</td>
</tr>
<tr>
<td>TOR NERINGA</td>
<td>417</td>
</tr>
<tr>
<td>TOR NORVEGIA</td>
<td>417</td>
</tr>
<tr>
<td>TOR PETUNIA</td>
<td>448</td>
</tr>
<tr>
<td>TOR PRIMULA</td>
<td>449</td>
</tr>
<tr>
<td>TOR SCANDIA</td>
<td>418</td>
</tr>
<tr>
<td>TOR SCANDINAVIA</td>
<td>401</td>
</tr>
<tr>
<td>TOR SELANDIA</td>
<td>415</td>
</tr>
<tr>
<td>TOR SUECIA</td>
<td>419</td>
</tr>
<tr>
<td>TORM SENEGAL</td>
<td>430</td>
</tr>
<tr>
<td>TORM AUKSE</td>
<td>434</td>
</tr>
<tr>
<td>TREKRONER</td>
<td>390</td>
</tr>
<tr>
<td>TRESNES</td>
<td>381</td>
</tr>
<tr>
<td>TRILLINGEN</td>
<td>382</td>
</tr>
<tr>
<td>TRISTEIN</td>
<td>431</td>
</tr>
<tr>
<td>TROPIC STAR</td>
<td>379</td>
</tr>
<tr>
<td>TT-TRAVELLER</td>
<td>450</td>
</tr>
<tr>
<td>TUMLINGEN</td>
<td>381</td>
</tr>
<tr>
<td>TUNØ</td>
<td>19A</td>
</tr>
<tr>
<td>TURISTEN</td>
<td>3C</td>
</tr>
</tbody>
</table>

**U**

<table>
<thead>
<tr>
<th>Name</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>ULUSOY-6</td>
<td>412</td>
</tr>
<tr>
<td>UNION SYDNEY</td>
<td>12B</td>
</tr>
<tr>
<td>UNITED</td>
<td>370</td>
</tr>
</tbody>
</table>
UNITRADER 384

V
V. HARRIER 380
VAL DE LOIRE 453
VANA TALLINN 391
VEGAS 12B
VENUS 400, 410
VENUS VENTURER 14B
VIBORG 377
VICTORIA SEAWAYS 461
VIKING 218
VIKING SERENADE 15B
VILLE DU DUNKERQUE 408
VILLE DU HAVRE 407
VILNIUS 428
VILNYUS 428
VILNIUS SEAWAYS 428
VOLCAN DE TAHICHE 380
VOLCAN DE TAMASITE 10B
VOLCAN DE YAIZA 383
VOYAGER 379
VYTAUTAS 432

W
WELLAMO 400
WIND AMBITION 410
WINCO ELISE 426
WINCO SILVIA 425
WING KO 352
WINNER 10 24B
WINSTON CHURCHILL 378
WORLD WIDE EXPO 401

Z
ZAHER V 375
ZANET 371
ZENIT CLIPPER 422
ZENIT EXPRESS 418
ZIM VENEZUELA 430

Ø
ØST 21A

Å
AALBORGHUS 388