



THE DFDS FLEET 1991 - 2016



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DFDS

Ships and Developments 1991 - 2016

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.

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DFDS

Ships and Developments 1991 - 2016

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

October 2016

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.
- The book 'DFDS 1866 - 1991 – Ship Development through 125 years' is published in November.
- 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.
- Dan-Liet Line A/S freight service Fredericia – Klaipeda – acquired.
- Vejle Transport Co ApS and subsidiary in Vilnius, Lithuania, acquired.
- A/S Transport Service in Arendal, Norway, acquired.

1995

- The haulage company Dahlgqvists 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.
- DFDS Transport buys new land terminal in Venlo, The Netherlands.

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.



406 QUEEN OF SCANDINAVIA off Langelinie, Copenhagen heading for Oslo 05.10.1999

- 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.



403 TOR Cimbria seen at Immingham on 15.03.2002. She was later in the year sold to UK.

2001

- Majority stake in Lisco – Lithuanian Shipping Company – acquired.
- DFDS Group publishes new strategy for 2003.
- 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 Scandiamannen, 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 Shipyard 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 ship ping 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.



Niels Smedegaard

- 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 acquired.
- 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 Shipyard 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.



DFDS Executive Committee, formed in 2010. From the left: Niels Smedegaard, Eddie Green, Torben Carlsen, Henrik Holck and Peder Gellert.

- 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.



454 OPTIMA SEAWAYS seen on 30.03.2015 at Klaipeda after installation of a scrubber unit. Notice the bulky structure around the funnel.

- 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.

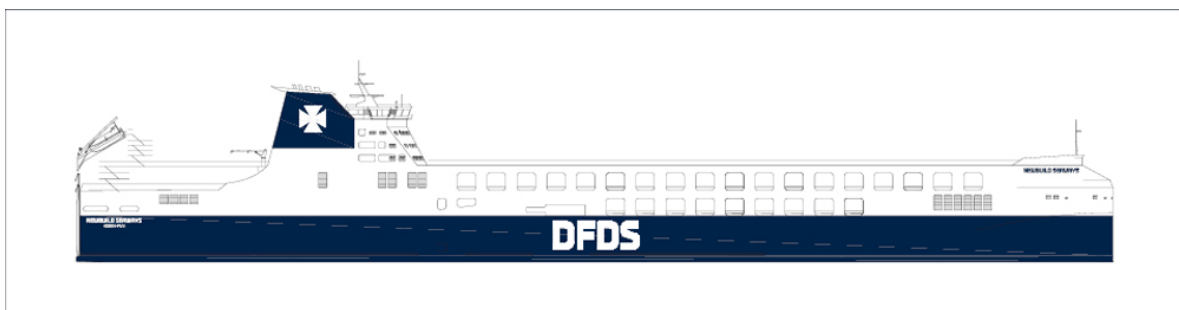
- Summer traffic was severely affected. Situation resolved after the parties had a number of meetings with the French Minister of Transport, and a number of former SCOP employees were hired by DFDS.
- New share buy-back programme of DKK 300 million agreed in April.
- In-house rail competence centre established 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,

S. Thorsøe, P. Simonsen, S. Krogh-Andersen, F. Frederichsen & H. Vaupel, 1991

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.

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-



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)
net	= 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. Skibsregister

MoA = Memorandum of Agreement

Svitzer = A/S Em. Z. Svitzer's Bjerpnings-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

Passenger steamer ■ 1d ■ Built of iron ■ 83gt, 40nt, 40dw, 1909: 113gt, 58nt, 125dw, 1952: 96gt, 46nt, 150dw, 1975: 94gt, 34nt, -dw ■ 1994: 121GT, 47NT, 2002: 114GT, 34NT, 2011: 95GT, 39NT ■ -/82'9.5"x15'7"x6'8"/7'2", 1909: (97.4' x 15.8' x 9.7') ■ 30.24/(29.50 x 4.72 x 3.85)reg. ■ Kockums Mekaniska Verkstads A/B, Malmö, no. 8 ■ 1C 2cyl. (13.6"-26.3")x14.6", 100 indicated hp, 8kn. ■ 1 Single ended Scotch boiler, 1 Furnace, Grate surface 16 (square feet), Heating surface 493 (square feet), 1923: 1 boiler, W. Beardmore, Glasgow, 1951: 1D 2SA 2cyl. (345x400), 120bhp, Bolinder-Munktell A/B, Eskilstuna, 1963: 1D 2SA 3cyl. (200x340), Alpha 343, 135 bhp, built 1950 as a stationary engine by Alpha Diesel A/S, Frederikshavn ■ Passengers: 30 berth, 1976: 57

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/Fejøl.

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.

14.04.1899: Sold to H. Meier, Kjøbenhavn. Not registered. Price: 18,750 SEK.

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.

30.12.1937: Sold to A/S Central Cement Transport, Mariager.

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.



ELIDA 05.09.1989 Århus

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 Stokholm, 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.
01.09.2003: Sold to Ocean Blue ApS, Ebeltoft. Price: 2 m.DKK.
12.09.2006: Sold to Ole Bay Smidt & Birger Jansen (Birger Jansen), Ebeltoft. Price: 2.2 m.DKK.
13.09.2008: Birger Jansen, Ebeltoft became sole owner.
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



VIKING 12.07.2006 Gothenburg

03.04.1906: Ordered.

21.07.1906: Keel laid.

01.12.1906: Named and launched.

19.03.1907: Capsized at the fitting out quay during a gale with heavy showers. The vessel was partly flooded, and masts were resting on the quay.

28.03.1907: Raised by Svitzer.

16.07.1907: Delivered to "Den danske Handelsflådes Skoleskib for Befalingsmænd", København. Price: 591,000 DKK.

28.07.1907-04.09.1908: Voyage: Copenhagen-Hamburg-Callao-Taltal-Iquique-Hamburg.

01.11.1908-5.10.1909: Voyage: Hamburg-Port Pirie-Falmouth-Dublin-Hamburg.

22.10.1909-21.12.1910: Voyage: Hamburg-Bali-Vladivostok-Mauritius--St. Helena-Hull-Frederikshald.

14.01.1911-2.1912: Voyage: Frederikshald-Buenos Aires-Port Adelaide-Falmouth-Bristol.

24.05.1912-19.03.1913: Voyage: Cardiff-Mejillones-Falmouth-Aarhus.

27.04.1913-16.04.1915: Voyage: Copenhagen-Rotterdam-Callao-Tocopilla-Valparaiso-Savona-Trapani-Cartagena-Bergen.

03.05.1915: Owner liquidated.

26.05.1915: Arrived Copenhagen.

27.05.1915: Sold to Det forenede Dampskibs-Selskab A/S - DFDS, København. Price: 320,000 DKK.

05.06.1915-06.02.1916: Voyage: Copenhagen-Aalborg-Rio de Janeiro-Buenos Aires-Falmouth-Frederikshavn-Kalundborg-Copenhagen.

11.02.1916-11.09.1916: Voyage: Copenhagen-Aalborg-Stornoway-Buenos Aires-Queenstown-Copenhagen.

30.09.1916-24.04.1917: Voyage: Copenhagen-Nørresundby-Queenstown-Copenhagen.

29.05.1917: Left Copenhagen.

04.06.1917: On voyage Copenhagen-South America towed by S/S SEJRØ of København 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.

11.07.1917-24.08.1918: Voyage: Copenhagen-Bergen-Savannah-Norfolk-Rio de Janeiro-Buenos Aires-New York.

13.05.1918-10.01.1919: Voyage: New York-Norfolk-Montevideo-Buenos Aires-Baltimore.

07.02-19.09.1919: Voyage: New York-Buenos Aires-Falmouth-Bergen-Stavanger-Frederikshavn-Aarhus-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.
08.09.1920-30.09.1921: Voyage: Copenhagen-Sydney NSW-Bordeaux-Newport News-Copenhagen.
15.10.1921-21.03.1923: Laid up at Copenhagen.
21.03.1923: Docked at B&W for bottom painting.
24.07.1923-16.06.1924: Voyage: Copenhagen-Sundsvall-Copenhagen Roads-Melbourne-Geelong-Falmouth-Antwerp.
17.07.1924-16.07.1925: Voyage: Antwerp-Hull-Falmouth-Santos-Port Victoria-Falmouth-Rotterdam-Copenhagen.
22.07.1925-22.10.1926: Laid up at Copenhagen.
23-28.10.1926: Docked at B&W.
31.10.1926-20.12.1927: Voyage: Copenhagen-Barbados-Callao-Asia Island-Pachacamac-Cristobal-Dublin-London-Copenhagen.
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.
19.12.1935: After the death of Gustaf Erikson transferred to Rederi Ab Viking (Gustaf Erikson), Mariehamn.
14.07.1939: Arrived Mariehamn. Laid up.
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.
28.12.1994: Towed back to Gullbergskajen, Gothenburg.
20-21.02.1995: Reinaugurated as a training vessel after being refurbished for 42 m.SEK.
1998: Sold to Lisebergs Restaurants AB, Göteborg.

Still lying at Gothenburg as a hotel and restaurant.

319. **RIBERHUS** 1950 - 1968

5294199 ■ Cargoship ■ 1d&sh ■ Containerized ■ 2ha/1ho,
1679gr/1547ba ■ 471grt, 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

19.11.1948(B&W), **21.12.1948**(yard): Contract for main engine signed.

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.

1950-1967: Service mainly: Copenhagen-Horsens/Vejle.

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.

07.2001: Existence in doubt.



RIBERHUS 18.06.1967
Gasværkhavnen, Copenhagen



*RIBERHUS 18.09.1968
Nordhavnsværftet, 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.

26.09.1958: Named and launched.

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.

19.03.1959-1967: In service: Copenhagen-Fredericia-Kolding-Aabenraa/Sønderborg/Svendborg.

1964-1965: Occasionally in service: Copenhagen-Horsens/Vejle.

26.10.1967: Service now: Copenhagen-Kolding-Fredericia/Randers.

16.11.1967: Arrived Kvæsthusbroen, Copenhagen from Randers. Laid up.

28.04.1969: Sold to La Co-operative de Transport Maritime et Aérien, Grindstone (Canada).

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.

14.10.1994: Belize registry closed.

01.2012: Existence in doubt.



KOLDINGHUS 24.07.1967 Copenhagen

348. **KONG OLAV V (I)** 1961 - 1968

OLAV 1968 -

1969

5192640 ■ Twin screw passengershship ■ 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.

13.12.1960: Named and launched.

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.

07.07.1961: Shifted to Larsens Plads and sailed Copenhagen for Oslo. Presented to the press at Copenhagen.

07.07.1961-1968: In service exclusively: Copenhagen-Oslo.

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.

21.06-19.08.1969: Service: Copenhagen-Helsingborg-Aalborg.

19.08-23.09.1969: Service: Copenhagen-Aalborg.

23.09.1969: Docked at Aalborg before the sale.

02.10.1969: Sold to China Navigation Co. Ltd. (John Swire & Sons Ltd.), London.

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.

1992: Sold to Guangdong Shantou Navigation Co., Shantou.

1995: Sold to Shandong Yantai International Marine Shipping Co., Shantou.

1998: Sold to Shantou Navigation Corp., Shantou.

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.

21.10.1961: Keel laid.

12.04.1962: Named. However, launch postponed due to heavy wind.

13.04.1962: Launched.

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.

1962-1967: Service mainly: Copenhagen-Madeira-Canary Islands.

1966: Trip: Copenhagen-South America.

1967: Trip: Copenhagen-North America.

1967-1971: Service: Copenhagen-South America/Antwerp-Levant.

06.1971-09.1971: Service now: Nordana Line.

09.1971-11.1971: Trip: U.S. Gulf-West Africa-Copenhagen.

11.1971-02.1972: Service: Copenhagen-South America.

02.1972-04.1972: Service now: Esbjerg-Harwich/Hull.

04.1972-09.1972: Laid up at Copenhagen.

10.1972-02.1973: Service: 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.

06.12.1973: Sold to Associated Levant Lines S.A.L. (T. Gargour & Fils), Beirut.

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.

22.04.1995: Work commenced by Rajeev Shipbreakers, Alang.



SKYROS 20.07.1967 Copenhagen



SKYROS 08.04.1967 Copenhagen

357. **BERGENHUS** (III) 1964 - 1968

5426390 ■ Cargoship ■ 1d&sh, containerized ■ 1ha/1ho, 2270gr/2028ba ■ 780grt, 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-Selskab 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.

10.12.1963: Named and launched.

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.

11.11.1967-26.03.1968: Four **31 day cruises**: Copenhagen-Kiel-Harwich-Funchal-Trinidad-Barbados-Martinique-Guadeloupe-St. Thomas-St. Croix-Puerto Rico-Jamaica-Haiti-the Azores-Harwich-Cuxhaven-Copenhagen.

21.12.1968-24.02.1969: Cruises: Copenhagen-Madeira-Puerto Rico-St. Thomas-St. Croix-Martinique-Trinidad-Teneriffe-Lisbon-Copenhagen.

01.03-16.04.1969: Two cruises: Copenhagen-Madeira-Teneriffe-Dakar-Casablanca-Lisbon-Copenhagen.

21.12.1969-31.03.1970: Cruises: Copenhagen-West Indies. Called at Esbjerg instead of Copenhagen between 2nd and 3rd cruise due to ice in the Sound.

30.09-11.11.1970: Service now: Copenhagen-Oslo.

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.

01.10.1971-21.02+25.10-21.12.1972: Service also: Copenhagen-Oslo.

1972: Hull colour changed to white.

28.10-15.12.1973: Service: Copenhagen-Oslo.

1974: Rebuilt. Berths capacity increased by 68, car capacity now 120. Being replaced by DANA REGINA in the Esbjerg-Harwich service transferred to summer service: Esbjerg-Torshavn/Newcastle.

09.07.1974: Left Esbjerg on the first trip to Torshavn.

05.10.1974: Chartered to Det Bergenske D/S.

09.10.1974-21.05.1975: Service: Bergen-Stavanger-Newcastle.

26.10.1975: Arrived Langelinie, Copenhagen from Hamburg.

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.

30.11-21.12.1976+06-20.03.1977: Service again: Esbjerg-Harwich.

1977: Rebuilt at Esbjerg, extra deck installed aft, car capacity increased by 25.

26.05-26.09.1977: Service: Esbjerg-Torshavn/Newcastle.

23.02-10.05.1978: Accommodation vessel at Stord Verft, Norway.

1978-1980: Summer service: Esbjerg-Newcastle/Torshavn.

09.1979: Service also: Esbjerg-Cuxhaven-Harwich.

28.10-25.11.1979: Service: Esbjerg-Harwich.

30.08-04.10.1980: Time chartered for service: Southampton-Zeebrugge and then Harwich/Immingham-Zeebrugge.

04.10.1980: Arrived Esbjerg. Laid up.

03-15.03.1981: Trip: Esbjerg-Granvinfjorden-Southampton-Trondheim-Tromsø-Esbjerg.

11.05-06.06.1981: Service: Esbjerg-Newcastle.

06.06-28.08.1981: Service: Esbjerg-Newcastle and Newcastle-Oslo.

28.08-03.09.1981: Trip: Esbjerg-Bergen-Esbjerg. Then laid up at Esbjerg.

07.12.1981-11.01.1982: Lying at Aalborg.

12.01-28.03.1982: Lying at Esbjerg.
02.04.1982: Arrived Copenhagen from Frederikshavn.
14.04-09.06.1982: Service: Copenhagen-Oslo.
09.06-10.09.1982: Service: Oslo-Newcastle-Esbjerg.
10.09.1982: Arrived Esbjerg from Newcastle. Laid up.
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.
16.09.1983: Sold to The Cunard S.S. Co. p.l.c., London.
23.09.1983: Taken over by her new owner at Frederikshavn Værft A/S.



ENGLAND Hammer Foto

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.
06-27.12.1985: Three cruises: Durban-Mauritius-Reunion.
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.
24.03.2001: Left Piraeus in tow of KARAPIPERIS 14 (271/1977). 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
 1976 - 1976

SLAVIJA

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-holmsfærger 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-Swinoujście.

25.11.1964: Sold to Det forenede Damp-skibs-Selskab A/S-DFDS, København.

08.12.1964: Taken over and renamed SKIPPER CLEMENT.

22.12.1964-04.01.1965: Service: Copenhagen-Aalborg.

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

20.02.1965: In service: Frederikshavn-Oslo.

1965-1974: Service mainly: Frederikshavn-Oslo.

1965-1970: Occasionally in service: Copenhagen-Aalborg/Aarhus.

1966-1968: Occasionally in service: Odden-Ebeltoft.

1971-1974: Service: Aalborg-Oslo during winter season (September to May).

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

1973: During spring time hull colour changed to white.

01.1974: Aalborg-Oslo service terminated.

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.

21.10-03.11.1974: Service: Copenhagen-Oslo.

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.

16.09.1976: Taken over by her new owner and renamed SLAVIJA I. Service: Rijeka-Rab-Zadar-Split-Hvar-Korcula-Dubrovnik-Corfu-Igoumenitsa.

1991: Name of owner now JADROLINIJA P.O.

1992: Transferred to Javno Poduzece "Jadrolinija" P.O., Rijeka.

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.

23.12.1998: Service: Durres-Brindisi-Vlore-Brindisi-Durres.

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 Germei, Aliaga for demolition.

14.02.2010: Arrived Aliaga.

06.2010: Demolition completed.



SKIPPER CLEMENT 24.01.1971 Frederikshavn

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



KRETA 23.06.1971 Copenhagen

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.

16.04.1966: Trials.

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.

1969+1970: Occasionally in service: Copenhagen-London.

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.

21.10.1971: Sold to Compagnie Phocéenne d'Armement Maritime (Lucien Rodrigues-Ely), Marseilles.

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.

1988: Homeport changed to Colombo.

198?: 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.

1992: Sold to Khaled Mihrez Zeido & Mohamad Mustafa Jawhar, Lattakia.

01.1994: Sold to Fattoum Ibrahim Badwy (Aleppo for Navigation & Trading Co. Ltd.), Lattakia and renamed AL NAWRAS.

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 ■ 4508grt, 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.

30.12.1965: Named and launched.

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.

1966-1968: Services: Copenhagen-North America.

1967+1968: Service also: Copenhagen-South America.

1967-1978: Service now mainly: Nordana Line.

04.1971: Name of company changed to DFDS A/S.

09.1971: Trip: U.S. Gulf-West Africa.

02.10.1978: Arrived Copenhagen from Naples. Laid up.

02.10.1980: Sold to Themistoklis Navigation Corp. (Prodromos Lines S.A. (E. Carapiperis)), Piraeus.

03.10.1980: Taken over by her new owner and renamed ERMIONI.

1983: Manager now Prodromos Lines S.A. (E. Tsoukalas).

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.

09.1991: Reported as sold to Chittagong breakers via Incom Group Ltd. Price: 176 USD per ldt.

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.



MISSOURI Hammer Foto

370. **UNITED** 1966 - 1966 **SUSSEX** 1966 - 1974 and
1976 - 1979 **NOPAL SURF** 1974 - 1976

6609303 ■ RO/RO cargo vessel ■ 2d ■ 999gt, 424nt, 1069dw,
1969: 1211gt, 568nt, 1471dw ■ 79.20/70.00x14.-71/14.25x9.20/3.70,
1969: 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

29.12.1964: Ordered.

25.04.1965: Keel.

19.02.1966: Launched.

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.

1966-1968: Service: Copenhagen-Antwerp.

1968-1974: Service now: Denmark-U.K., e.g. Copenhagen/Esbjerg-Felixstowe.

14.10-29.11.1969: Lengthened by Boele's Scheepswerven en Machine-fabriek N.V., Bolnes.

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.

04.1976: Time charter to B.F.I. Line Ltd., London for four trips: Avonmouth/Sheerness-Las Palmas-Tema-Lagos-Las Palmas-Antwerp-Sheerness.

05-13.10.1976: Service: Esbjerg-U.K.

15.10.1976: Laid up at Frederikshavn.

12.1976: Service now: Esbjerg-Harwich/Newcastle.

02.1977: Time chartered for six months to Truckline Ferries, Paris for service: Cherburg-Poole.

08.1977: Time charter to Cobelfret N.V., Antwerp for service: Antwerp-Harwich.

02.03.1978: Arrived Esbjerg from Harwich. Laid up.

30.11.1978: Laid up at Copenhagen.

20.12.1979: Sold to Abdul Jaleel Musa A. Samkari, Jeddah.

28.12.1979: Taken over by her new owner and renamed SATTAM.

1980: Taken over by Abushal Shipping & Trading Establishment, Jeddah.

1982: Taken over by Najd Trading & Construction Establishment (Najd Marine Corp. S.A.), Jeddah.

18.01.1996: Broken up by Ispat Traders in India.



SUSSEX 30.05.1969 Copenhagen



SUSSEX 05.09.1970 Copenhagen

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.

12.1971: One return trip: U.S. Gulf-West Africa.

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.

15.01.1980: Sold to Zanet Navigation Corp. (Prodromos Lines S.A. (E. Carapiperis)), Piraeus.

21.01.1980: Taken over by her new owner and renamed ZANET.

1983: Manager now Prodromos Lines S.A. (E. Tsoukalas).

1984: Manager now Prodromos 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.



MICHIGAN

6703343 ■ Twin screw RO/RO cargoship ■ 2d ■ Trailers: 113, 1973: 135 ■ 2245grt, 587nrt, 2195dw, 1972: 2603grt, 741nrt, 2947dw, 1981: 2335grt, 745nrt, 2045dw, 1994: 6542GT, 1963NT, 2045DW ■ 111.60/101.00x17.02/16.99x5.92/4.93, 1972: 124.19/113.59x17.02/16.99x5.92/4.93 ■ Helsingør Skibsværft og Maskinbyggeri A/S, Elsinore, no. 380 ■ 4D 4SA 4x10cyl. (260x400), B&W 1026-MTBF-40V, 6600bhp, 18kn, A/S Holeby Dieselmotor Fabrik, Holeby, no. 10528/29/30/31

26.02.1965: Ordered.

30.03.1966: Keel laid.

16.08.1966: Contract signed for fitting out by Howaldtswerke.

20.10.1966: Named and launched.

21.10.1966: Left Elsinore towed by tug FAIRPLAY II of Hamburg 136/59 for Howaldtswerke Hamburg A.G.

24.10.1966: Arrived Hamburg to be fitted out.

28.12.1966: Trials.

31.12.1966: Delivered at Esbjerg to Det forenede Dampskibs-Selskab A/S - DFDS, Esbjerg.

31.12.1966: Left Hamburg for Grimsby.

04.01.1967-1969: In service: Grimsby/(Harwich)-Esbjerg.

07.09-30.09.1969: Equipped with a container crane at Elsinore.

1969-1980: Service mainly: Esbjerg-U.K., e.g. Esbjerg-Newcastle/Harwich/Grimsby/Felixstowe.

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.

21.12.1972: Delivered to DFDS after lengthening.

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.

07.10.1980: Left Esbjerg in charter to Siculo Oceanica S.p.A. (Grimaldi), Palermo for a trip: Antwerp-Ceuta-Beirut-Augusta-Lisbon-Leghorn-Esbjerg.

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.

12.04.1967: Trials.

15.04.1967: Delivered to Det forenede Dampskibs-Selskab A/S - DFDS, København.

15.04.1967: Left Bergen for Copenhagen.

16.04.1967: Arrived Copenhagen.

18.04.1967: Left Copenhagen for North America.

1967-1969: Service: Copenhagen-North America/South America.

1970-1980: Service now mainly: Copenhagen-South America.

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

01.1973: Trip: Copenhagen-Ashdod.

04.1975: Time charter to C.A.V.N., Caracas for a trip: Europe-the Caribbean.

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.



LABRADOR 19.07.1969 Copenhagen

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.

1986: Sold to Cugado Shipping Co. S.A. (SIBA S.p.A. (Società Importazione Bestiame Alevamento S.p.A.)), Panama and renamed EL CORDERO.

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.

19.12.1998: Laid up at Fujairah Anchorage.

18.03.1999: Arrived Alang for demolition by Gujarat Pickers Industries.

378. **WINSTON CHURCHILL** 1967 - 1985 and 1986 - 1996

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

14.07.1965: Ordered.

15.01.1966: Keel laid.

22.04.1967: Launch postponed due to the weather.

25.04.1967: Launched. Sailed to Genoa for final fitting out.

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.

26.09-02.10.1978: Two trips: Esbjerg-Harwich-Cuxhaven-Esbjerg.

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.

24.03-04.06.1980: Service: Esbjerg-Newcastle.

04.06-30.08.1980: Service: Esbjerg-Newcastle and Newcastle-Gothenburg.

30.08.1980-31.05.1981: Service: Esbjerg-Newcastle.

01.06-27.08.1981: Service: Esbjerg-Newcastle/Torshavn.

27.08-14.12.1981: Service: Esbjerg-Newcastle.

14.12.1981: Laid up at Esbjerg.

01-26.02.1982: Service: Esbjerg-Harwich/Newcastle.

11-21.05.1982: Service: Esbjerg-Harwich.

24.05-09.09.1982: Service: Esbjerg-Newcastle/Torshavn.

09-13.09.1982: Service: Esbjerg-Newcastle.

24-27.09.1982: Trip: Esbjerg-Hamburg-Newcastle-Bremerhaven-Esbjerg.

27.09.1982: Laid up at Esbjerg.

03.01-23.03.1983: Trip: Esbjerg-Plymouth-Åndalsnes-Ålesund-Esbjerg-Southampton-Granvin-Esbjerg-Granvin-Harstad-Southampton-Esbjerg.

29.05-04.06.1983: Service: Esbjerg-Harwich.

06.06-05.09.1983: Service: Esbjerg-Newcastle/Torshavn. After arrival Esbjerg laid up.



WINSTON CHURCHILL 16.09.1990 Copenhagen



WINSTON CHURCHILL

07-28.03.1984: Trip: Esbjerg-Oslo-Ålesund-Åndalsnes-Trondheim-Tromsø-Plymouth-Esbjerg.

16.06-18.08.1984: Service: Copenhagen-Torshavn.

25.07.1984: Called Esbjerg instead of Copenhagen due to engine trouble.

31.08-16.09.1984: Trip: Copenhagen-Plymouth-Kalundborg-Copenhagen-Baltic Sea-Kalundborg-Copenhagen.

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.

21-22.08.1985: Chartered to Haahr Bunker Oil A/S, Vejle performing an anniversary cruise on the Sound.

22.08.1985: Laid up at Copenhagen.

26.12.1985: Sold to Mols-Linien A/S, Esbjerg.

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.

27.08-25.09.1986: Trip: Esbjerg-Plymouth-Cardigan Bay-Bay of Jura-Moray Firth-Larvik-Copenhagen-Eckernförde Bucht-Esbjerg.

30.09.1986: Left Esbjerg for Copenhagen.

01.10.1986-19.01.1987: Accommodation vessel at Kalvebod Brygge, Copenhagen for refugees.

19.01-31.03.1987: Trip: Copenhagen-Esbjerg-Narvik-Ålesund-Åndalsnes-Tromsø-Sortland-Stavanger-Plymouth-Esbjerg.

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.

18-27.08+27.08-05.09+05-14.09.1987: Cruises: Esbjerg- Ålesund-Trondheim-Bodø-Honningsvåg-Harstad-Geiranger-Lærdal-Bergen-Esbjerg.

06-22.10.1987: Service: Esbjerg-Newcastle-Bremerhaven-Immingham-Bremerhaven-Esbjerg.

23-28.10.1987: Service: Esbjerg-Emden-Immingham-Bremerhaven-Newcastle-Esbjerg.

28.10.1987: Laid up at Esbjerg.

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

09.06-18.08.1988: Service: Esbjerg-Newcastle/Torshavn.

20-28.08+29.08-05.09+05-13.09+13-21.09.1988: Cruises: Esbjerg-west coast of Norway-Ålesund-Trondheim-Tromsø-Honningsvåg-Narvik-Geiranger-Bergen-Esbjerg.

01.09.1988: Registry transferred to DIS.

22-23.09.1988: Sailed Esbjerg for Kiel via Cuxhaven and the Kiel Canal.

24-28.09.1988: Cruise: Kiel-Visby-Stockholm-Rønne-Kiel.

28.09-03.10.1988: Cruise: Kiel-Szczecin-Warnemünde-Kiel.

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

05-15.10.1988: Service: Esbjerg-Bremerhaven-Newcastle-Bremerhaven-Esbjerg.

15.10.1988: Laid up at Esbjerg.

06.01-28.03.1989: Refurbished. Renewal of cabins on B deck by Werft Nobiskrug GmbH, Rendsburg.

05-13.05+13-21.05+21-29.05+29-06.06.1989: Cruises: Esbjerg-Ålesund-Trondheim-Tromsø-Honningsvåg-Narvik-Geiranger-Bergen-Esbjerg.

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

15-23.08+23-31.08+31.08-08.09.1989: Cruises: Esbjerg- Ålesund-Trondheim-Tromsø-Honningsvåg-Narvik-Geiranger-Bergen-Esbjerg.

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

09-16.09+16-23.09+23-30.09+30.09-07.10+07-14.10.1989: Cruises: Travemünde-Copenhagen-Stockholm-Leningrad-Helsingfors-Visby-Travemünde.

15.10.1989: Arrived Malmö. Chartered by the Swedish Government as an accommodation vessel for refugees.

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.

14.06-20.08.1990: Service: Esbjerg-Newcastle/Torshavn.

29.08-06.09.1990: Cruise: Esbjerg-Hamburg-Plymouth-Dublin-Stornoway-Invergordon-Leith-Esbjerg.

06-08.09.1990: Sailed Esbjerg for Travemünde via Hamburg and the Kiel Canal.

08-15.09+15-22.09+22-29.09.1990: Cruises: Travemünde-Copenhagen-Stockholm-Leningrad-Helsingfors-Visby-Travemünde.

29.09-06.10+06-13.10.1990: Cruises: Travemünde-Gdynia-Stockholm-Helsing-fors-Leningrad-Tallin-Visby-Travemünde.

13-14.10.1990: Sailed Travemünde for Esbjerg via the Kiel Canal.

14.10.1990: Laid up at Esbjerg.

03-10.05.1991: Cruise: Esbjerg-Hardangerfjord-Bergen-Flåm-Gudvangen-Trondheim-Eisdal-Geiranger-Stavanger-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.

13.06-19.08.1991: Service: Esbjerg-Newcastle/Torshavn.

21-29.08.1991: Cruise: Esbjerg-Ålesund-Trondheim-Tromsø-Honningsvåg-Leknes-Geiranger-Bergen-Esbjerg.

29.08-05.09.1991: Cruise: Esbjerg Hardangerfjord-Bergen-Flåm-Gudvangen-Trondheim-Eisdal-Geiranger-Stavanger-Esbjerg.

05-07.09.1991: Sailed Esbjerg for Travemünde via the Kiel Canal.

07-14.09+14-21.09+21-28.09+28.09-05.10.1991: Cruises: Travemünde-Gdynia-Stockholm-Helsingfors-St. Peters-borg-Tallinn-Visby-Travemünde.

05-06.10.1991: Sailed Travemünde for Esbjerg via the Kiel Canal

06.10.1991: Laid up at Esbjerg.

12-24.03.1992: Trip: Esbjerg-Oslo-Åndalsnes-Harstad-Malangen-Reisa-Sørreisa-Finsnes-Gisundet-Lyngenfjord-Tromsø-Bergen-Esbjerg.

17-24.04+24.04-01.05.1992: Cruises: Amsterdam-Plymouth-St. Peters Port-Guernsey-Dieppe-Amsterdam.

02-09.05.1992: Cruise: Esbjerg- Eids-fjorden-Bergen-Flåm-Gudvangen-Trond-heim-Eisdal-Geiranger-Stavanger-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.

11.06-17.08.1992: Service: Esbjerg-Newcastle/Torshavn.

17.08.1992: Service: Esbjerg-Torshavn terminated.

19-27.08+27.08-03.09.1992: Cruises: Esbjerg- Ålesund-Trondheim-Tromsø-Honningsvåg-Leknes-Geiranger-Bergen-Esbjerg.

04-05.09.1992: Sailed Esbjerg for Travemünde via the Kiel Canal.

05-12.09+12-19.09+19-26.09+26.09-03.10.1992: Cruises: Travemünde-Gdynia-Helsingfors-St. Petersborg-Tallinn-Visby-Travemünde.

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 Baltijsk (navy base) close to Kaliningrad.

09.10.1992: Laid up at Kalvebod Brygge in Copenhagen.

03.11-30.12.1992: Time chartered by TR-Line for service: Trelleborg-Rostock.

30-31.12.1992: Sailed Rostock for Esbjerg. Laid up.

15-26.01.1993: Freight service: Esbjerg-Harwich.

01.04-26.09.1993: In service Esbjerg-Newcastle-Hamburg.

01-02.10.1993: Sailed Esbjerg to Trave-münde via the Skaw.

02-09.10.1993: Cruise: Travemünde-Visby-Tallinn-Skt. Petersborg-Riga-Gdynia-Travemünde.

09-10.10.1993: Sailed Travemünde for Esbjerg via the Skaw. Laid up.

01-28.03.1994: Service: Esbjerg-New-castle.
28.03-01.11.1994: Service: Esbjerg-Newcastle-Hamburg.
11 and 23.10.1994: Occasional calls at Cuxhaven.
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.
19.02-05.03.1995: Trip: Esbjerg-Lærdal-Åndalsnes-Ærøya-Esbjerg.
18.05-13.09.1995: Service: IJmuiden-Newcastle.
16.09.1995: Arrived Esbjerg.
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).
19.07.1996: Left Esbjerg in tow of tug BAMSE (370/1985) for shipyard West Contractors AS, Ølensvåg for repairs and refurbishment.
21.07.1996: Arrived Ølensvåg.
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.
19.12.2003: Sailed Ølensvåg for India.
24.01.2004: Beached at Alang.
22.06.2004: Work completed.



WINSTON CHURCHILL 09.05.1996 Esbjerg

379. **STAFFORD** 1967 - 1984
1984 - 1984

DANA GLORIA (IV)

6708252 ■ Twin screw RO/RO cargo ship ■ 2d ■ Trailers: 113,
1973: 135 ■ 2245grt, 587nrt, 2195dw, 1973: 2602grt, 741nrt,
2947dw, 1985: 3956grt, 2113nrt, 2169dw, 2003: 4595GT, 2152NT,
2169DW ■ 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.

1967-1983: Service mainly: Denmark- U.K., e.g. Copenhagen-Felixstowe, Esbjerg-Grimsby/Harwich-Felixstowe or Esbjerg-Newcastle.

08.10.1969-29.10.1969: Equipped with a container crane at Elsinore.

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

28.12.1972-08.02.1973: Lengthened by Frederikshavn Værft & Tørdok A/S.

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

03-14.07.1979: Time chartered to Eimskipafelag Islands H/f for a trip: Hamburg-Antwerp-Reykjavik-Esbjerg.

1980-1983: Service also: Hamburg-Harwich.

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

1983: Service also: Bremerhaven-Harwich.

15.11.1983: Arrived Esbjerg from Grimsby. Laid up until sale.

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 Drapetzone. Passenger capacity: 700.

1985: Sold to Cross Med Maritime Co. (Antonis Lelakis), Piraeus and renamed MONACO. Service: Patras-Brindisi.

1987: New engines installed.

1988: Renamed SITIA. Service now: Piraeus-Crete.

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.

11.1997: Renamed NEW YORK FORTUNE 1.

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.



STAFFORD 02.03.1974 Esbjerg

380. **RAVENNA** 1967 - 1967 **ROLLINGEN** 1967 - 1973

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

20.09.1967: In service: Copenhagen-Samsø-Odense.

12.11.1967: Naming ceremony.

1968: Service also: Copenhagen-Aalborg.

12.08.1968: Services: Copenhagen-Samsø-Odense/Kolding-Fredericia/Horsens-Vejle.

1969+1970: Service also: Copenhagen-Randers/Sønderborg.

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.

31.07.1973: Sold to Antonio Armas Curbelo S.A., Lanzarote (the Canary Islands).

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.

04.10.1978: Sold to Lindinger Marine Services A/S, Havneby. Later owner went bankrupt.

16.01.1979: Sold to MacDonalds Transport (North East) Ltd., Edinburgh.

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

381. **RAPALLO** 1967 - 1967
1973

TUMLINGEN 1967 -

6724397 ■ RO/RO cargo vessel ■ 2d ■ 299gt, 139nt, 399dw, 1974: 293gt, 141nt, 423dw, 1979: 468gt, 162nt, 399dw, 1996: 639GT, 191NT, 369DW ■ 50.85/44.50x9.60/9.50x5.70/3.31 ■ Cantieri Navale Felszegi S.p.A., Trieste, no. 86 ■ 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 (RAVENNA (no. 380)).

18.09.1967: Delivered to Det forenede Dampskibs-Selskab A/S - DFDS, København. Named RAPALLO for the trip from the builder to Copenhagen.

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.

20.06.1969-01.09.1971: Service mainly: Copenhagen-Aalborg.

13-18.07.1970: Time chartered to Bornholms Fragtrute for service: Copenhagen-Rønne.

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.



RAPALLO 02.10.1967 Kvæsthusbroen, Copenhagen

1974: Converted into a seismic survey vessel by Husumer Schiffswerft, Husum.

04.10.1978: Sold to Lindinger Marine Services A/S, Havneby. Company went bankrupt.

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.

1993: Sold to Marine Contractors B.V., Den Helder.

1994: Transferred to Seaworx B.V. (Marine Contractors Den Helder B.V.), Den Helder.

1997: Sold to Oceanmotive B.V., den Helder.

1999: Sold to Glomma Bulk AS, and renamed PINGVIN.

2001: Sold to Atlas Shipping Services, Kingstown and renamed TRESNES.

10.2003: Sold to Chapman International Services Ltd. (Redway AG), Kingstown.

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.

16.09.1967: Launched while welded together with FIRLINGEN (no. 383).

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.

12.08.1968-15.06.1970: Service: Copenhagen-Sønderborg/Randers.

1969: Service also: Copenhagen- Horsens/Vejle/Samsø- Odense.

1969+1970: Service also: Copenhagen-Kolding-Fredericia.

26.05-02.10.1970: Service: Copenhagen-Vejle/Sønderborg/Samsø-Odense.

02.10.1970-16.05.1971: Service: Copenhagen-Aarhus/Sønderborg.

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.

1971-04.1988: Time chartered by Hardanger Sunnhordlandske Dampskibs-selskap for service: Stavanger-Hardanger-fjorden.

05.1988-09.1990: Timecharter to Det Stavangerske Dampskibsselskab. Service now: Bergen-Stavanger.

09.1990: Laid up at Bergen. Occasionally in service.

1991: Sold to Hans Norland, Bergen.

04.12.1992: Sold to Foreningen Sikker Havn (Ole Nielsen), Aabenraa.

29.03.1994: Taken over and renamed SIKKER HAVN.

01.07.2004: Transferred to DIS.

14.07.2004: Sold to Stevns Shipping A/S, Aabenraa. Price: 10,366,561 DKK.

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.



SIKKER HAVN 25.09.2004 Copenhagen

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.

10.11.1967: Arrived Copenhagen.

12.11.1967: Naming ceremony.

16.11.1967: In service: Copenhagen-Kolding-Fredericia-Randers.

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.



FIRLINGEN 05.07.1971 Copenhagen

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.

1994: Sold to Bayshore Overseas Inc., Panama.

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.

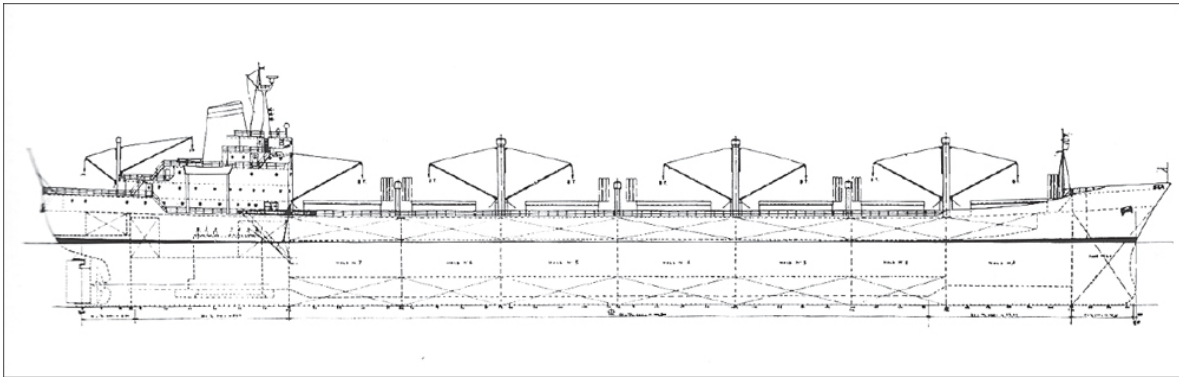
1990: Sold to Prescott Shipping Co. Ltd., Limassol and renamed OFFI GLORIA.

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.

04.2011: Existence in doubt.



Unitrader

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

6817716 ■ Twin screw passenger and car ferry ■ 3d ■ 7956gt, 3912nt, 1100dw, 1976: 8669gt, 4441nt, 1084dw ■ 124.95/108.50x19.28/19.25x12.00/5.22 ■ Cantieri Navali del Tirreno e Riuniti S.p.A., Riva Trigoso, Genoa, no. 278 ■ 2D 2SA 2x12cyl. (420x900), B&W 1242-VT2BF-90, 12000bhp, 21kn. ■ Passengers: 200 I, 306 II, 952 total, 1976: 698 berth, 1100 total. ■ Cars: 100, 1976: 121

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 MARGRETHE. However, due to the pregnancy of the godmother, Princess Margrethe, the names of ship no. 386 and no. 387 were switched.

18.06.1968-12.10.1983: Service: Copenhagen-Oslo.

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.

07.02.1976: Arrived Aalborg. Rebuilt by Aalborg Værft A/S. New funnel and new superstructure aft.

05-20.03.1984: Trip: Copenhagen-Mo i Rana-Åndalsnes-Trondheim-Bodø-Tronsø-Copenhagen.

12.10.1983: Arrived Copenhagen from Oslo on her last trip. Laid up.



KONG OLAV V 18.08.1971 Copenhagen

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.

1989: Sold to Strida Navigation S.A., Panama.

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

6829135 ■ Twin screw passenger and car ferry ■ 3d ■ 7956gt, 3912nt, 1100dw, 1976: 8669gt, 4441nt, 1084dw, 1994: 9984GT, 4137NT ■ 124.95/108.50x19.28/19.25x12.00/5.22 ■ Cantieri Navali del Tirreno e Riuniti S.p.A., Riva Trigoso, Genoa, no. 279 ■ 2D 2SA 2x12cyl. (420x900), B&W 1242-VT2BF-90, 12000bhp, 21kn. ■ Passengers: 200 I, 306 II, 952 in all, 1976: 698 berth, 1100 in all. ■ Cars: 100, 1976: 121

30.12.1965: Ordered.

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).

21.09.1968-13.10.1983: Service: Copenhagen-Oslo.

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.

1984-1988: Service: Hong Kong-China.

1988: Sold to Gold Coast Line S.A., Panama and renamed ASIA ANGEL.

12.1988: Sold to Aqua Mirabilis Ltd. (Interorient Navigation Co. Ltd.), Limassol and renamed PRINCESA CYPRIA.

1990: Sold to Princesa Cypria Co. Ltd. (Interorient Navigation Co. Ltd.), Limassol.

1992: Manager now Seascopes Navigation Ltd.

1994: Manager now Louis Shipmanagement Ltd. - Louis Cruise Lines.

28.02.2005: Sold to Argo Systems FZE, Dubai.

03.2005: Sold to Gohilwad Ship Breakers, Alang.

16.03.2005: Left Piraeus for Alang. Renamed PRINCES. Homeport Mongla.

07.04.2005: Arrived Alang.

11.04.2005: Beached.



PRINSESSE MARGRETHE

388. **AALBORGHUS** (III) 1969 - 1971 **DANA SIRENA** (I)
 1971 - 1975+1976 - 1978 **OLAU DANA** 1975 - 1976
 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.
15/17/23.07.1969: Trials.
23.07.1969: Delivered to Det forenede Dampskibs-Selskab A/S - DFDS, København.
24.07.1969: Left Genoa for Aalborg.
31.07.1969: Arrived Aalborg.
01-18.08.1969: Service: Copenhagen-Helsingborg-Aalborg.
18.08.1969-02.10.1970: Service now: Copenhagen-Aalborg.
12.10.1970: Left Copenhagen for Marseilles.
20.10.1970-21.06.1971: Rebuilt by Soci     des Anciens   tablissement Groignard S.A., Marseilles.
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.



Aalborghus 27.09.1970 Aalborg



AALBORGHUS 01.08.1969 Helsingborg

11.04-27.09.1973: Service also: Patras-Bari.

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).

23.12-14.02.1975: Laid up at Genoa.

13.03-06.1975: Time charter to Prinzenlinien for service: Hamburg-Harwich.

07.07-16.09.1975: Time charter to C.N.A.N. for service: Algier-Annaba-Tunis.

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.

05.1976-12.04.1977: Time charter to Stord Verft and Stavanger Catering A/S for use as an accommodation vessel at Stord Verft.

21.04.1977: Renamed ROBIN HOOD.

25.05-23.10.1977: Time charter to T.T. Line for service: Travemünde-Baltic ports/Copenhagen-Gothenburg-Oslo.

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.

10.10.1978-15.05.1979: Time charter to Bergen Line for service: Bergen-Stavanger-Newcastle.

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.

25.02.1980: Service now: Genoa-Tunis/Ibiza-Malaga.

03.11.1980: Service: Genoa-Tunis/Motril- Malaga.

06.04.1981: Service: Genoa-Tunis/Ibiza- Almeria-Malaga.

30.10.1981: Service now: Genoa-Tunis.

26.03.1982: Service now: Genoa-Tunis/Palma-Motril.

22.11.1982: Mediterranean service terminated.

03.12.1982: Arrived Copenhagen from Genoa. Laid up.

02.06-28.8.1983: Time charter to S.F. Line for service: Kapellskär-Mariehamn.

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.



DANA SIRENA 11.11.1971 Copenhagen

1999: Sold to China Shipping Passenger Liner Co. Ltd., Dalian.

10.2002: Laid up and probably broken up.

389. **SURREY 1969 - 1979 and 1981 - 1992**

6920159 ■ Twin screw RO/RO cargoship ■ 2d ■ Trailers: 202 (5.2m), 1975: 128 (12m) ■ 3375grt, 1079nrt, 3647dw, 1975: 4061grt, 1665nrt, 5436dw, 1996: 10524GT, 3160NT, 5925DW ■ 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

10.07.1968(yard), **12.07.1968**(owner): Ordered.

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.

02.09.1969: In service mainly: Esbjerg-Grimsby.

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

1972 and 1973: Service also: Esbjerg-Harwich.

1974-1991: Service mainly: Esbjerg-U.K., e.g. Esbjerg-Grimsby/Harwich/North Shields/Felixstowe.

11.02.1975: Arrived Amsterdamsche Droogdok-Maatschappij N.V., Amsterdam to be lengthened and deepened. Internal ramp and hoistable deck installed.

16.04.1975: Arrived Esbjerg after rebuilding.

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.

1980-1982: Service also: Hamburg-Harwich.

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.

1983: Trip: Copenhagen-Helsingborg-Immingham-Felixstowe.

1984-1988: Service also: Hamburg-Harwich.

1985: Service also: Gothenburg-Felixstowe.

1988: Service also: Bremerhaven-Harwich.

23.08.1988: Transferred to DIS.

15.10.1992: Sold to Wallbank Shipping Co. Ltd. (A. K. Ventouries Inc.), Limassol.

19.10.1992: Taken over at Esbjerg and renamed PATRA.

1993: Rebuilt by Megatechnica, Perama and renamed ANNA V.

26.03.1993: Service: Patras-Brindisi/Igoumenitsa-Brindisi.

19.07.1996: Sank in the berth at Patras after an explosion in the engine room.

08.1996: Refloated early in the month. Repaired at Patras.



SURREY 21.10.1992 Esbjerg

03.1997: Sold to Priority Shipping Ltd. (Perco Maritime Inc.), Kingstown and renamed JUPITER. Service: Igoumenitsa-Brindisi.

1998: Service: Brindisi-Cesme, Turkey and Brindisi-Albania.

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.

30.04.1970: Left Genoa for Copenhagen.

07.05.1970: Arrived Copenhagen from the builder.

10.05-01.10.1970: Service: Copenhagen-Aalborg.

12.10.1970: Left Copenhagen for Marseilles. Rebuilt by Societé des Anciens Établissement Groignard S.A.

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.

04.04-20.09.1973: Service also: Patras-Bari.

07.12.1973: Service now: Genoa-Tunis/Malaga.

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.

04.11-13.12.1974: Laid up and docked at Genoa.

13.12.1974: Service now: Genoa-Tunis/Alicante-Malaga.

03.11.1975: Service now: Genoa-Tunis/Malaga.

15.03-01.11.1976+14.03-31.10.1977: Calls at Alicante again.

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.

14.12.1979: Service now: Ancona- Patras-Iraklion-Alexandria.

25.11.1981: Left Iraklion for Genoa where she was laid up.

22.02.1982: Service now: Genoa-Tunis.

03.1982-11.1982: Service again: Ancona-Patras-Iraklion-Alexandria.

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

24.12.1969: Ordered.

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.

01.07.1974: Naming ceremony. Same day sailed for London, Harwich and Esbjerg.

08.07.1974-03.10.1983: Service: Esbjerg-Harwich.

07-26.01.1977: Hoistable car deck area enlarged by Howaldtswerke-Deutsche Werft AG, Hamburg.

12.10.1983-01.06.1990: Service: Copenhagen-Oslo.

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.

18.06.1990-31.01.1993: Service: Stockholm-Tallinn. Bareboat chartered to N&T Estline AB.

06.1990: Sold to Priba 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 Öresundsvarvet, 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.



DANA REGINA 22.05.1990 Copenhagen

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.

25.04.1994-27.04.1999: Bareboat chartered to Tallink.

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.

13.05.1994: In service: Helsinki-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.

12.11.1996: Arrived Helsinki for disembarkation of passengers. Next day returned to Tallinn. Laid up as security for Eesti Ühispank for unpaid loans.

12.12.1996-12.1997: Service: Helsinki-Tallinn for TH Ferries Ltd.

1997: Bareboat chartered to Hansatee Ltd.

02.01.1998: In service: Helsinki-Tallinn.

1998: Sold to Hansatee Ltd. ("AS Hansatee"), 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.

11.10.2002: Inaugurated the service: Paldiski-Kapellskär.

31.12.2005: Left St. Petersburg for Tallinn.

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.

392. **DANA FUTURA** (I) 1976 - 1976 & 1977 - 1983

DAMMAM EXPRESS 1976 - 1976

DROSSELFELS 1976 - 1977

7358731 ■ Twin screw RO/RO cargo ship ■ 2d ■ 402 TEU, 1985: 562 TEU ■ 5991grt, 1977nrt, 6900DW, 144.56-(BB)/130.99x24.40/22.99x12.60/7.09 1985: 18787GT, 6097NT, 10150DW, 1988: 20326GT, 6092NT, 9000dw ■ 1985: 176.55(BB)/162.52x23.02/22.99x12.02/7.09 ■ Helsingør Værft A/S, Elsinore, no. 407 ■ 2D 4SA 2x18cyl. (500x540), B&W 18U50LU, 27540bhp, 22.5kn, A/S Burmeister & Wain's Motor-og Maskinfabrik af 1971, Copenhagen, no. 7455/6 ■ Passengers: 12, 1988: 130, 1992?: 74cbn, 232berth, 342deck

08.11.1973 (yard), **10.11.1973** (owner): Ordered.

24.07.1974: Keel laid.

11.07.1975: Launched.

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.

07.12.1975: Naming ceremony at Kvæsthusbroen, Copenhagen. Presented to the public. 5000 visitors.

18.12.1975: Taken over by DFDS A/S.

20.12.1975: Left Copenhagen for trials and returned to Helsingør Værft A/S.

20-22.12.1975: Trials.

31.12.1975: Finally delivered to DFDS A/S, Esbjerg.

03.01.1976: Left Elsinore for Esbjerg. Service: Esbjerg-Harwich/Felixstowe.

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.

15.03.1976: Left Aalborg for Rostock. Four trips: Rostock-Tartous.

19.06.1976: Service: USA/Canada-Persian Gulf.

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.

26.11-23.12.1978: Service: Sweden-UK-Belgium chartered to Wallhamn AB (O.T.-Express).

26.12.1978: Chartered to Deutsche Seerederei, Rostock for three trips: Rostock-Angola-Mozambique-Ethiopia-Rostock.

06.1979-12.1979: Service: Esbjerg-Harwich/Felixstowe/North Shields.

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.

22-24.02.1980: Chartered to Ford Motor Co. for trip: Bremerhaven-Grangemouth.

02.04.1980-03.1981: Service mainly: Esbjerg-Harwich/Felixstowe or Hamburg-Harwich.

15-24.12.1980: Charter to North Sea Ferries for service: Ipswich-Europort.

17.04-17.08.1981: Time chartered for a trip: Zeebrugge-Tartous-Genoa-Tripoli-Marseilles-Lagos-Angola-Santos-Algier-Genoa-Tripoli-Lagos-Las Palmas-Harwich.



DANA FUTURA 03.11.1988 Copenhagen

18.08.1981-28.03.1985: Service mainly: Esbjerg-Harwich/North Shields or Hamburg-Harwich.

10.1982: Service also: Bremerhaven-Harwich.

11.1983-02.1985: Service also: Gothenburg/Wallhamn-Felixstowe/Harwich.

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.

23.08-15.09.1985: Service: Gothenburg-Felixstowe/Harwich.

15.09-27.10.1985: Service: Copenhagen-Helsingborg-Felixstowe/Harwich-Immingham.

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.

12.12.1985: Returned to service: Copenhagen-Helsingborg-Harwich-Immingham.

01.09.1988: Registry transferred to DIS.

1988: Resold DFDS A/S, Esbjerg.

25.11.1988: Arrived Cityvarvet Öresund, Landskrona. Equipped with extra accommodation for 130 passengers.

29.11.1988: Sold to Rederi AB Nordö-Link, Malmö.

01.12.1988: Taken over by her new owner and renamed SKÅNE LINK.

10.01.1989-09.1990: Service: Helsingborg-Travemünde.

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.

11.12.1991: Sold to Thatsea Shipping Co. Ltd. (Ventouris Group Enterprises S.A. (George Ventouris)), Limassol and renamed POLARIS. Price: **15.2 m.USD. Service:** Patras-Bari, later also Bari-Igoumenitsa/Kerkira.

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.

1997: Service: Bari-Patras/Igoumenitsa.

22.09.1998-20.02.2002: Service: Malmö-Travemünde. Chartered by Rederi AB Nordö-Link.

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

21.01.2000: Laid up at Travemünde after engine damage.

29.02.2000: Charter terminated.

03.2000: Chartered to Compagnie Tunisienne de Navigation SA for service: Tunis-Marseilles/Genoa.

2001: Chartered to Ventouris Ferries for service: Patras-Igoumenitsa-Bari.

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

07.04.2011: Broken up.

393. **DANA GLORIA** (I) 1976 - 1976

DRACHENFELS 1976 - 1977

DANA HAFNIA

1977 - 1985

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



Dana Gloria

08.11.1973(yard), **10.11.1973**(owner): Ordered.
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.

06.09-25.09.1978: Service: Esbjerg-Harwich/Felixstowe/North Shields.

01.10.1978-01.01.1979: Time chartered to Ellerman's Wilson Line/Tor Line AB for service: Immingham-Rotterdam-Göteborg.

03.01-24.06.1979: Time chartered to Tor Line AB for service: Göteborg/Helsingborg-Middlesbrough or Göteborg-Amsterdam/Felixstowe.

28.06-30.07.1979: Chartered for a trip: Rostock-Angola-Mozambique-Ethiopia.

27.04-04.06.1980: Trip: Rostock-Corinto via the Panama Canal.

19.08-02.09.1980: Chartered for service: Europort-Ipswich.

11.10-04.11.1980: Chartered for one trip: Rostock-Aqaba-Hull.

04-21.11.1980: Chartered for service: Hull-Rotterdam.

22.11-15.12.1980: Chartered for service: Göteborg-Amsterdam/Felixstowe.

22.12.1980-02.02.1981: Trip: Rostock-Dar es Salaam.

07-22.02.1981: Chartered service: Göteborg-Amsterdam/Felixstowe.

24.02-23.03.1981: Chartered for service: Avonmouth-Iskenderun-Ghent-Amsterdam- Göteborg-Ghent.

23.03-25.04.1981: Trip: Rostock-Aqaba-Rotterdam.

25.04-27.05.1981: Trip: Rotterdam-Harwich-Venice-Tobruk-Venice-Lisbon-Felixstowe-Rostock.



DANA HAFNIA 20.09.1979 Copenhagen

27.05-18.09.1981: Chartered for service: Rostock-Aqaba.

03-06.10.1981: Trip: Esbjerg-Harwich-Felixstowe.

11.10-28.12.1981: Chartered for trip: Rostock-Aqaba-Maputo-Rostock-Hodaidah-Copenhagen.

08.01.1982-17.09.1985: Service: Copenhagen-Helsingborg-Immingham-Felixstowe.

10-21.03.1984: Service also: Gothenburg/Esbjerg-Felixstowe.

22-29.03.1984: Single trip: Esbjerg-Sørreisa-Southampton-Harwich-Hamburg-Harwich.

04.09-07.10.1984: Service also: Esbjerg-Harwich/Southampton-Zeebrugge/Zeebrugge-Harwich/North Shields/Esbjerg-Harwich/Harwich-Cuxhaven.

20.09-28.10.1985: Chartered for service: Southampton-Turkey.

29.10-11.12.1985: Service: Copenhagen-Helsingborg-Harwich-Immingham.

12-22.12.1985: Service: Esbjerg-Harwich.

26.12.1985: Sold to Mols-Linien A/S, Esbjerg.

30.12.1985: Taken over by Mols-Linien A/S. Bareboat charter back to DFDS.

04.01-19.02.1986: Service: Esbjerg/Hamburg-Harwich.

19.02-17.03.1986: Single trip: Esbjerg- Granvin-Trondheim-Sørreisa-Bogen-Åndalsnes-Oslo-Plymouth.

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.

12.1989: Sold to Ticket Shipping Co. Ltd. (Ventouris Group Enterprises S.A.), Limassol and renamed VENUS. Price:15 m,USD. Converted at Perama, Piraeus.

1990: Service: Patras-Bari.

1993: Services Patras-Bari, Bari-Kerkira and Bari-Igoumenitsa.

1997: Service: Patras-Bari, Bari-Corfu and Bari-Cefalonia (Sami).

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.

25.11.1999: Detained by Port State Control in St. Malo and dry docked. Service suspended.

12.1999: In service: Igoumenitsa-Bari.

2001-2004: Laid up at Astakos, Greece following engine damage.

12.2003: Sold to Sirenter Shipping Ltd., Limassol.

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
1977 - 1981

DANA GLORIA (II)

6525143 ■ Twin screw passenger and car ferry ■ 2d ■ 2445grt,
986nrt, 869dw, 1997: 4258GT, 1525NT ■
92.66/83.70x16.72/16.50x5.36/4.17 ■ Aalborg Værft A/S, Aalborg,
no. 164 ■ 4D 4SA 4x12cyl. (260x400),
B&W 1226-MTBF-40V, 9600bhp, 19.5kn, A/S Holeby Dieselmotor
Fabrik, Holeby, no. 10472/3/4/5 ■ Passengers: 800 ■ Cars: 135

03.02.1965: Ordered.

12.06.1965: Keel laid.

19.10.1965: Named and launched.

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.

12-13.12.1977: Chartered to Mols-Linien A/S for service: Odden-Ebeltoft as replacement vessel due to engine break down.

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).

30.04-08.07.1980: Service: Norrtälje-Mariehamn.

07.1980: Service suspended due to financial problems of the charterer. Returned to Copenhagen. Laid up.

07.09-28.12.1980: Chartered to Nordisk Færgefart A/S for service: Faaborg-Gelting.

30.12.1980: Arrived Aarhus for docking by Dannebrog Værft AS before sale.



DANA GLORIA 15.05.1978 Copenhagen

29.01.1981: Sold to Jadranska Linijska Plovidba (JADROLINIJA), Rijeka.

09.02.1981: Taken over by her new owner and renamed BALKANIJA. Service: Zadar/Split-Ancona and Split-Ancona-Stari Grad-Vela Luka.

1989: Calls at Stari Grad and Vela Luka terminated.

1992: Service: Zadar-Ancona.

01.1992: Transferred to Javno Produzece "Jadrolinija" P.O., Rijeka and renamed ISTRA.

1996: Service: Rijeka-Losinj-Ancona or Zadar/Split-Ancona and Dubrovnik-Bari.

2001: Service: Split-Stari Grad and Split-Hvar-Vela Luka-Ubli (Lastovo).

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.

30.03.1969: Delivered to Mols-Linien A/S, Ebeltoft.

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-Touristisch GmbH, Emden for service: Emden-Delfzijl.

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 Landsstyri (Strandfaraskip Landsins), Torshavn.



MIKKEL MOLS 06.11.1971 Ebeltoft

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.

13/14.10.1984: First trip.

11.1984: Service terminated after Aabenraa Linien A/S went bankrupt.

02-08.09.1985: Service: Grenå-Hundested.

1985: Service: Torshavn-Suderøy.

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.

02.1999: Transferred to Moby Trader S.r.l., Napoli.

05.2001: Transferred to Moby Lines S.r.l. (Navigazione Arcipelao Maddalenino S.p.A. - NAV.AR.MA), Napoli.

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

Still in service.

396. **DANA ANGLIA** 1978 - (1982 - 1989) - 1989 - 2002

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



DANA ANGLIA 05.08.1987 The North Sea

25.05.1976: Ordered.

21.12.1976: Keel laid.

24.06.1977: Launched.

19.04.1978: Trials.

28.04.1978: Delivered to DFDS A/S, Esbjerg.

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.

13.05.1978-1998: Service mainly: Esbjerg-Harwich.

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.

23.11.1988-11.02.1989: Service:

Copenhagen-Oslo relieving DANA GLORIA during lengthening.

29.12.1989: Resold to DFDS A/S, Esbjerg. Service: Esbjerg-Harwich.

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.

03.01.1999-21.08.2000: Service: Esbjerg-Harwich-IJmuiden-Esbjerg.

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.

25.02.2000: Returned to service: Esbjerg-Harwich.



DANA ANGLIA 08.04.1979 Esbjerg

- 31.07.2000:** Sold to DFDS Seaways A/S, Esbjerg.
- 30.12.2000-01.01.2001:** One trip: Harwich- IJmuiden-Harwich.
- 12.09.2002:** Homeport changed to København.
- 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.
- 30.09.2002:** Renamed DUKE OF SCANDINAVIA. Left Esbjerg for Copenhagen.
- 02.10.2002:** Naming ceremony in Copenhagen.
- 02.10.2002-22.11.2003:** Service: Copenhagen-Trelleborg-Gdansk.
- 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.
- 28.11.2003:** First trip on the North Sea service Newcastle-IJmuiden.

27.11.2003: Name of owner now DFDS A/S after merger of former and present owners.

30.12.2004: Mini Moonlight Cruises: IJmuiden-Amsterdam.

21.11.2005: Bareboat charter party concluded with B.A.I. (Brittany Ferries).

09.02.2006: Last trip: IJmuiden-Newcastle.

10.02.2006: Arrived Newcastle. After destoring she subsequently proceeded to Orskov Yard A/S, Frederikshavn for annual overhaul and repainting of the hull.

23.02.2006: Left Frederikshavn for Cherbourg.

25.02.2006: Arrived 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.

04.12.2007: Sold to Bretagne Angleterre Irlande S.A., Morlaix.

09.11.2008: Laid up.

09.12.2009: Sold to Moby SpA, Livorne and renamed MOBY CORSE.

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

397. **DANA MAXIMA** 1978 - 2000
2000 - 2001

TOR MAXIMA

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.

19.07.1978: Trial.

18.08.1978: Delivered to DFDS A/S, Esbjerg.
19.08.1978: Left the builder for Kobe. Same day sailed for Hamburg.
20.09.1978: Arrived Esbjerg from Hamburg.
27.09-29.09.1978: One return trip: Esbjerg-Harwich.
30.09.1978: Left Esbjerg for Grimsby.
02.10.1978: First arrival at Grimsby and naming ceremony. Service mainly: Esbjerg-Grimsby.
1979: Onwards service also: Esbjerg-North Shields.
1982, 1985+1986: Service also: Esbjerg-Immingham.
1983: Service also: Hamburg-Grimsby/Harwich. Occasionally in service: Esbjerg-Harwich.
23.08.1988: Transferred to DIS.
01.06.1995: Arrived Astilleros de Santander S.A., Santander for lengthening.
07.1995: Delivered after lengthening.
31.07.2000: Sold to DFDS Tor Line A/S, Esbjerg.
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.
02.2004-09.2005: Service: Cuxhaven-Immingham.
09.2005-02.2006: Service: Kristiansand-Brevik-Immingham.
24.02.2006: Service now: Fredericia-Copenhagen-Klaipeda.
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.

398.	DANA OPTIMA 1978 - 1979	NOPAL OPTIMA
	1979 - 1983	OPTIMA 1983 - 1983
	OPTIMA 1983 - 1984	DANA

7708649 ■ RO/RO cargo vessel ■ 2d ■ 274 TEU ■ 1599grt, 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.

14.11.1978: Delivered to DFDS A/S, Esbjerg.

15.11.1978: Left Copenhagen for Wallhamn in time charter to OT Express Lines.

16.11.1978: Left Wallhamn for Immingham-Dunkirk-SuezCanal-Persian Gulf.

13.12.1978-26.07.1979: Service in Persian Gulf.

26.07.1979: Left Umm Said for Wallhamn 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.

24.06.1981: Arrived Savannah Shipyard. Equipped with wing decks on upper deck.

21.01.1983: Renamed OPTIMA.

1983: Nopal Carib Lines Inc. services terminated.

05.10.1983: Charter to Nopal Carib Lines Inc. terminated.

19.10.1983: Arrived Harwich. Service now: Hamburg-Harwich.

01.11.1983: Renamed DANA OPTIMA.

11.1983: Service: North Shields-Esbjerg-Grimsby-Esbjerg.

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.

09.2003: Sold to United Maritime Services Inc., Panama.

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 enveloped 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.



DANA OPTIMA 12.02.1984 Esbjerg

399. DANA MINERVA (I) 1979 - 1979	NOPAL
MINERVA 1979 - 1982	DANA MINERVA 1982 - 1983

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.

20.12.1978: Launched.

18.04.1979: Trials.

26.04.1979: Naming ceremony. Named DANA MINERVA and delivered to DFDS A/S, Esbjerg.

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 Carribbean 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 Carribbean ports.

07.1982-10.1982+05.1983-07.1983: Service: Houston-Tuxpan.

1983: Nopal Carib Lines Inc. services terminated.

07.10.1983: Sold to Kirk Challenger Co. Ltd. (R. B. Kirkconnell & Brothers Ltd.), Georgetown.

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 recommisioned at Bell Bay and sailed for Melbourne.

29.07.1989: Left Melbourne for Rotterdam.

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.

11.1998: Chartered to US operator Crowley Maritime. Service: St Maarten-St Kitts-Guadeloupe-Martinique-Dominica-St Croix-Antigua-St Thomas.

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.

2003: Sold to Sedaril S.A. (Tsakos Shipping & Trading S.A.), Juan L. Lacaza.

Still extant.



DANA MINERVA

400. **DANA GLORIA** (III) 1981 - 1984 and 1985 - 1989
 SVEA CORONA 1984 - 1985 **KING OF**
 SCANDINAVIA (I) 1989 - 1994

7360186 ■ 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. ■ Cars: 240, 1989: 285

23.04.1974: Keel laid.

15.09.1974: Launched.

09.07.1975: Delivered to Finska Ångfartygs Ab, Helsinki as WELLAMO.

18.07.1975: In service: Helsinki-Stockholm, operated by Silja Line Ab.

1979: Name of owner now Finska Ångfartygs Ab - EFFOA.

23.04.1981: Sold to DFDS A/S, Esbjerg.

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.

12.10-19.12.1983: Service: Copenhagen-Oslo.

30.01.1984-20.05.1985: Chartered to Johnson Line AB.

03.02.1984-22.05.1985: Renamed SVEA CORONA.

06.02.1984-18.05.1985: Service: Turku-Mariehamn-Stockholm.

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.



DANA GLORIA 31.05.1985 Copenhagen

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.

02.09.1994: First trip: Bergen-Haugesund-Stavanger-Newcastle.

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.

21.12.1995-05.01.1996: Public rooms refurbished by Haugesund Mekaniske Verksted A/S.

14.04.1997: Name of owner now Color Line ASA, Bergen.

08-28.01.1998: Rebuilt by A&P Appledore (Tyne) Limited, North Shields. Fitted with a duck tail.

01.12.1998: Sold to Fjord Line AS, Bergen and renamed JUPITER. Price: 51.5 m.USD.

23-24.09.2005: Last trip: Bergen-Newcastle-Bergen.

25.09.2005: Arrived Bergen.

26.09.2005: Left Bergen for Fredericia Skibsværft A/S, Fredericia.

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.



DANA GLORIA

401. **TOR SCANDINAVIA** 1981 - 1982 and 1983 - 1983 and
 (1983 - 1991) **WORLD WIDE EXPO** 1982 - 1983
 PRINCESS OF SCANDINAVIA 1991 - 2006

7361324 ■ Twin screw passenger and car ferry ■ 4d ■
 14893gt,7964nt,3335dw, 1991: 15730gt, 8119nt, 2427dw, 1994:
 21545GT, 12099NT, 1998: 22528GT, 12567NT ■
 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



PRINCESS OF SCANDINAVIA 03.06.1998 Copenhagen

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.

15.04.1976-1981: Service: Gothenburg-Immingham/Felixstowe/Amsterdam.

10.1977: Service: Gothenburg-Felixstowe and Gothenburg-Amsterdam.

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.

01.12.1981: Sold to DFDS A/S, Esbjerg.

10.12.1981: Taken over by DFDS A/S at Gothenburg.

10.12.1981: First trip: Gothenburg-Felixstowe.

01.10.1982: Last trip from Felixstowe.

22.10-10.12.1982: At Copenhagen.

25.10.1982-25.02.1983: Renamed WORLD WIDE EXPO while chartered to the Dutch organization "World Wide Expo". Floating exhibition hall for European companies.

10.12.1982: Left Copenhagen for Singapore via Suez.

06-11.01.1983: At Bangkok. Later at Tanjung Berhala-Singapore-Port Kelang-Jakarta-Balik Papan-Muara.

27-29.01.1983: At Manila.

01.02.1983: Left Singapore for Copenhagen via Suez.

25.02.1983: Arrived Copenhagen.

03.03.1983: In service: Gothenburg-Felixstowe/Amsterdam.

01.04.1983: Service now: Gothenburg-Harwich/Amsterdam.

24.09.1983: Gothenburg-Amsterdam service terminated.

25.09.1983: Service: Gothenburg-Harwich and Esbjerg-Harwich.

19.12.1983: Sold to K/S Difko XXXIII, Esbjerg. Bareboat charter back to DFDS for 15 years.

02.06.1984: Service now: Gothenburg-Harwich.
11-13.09.1984: Two trips: Harwich-Zeebrugge.
13-15.09.1984: Trip: Harwich-Esbjerg.
15-17.09.1984: Trip: Newcastle-Zeebrugge.
17.09.1984: Trip: Harwich-Zeebrugge.
18-21.09.1984: Two trips: Esbjerg-Harwich.
21.09-11.12.1984: Service: Gothenburg-Harwich.
11.12.1984: Left Gothenburg for Aalborg. Laid up.
15-18.01.1985: Service: Esbjerg-Harwich.
18.01-07.06.1985: Service: Gothenburg-Harwich.
07.06-04.12.1985: Service: Gothenburg-Harwich and Esbjerg-Harwich.
04.12-05.02.1986: 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.
17.12.1986: Arrived Esbjerg. Laid up.
12.01-01.11.1987: Service: Gothenburg-Harwich and Esbjerg-Harwich.
03-12.11.1987: Trip: Harwich-Plymouth-Luze Bay-Loch Ryan-Luze Bay.
15.11.1987: Arrived Esbjerg. Laid up.
25.01-07.11.1988: Service: Gothenburg-Harwich and Esbjerg-Harwich.
01.09.1988: Transferred to DIS.
25.11.1988-22.02.1989: Service: Esbjerg-Harwich.
23.02-25.09.1989: Service: Gothenburg-Amsterdam/Harwich and Esbjerg-Harwich.
25.09.1989: On voyage Gothenburg-Harwich extensively damaged by fire set on deliberately in a laundry trolley. Two passengers killed by smoke. Same day arrived Esbjerg for inspection.
02-27.10.1989: Repaired by HDW-Nobiskrug GmbH, Rendsburg.

28.10.1989: Arrived Esbjerg. Laid up.

04.12.1989-26.03.1990: Service: Gothenburg-Harwich.

26.03-04.04.1990: Service: Gothenburg-Harwich/Copenhagen.

05.04-16.06.1990: Service: Gothenburg-Harwich/Amsterdam.

16.06-27.08.1990: Service: Gothenburg-Newcastle/Harwich.

27.08-01.11.1990: Service: Gothenburg-Harwich/Amsterdam.

21-24.09.1990: Trip: Harwich-Zeebrugge-Hull.

01.11-12.12.1990: Service: Gothenburg-Harwich/Copenhagen.

13.12.1990-07.01.1991: Service: Gothenburg-Harwich.

07-14.01.1991: Service: Gothenburg-Harwich and Esbjerg-Harwich.

14.01.1991: Resold to DFDS A/S, Esbjerg.

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.



WORLD WIDE EXPO 10.12.1982 Copenhagen



PRINCESS OF SCANDINAVIA 21.09.2006 N. Shields

18-21.09.1991: Trip: Harwich-Bremerhaven-Newcastle.

05.11-11.12.1991: Service: Gothenburg-Harwich/Copenhagen.

12.12.1991-11.02.1992: Service: Gothenburg-Harwich.

11.02-25.03.1992: Service: Gothenburg-Harwich/Copenhagen.

25.03-13.06.1992: Service: Gothenburg-Harwich/Amsterdam.

13.06-24.08.1992: Service: Gothenburg-Harwich/Amsterdam/Newcastle.

24.08-29.10.1992: Service: Gothenburg-Harwich/Amsterdam.

29.10-02.11.1992: Service: Gothenburg-Harwich.

02.11.1992-01.01.1993: Service: Gothenburg-Copenhagen.

01.01.1993: Arrived Gothenburg. Laid up.

25.02-03.03.1993: Trip: Gothenburg-Granvin-Bogen-Gothenburg.

01.04-30.09.1993: Service: Gothenburg-Amsterdam/Harwich and Esbjerg-Harwich.

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.

30.11.1993: Sailed Esbjerg for Copenhagen via Gothenburg.

02.12.1993: Arrived Copenhagen. Laid up.

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.

16-21.07.1994: Service: Gothenburg-Harwich, Esbjerg-Harwich and Gothenburg-Newcastle.

21.07-08.09.1994: Service: Gothenburg-Newcastle-Esbjerg-Harwich-Gothenburg.

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.

24.05-18.09.1995: Service: Gothenburg-Harwich and Gothenburg-Newcastle.

19.09-20.12.1995: Service: Gothenburg-Harwich/Copenhagen.

21.12.1995-08.01.1996: Service: Gothenburg-Harwich.

25.01-05.06.1996: Service: Gothenburg-Harwich/Copenhagen.

06.06-26.08.1996: Service: Gothenburg-Harwich/Newcastle.

27.08.1996-04.06.1997: Service: Gothenburg-Harwich/Copenhagen.

05.06-25.08.1997: Service: Gothenburg-Harwich/Newcastle.

26.08.1997-14.01.1998: Service: Gothenburg-Harwich/Copenhagen.

15-19.01.1998: Service: Gothenburg-Harwich.

21.01-11.03.1998: Rebuilt by Gdansk Shiprepair Yard Remontowa S.A. Equipped with sponson tanks. Bulbous bow modified and a duck tail fitted.

17.03-22.04.1998: Service: Gothenburg-Harwich/Copenhagen.

23.04-11.05.1998: Service: Gothenburg-Harwich/Kristiansand.

29.04.1998: First call at Kristiansand on the new route.

12.05-03.06.1998: Service: Gothenburg-Harwich/Copenhagen.

04.06-24.08.1998: Service: Gothenburg-Harwich/Newcastle.

25.08.1998-06.01.1999: Service: Gothenburg-Harwich/Copenhagen.

29-30.12.1998: Trip: Gothenburg-Kristiansand-Gothenburg.

03.01.1999: Last call at Harwich.

02.02-24.09.1999: Service: Gothenburg-Kristiansand and Gothenburg-Kristiansand-Newcastle.

24.09.1999-04.04.2000: Major repairs of propulsion plant by Alpha Diesel, Frederikshavn.

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.

31.07.2000: Sold to DFDS Seaways A/S, København.

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 leaking 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.

11.01.2005: Arrived Gothenburg. Accommodation refurbished and fitting of a new sprinkler system.

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.

10.02.2006: Arrived Newcastle.

10.02.2006: First trip: Newcastle-IJmuiden.

07-08.03.2006: Last trip: IJmuiden-Newcastle.

09.03.2006: Sailed Newcastle for Kristiansand and Gothenburg.
Service: Gothenburg-Kristiansand-Newcastle.

01.11.2006: Service Gothenburg-Kristiansand-Newcastle terminated.

02.11.2006: Sold to Moby S.p.A., Napoli and renamed MOBY OTTA.

12.11.2006: Sailed Frederikshavn for Genoa.

11.2006-05.2007: Car capacity increased and cabin area rearranged.

05.2007: Service: Genua-Porto Torres.

Still in service.



PRINCESS OF SCANDINAVIA Gothenburg

402.	SCANDINAVIAN STAR 1981 - 1982	TOR
	BRITANNIA (I) 1982 - 1991	PRINCE OF
	SCANDINAVIA 1991 - 2003	

7361312 ■ Twin screw passenger and car ferry ■ 4d ■ 14905gt, 7933nt, 3335dw, 1991: 15730gt, 8119nt, 2459dw, 1994: 21545GT, 12052NT ■ 182.35(BB)/163.00x23.63/23.60x16.06/6.30, 187.47(BB)163.x26.88/26.4x16.06/6.303 ■ Flender Werft A.G., Lübeck, no. 607 ■ 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

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 Immingham.

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.

22.10.1981: Sold to Scandinavian Seaways (Bahamas) Ltd. (DFDS A/S), Nassau.

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.

04.04.1983: Gothenburg-Harwich/Amsterdam.

01.10.1983: Last call at Amsterdam.

04.10.1983-09.01.1984+21.01-01.06.1984: Service: Gothenburg-Harwich and Esbjerg-Harwich.

01.06-10.09.1984: Service: Esbjerg-Harwich.

19-20.06.1984: Single trip: Harwich-Cuxhaven-Esbjerg.

11-20.09.1984: Service: Gothenburg-Harwich.

21.09-12.12.1984: Service: Esbjerg-Harwich.

27.09-03.10.1984: Trip: Harwich-Cuxhaven-Newcastle-Cuxhaven-Newcastle-Cuxhaven-Harwich.

12.12.1984-18.01.1985: Service: Gothenburg-Harwich.

18.01-07.06.1985: Service: Esbjerg-Harwich.

06-18.03.1985: Trip: Esbjerg-Narvik-Mo i Rana-Rørvik-Mo i Rana-Tromsø-Esbjerg.



TOR BRITANNIA 30.03.1984 Harwich



PRINCE OF SCANDINAVIA 08.02.2000 Oslo

07.06-02.12.1985: Service: Gothenburg-Harwich and Esbjerg-Harwich.

21.12.1985: Arrived Copenhagen. Laid up.

06.02-28.11.1986: Service: Gothenburg-Harwich and Esbjerg-Harwich.

03-04.11.1986: Trip: Esbjerg-Cuxhaven-Harwich.

28.11.1986-14.01.1987: Service: Gothenburg-Harwich.

14.01-30.10.1987: Service: Gothenburg-Harwich and Esbjerg-Harwich.

09-12.10.1987: Single trip: Harwich-Newcastle-Bremerhaven-Gothenburg.

30.10.1987-26.01.1988: Service: Gothenburg-Harwich.

11.02-07.11.1988: Service: Gothenburg-Harwich and Esbjerg-Harwich.

23.08.1988: Transferred to DIS.

08.11-07.12.1988: Service: Gothenburg-Harwich/Copenhagen.

08.12.1988-17.06.1989: Service: Gothenburg-Harwich.

17.06-28.08.1989: Service: Gothenburg-Harwich/Newcastle.

28.08-02.10.1989: Service: Gothenburg-Harwich.

04-06.09.1989: Trip: Harwich-Esbjerg-Harwich.

15-17.09.1989: Trip: Harwich-Newcastle-Zeebrugge-Harwich.

02.10.1989: Service: Gothenburg-Harwich/Amsterdam.

07.11-14.12.1989: Service: Gothenburg-Harwich/Copenhagen.

14-17.12.1989: Trip: Gothenburg-Amsterdam.

17-21.12.1989: Trip: Gothenburg-Harwich-Esbjerg-Harwich-Gothenburg.

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.

20.03-04.11.1990: Service: Gothenburg-Harwich/Amsterdam and Esbjerg-Harwich.

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

08.11.1990-11.01.1991: Refurbished by Blohm + Voss AG, Hamburg.

21.12.1990: Renamed PRINCE OF SCANDINAVIA and homeport changed to København.

11-15.01.1991: New furnishings fitted at Esbjerg.

15-16.01.1991: Single trip: Esbjerg-Harwich.

16.01-24.03.1991: Service: Gothenburg-Harwich.

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

25.03-15.06.1991: Service: Gothenburg-Harwich/Amsterdam.

15.06-26.08.1991: Service: Gothenburg-Harwich/Newcastle.

26.08-07.10.1991: Service: Gothenburg-Harwich/Amsterdam.

08.10-04.11.1991: Service: Gothenburg-Harwich/Copenhagen.

04.11.1991: Left Gothenburg for Copenhagen. Laid up.

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

17-18.03.1992: Single trip Gothenburg-Esbjerg-Harwich.

18.03-09.06.1992: Service: Gothenburg-Harwich, Esbjerg-Harwich and Gothenburg-Amsterdam.

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

17.08-01.11.1992: Service: Gothenburg-Harwich, Esbjerg-Harwich and Gothenburg-Amsterdam.

03.11-16.12.1992: Service: Gothenburg-Harwich/Copenhagen.

17.12.1992-04.01.1993: Service: Gothenburg-Harwich.

19.01.1993: Arrived Gothenburg. Laid up.

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.

02.11-15.12.1993: Service: Gothenburg-Harwich/Copenhagen.

16.12.1993-03.01.1994: Service: Gothenburg-Harwich.

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.
08-10.09.1994: Trip: Gothenburg-Newcastle-Gothenburg.
10.09-14.12.1994: Service: Gothenburg-Harwich/Copenhagen.
15.12.1994-09.01.1995: Service: Gothenburg-Harwich.
10.01-08.02.1995: Service: Gothenburg-Harwich/Copenhagen.
09.02.1995: Left Gothenburg for Copenhagen.
10.02-13.03.1995: Hotel ship for security personnel and garage for limousines in connection with a UN conference. Lying at Kalvebod Brygge, 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.
25.05-14.09.1995: Service: Gothenburg-IJmuiden/Copenhagen and Kristiansand-IJmuiden.
14.09-03.10.1995: Service: Gothenburg-IJmuiden.
03.10.1995: Laid up at Gothenburg.
10.04-17.04.1996: Service: Esbjerg-Harwich.
19.04-15.05.1996: Chartered to British Ministry of Defence for a trip: Esbjerg-Dundee-Norfolk-Chesapeake Bay-Crumps Bank-Norfolk-Camp Pendleton-Morehead City-Onslow Bay-Morehead City-Onslow Bay-Morehead City.
15.05.1996: Left Morehead City for La Goulette.
22-23.05.1996: Anchored in Gibraltar Bay for bunkering.
28.05-26.09.1996: Time chartered to Compagnie Tunisienne de Navigation S.A. - COTUNAV, Tunis. Services: La Goulette to Naples, Valletta, Marseilles, Izmir and Genoa. Unofficially sailed as PRINCE.
26.09.1996: Left La Goulette for Gothenburg.

03.10.1996: Arrived Gothenburg. Laid up.

20-24.02.1997: Trip: Gothenburg-Orkanger-Sørreisa.

28.02-02.11.1997: Service: Hamburg-Harwich.

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.

20.01-16.03.1998: Service: Gothenburg-Harwich/Copenhagen.

24.03-23.05.1998: Service: Hamburg-Harwich.

23.05-10.09.1998: Service: Hamburg-Harwich/Newcastle.

13-14.06.1998: Trip: Harwich-IJmuiden-Hamburg.

26-27.06.1998: Trip: Hamburg-IJmuiden-Harwich.

10.09.1998-18.05.1999: Service: Hamburg-Harwich.

07.12.1998: Cruise on the river Elben to Wischhafenreede.

31.12.1998: Cruise to Helgoland.

18.05-19.09.1999: Service: Hamburg-Harwich/Newcastle.

23.09.1999-02.02.2000: Service: Gothenburg-Kristiansand and Gothenburg-Kristiansand-Newcastle.

05-14.02.2000: Service: Copenhagen-Oslo.

14-19.02.2000: Sailed Oslo-Gothenburg-Kristiansand-Gothenburg-Copenhagen-Oslo-Copenhagen-Gothenburg.

20.02-04.04.2000: Service: Gothenburg-Kristiansand and Gothenburg-Kristiansand-Newcastle.

20.04.2000-27.01.2001: Service: Hamburg-Harwich with calls at Cuxhaven enroute to Harwich.

31.07.2000: Sold to DFDS Seaways A/S, København.

31.12.2000: Cruise to Helgoland.

28.01.2001-20.01.2002: Service: IJmuiden-Newcastle.

01.07.2001: Called at Amsterdam instead of IJmuiden.

05.02.2002-28.11.2003: Service: IJmuiden-Newcastle.

20.10.2003: Sold to Moby S.p.A. (Vincenzo Onorato), Madeira.

27-28.11.2003: Last trip: IJmuiden-Newcastle.

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.

403. **DANA CIMBRIA** 1986 - 2000
2000 - 2001

TOR CIMBRIA

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.
09.1986: Service also: Esbjerg-Harwich.
12.1986: Service: Hamburg-Harwich.
23.08.1988: Transferred to DIS.
08.1988-10.1988: Service also: Bremerhaven-Harwich.
01.12.1990-11.01.1991: Trip: Esbjerg-Emden-Al Jubayl-Esbjerg.
06-29.04.1991: In Tor Line service: Gothenburg/Helsingborg-Felixstowe-Immingham.
23.06-02.08.1991: Trip: Harwich-Al Jubayl-Southampton-Emden-Esbjerg.
30.12.1991: Sold to DFDS A/S, Esbjerg.
02.01.1992: Taken over by her new owner. Service unchanged.
15-26.07.1995: Bridge wings shortened by 1.75m. Equipped with new stern ramp.
1997: Service also: Cuxport (Cuxhaven)-UK.
28.05.1997: Called as the first ship at Strompier in the new Amerikahafen terminal, Cuxhaven.
07-18.09.1997: Trip: Esbjerg-Southampton-Chalkis-Manfredonia.
18.09-10.10.1997: Trip: Manfredonia-Setubal-Vigo-Southampton-Flushing-Setubal-Vigo-Piraeus-Manfredonia.
11-24.10.1997: Trip: Manfredonia-Chalkis-Southampton-Esbjerg-Kalundborg-Esbjerg.
07.1998-01.2002+05.2002-03.2004: Service mainly: Cuxhaven-Immingham.
31.07.2000: Sold to DFDS Tor Line A/S, Esbjerg.
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.

08.2004-23.03.2005: Trip: Dakar-Le Havre-Abidjan-Lome-Santos-Rio Grande-Durban-Montevideo-Rio Grande-Santos-Paranagua-Durban-Rio Grande-Santos-Durban-Rio Grande-Paranagua-Santos-Durban-Santos-Durban-Cadiz.

05.04-06.2005: Service: Zeebrugge-Immingham.

06.2005-01.2006: Service: Fredericia-Copenhagen-Klaipeda.

10.01.2006: While at Fredericia Skibsværft A/S renamed AQUAE.

17.01.2006-04.02.2011: Chartered to LD Lines. Service: La Goulette/Rades-Marseilles.

18.01.2006: First trip from Marseilles.

14.02.2011: Renamed CIMBRIA SEAWAYS.

16.02-25.05.2011: Service: Rosyth-Zeebrygge.

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.

08.11.1973: Delivered to Fährschiff-gesellschaft "PRINZ HAMLET", Kröger, Dr. Prüssmann & Co. (HADAG Seetouristik und Fährdienst AG) as PRINZ HAMLET. Hamburg. Bareboat chartered to Prinzenlinien Schiffahrtsges. m.b.H & Co., Hamburg. Service: Hamburg-Harwich and Bremerhaven-Harwich.

12.11.1973-04.04.1987: Service: Hamburg-Harwich.

1977: Taken over by Fährschiffges. "Prinz Malcolm" Kröger, Dr. Prussmann & Co., Hamburg.

31.12.1981-01.01.1982: Cruise to Helgoland.

31.12.1982-01.01.1983: Cruise to Helgoland.



PRINS HAMLET 22.09.1988 Esbjerg

- 1983:** Taken over by Prinzenlinien Schiffahrtsges.m.b.H. & Co., Hamburg.
- 31.12.1983-01.01.1984:** On New Year cruise anchored at Neuwerke Reede.
- 11-14.09.1984:** Trip: Hamburg-Southampton-Zeebrugge-Harwich.
- 27.09+25.10.1984:** Calls at Cuxhaven enroute to Harwich.
- 28-30.09.1984:** Two trips: Harwich-Zeebrugge.
- 30.09-02.10+22-24.10.1984:** Trips: Harwich-Cuxhaven-Harwich.
- 03.11.1984:** Call at Cuxhaven enroute to Hamburg.
- 31.12.1984-01.01.1985:** New Year cruise anchored at the river Elbe.
- 06-25.03.1985:** Trip: Hamburg-Oslo-Åndalsnes-Tromsø-Dundee-Hamburg.
- 31.12.1985-01.01.1986:** Cruise to Helgoland.
- 01.1986:** Refurbished by Seebeckwerft A.G., Bremerhaven.
- 26-27.09.1986:** At Büsum enroute to Harwich.
- 27-29.09.1986:** Trip: Harwich-Brunsbüttel-Harwich.
- 30.03-01.04.1987:** Trip: Harwich-Cuxhaven-Harwich.

04.04.1987: Last arrival at Hamburg. Service terminated.

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-Göteborg.

17.08.1987-06.10.1987: Service: Esbjerg-Newcastle.

07-12.10.1987: Trip: Newcastle-Bremerhaven-Newcastle-Bremerhaven-Esbjerg.

22-29.10.1987: Trip: Esbjerg-Emden-Newcastle-Bremerhaven-Newcastle-Esbjerg.

21.11.1987-02.03.1988: Service: Esbjerg-Harwich (freight only).

02.03.1988: Left Harwich for Rosslare.

03.03-28.04.1988: Time charter to B&I Line. Service: Rosslare-Pembroke.

11.05-08.06.1988: Service: Esbjerg-Newcastle.

08.06-13.09.1988: Service: Esbjerg-Newcastle and Newcastle-Göteborg.

16-20.09.1988: Two trips: Esbjerg-Harwich.

20.09.1988: Arrived Esbjerg from Harwich on her last trip for DFDS.

22.09.1988: Left Esbjerg for Frederikshavn.

23.09.1988: Arrived Frederikshavn Værft A/S for docking before sale.

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 Żegluga Bałtycka) and renamed NIEBOROW.

1988: Service: Swinoujście-Ystad.

1994: Sold to Polish Baltic Shipping Co., Monrovia.

05.1995: Service: Gdansk-Olexösund and Swinoujscie-Malmö.
04.1997: Service: Copenhagen-Swinoujscie as relief vessel.
01.06.1997: In service: Gdansk-Nynäshamn.
01.1999: Homeport changed to Nassau.
2001: Service: Swinoujscie-Ystad.
10.2002: Sold to Adriatic Lines S.A., Nassau and renamed SVETI STEFAN II.
26.01.2003: Service: Bar-Bari/Ancona.

Still in service.

405. **TOR CALEDONIA** 1988 - 2001

7617735 ■ Twin screw RO/RO cargo vessel ■ 2d ■ 5056gt, 2936nt, 9882dw, 1990: 5983gt, 3495nt, 12200dw, 1990: 14424GT, 4327NT, 12200DW ■ 162.77/145.22x21.04/20.62x7.52/7.10, 1990: 188.76/171.12x21.04/20.62x7.52/7.10 ■ A/S Fredriksstad Mek. Verksted, Fredriksstad, no. 434 ■ 2D 4SA 2x12cyl. (400x460), Pielstick 12PC2V-400, 12000bhp, 18.5kn., Lindholmen Motor AB, Gothenburg ■ TEU: 453, 1990: 610

21.05.1976: Ordered.

21.10.1976: Keel laid.

28.02.1977: Launched and towed to A/S Framnæs Mek. Verksted, Sandefjord, no. 189 for fitting out.

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.
28.07.1982: Driven ashore with both anchors down during storm.
Same day pulled off by YORKSHIREMAN (686/1978).
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.
1984: Transferred to Midland Bank, London.
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.
19.12.1988: Sold to DFDS A/S, København.
23.12.1988: Taken over in Rotterdam.
26.12.1988-06.01.1989: Trip: Den Helder-Dundee-Mo i Rana-Sørreisa-Harstad-Mo i Rana-Åndalsnes-Gothenburg.
01.1989-07.1990: Service mainly: Gothenburg-Felixstowe/Immingham and Immingham-Rotterdam.
28.04.1989: Transferred to DIS.
16.07-21.08.1990: Lengthened 26 m by Flensburger Schiffsbau-Gesellschaft, Flensburg.
23.08.1990: Returned to service.
08.1990: Service also: Gothenburg Ghent.
09.1990+11.1990: Service also: Helsingborg-Gothenburg-Felixstowe-Immingham-Rotterdam.
01.10-11.11.1990: Trip: Bremerhaven-Al Jubayl-Helsingborg.

04.12.1990-12.01.1991: Trip: Emden-Al Jubayl-Harwich.
01.1991-31.05.1993: Service: Gothenburg/Helsingborg-Harwich/Felixstowe, Gothenburg-Ghent/Felixstowe and Rotterdam-Immingham.
29.03-09.05.1991: Trip: Harwich-Al Jubayl-Marchwood (Southampton).
10.03-02.04.1992: Trip: Immingham-Mo i Rana-Åndalsnes-Tromsø-Dundee-Den Helder-Plymouth-Immingham.
14.09-22.10.1992: Trip: Immingham-Zeebrugge-Tekirdag-Zeebrugge-Immingham.
01.1993: Service also: Esbjerg-Harwich.
29.05.1993: Last call at Felixstowe.
01.06.1993-04.2001: Service: Gothenburg-Harwich/Immingham-Rotterdam.
10.1993-05.1994: Service also: Gothenburg-Ghent.
01.1994-19.08.1995: Also calling at Helsingborg.
11.1998: Service: Gothenburg-Harwich. Chartered to Stena Tor Line HB together with STENA GOTHIA.
31.07.2000: Sold to DFDS Tor Line A/S, København.
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.

25.09.2001: Sold to Locat S.p.A., Cagliari.
04.11-13.11.2001: Delivery voyage: Gothenburg-Leghorn.
14.11.2001: Taken over at Leghorn and renamed STRADE GIGANTE. Service: Genoa/Voltri-Palermo/Termini Imerese (Sicily) and Civitavecchia-Palermo/Termini Imerese.
2005: Manangers 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.

16.09.2012: Beached for demolition.



TOR CALEDONIA 27.09.2001 Gothenburg

406. QUEEN OF SCANDINAVIA 1990 - 2010
PRINCESS MARIA 2010 - 2013

7911533 ■ Twin screw passenger and car ferry ■ 3d ■ 25940gt, 14015nt, 3898dw, 1994: 33575GT, 17227NT ■ 166.10(BB)/149.99x29.04/28.40x9.10/6.72 ■ 2000: 34093GT, 17471NT, DW ■ 168.05(BB)/154.70x31.26/28.40x14.65/6.72 ■ Oy Wärtsilä Ab, Perno Varv, Turku, no. 1251 ■ 4D 4SA 4x12cyl. (400x460), Pielstick 12PC2V-5V, 31200bhp, 22kn ■ Passengers: 2000, 2000: 1638 ■ Cars: 480, 2000: 360



QUEEN OF SCANDINAVIA 05.10.1999 Copenhagen

22.05.1979: Ordered. Contract Price: 235 m.FIM.

18.02.1980: Keel laid.

25.07.1980: Launched at Perno. Completed at Turku.

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.

01.04.1981-05.1990: Service: Helsinki-Stockholm, operated by Silja Line AB.

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.

19.02.2000: In service: Copenhagen-Helsingborg-Oslo.
31.07.2000: Sold to DFDS Seaways A/S, København.
26.06.2001: Last arrival to Copenhagen from Oslo.
28.06.2001-2007: Service: IJmuiden-Newcastle- IJmuiden.
30.06.2001: Promotion trip: IJmuiden-Amsterdam.
01.11.2001: Anniversary cruise: IJmuiden-Amsterdam on the North Sea Canal's 125th anniversary. Chartered by the Dutch Ministry for Transport and Public Works.
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.
29.05.2007-01.09.2008: Service mainly: Bergen-Haugesund-Stavanger-Newcastle.
29.12.2007-01.01.2008: New Year cruise: Bergen-Copenhagen.
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.
26.01.2010: Charter and crewing agreement with Inflat World Wide Cruise and Ferry Ltd., Marshall Islands.
29.03.2010: Bareboat chartered to Princess Maria Ltd. Homeport changed to Valletta and renamed PRINCESS MARIA.
15.04.2010-15.04.2013: Charter period.
18.04.2010: Sailed Fredericia Skibsværft, Fredericia for Helsinki.
23.04.2010: Service: Helsinki-Kronstadt/St. Petersburg.

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.

407. **TOR BRITANNIA** (II) 1992 - 1999
BELGIA 1999 - 2003

TOR

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).



TOR BRITANNIA 10.12.1998 Gothenburg.

1989: Sold to Compagnie de Transports Maritimes par Rouliers (C.T.M.R.) (The Maersk Company Ltd.), Nassau and renamed MAERSK KENT. Chartered for service: Dartford-Zeebrugge.

10.07.1992: Sold to Tor Line AB, Göteborg.

23.12.1992: Taken over and renamed TOR BRITANNIA at Newcastle.

02-23.01.1993: Trip: Gothenburg-Felixstowe-Southampton-Granvin-Plymouth-Lærdal-Åndalsnes-Gothenburg.

31.01-03.04.1993: Service: Gothenburg-Felixstowe/Harwich-Immingham and Immingham-Rotterdam.

03.04.1993-02.03.1995: Service mainly: Gothenburg-Ghent, Gothenburg/Helsingborg-Immingham-Harwich and Immingham-Rotterdam.

02.1994: Building of a new midbody commenced at Bruces Verkstad AB, Landskrona.

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.

17.07.1994: Cut in two. Forward part towed out of the dock.

28.08.1994: Sailed Horten. Service: Gothenburg-Ghent.

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.

21.12.1998: Renamed TOR BELGIA to relieve the name TOR BRITANNIA for a newbuilding.

1999: Hoistable decks for cars fitted in the lower hold.

04.05.1999-24.09.2004: Service mainly: Gothenburg-Ghent.

05.2003: Calls at Brevik started.

29.07-19.08.2001: Service also: Oslo-Brevik-Kristiansand-Rotterdam-Immingham.

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.

25.09-31.10.2004: Service: Gothenburg-Copenhagen-Gdansk.

01.11.2004-12.2005: Chartered to Compania Trasmediterránea S.A., Madrid. Service mainly: Cadiz-Canary Islands.

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.

20-26.03.2006: Service: Gothenburg-Immingham.

22.08.2006: Homeport now Göteborg.

09.2006: Manager now OSM Ship Management AB.
17-25.09.2008: One trip: Bremerhaven-Barcelona.
09.2008-31.03.2010: Charter to COTUNAV for service:
 Marseilles/Genoa-Rades/La Goulette.
31.03.2010: Charter to DFDS terminated at Rades.
05.2010: Sold to Astonville Properties SA, Panama and renamed
 DUBAI GATE.

20.07.2010: Arrived Alang for demolition.
25.07.2010: Beached.



TOR BELGIA 02.10.2004 Copenhagen

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

BRIT DANIA 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,

6555NT, 15600DW ■ 193.55(BB)/184.61x25.07/25.01x15.42/7.744 ■
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 Française 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.

1989: Sold to Compagnie de Transports Maritimes par Rouliers
(C.T.M.R.) (The Maersk Company Ltd.), Nassau and renamed
MAERSK ESSEX. Service: Dartford-Zeebrugge.

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

22.02-18.03.1993: Trip: Esbjerg-Lærdal-Plymouth-Granvin-
Southampton-Harstad-Sørreisa-Dundee-Plymouth-Esbjerg.

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.

19-27.03.1994: Trip: Esbjerg-Sørreisa-Southampton-Harwich.

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.

13.05.2000-31.03.2001: Service mainly: Gothenburg-Ghent.

31.07.2000: Sold to DFDS Tor Line A/S, København.

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.

16.07-01.09.2002: Occasionally in service: Gothenburg-Immingham.

18.11-01.12.2002: Service also: Esbjerg-Immingham.

17.09.2003: Sold to Seaheron A/S, (OSM Sea Partner AB), Göteborg.



TOR DANIA 06.09.1994 Esbjerg



TOR DANIA 23.10.1997 Gothenburg

21.10.2003: Taken over by her new owner. Chartered back to DFDS Tor Line AB.

05-23.05.2004: Service: Immingham-Rotterdam.

25.05.2004-31.08.2008+30.09.2009-08.03.2009: Service: Cuxhaven-Immingham.

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.

01-27.09.2008: Service: Rotterdam-Immingham.

01.2009-06.03.2009+31.03-30.06+11.09-18.12.2009: Service: Cuxhaven-Immingham.

06.03-31.03.2009: Trip: Immingham-Oslo-Uthaug-Orkanger-Fredrikstad-Cuxhaven.

30.06-11.08.2009: Trip: Immingham-Esbjerg-The Suez Canal-Fujairah-Djibuti-The Suez Canal-Cuxhaven.

02.07-14.09.2009: Trip: Esbjerg-Fujairah-Emden-Souda Bay-Thessaloniki-Cuxhaven.

20.08-10.09.2009: Trip: Cuxhaven-Emden-Souda Bay-Cuxhaven.

19-24.12.2009: Trip: Immingham-Antwerp-Maasvlakte-Immingham-Maasvlakte-Cuxhaven.

01.2010-02.05.2012: Charter to DFDS terminated. **01.06.2012:** Renamed DANIA.

28.11.2012: Arrived off Alang.

04.12.2012: Beached.

11.12.2012: Reported as broken up.

8917613 ■ 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

28.09.1989: Ordered by Swed-Link AB, Malmö. Contract price
about: 125 m.USD.

28.04.1990: Keel laid.

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.

23.07.1994: Sailed Bremerhaven.

24.07.1994: Arrived Helsingborg for testing of ramps.

25.07.1994: Arrived Copenhagen.

26.07.1994: Naming ceremony at Copenhagen.

26.07.1994: In service: Copenhagen-Helsingborg-Oslo.

21.04.1996: Presented to the public at Copenhagen.

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.

31.07.2000: Sold to DFDS Seaways A/S, København.

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.

15.10.2006: Service: Copenhagen-Oslo.

10.12.2011: Bow door permanently closed (welded).

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.



CROWN OF SCANDINAVIA 26.07.1994 Copenhagen

410. **KING OF SCANDINAVIA (II) 1994 - 2002**

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 Ostania (1%)] (Rederi AB Ragne, Västervik.

05.1974: Introduction trips to Trave-münde, 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.

14.09.1981: In bareboat charter to Stena Line. Berth capacity increased by 78.

1981-1987: Service: Gothenburg-Kiel. During summer seasons also service Gothenburg-Frederikshavn.

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.

04.1987: In summer in charter to COTUNAV, Tunis. Service: La Goulette-Marseilles/Genoa.

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.

1988: For a short time in service: Gothenburg-Frederikshavn-Moss.

05.1989: Sold to Scandinavica Ltd. (Northern Marine Management Ltd.), Nassau and renamed TARAK L.

03-10.1989: Chartered to COTUNAV, Tunis. Service: La Goulette-Marseilles/Genoa.

11.1989: Sold to Norway Line Invest K/S (Norway Line Invest A/S), Sandefjord. Renamed SCANDINAVICA.

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

11.1989-26.03.1990: Accommodation rebuilt by Kristiansands mek. Verksted A/S. A duck tail fitted.

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.

1991: Service: Bergen-Stavanger-Amsterdam terminated.

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

11.08.1994: Sold to DFDS A/S, Esbjerg.

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

03.09.1994: Left Bergen for Esbjerg arriving the next day.

09.12.1994-02.01.1995: Refurbished by Fredericia Skibsværft A/S.

02.01.1995: Left Fredericia for Esbjerg. Laid up.

09.02.1995: Transferred to DIS.

16.02-13.03.1995: Trip: Esbjerg-Kalundborg-Valneset-Kristiansand-Klampeviken-Åndalsnes-Stamnessundet-Veøyfjorden-Molde-Veøyfjorden-Hanefluin-Stamnessundet-Gjerdevika-Vågsbogen-Hennefjorden-Trondheim-Valneset- Kalundborg-Esbjerg.

03-07.04.1995: Service: Esbjerg-Harwich.

10.04-31.10.1995: Service: Hamburg-Newcastle and Esbjerg-Newcastle.

24.05.1995: Called at Cuxhaven instead of Hamburg.

07-11.06.1995: At Esbjerg due to engine repairs.

31.10.1995: Arrived Esbjerg. Laid up.

28.03-30.10.1996: Service: Hamburg-Newcastle and IJmuiden-Newcastle.

31.10.1996: Passed the Kiel Canal for Kalundborg.

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.

09.05-14.06.1997: Service: Hamburg-Newcastle and IJmuiden-Newcastle.

15.06-02.07.1997: At Esbjerg for outfitting.

02.07.1997: Left Esbjerg for La Goulette. Chartered to COTUNAV, Tunis.

09.07.1997: Arrived La Goulette.

11.07.1997: Service: La Goulette-Palermo, Marseilles, Naples, Genoa, Toulon-Bizerte, Sfax and Toulon.

11.09.1997: Arrived Marseilles. Handed back to DFDS A/S.

11.09.1997: Left Marseilles for Esbjerg.

17.09.1997: Arrived Esbjerg.

24-28.09.1997: Trip: Esbjerg-Vlissingen-Harwich-Zeebrugge-Immingham-Esbjerg.

02-03.11.1997: Trip: Esbjerg-Hamburg- IJmuiden.

03.11.1997-03.04.1998: Service: IJmuiden-Newcastle.

23.11.1997: Moonlight cruise from IJmuiden.

07.12.1997: Cruise from IJmuiden.

18.12.1997: Called at Harwich instead of Newcastle due to heavy weather.

03-04.04.1998: Sailed IJmuiden for Esbjerg for outfitting.

26.04.1998: Left Esbjerg for La Goulette via Cuxhaven. Chartered to COTUNAV, Tunis.

08.05.1998: Arrived La Goulette.

11.05.1998: Service: La Goulette-Marseilles, Genoa and Sète.

10.09.1998: Arrived Marseilles. Handed back to DFDS A/S.

11.09.1998: Left for Esbjerg.

17.09.1998: Arrived Esbjerg.

19.10-06.11.1998: Service: Esbjerg-Harwich.

10-28.11.1998: Trip: Esbjerg- Southampton-Eemshaven-IJmuiden-Amsterdam-Southampton-Esbjerg.

28.11.1998: Laid up at Esbjerg.

08.01-26.02.1999: Service: IJmuiden-Newcastle.

27.02.1999: Arrived Esbjerg. Laid up.

22.04.1999-28.01.2001: Service: IJmuiden-Newcastle.

01-07.09.1999: At IJmuiden for engine repairs.

31.07.2000: Sold to DFDS Seaways A/S, København.

16.02-24.06.2001: Service: IJmuiden-Newcastle.

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.

09.05.2002: Arrived Ancona. Service: Ancona-Çesme. In the high seasons also: Brindisi-Çesme.

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.



KING OF SCANDINAVIA 06.09.1994 Esbjerg

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” Zakłady Urządzeń Technicznych, Swietochlowice,
Poland

23.12.1977: Keel laid for aft part.

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.

01.02.1979: Delivered to AB Skärhamns Oljetransport (Vilgot Johansson (48%), **Lars Johansson and children (52%)**), **Skärhamn. Chartered to ROTO Line. Service:** Walhamn-Felixstowe-Ghent-Oslo. Occasionally called at Grangemouth, Hull, Immingham, Zeebrugge and Halmstad.

12.1979: Service for OT North Africa Line: Venice-Tripoli-Bengazhi occasionally called at Misurata and Bari.

03.1980-11.1980: Service for OT Africa Line: Felixstowe-Rotterdam-Zeebrugge-Le Havre-Bilbao-Dakar-Monrovia-Lagos-Warri-Tema-Abidjan.

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.

18.01.1983: Left Rio Grande for Europe.

19.02.1983: Arrived Rotterdam. Laid up.

09.1983: Service: Walhamn-Esbjerg-Felixstowe.

18.10.1983: Arrived Gothenburg. Laid up.

11.1983-06.1984: Time chartered for service: Malmö-Travemünde.
09.1984: Trip: Finland-Mediterranean. Then service: Venice-Tripoli-Bengazhi.
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.



DANA HAFNIA 06.12.1996 off Fredericia

07-17.03.1988: Chartered to Ugland All Car Carriers.
17-31.03.1988+21.08.1988-31.03.1989: Time chartered by Kent Line Ltd. (The Maersk Company Ltd.) for service: Dartford-Zeebrugge.

31.03-14.07.1988: Chartered to Flota Suardiaz for service: Continent-Spain.

14-20.07.1988: Chartered to Cobelfret.

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.

01.04.1989-14.04.1990: Chartered to The Maersk Company Ltd., London for service: Dartford-Zeebrugge.

31.12.1989: Vendila Rederi AS, Rungsted became sole owner.

21.05.1990-30.08.1991: Chartered to Olau Line for service: Sheerness-Flushing.

12.1990-01.1991: Relet to DFDS A/S for service: Harwich-Hamburg/Esbjerg.

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.

04.10.1991-04.01.1992: Service: Marseilles-Tunis chartered by Sudcargo.

04-25.01.1992: Chartered for service: Marseilles-Morocco.

07-12.02.1992: Trip: Genoa-Marseilles-Tunis-Marseilles.

12-16.02.1992: Chartered to Lineas Maritimas Espanolas for one trip: Barcelona-Leghorn.

18.02-05.1992: Chartered by Karageorgis Line for service: Patras-Ancona.

05.1992-08.1992: Trip: Mediterranean-Suez-Cambodia-Manilla-Mediterranean.

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.

12.10.1994-29.05.1995: Service: Rotterdam-Immingham and Gothenburg-Immingham/Harwich.

29.05-18.07.1995: Service: Esbjerg-Harwich and Esbjerg-Immingham/North Shields

19.07-19.08.1995: Trip: Esbjerg-Lobito-Southampton.

28.08-15.10.1995: Service mainly: Cuxhaven-Immingham.

16-21.10.1995: Service: Zeebrugge-Immingham chartered to Cobrelfret.

02-14.11.1995: Trip: Hull-Montoir-Flushing-Santander-Newport-Flushing-Hull.

15-28.11.1995: Trip: Hull-Montoir-Flushing-Rotterdam-Vigo-Santander-Flushing-Montoir.

28.11-15.12.1995: Trip: Montoir-Vigo-Southampton-Zeebrugge-Sørreisa-Larvik-Montoir.

19.12.1995-13.04.1996: Service: Esbjerg-Harwich/Immingham.

13.04-03.06.1996: Trip: Harwich-Plymouth-Hampton Roads-Morehead City- Southampton.

05.06.1996-06.07.1998: Service: Cuxhaven-Immingham.

07.07-23.08.1998: Service mainly: Esbjerg-Harwich/Immingham.

29.08-12.12.1998: Service: Purfleet-Zeebrugge and Zeebrugge-Immingham (Cobrelfret charter).

15.12.1998-06.05.1999: Service mainly: Oslo-Herøya-Kristiansand-Zeebrugge-Rotterdam.

08-17.05.1999: Service: Cuxhaven-Immingham.

25.05-07.06.1999: Service: Esbjerg-Immingham.

09.06-11.07.1999: Service: Gothenburg-Immingham.

19.07-09.08.1999: Trip: Esbjerg-Thessaloniki-Rotterdam.

10.08-12.09.1999: Service mainly: Oslo-Herøya-Kristiansand-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.

24.09-29.10.1999: Service: Aarhus-Kalundborg. Service terminated after the owner went bankrupt.

03.11.1999: Taken over by DFDS A/S, proceeding to Esbjerg for lay up.



DANA HAFNIA 08.12.1999 Esbjerg

30.11.1999: Renamed DANA HAFNIA and transferred to DIS.

15-29.12.1999: Service: Esbjerg-Harwich/Immingham.

01.01-04.03.2000: Service: Oslo-Brevik-Kristiansand-Felixstowe.

07.03-10.08.2000: Service mainly: Gothenburg-Harwich.

31.07.2000: Sold to DFDS Tor Line A/S, Esbjerg.

22-29.08.2000: Chartered to Bornholms-Trafikken A/S. Six trips: Køge-Rønne.

06.10-20.11.2000: Service: Gothenburg-Harwich.

23.11-28.12.2000: Trip: Esbjerg-Massawa-Fredericia.

29.12.2000-14.04.2001: Service: Fredericia-Copenhagen-Klaipeda.

05.01.2001: Renamed TOR HAFNIA at Fredericia.



TOR HAFNIA 10.02,2001 Copenhagen

16.03.2001: Sold to STRADEBLU S.r.l., Cagliari.

16-20.04.2001: Docked at Cityvarvet, Gothenburg.

23.04.2001: Left 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.

20.01.2012: Arrived Alang for demolition.

24.01.2012: Reported as broken up.



TOR HAFNIA 14.04.2001 Fredericia

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.

20.12.1982: Manager now AB Grundstenen nr. 10697.

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.

11-13.10.1988: Trip: Gothenburg-Rotterdam.

15-18.10.1988: Trip: Gothenburg-Felixstowe-Rotterdam.

18.10.1988-19.01.1993: Services Rotterdam-Immingham, Gothenburg-Felixstowe-Rotterdam, Gothenburg-Immingham, Gothenburg-Ghent and Gothenburg-Felixstowe-Immingham.

19-23.05.1989: Trip: Gothenburg-Felixstowe-Chatham-Rotterdam.

21-24.01.1990: Trip: Gothenburg-Ghent-Immingham.

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.

21-24.09.1990: Trip: Helsingborg-Felixstowe-Rotterdam.

17-21.05.1991: Trip: Helsingborg-Felixstowe-Immingham.

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.

16-20.07.1992: Trip: Immingham-Helsingborg-Immingham.

17.05.1994: Service: Immingham-Rotterdam-Immingham and Gothenburg-Harwich-Rotterdam.

06.1994: Service: Gothenburg-Immingham-Gothenburg.



TOR GOTHIA 08.02.2000 Oslo

10.1994: Service: Gothenburg-Ghent-Gothenburg and Gothenburg-Harwich-Gothenburg.

27.03-07.04.1995: Service: Gothenburg-Immingham-Helsingborg-Immingham-Helsingborg and later Helsingborg-Immingham.

10-15.04.1995: Service: Immingham-Rotterdam-Immingham-Helsingborg.

15-20.04.1995: Service: Helsingborg-Immingham-Gothenburg.

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.

02.11.1998: Sold to TOR Line Ltd. (Northern Marine Management), Grimsby. Bareboat chartered to TOR Line AB for 25 months.

12.1998: Service: Oslo-Larvik-Rønningen-Kristiansand-Immingham.

01.1999: Service: Oslo-Frederikstad/Larvik-Kristiansand-Felixstowe-Immingham.

02.1999: Service: Oslo-Herøya/Rønningen-Kristiansand-Hamburg.

24.08-26.09.1999: Service: Oslo-Brevik-Kristiansand-Immingham-Felixstowe.

28.09-18.10.1999: Service: Gothenburg-Harwich-Gothenburg.

18.10.1999: Left Harwich for Rotterdam.

19-21.10.1999: Trip: Rotterdam-Brevik-Oslo.

21.10.1999-02.03.2000: Service: Oslo-Brevik-Kristiansand-Immingham-Felixstowe.

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

04.03-07.2000: Service: Oslo-Brevik-Kristiansand-Rotterdam.

30.03.2000: Taken over by new owner in Rotterdam.

07.2000-06/07.2001: Service: Oslo-Brevik-Kristiansand-Immingham-Rotterdam.

07.2001-02.2002: Service: Rotterdam-Immingham.

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

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

06.2004: Sold to Ulusoy Martı Ro-Ro Isletmeleri A.S. (Ulusoy Sealines Management S.A.) Istanbul and renamed ULUSOY-6.

06.01.2014: Arrived Aliaga.

07.01.2014: Demolition commenced by Sok Gemi Sokum Ltd.



TOR GOTHIA 24.10.2002 Immingham

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.

13.10.1995: Launched.

25-26.05.1996: Trials.

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.

12.06.1996: Arrived Esbjerg.

13.06.1996: Service: Esbjerg-Harwich and Esbjerg-Immingham.

24.05-20.07.1999: Two trips: Southampton-Corpus Christi.

01.12.2000: Arrived Blohm + Voss, Hamburg. Flume tanks fitted on board.

14.12.2000: Sold to DFDS Tor Line A/S (Norway), Oslo and renamed TOR FUTURA.

29.12.2000: Sailed Hamburg for Esbjerg.

31.12.2000. Arrived Esbjerg.

03.01.2001: Back to service.

20.04.2001: Transferred to DIS.

04-11.01.2002: Trip: Harwich- Southampton-Teesport-Granvin-Harwich.

15.04.2002: Sold to DFDS Tor Line A/S, Esbjerg.

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).

22.02.2004: Homeport changed to Douglas. Manager now: Eaglehurst Ship Management Limited.

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.

07.08-23.09.2004: Trip: Burnie-Masan-Barcelona-Rotterdam.

24.09-24.10.2004: Trip: Rotterdam-La Pallice-Abidjan-Toulon.

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

27.11.2004-16.01.2005: Chartered for service: La Goulette/Rades-Genoa/Marseilles/Barcelona.

30.01-09.02.2005: Chartered for service: Purfleet-Zeebrugge/Rotterdam.

12.02-20.03.2005: Trip: Rendsburg-Bodø-Sørreisa-Namsos-Sørreisa-Bodø-Rendsburg.

27.03-17.05.2005: Trip: Southampton-Umm Qasr-Emden.

07-14.06.2005: Service: Fredericia-Copenhagen-Klaipeda.

17.06-26.07.2005: Trip: Fredericia-Rio Grande-Doha.

15-28.08.2005: Service: Cuxhaven-Immingham.

31.08-21.09.2005: Trip: Emden-Souda bay-Emden.

22.09-22.10.2005: Trip: Emden-Zee-brugge-Aqaba-Dar es Salaam-Aqaba.

23.10.-04.11.2005: Trip: Aqaba-Limassol-Souda Bay-Southampton.

05.11-02.12.2005: Trip: Southampton-Bremerhaven-Emden-Flushing- Southampton-Uddevalla-Hamburg-Casablanca-Alexandria-Lattakia-Beirut.

17-31.01.2006: Service: Fredericia-Copenhagen-Klaipeda.

02.02.2006: Sold to DFDS Lys-Line Rederi AS, Esbjerg.

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.

01-31.03.2006: Trip: Rotterdam-Kalundborg-Sørreisa-Hammerfest-Ramsund-Bogen-Millbay-Sørreisa-Harstad-Ramsund-Southampton.

03-16.04.2006: Chartered by Cobelfret for service: Purfleet-Zeebrugge.

17-29.04.2006: Service: Esbjerg-Harwich.

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.

22.06-13.07.2006: Trip: Flushing-Southampton-Esbjerg-Rota-Casablanca-Las Palmas-Sao Vicente-Emden.

14.07-15.08.2006: Service: Cuxhaven-Immingham and Immingham-Rotterdam.

28.08-01.10.2006: Chartered for service: Montoir-Vigo.

01.10-24.11.2006: Trip: Vigo-Southampton-Port William-East Grove (the Falkland Islands)-Southampton-Flushing.



DANA FUTURA 21.05.2000 Esbjerg

24.11.2006-03.01.2007: Trip: Flushing-Southampton-Antwerp-Luanda-Owendo-Emden.

03.01-07.03.2007: Trip: Emden-Cuxhaven-the Suez Canal-Shuaiba-the Suez Canal-Aalborg.

08.03-20.05.2007: Trip: Aalborg-Szczecin-the Suez Canal-Fujairah-Karachi-Monrovia-Cotonou-Zeebrugge-Maasvlakte.

21.05-26.06.2007: Service: Maasvlakte/Rotterdam-Immingham.

02-16.07.2007: Service: Esbjerg-Immingham.

17.07-02.08+02-10.10.2007+26.05-03.06.2008: Service: Cuxhaven-Immingham.

13.08-08.09.2007: Trip: Cuxhaven-Rendsburg-Elbehaven-Souda Bay-Limassol-Thessaloniki-Emden-Esbjerg.

11-24.09-2007: Trip: Esbjerg-Emden-Cuxhaven-Immingham-Cuxhaven-Immingham-Uthaug-Wilhelmshaven-Cuxhaven.

10-31.10.2007: Trip: Immingham-Eemshaven-Souda Bay-Cuxhaven.

31.10-09.11.2007: Cuxhaven-Rendsburg-Norrköping-Luleå-Cuxhaven.

10-15.11.2007: Trip: Cuxhaven-Vigo-Casablanca-Valencia.

16.11.2007-19.02.2008: Chartered to Trasmediterranea for service: Valencia-Palma de Mallorca-Ibiza-Barcelona.

20-25.02.2008: Trip: Palma de Mallorca-Alicante-Oran-Zeebrugge.

25.02-16.03.2008: Chartered for service: Zeebrugge-Hull.

26.03-26.05.2008: Trip: Cuxhaven-Emden-the Suez Canal-Abu Dhabi-Jeddah-the Suez Canal-Tripoli-Falmouth (docking)-Immingham.

04-29.06.2008: Trip: Immingham-Antwerp-Misurata-Limassol-Lattakia-Beirut-Alexandria-Immingham-Emden.

30.06-18.09.2008: Trip: Emden-Panama Canal-Jinhae-Shanghai-the Suez Canal-Misurata-Gioia Tauro-Antwerp-Immingham.

19.09-10.10.2008: Trip: Immingham-Limassol-Beirut-Alexandria-Piraeus-Immingham.

13.10-11.11.2008: Trip: Immingham-Hamburg-Antwerp-Alexandria-Limassol-Beirut-Lattakia-Volos-Alexandria-Immingham.

11.11-14.12.2008: Trip: Immingham-Hamburg-Antwerp-Tripoli-Misurata-Limassol-Beirut-Lattakia-Alexandria-Rotterdam-Immingham-Cuxhaven.

01.01-28.02.2009: Trip: Cuxhaven-Zeebrugge-Cotonou-Brest-Zeebrugge.

02.03-04.04.2009: Trip: Zeebrugge-Rønne-Kalundborg-Fredrikstad-Bodø-Bogen-Sørreisa-Bogen-Sørreisa-Kalundborg-Rønne-Cuxhaven.

24.06-01.07.2009: Service: Cuxhaven-Immingham-Antwerp-Maasvlakte.

01.07.2009-30.01.2010: Trip: Maasvlakte-Emden-Panama Canal-Jinhae-Shanghai-the Suez Canal-Algier-Mombasa-Port Sudan-Djibuti-Port Sudan-Mombasa-Cuxhaven.

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.

11.05-23.12.2010+01.02-05.03+30.03-08.04+19.07-08.11.2011+25.11.2011-07.01.2012: Service: Cuxhaven-Immingham.

10-31.01.2011: Service: Zeebrugge-Rosyth.

2011: Name of owner now DFDS Logistics Rederi AS, Esbjerg.

06-15.03.2011: Trip: Immingham-Eemshaven-Larvik-Bogen-Sørreisa-Cuxhaven.

19.04.2011: Renamed ARK FUTURA.

28.05-12.07.2011: Trip: Cuxhaven-Immingham-Zeebrugge-Cork-Beirut-Bourgas-Souda Bay-Zeebrugge-Cuxhaven.

13-23.11.2011: Trip: Cuxhaven-Drammen-Sørreisa-Cuxhaven.

07-14.01.2012: Trip: Immingham-Cagliari.

14.01.2012-09.12.2013: Chartered to Grandi Transporti Marittimi for service: Cagliari-Vado Ligure.

10-14.12.2013: Trip: Cagliari-Limassol.

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.

23.06-20.07.2014: Trip: Lattakia-Gioja Tauro-Southampton-Hamina.

11-20.08.2014: Trip: Remontowa Ship-yard, Gdansk-Marseilles.

21.08-24.12.2014: Service: Marseilles-Rades/La Goulette.

25.12.2014-10.02.2015: Trip: Rades-Port Said-the Suez Canal-Port Sudan-Conakry-Freetown-Monrovia-Las Palmas (docking)-Rades.

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.
18.08-26.10.2015: Trip: Fayard, Lindø-Travemünde-Souda Bay-Rotterdam-Emden-Sagunto-Souda Bay-Travemünde.
27.10-25.11.2015: Trip: Travemünde-Bilbao-Zeebrugge-Sagunto-Emden-Esbjerg.
30.11-06.12.2015: Service: Esbjerg-Immingham.
10-12.12.2015: Trip: Esbjerg-Vlaardingen-Felixstowe-Vlaardingen.
12.12.2015-09.01.2016: Service: Vlaardingen-Immingham.
09-11.01.2016: Trip: Vlaardingen-Zeebrugge.
11.01-09.02.2016: Service: Zeebrugge-Rosyth.
09.02.2016: Trip: Zeebrugge-Vlaardingen.
09-20.02.2016: Service: Vlaardingen-Felixstowe.
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.



TOR FUTURA 08.06.2005 Copenhagen

414. **DANA MINERVA** (III) 1998 - 2001 **TOR MINERVA**
 2001 - 2003

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,
 Oskarshamn, 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-Rederierne), Skärhamn as BANDAR ABBAS EXPRESS.

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

26.01.1980: Calls at Iranian ports terminated. Renamed SAUDI EXPRESS.

20.01.1982: Arrested after owner went bankrupt. Released shortly after. Continued trading.

17.08.1983: Renamed JOLLY AVORIO for time charter to Ignazio Messina & Co S.p.A., Genoa for six months.

29.01.1986: Renamed SAUDI EXPRESS.

14.10.1986: Sold to Bow Marine Ltd., Georgetown. Price: 4.125 m.USD.

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.

18.08.1998: Sold to DFDS A/S, Esbjerg.

18.08.1998-13.08.2002: Taken over at Horten. Renamed DANA MINERVA. Service Esbjerg-Immingham/Harwich.

27.07-17.08.1999: Trip: Esbjerg-Thessaloniki-Rønne-Aalborg.

17-26.03.2000: Trip: Esbjerg-Bergsneset-Bodø-Fredericia.

31.07.2000: Sold to DFDS Tor Line A/S, Esbjerg.

05.01.2001: Renamed TOR MINERVA.

01.06-12.09.2001: Service: Oslo-Brevik-Kristiansand-Immingham-Rotterdam.

13.09-09.10.2001: Trip: Emden-Split-Teesport-Emden.

11.10-05.11.2001: Trip: Emden- Southampton-Thessaloniki-Marchwood (Southampton)-Emden.

13.08.2002-28.01.2009: Service: Immingham-Rotterdam.

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.

19.12.2007: Sold to CS&P RORO I KS (GHS Global Hanseatic Shipping GmbH), Oslo.

28.01-13.08.2009: Charter to Sea-Cargo & G.H.S. Global Hanseatic Shipping GmbH & Co. KG for service: Amsterdam-Esbjerg-Norway.

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 -

SELANDIA

9157284 ■ 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

30.04.1996: Ordered by Tor Line AB. According to contract to be delivered 30.04.1998.

03.12.1997: Keel laid.

28.03.1998: Naming ceremony.

10.04.1998: Launched.

10-13.08.1998: Trials from Ancona to Fincantieri Shipyard, Trieste.
Trials not approved by Tor Line AB.

10.09.1998: Contract transferred to DFDS Tor Line AB, Göteborg.

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.

13.11.1998: Arrived Ancona.

11.1998: Builder gave up completing the ship.

03.12.1998: Delivered incomplete and very much delayed to DFDS Tor Line AB, Göteborg.

04.12.1998: Left Ancona for Fredericia.

12.12.1998: Arrived Fredericia Skibsværft A/S and was completed.

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.

14.06-09.07.2004: Service: Gothenburg-Immingham.

10.07.2004-06.01.2005: Service: Gothenburg-Brevik-Ghent.

11.01.2005: Service: Gothenburg-Harwich.
01.07.2005-02.01.2013: Service: Gothenburg-Tilbury.
02.2007-08.2007: Some calls at Zeebrugge.
13-29.06.2008: Service temporarily: Esbjerg-Immingham.
30.06-14.07.2008: Service temporarily: Gothenburg-Ghent.
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.
12.03-04.04.2013: Service: Immingham-Esbjerg.
13.04-14.07.2013: Service: Cuxhaven-Immingham.
16-17.07.2013: One trip: Immingham-Vlaardingen.
11.08-09.09.2013: Scrubber installed at Remontowa Shipyard, Gdansk.
27-30.06.2014: One trip: Vlaardingen-Calais-Immingham-Vlaardingen.
01.07.2014-24.08.2015+05.10.2015-09.02.2016: Service: Vlaardingen-Felixstowe.
24.08-04.10.2015: Service: Immingham-Cuxhaven.
09-19.02.2016: Service: Vlaardingen-Immingham.
21.02.2016: Service now: Vlaardingen-Felixstowe.
12-26.06.2016: Dry docked at Bremerhaven. New hull colour.

In the present fleet.



TOR SELANDIA 18.08.2003 Gothenburg

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, Zakłady Przemysłu 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.

28.12.1976: Keel laid.

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: Walhamn-Immingham-Bremerhaven-Caen-Umm Said-Dubai-Bandar Abbas-

Bandar Shapour-Damman-Abu Dhabi-Karachi.

1980: Calls at Iranian ports were terminated.

09.09.1981: Renamed ABUJA EXPRESS for charter to OT Africa Line's West Africa service.

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

10.12.1981: Taken over and continued trading in charter to OT Africa Line.

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.

30.07.1987: Sold to Jasper Park Shipping Inc. (Fred. Olsen & Co., Oslo), Manila. Renamed BORAC.

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.

01-02.1999: Service: Oslo-Rønningen-Larvik-Oslo-Kristiansand-Immingham-Zeebrugge.

02-04.1999: Service mainly: Oslo-Herøya-Larvik-Fredrikstad-Oslo-Kristiansand-Felixstowe-Immingham.

04-06.1999: Service: Oslo-Rønningen-Herøya-Oslo-Kristiansand-Felixstowe-Immingham.

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.

16.07-11.08.2000: Trip: Immingham-Southampton-Montreal-Southampton-Gothenburg.

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



TOR HUMBRIA 08.02.2000 Oslo

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.
24.03.2002-12.02.2009: Service: Rotterdam-Immingham.

18.12.2002: Sold to Albis Maritime Corp., Panama (Goliat Shipping AS), Oslo.

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.

19.12.2007: Sold to CS&P RORO I KS (GHS Global Hanseatic Shipping GmbH & Co. KG), Oslo.

11.02-01.10.2009: Charter to Emroll for service: Immingham/Cuxhaven/Antwerp-Eastern Mediterranean.

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
2002 - 2007

TOR NERINGA

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: Lengthened by Frederikshavn Værft A/S.

1980: Sold to P/R Balduin (Fred. Olsen & Co.), Oslo.

1988: Sold to P/R Ganger Rolf ASA & Bonheur ASA (Fred. Olsen & Co.), Oslo.

02.01.1999: Left Hamburg for Oslo arriving the next day.



TOR NORVEGIA 24.11.2001 Copenhagen

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.

02.03-28.06.1999: Service mainly: Oslo-Herøya-Larvik-Fredrikstad-Kristiansand-Zeebrugge-Rotterdam.

28.06-28.09.1999: Service mainly: Oslo-Holmestrand-Herøya-Kristiansand-Rotterdam.

26.08-07.09.1999: Service also: Oslo-Hamburg.

28.09-21.10.1999: Service mainly: Oslo-Herøya-Kristiansand-Immingham-Felixstowe.

21.10.1990-16.07.2000: Service mainly: Oslo-Herøya-Kristiansand-Rotterdam.

04.12.1999: From this date calling at Brevik instead of Herøya.

16.07.2000-06.04.2001: Service mainly: Oslo-Brevik-Kristiansand-Rotterdam-Immingham.

16.04.2001-02.09.2003: Service: Fredericia-Copenhagen-Klaipeda.

13.12.2001: Sold to LISCO Baltic Service AB, Klaipeda. Renamed TOR NERINGA with charter back to DFDS Tor Line A/S.

02.09-29.09.2003: Service: Gothenburg-Immingham/Harwich-Esbjerg.

30.09.2003-03.2004: Service: Fredericia-Copenhagen-Klaipeda.

06.04-19.07.2004: Service: Gothenburg-Harwich-Maasvlakte and Gothenburg-Immingham.

07-08.2004: Chartered.

10.08.2004-03.01.2005: Service: Gothenburg-Harwich-Maasvlakte.

04.01-02.2005: Service: Zeebrugge-Immingham.

02.2005-01.2006: Chartered.

01-17.01.2006: Service: Fredericia-Copenhagen-Klaipeda.

19.01-28.01.2006: Service: Gothenburg-Tilbury.

31.01-23.02.2006: Service: Fredericia-Copenhagen-Klaipeda.

24.02.2006-16.02.2007: Service: Brevik-Kristiansand-Immingham.

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.

19-28.02.2007+13-28.02+07-11.03.2008: Service: Fredericia-Klaipeda.

02-16.03+29.11-21.12.2007+28.02-07.03.2008: Service: Karlshamn-Klaipeda.

18.03.2007: Laid up.

18.04.2007-05.2007: Service: Gothenburg-Zeebrugge.

07.05-17.07.2007+21.12.2007-11.01.2008: Service: Cuxhaven-Immingham.

17.07-10.09.2007: Service: Gothenburg-Immingham.

26.08-09.09.2007: Trip: Kalundborg-Rønne-Kalundborg-Fredericia-Frederikshavn-Korsør-Frederikshavn-Kiel.

10.09-29.11.2007+11.03-16.07.2008: Service: Gothenburg-Ghent.

11.01-13.02.2008+16.07.2008-10.01.2009: Service: Brevik-Kristiansand-Immingham.

29.01-27.02.2009: Service: Felixstowe-Vlaardingen.

27.02-16.11.2009: Chartered to Emroll for service: Immingham-Cuxhaven-Antwerp-Eastern Mediterranean.

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.



TOR NORVEGIA 02.06.1999 Oslo

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, Zakłady Przemysłu 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.

26.04.1982: Sold to Kockum AB, Malmö. Price: 27 m.USD.

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.

1987: Transferred to American Transport Lines Inc. - AMTRANS (Crowley Maritime Corp.), Philadelphia, Pa.

1987-1990: Transatlantic service. Chartered to Military Sealift Command (MSC). Pennant number: T - AKR 9673.

1993: Sold to Crowley American Transport Inc., San Francisco. Participation in the build up of forces in Saudi Arabia after the Iraqi invasion of Kuwait.

1995: Homeport changed to Philadelphia.

1998: Laid up at Jacksonville River, Florida.

08.05.1998: Sold Stena Burgundia Ltd, Hamilton.

02.06.1998: Sold to Crowley Vessel Funding Inc., Delaware.

30.07.1998: Arrived Middelfart. Laid up.

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.

02.10.1998: Arrived Gothenburg.

10.10.1998-23.07.2006: Service: Gothenburg-Ghent.

23.12.1998: Sold to Tor Line AB, Göteborg.

23.12.1998: Taken over.

03.06.1999: Name of owner now DFDS Tor Line AB, Göteborg.

09.2001: Calls at Brevik.

13.12.2002: Sold to Scandinavian Ro-Ro KS (Ness, Risan & Partners AS), Oslo.

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.

24-26.07.2006: Trip: Gothenburg-Antwerp.

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.



TOR SCANDIA 18.08.2003 Gothenburg

419. **TOR SUECIA** 1999 - 2011
SEAWAYS 2011 -

SUECIA

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.

06-28.09.2012: Trip: Felixstowe-Travemünde-Souda Bay-Vlaardingen.

31.10-28.11.2012: Trip: Felixstowe-Zeebrugge-Casablanca-Cagliari-Souda Bay-Travemünde-Felixstowe.

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.

17.07-11.08.2013: Trip: Vlaardingen-Trabzon-Leixoes-Zeebrugge-Emden-Vlaardingen.

24.09-26.10.2013: Trip: Vlaardingen-Travemünde-Emden-Zeebrugge-Souda Bay-Trabzon-Emden-Felixstowe.

30.07-29.08.2014: Scrubber installed at Remontowa Shipyard, Gdansk.

14-19.04.2016: Trip: Vlaardingen-Emden-Bremerhaven-Rotterdam-Bremerhaven-Vlaardingen.

In the present fleet.



SUECIA SEAWAYS 30.07.2014 Gdansk

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.

17-21.01.2000: Trials.

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.

18.04.2000: Left Muggiano for Esbjerg for completion of outfitting.

23.04.2000: Arrived Esbjerg.

07.05.2000: Left Esbjerg for Gothenburg.

08.05.2000-31.12.2003: Service: Gothenburg-Immingham.

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.

09.02.2004-16.07.2006: Service: Esbjerg-Immingham.

18.07-30.07.2006: Service: Gothenburg-Tilbury.

31.07.2006-10.01.2010: Service: Esbjerg-Immingham (occasionally called at Cuxhaven).

03.08.2009: Sold to DFDS Lys-Line Rederi AS, København. Chartered back to DFDS.

11.01.2010-26.10.2013: Chartered to Norfolk Line for service: Vlaardingen-Felixstowe.

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.

26-29.11+10-13.12.2010+14-17.01+28-31.01+11-14.02+25-

28.02+11-14.03+25-28.03+08-11.04+22-25.04+27-30.05+10-

13.06+24-27.06+08-11.07+ 05-08.08+19-22.08+16-19.09+30.09-

03.10+14-17.10+28-31.10+ 11-14.11+09-12.12.2011+22-25.06 06-

09.07+20-23.07.2012+15-18.02+01-04.03+15-18.03+21-24.06.2013:

Trips: Vlaardingen-Cuxhaven-Immingham-Vlaardingen.

11-14.01.2013: One trip: Vlaardingen-Sheerness-Immingham-Vlaardingen.

17-19.01.2013: One trip: Vlaardingen-Immingham-Felixstowe-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.

09-24.11.2013: One trip: Cuxhaven-Sørreisa-Bergen-Sørreisa.

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.

27.12.2013-23.01+21.02-20.03+29.03-17.04+14-27.07+06.10-07.12.2014+ 06.02-25.04+26.05-22.06.2015: Service: Esbjerg-Immingham.

13.01+24.02+10.03+20.10.2014+02.03+09.03.2015: Called at Cuxhaven.

24.01-20.02.2014: One trip: Esbjerg-Trabzon-Emden-Esbjerg.

22-28.03+28.07-29.08.2014+27.04-19.05+24.08-03+24.11-11.12.2015+11.01-06.02.2016: Service: Vlaardingen-Felixstowe.

19-29.04.2014: Service: Gothenburg-Immingham.

01-30.05.2014: Scrubber installed at Remontowa Shipyard, Gdansk.

01.06-10.07.2014: One trip: Aarhus-Kalundborg-Klaipeda-Aarhus-Klaipeda-Trabzon-Emden-Cuxhaven.

30.08-02.10.2014: One trip: Zeebrugge-Eemshaven-Brevik-Eemshaven-Brevik-Eemshaven-Brevik-Kalundborg-Aalborg-Brevik-Riga-Brevik-Aalborg-Kalundborg-Brevik-Emden-Zeebrugge.

19-22.12.2014: One trip: Cuxhaven-Immingham-Cuxhaven.

27.12.2014-12.01.2015: Service: Marseilles-Rades/La Goulette.

12.01-04.02.2015: One trip: Rades-Trabzon-Zeebrugge-Emden-Esbjerg.

10.02.2015: Sold to DFDS A/S, København.

08-11.05.2015: One trip: Vlaardingen-Cuxhaven-Immingham-Vlaardingen.

19-24.05.2015: One trip: Vlaardingen-Cuxhaven-Hamburg-Esbjerg.

24.08.2015: One trip: Immingham-Vlaardingen.

03-07.10.2015: One trip: Vlaardingen-Cuxhaven-Immingham-Cuxhaven-Esbjerg.

07-21.10.2015: One trip: Esbjerg-Eemshaven-Rota-Sagunto-Esbjerg.

26.10-24.11.2015: One trip: Esbjerg-Gdansk-Marchwood-Rota-Setubal-Bilbao-Eemshaven-Emden-Szczecin-Swinoujscie-Riga-Vlaardingen.

01.12.2015: One trip: Vlaardingen-Immingham-Vlaardingen.

12.12.2015-09.01.2016: One trip: Vlaardingen-Iskenderun-Emden-Travemünde-Vlaardingen.

07.02-18.03.2016: One trip: Vlaardingen-Eemshaven-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.

28.12.1977: Delivered to Stena Container Line Ltd., London and bareboat chartered to P&O Ferries Ltd., London. Service: Middlesbrough-Göteborg/Helsingborg.

28.09.1978: Sold to Standard Chartered Merchant Bank Ltd. & Others, (P&O Ferries Ltd.), London.

10.03.1979: Grounded when entering Göteborg.

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

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

04.04.1982: Requisitioned by UK Government in connection with the Falkland war.

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.

12.07.1982: Arrived Plymouth. Refitted at Smiths Shiprepairers (North Shields) Ltd.

12.08.1982: Returned to service.

31.12.1984: Manager now: POETS Fleet Management Ltd.

1986: Refitted and lengthened by Ateliers Reunis du Nord et de L'Ouest, Dunkirk.

16.08.1986: Returned to service.

1990: Sold to P&O Ferrymasters Ltd., London.

1993: Transferred to Elk Leasing Co. Ltd. (P&O Ferrymasters Ltd.), London.

1995: Sold to West Merchant Bank Ltd., BNP Leasing Ltd., CTSB Leasing Ltd. & AEB (UK) Ltd. (Pandoro Ltd.), London.

1997: Manager now: P&O Ferrymasters Ltd.

12.1998: Sold to Elk Leasing Co. Ltd. (P&O North Sea Ferries Ltd.), London.

22.12.2000: Sold to DFDS Tor Line Ltd., Scandinavian House, Harwich.

28.12.2000: Taken over.

28.12.2000-14.05.2001: Chartered to P&O Ferrymasters Ltd. Service: Gothenburg-Helsingborg-Middlesbrough.

15.05-17.09.2001: Service: Gothenburg-Immingham/Harwich.

25.06.2001: Renamed TOR BALTICA while at Harwich.

17.09-12.10.2001: Trip: Gothenburg-Cuxhaven-Tekirdag-Thessaloniki-Flushing-Harwich.



TOR BALTICA 19.08.2003 Gothenburg

13.10-24.12.2001: Service mainly: Gothenburg-Immingham-Harwich.

04.01-12.01.2002: Service: Esbjerg-Harwich.

12.01-09.09.2002: Service mainly: Gothenburg-Immingham/Harwich.

10.09-05.10.2002: Service: Esbjerg-Harwich.

05.10.2002-01.09.2003: Service mainly: Gothenburg-Immingham/Harwich. Sometimes calling at Esbjerg and Ghent enroute from 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.

03-30.09.2003: Service: Fredericia-Copenhagen-Klaipeda.

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.
27.06-09.2005: Service: Brevik-Kristiansand-Immingham.
09.2005: Service in collaboration with Sovcomflot (**2008 onwards operated by DFDS alone**): Kiel-St. Petersburg.
19.11.2007: Sold to Balticum Shipping SA (Brax Shipholding Rederi AB), Riga.
27.03.2009-27.12.2010: Service: St. Petersburg-Karlshamn-Kiel.
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, Zakłady Przemysłu Metalowego "H. Cegielski" S.A., Poznan

11.05.1979: Ordered.
15.06.1981: Keel laid.
24.10.1981: Launched.
17.12.1981: Delivered at Wallhamn to AB Skärhamn Oljetransport (Lars Georg Johansson), Skärhamn as FINNCLIPPER.
1981-1982: Time chartered to Atlantic Cargo Services AB-Finnlines for the U.S. Gulf service.
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.



TOR FLANDRIA 29.06.2006 The North Sea

1987: Manager now: Crowley Maritime Corp.

1987-1990: Transatlantic service. Chartered to Military Sealift Command (MSC). Pennant number: T - AKR 9672.

1991: Homeport now: San Francisco.

1993: Sold to Crowley American Transport Inc., San Francisco. Participation in the build up of forces in Saudi Arabia following the Iraqi invasion of Kuwait.

1998: Sold to Stena Hollandia Ltd, Nassau, Bahamas and renamed STENA PARTNER.

1998: Time charter for a round trip to Africa.

25.09-21.10.1998: Rebuilt by Fredericia Skibsværft A/S. Extensive conversion of the existing Ro-Ro system.

28.09.1998: Bareboat chartered for five years to Tor Line AB, Göteborg.

16.10.1998: Sold to Orondo Limited, Dublin.

21.10.1998: Orondo Limited (Stena Ro-Ro AB), Göteborg and renamed TOR FLANDRIA.

22.10.1998: Taken over at Middelfart.

24.10.1998: Left Middelfart for Gothenburg.

05.11.1998-17.07.2006: Service: Gothenburg-Ghent.

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.

13.12.2002: Sold to Scandinavian Ro-Ro KS (General partner Ness, Risan & Partners AS), Oslo.

16.12.2002: Bareboat charter to DFDS Tor Line AB, Göteborg.

20.12.2002: Taken over by the new owner.

16.03.2006: Sold to Malta Motorways of the Sea Limited (Valiant Shipping SA), Valletta.

18-20.07.2006: Trip: Gothenburg-Antwerp.

20.07.2006: Bareboat charter to DFDS Tor Line AB terminated and taken over by new owner in Antwerp and renamed EUROCARGO AFRICA.

26.07.2006: Left Antwerp for 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



PEARL OF SCANDINAVIA 12.08.2004 Copenhagen



PEARL SEAWAYS 06.09.2013 Copenhagen

24.02.1987: Ordered. Price: 100 m.USD.
27.05.1988: Keel laid.
22.10.1988: Naming ceremony.
23.10.1988: Launched.
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.
22.04.1989: On voyage to Stockholm called at Slite.
24.04.1989: In service: Stockholm-Mariehamn for Viking Line.
07.04.1993: Rederi AB Slite, 50% partner in Viking Line went bankrupt. Manager now Rolf Åbjörnsson and service continued.
16.08.1993: Arrived Stockholm. Laid up.
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.
07.1994: Manager now: Star Cruises Services.
1999: Cruises: Taipei-Ishigaki/Naha.

21.02.2001: Sold to DFDS Seaways A/S, København.
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 Öresundsvärvet, 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 broke out on the car deck.

19.01.2011: Renamed PEARL SEAWAYS.

03-21.01.2014: Refurbished by Fayard, Lindøterminalen. New luxury cabins, restaurant, conference facilities and hull painted.

24.01.2014: Returned to service.

In the present fleet.

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

12.1977: Ordered.

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

30.04.1994: Refloated and towed to Leghorn by Smit Tak Salvage. Declared a total loss.

21.05.1994: Left Leghorn in tow for Naples for demolition.

07.1994: Sold to Safeland Shipping S.A., Panama. Repaired and put back to service. Capacity increased to 102 berthed passengers.

04.1995: Sold to Marigold Shipping Co. Ltd., Valletta.

03.1996: Sold to Lithuanian Shipping Co. (LISCO), Klaipeda.

23.03.1996: Taken over at Messina and renamed PALANGA.

24.04.1996-09.06.1997: Service: Klaipeda-Kiel.

09.06.1997-29.09.1998: Service: Klaipeda-Kiel/Stockholm.

29.09.1998-19.04.2001: Service: Klaipeda-Stockholm.

19.04.2001-10.12.2003: Service: Klaipeda-Karlshamn.

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

10.12.2003-21.06.2004: Laid up at Klaipeda.

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.

20.12.2004-09.01.2006: Time chartered to Compania Transmediterranea S.A. for Canary Islands service: Gran Canaria-Puerto Rosario-Arrecife.

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.

12.06.2006: Arrived Wellington. Subsequently made a trial voyage to Picton and back. Service: Wellington-Picton.

11.2011: Sold to Mideast Ship Trading FZE, (Comoros).

09.02.2012: Broken up.



PALANGA 16.08.2004 Esbjerg

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.

1985-1992: Service: Bremen/Hamburg-Klaipeda.

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

1992-11.1993: Service: Klaipeda-Kiel.

11.1993-12.04.2002: Service: Klaipeda-Åhus.

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

12.04.2002-13.06.2003: Service: Klaipeda-Karlshamn.

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-Karlshamn.

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: Beacheched for demolition.



SIAULIAI 08.12.2001 Copenhagen

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



PANEVEZYS 14.02.2002 Copenhagen

1984: Ordered.

22.10.1984: Keel laid.

20.03.1985: Launched.

30.11.1985: Delivered to Lithuanian Shipping Company, Klaypeda as KOMPOZITOR MUSORGSKIY.

04.12.1985: Left Rostock.

1992: Transferred to Baltic Shipping Company, Leningrad.

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.

01.07.1998-10.04.2001: Service: Klaipeda-Åhus.

10.04-07.12.2001: Laid up at Klaipeda.

07.12.2001-01.09.2003: Time charter to DFDS Tor Line A/S.

07.12.2001-17.02.2002: Service: Klaipeda-Copenhagen.

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.
22.09.2002-01.09.2003: Service: Klaipeda-Copenhagen/Fredericia.
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.
26.11.1986: Launched.

28.05.1986: Trials.

27.06.1987: Delivered to Lithuanian Shipping Co. (LISCO),
Klaipeda.

1987-2005: Service: Klaipeda-Sassnitz.

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.

24.07.2006: Arrived in Perama for conversion and refurbishment.

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.



KLAIPEDA

428. **VILNIUS** 2001 - 2011
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.

1987-1993: Service: Klaipeda-Sassnitz.

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

04.05-30.07.1993: Rebuilt by Schoner Marine, Liverpool. Railway tracks on upper deck expunged to carry vehicles and trailers. Main deck railway tracks covered by wooden bars for carrying vehicles and trailers. Equipped with a ramp to upper deck.

1993-23.09.1997: Service: Klaipeda-Kiel.

23.09.1997-03.01.1998: Service: Klaipeda-Sassnitz.

04.01.1998-20.06.2003: Service: Klaipeda-Kiel.

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.

26.06.2006: Arrived Klaipeda for docking. Rails fitted on upper deck. Aft ramp removed.

12.07.2006: First trip Sassnitz-Klaipeda.

06.01.2011: Renamed VILNIUS SEAWAYS.

01.06.2011: Name of owner now: AB DFDS Seaways.

21.07.2012-01.05.2013: Service: Kiel Ust Luga-Sassnitz-Klaipeda and Klaipeda-Sassnitz.

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

03-20.06.2013: One trip: Gdansk-Ilyichevsk.

23.06.2013-27.02.2014: Service: Ilyichevsk-Poti/Batumi.

14.02.2014-06.03.2015+21.04-31.07.2015: Service: Ilyichevsk-Haydarpasa.

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

12.03-19.04.2015: Service: Ilyichevsk-Constanta-Batumi.

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

07.09.2015: In service for charterer Ukrferry: Ilyichevsk-Haydarpasa/Batumi/Constanta.

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

In the present fleet.

429. **KAUNAS** 2001 - 2012
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,

Wismar, no. 325 ■ 4D 4SA 4x6cyl. (420x480), SKL 6VDS48/42AL-2, 14412bhp, 16.1kn, VEB Schwermaschinenbau "Karl Liebknecht" (SKL), Magdeburg, no. 890-3 ■ Passengers: 12, 1994: 239, 2000: 162 in 69 cabins and 40 deck ■ Cars: 1994: 460 ■ Rail wagons: 103 ■ Track meters: 1290

21.03.1986: Ordered.

30.01.1989: Keel laid.

13.05.1989: Launched.

18.10.1989: Trials.

20.10.1989: Delivered to Lithuanian Shipping Co. (LISCO), Klaipeda.

1989-1995: Service: Klaipeda-Sassnitz.

08.1992: Owner now Lithuanian Shipping Co. (LISCO), Klaipeda.

18.11.1993-11.05.1994: Rebuilt by Blohm + Voss GmbH, Hamburg. Railway tracks on the upper deck expunged to carry vehicles and trailers. Main deck railway tracks covered by wooden bars for carrying vehicles and trailers. Equipped with ramp to upper deck.

1995-17.04.2003: Service: Klaipeda-Kiel.

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.

24.12.2004: Service now: Klaipeda-Karlshamn.

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

22.10.2009-27.01.2010: Service: Kiel-Riga.

27.01-14.02.2010: Service: Karlshamn-Klaipeda.



KAUNAS SEAWAYS 29.08.2014 Copenhagen

01.05-31.12.2010: Charter to ScanLines for service: Travemünde-Liepāja/Ventspils.

09-31.01+12.02-08.03.2011: Service: Klaipeda-Karlskrona.

31.01-12.02.2011: Service: Klaipeda-Sassnitz.

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.

15.06-12.10.2011: Service: Kiel-Sassnitz-Ust Luga-Kiel.

12.10.2011-01.05.2012: Service: Kiel-Ust Luga.

17-31.12.2011: Also calling at Paldiski.

14.01-30.04.2012: Also calling at St. Petersburg.

08.05.2012: Renamed KAUNAS SEAWAYS.

22.05-13.11.2012: Service: Klaipeda-Sassnitz and Sassnitz-Kiel-Ust Luga-Sassnitz.

13-14.11.2012: One trip: Klaipeda-Paldiski.

15-27.11.2012: Service: Paldiski-Kapellskär.

28-29.11.2012: One trip: Paldiski-Klaipeda.

29.11.2012-30.03.2013: Service: Klaipeda-Sassnitz and Sassnitz-Kiel-Ust Luga/St. Petersburg-Sassnitz.

30.03-02.04.2013+04.03-29.04.2014: Service: Klaipeda-Karlshamn.

02.04-01.10.2013: Service: Klaipeda-Sassnitz and Sassnitz-Kiel-Ust Luga-Sassnitz.

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.

09-10.02.2014+30.06-01.07.2014: Trips: Paldiski-Kalipeda.

01.07.2014-30.06.2015: Chartered to Black Sea Ferries Group for service: Klaipeda-Sassnitz-Copenhagen-Sassnitz-Ust Luga-Klaipeda and Klaipeda-Sassnitz-Copenhagen-Sassnitz-Klaipeda. Occasionally called at Baltiysk.

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 Endüstrisi A.S., Gebze, no. 84 ■ 1D 2SA 5cyl. (350x150), B&W 5L35MC, 4568bhp, 12.5kn, Zakłady Przemysłu Metalowego "H. Cegielski" S.A., Poznan

14.09.1990: Keel laid.

22.03.1991: Launched.

04.1992: Delivered to Shipcraft Timber Carrier One Ltd. (Sakhalin Shipping Co. (SASCO)), Valletta as OKHOTSKOE.

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.

21.04.2000: Taken over and renamed JOGAILA. Service mainly in Europe: Baltic-Continent-Mediterranean-Black Sea.

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.



JOGAILA

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, Zakłady Przemysłu Metalowego "H. Cegielski" S.A., Poznan

07.19.1987: Ordered.

17.03.1992: Keel laid.

12.11.1992: Launched.

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.

15.04.2010: Manager now: Elliott Associates Pvt. Ltd.

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.



KESTUTIS

Still extant.

432. **VYTAUTAS** 2001 - 2007

9133721 ■ 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.

17.11.1995: Delivered to Lithuanian Shipping Co. (LISCO), Klaipeda. Service: mainly in Europe: Baltic-Continent-Mediterranean-Black Sea.

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.



VYTAUTAS

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

17.12.1992: Ordered.

06.01.1995: Keel laid.

16.12.1995: Launched.

27.02.1996: Trials.

30.04.1996: Delivered to Lithuanian Shipping Co. (LISCO), Klaipeda. Service mainly in Europe: Baltic-Continent-Mediterranean-Black Sea.

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.

02.05.1996: Launched by AB "Baltijos" Laivu Statykla, Klaipeda, no. 302. Completed by Astilleros de Huelva S.A., Huelva.

15.03.1997: Trials.

03.1997: Delivered to Auksne Multipurpose Shipping Ltd. (Lithuanian Shipping Co. (LISCO)), Limassol as AUKSE.

1997: Transferred to Lithuanian Shipping Co. (LISCO), Klaipeda. Service mainly in Europe: Baltic-Continent-Mediterranean-Black Sea.

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.

22.04.2008: Sold to Blue Spirit Navigation Ltd. (Balthellas Chartering SA), Kingstown.

06.06.2008: Taken over by her new owner and renamed BLUE SPIRIT.

07.2013: Sold to Eco Shipping Ltd., Arkhangelsk and renamed PIONER.



AUKSE

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 Marlby Ltd. (Lithuanian Shipping Co. (LISCO)), Klaipeda as RASA.

07.1998: Sold to RASA Multipurpose Shipping Ltd. (Lithuanian Shipping Co. (LISCO)), Klaipeda. Service mainly in Europe: Baltic-Continent-Mediterranean-Black Sea.

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 Red Spirit Navigation Ltd. (Balthellas Chartering SA), Valletta.

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.



RASA

436. **LYSHOLMEN** 2002 - 2003

8015879 ■ Cargo ship ■ 2d ■ 2ha/2ho, ■ 52 TEU ■ 1103GT, 692NT, 2400DW ■ 78.50(BB)/71.02x-/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.

20.10.1981: Delivered to P/R Lysholmen (Rederi A/S Lystrade), Oslo.

01.01.1982: Manager now; Simonsen & Slang A/S.

01.01.1987: Manager now; Rederi A/S Lystrade.

16.11.1992: Sold to Simonsen & Slang AS, Oslo.

09.1994: Lengthened by Stocznia Remontowa "Nauta" S.A., Gdynia.

24.02.1997: Sold to Lys-Line AS, Oslo.

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.



SCAN FJORD 29.06.2016 Køge H-H Fentz

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.

437. **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.

28.10.1984: Launched. Completed by Th. Hellesøy Skipsbyggeri A/S, Løfallstrand, no. 110.

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).

24.02.1997: Sold to Lys-Line AS, Oslo.

14.09.1999: Transferred to NIS.



LYSHAV

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 AS for two years.

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. **LYSFOSS** 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.

20.11.1989: Delivered to Rederi-A/S Lystrade (Simonsen & Slang A/S), Oslo.

12.11.1992: Owner now Simonsen & Slang AS, Oslo.

17.02.1997: Sold to Lys-Line AS, Oslo.

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.

21.11.2011: Sold to Lorentzens Rederi AS (DFDS Logistics AS), Oslo.

25.01.2012: Homeport changed to Limassol.

23.05.2016: Renamed CARTEN ELINA. Homeport now: Åkrehamn.

Still in service.



LYSFOSS 02.1994 Sound of Mull H-HFentz

439. **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.

26.06.1990: Delivered to Lys-Line A/S (Simonsen & Slang A/S), Oslo.

12.11.1992: Owner now Simonsen & Slang AS, Oslo.

17.02.1997: Sold to Lys-Line AS, Oslo.

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.

20.01.2004: Sold to Ross Liner KS (DFDS Lys-Line Rederi AS), Oslo.

01.02.2006: Name of manager now DFDS Logistics AS.

21.12.2011: Sold to Lorentzens Rederi AS (DFDS Logistics AS), Oslo.

14.05.2012: Homeport changed to Limassol. Renamed TIND.

19.11.2012: Broken up.



LYSTIND



LYS-SKOG 02.06.1993 Noordzeekanaal T.v.d.Zee photo

440. **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.

29.01.1998: Sold to Lys-Line AS, Oslo.

11.12.1998-29.01.1999: Lengthened by Stocznia Remontowa "Nauta" S.A., Gdynia.

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.

20.01.2004: Sold to Ross Liner KS (DFDS Lys-Line Rederi AS), Oslo.

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.

12.2014: Sold to Lorentzens Skibs AS (Norwest Ship Management AS), Bridgetown (Barbados).

Still in service.

441. **LYSVIK** 2002 - 2010

LYSVIK SEAWAYS 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.

29.04.1998: Launched.

14.11.1998: Delivered to Lys-Line AS, Oslo.

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.

25.02-02.04.2004: Lengthened by Stocznia Remontowa "Nauta" S.A., Gdynia.

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.

29.12.2014: New service inaugurated: Oslo-Halden-Bremerhaven-Hamburg.

In the present fleet.



LYSVIK 15.12.2003 Oslo

442. **LYSBRIS** 2002 - 2014
2014 -

LYSBRIS SEAWAYS

9144263 ■ Genral cargo ship ■ 2d ■ 5656GT, 3354NT, 5175DW ■ 101.90(BB)/95.58x18.03/18.0x7.50/6.50 ■ 2004: 7409GT, 4568NT, 7500DW ■ 129.(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.

09.09.1999: Delivered to Lys-Line AS, Oslo.

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.

12.01-20.02.2004: Lengthened by Stocznia Remontowa "Nauta" S.A., Gdynia.

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



LYSBLINK 08.10.2003 Ghent Canal

04.06.1998: Ordered.

15.06.1998: Keel laid.

05.05.2000: Launched.

03.07.2000: Trials and delivered to Lys-Line Rederi AS (Lys-Line AS), Oslo.

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.

10.11.2003-03.01.2004: Lengthened by Stocznia Remontowa Nauta S.A., Gdynia.

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.

21.09.1992: Keel laid.

29.01.1993: Launched.

03.02.1993: Towed from Landskrona. Completed by Fosen Mek. Verksteder AS, Rissa, no. 52.

09.06.1993: Trials.

19.06.1993: Delivered to Rutelaget Askøy-Bergen AS, Bergen as BERGEN.

21.06.1993-08.04.2003: Service: Bergen-Haugesund-Egersund-Hanstholm.

1994: Name of owner now: Fjord Line 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.
17.04.2003-07.11.2005: Service: Cuxhaven-Harwich.
18.11.2004: Sold to KS Bergensfjord, København.
18.10.2005: Registered as renamed ATLANTIC TRAVELLER.
27.10.2005: Chartered to Fjord Line AS for service: Hanstholm-Stavanger-Haugesund-Bergen.
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

08.11.2005: Arrived Fredericia Skibsværft A/S. Hull repainted green.
15.11.2005: Left Fredericia for Hanstholm.
16.11.2005: Left Hanstholm for Bergen arriving the next day
17.11.2005: Service: Bergen-Haugesund-Egersund-Hanstholm and Hanstholm-Egersund.
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.

23.11.2007: Sold to Fjord Skibsholding I A/S (North Atlantic Lines Operations AS), København.

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
GLORIA 2003 - 2010

LISCO

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.

20.09.2000: Keel laid.

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.

16-18.07.2002: Trials.

19.07.2002: Sold to DFDS Tor Line A/S (DFDS A/S), København and renamed DANA GLORIA.

20.07.2002: Sailed Swinoujscie for Fredericia.

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.

09.09.2002: Arrived Esbjerg.

10.09-29.09.2002: Cafeteria refurbished and the car deck upgraded according to the Stockholm Agreement by Fredericia Skibsværft A/S.

30.09.2002: Arrived Esbjerg.

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.

21.06.2003: Service now: Kiel-Klaipeda.

22.06.2003: Naming ceremony at Klaipeda.

24.12.2004-20.01.2005: Accommodation refurbished and stabilizers fitted by Western Ship Repair Yard, 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.



LISCO GLORIA Peter Therkilsen

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.

2002: A new shipbuilding company - Stocznia Szczecinska Porta Holding S.A. – completed the ship.

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 manouvering.

29.09.2014: Service: Esbjerg-Harwich terminated.

29.09-02.10.2014: One trip: Esbjerg-Fredrikstad-Aalborg-Kalundborg.

05.10.2014-09.01.2015: Service: Paldiski-Kapellskär.

10.02-04.04.2015: Service: Karlshamn-Klaipeda.

03.02.2015: Sold to DFDS Logistics Rederi AS, Esbjerg.

08.04.2015: Bareboat charter to Brittany Ferries for five years.
Homeport changed to Limassol. Renamed BAI DE SEINE. Service:
Portsmouth-Le Havre/Bilbao.

In the present fleet.



DANA SIRENA 23.10.2005 Harwich

447. **TOR MAGNOLIA** 2003 - 2011
SEAWAYS 2011 -

MAGNOLIA

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

19.12.2000: Ordered.

10.02.2003: Keel laid.

23.05.2003: Named and launched.

11-13.09+02-03.10+15-16.10.2003: Trials.

17.10.2003: Delivered to DFDS A/S, København.

20.10.2003-10.01.2005: Service: Gothenburg-Immingham.
11.01.2005-14.07.2005: Service now: Gothenburg-Ghent.
15.01.2005: Calls at Brevik included in the service.
15-31.07.2005: Service: Esbjerg-Immingham.
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.
30.04.2013: Service now: Gothenburg-Brevik-Ghent.
07.2013-08.2013: Scrubber installed at Remontowa Shipyard, Gdansk.

In the present fleet.



TOR MAGNOLIA 30.06.2006 Gothenburg

448. **TOR PETUNIA** 2004 - 2013
SEAWAYS 2013 -

PETUNIA

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



TOR Petunia 24.06.2006 Gothenburg

19.12.2000: Ordered.

26.05.2003: Keel laid.

26.09.2003: Named and launched.

08-12.2003: Trials.

05.01.2004: Delivered to DFDS A/S, København.

11.01.2004: Sailed Flensburg for Gothenburg.

12.01.2004-04.07.2006: Service: Gothenburg-Immingham.

14-16.07.2006: Trip: Gothenburg-Ghent.

17-30.07.2006: Service: Esbjerg-Immingham.

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.

14.08.2013-31.03.2014: Service: Gothenburg-Immingham.

01-29.04.2014: Service: Gothenburg-Brevik-Ghent.

02.05.2014-10.03.2015: Service: Gothenburg-Brevik-Immingham.

12.03-01.12.2015: Service: Gothenburg-Brevik-Ghent.

01.12.2015: Service now: Gothenburg-Brevik-Immingham.

08.2016: New hull colours at Remontowa Shipyard, Gdansk.

In the present fleet.

449. **TOR PRIMULA** 2004 – 2011
SEAWAYS 2011 -

PRIMULA

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

19.12.2000: Ordered.

29.09.2003: Keel laid.

23.01.2004: Named and launched.

16-18.04.2003: Trials.

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: Arrived Gothenburg.

06.05-14.06.2004: Service: Gothenburg-Immingham.

15.06-07.07.2004: Service now: Gothenburg-Ghent.

09.07-06.09.2004: Service now: Gothenburg-Immingham.

08-19.09.2004: Service: Esbjerg-Immingham.

22.09.2004: Service again: Gothenburg-Ghent.

12.2004: From this month onwards occasionally called at Brevik.

28.07.2011: Renamed PRIMULA SEAWAYS.

04.06.2012-28.04.2013: Service: Gothenburg-Brevik-Immingham.

30.04.2013-01.12.2015: Service: Gothenburg-Brevik-Ghent.



TOR Primula 04.08.2004 Gothenburg

04.2014: Scrubber installed at Remontowa Shipyard, Gdansk.
02.12.2015-02.04.2016: Service: Gothenburg-Brevik-Immingham.
01-15.04.2016: Service: Cuxhaven-Immingham.
15-17.04.2016: Service: Immingham-Rotterdam.
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.

450 **LISCO PATRIA** 2004 - 2012
SEAWAYS 2012-

PATRIA

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

09.1989: Ordered.

09.10.1990: Keel laid.

26.03.1991: Launched.

06.12.1991: Completed by Fosen Mek. Verksteder AS, Rissa, no. 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.

10-23.01.2011: Service: Ystad-Swinousjie.

2011: Name of manager now: AB DFDS Seawyas, Klaipeda.

05.2011-06.10.2014: Service: Paldiski-Kapellskär.

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.

25-26.04.2015: Trip: Fredericia-Kiel-Klaipeda.



LISCO PATRIA 09.11.2009 Karlshamn

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.

15.11-19.12.2015: Service: Klaipeda-Kiel.

01-04.01.2016: Trip: Klaipeda-Zeebrugge.

19-20.02.2016: Trip: Zeebrugge-Immingham.

22.02-17.03.2016: Service: Immingham-Vlaardingen/Antwerp.

17-21.03.2016: Trip: Vlaardingen-Kiel-Klaipeda.

05.04-11.05.2016: Service: Klaipeda-Karlshamn.

11.05.2016: Service: Karlshamn-Klaipeda/Fredericia.

Still in service.

451. **TOR BEGONIA** 2004 - 2012
SEAWAYS 2012 -

BEGONIA

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 ■ Passengers: 12

10.12.2001: Ordered.

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.

06.09.2004-28.08.2005: Service: Gothenburg-Immingham.

24.03.2005: Called at Harwich.

31.08-03.09.2005: Trip: Gothenburg-Ghent.

03.09-05.12.2005: Service now: Gothenburg-Immingham.

14-17.12.2005: Trip: Gothenburg-Ghent.

17.12.2005: Service again: 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.

29.04.2013: Service now: Gothenburg-Brevik-Immingham.

07.2014-08.2014: Scrubber installed at Remontowa Shipyard, Gdansk.

12.08.2014-29.11.2015: Service: Gothenburg-Brevik-Immingham.

01.12.2015: Service now: Gothenburg-Brevik-Ghent.

In the present fleet.



BEGONIA SEAWAYS 25.07.2012 Fayard, Lindø

452. **TOR FREESIA** 2005 - 2012
SEAWAYS 2012 -

FREESIA

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 Schiffbau-Ges.mbH & Co. KG, Flensburg, no. 725 ■ 1D 2SA 9cyl. (600x2022), B&W 9L60MC-C, 27285bhp, 22.5kn, Hyundai Heavy Industries Co. Ltd., Ulsan ■ Passengers: 12

18.04.2002: Ordered.

17.05.2004: Keel laid.

01.10.2004: Named and launched.

08-12.12.2004: Trials.

07.01.2005: Delivered to DFDS Tor Line AB, Göteborg.

10.01.2005-13.04.2006: Service: Gothenburg-Immingham.

15-17.04.2006: Trip: Gothenburg-Ghent.

19.04.2006: Service now: Gothenburg-Brevik-Immingham.

19.07.2009: Arrived MWB Motorenwerke, Bremerhaven to be lengthened.

26.07.2009: Forepart capsized during docking out.

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 opposite quay.

19-23.11.2010: Trip: Gothenburg-Ghent.

05.06.2012-09.03.2015: Service now: Gothenburg-Brevik-Ghent.

03.08.2012: Renamed FREESIA SEAWAYS.

07.2014-08.2014: Scrubber installed at Remontowa Shipyard, Gdansk.

09.03-01.12.2015: Service: Gothenburg-Brevik-Immingham.

02.12.2015: Service now: Gothenburg-Brevik-Ghent.

In the present fleet.



TOR FREESIA 25.06.2006 Gothenburg

453. KING OF SCANDINAVIA (III) 2006 - 2011
KING SEAWAYS 2011 -

8502406 ■ Twin screw passenger car ferry ■ 2d ■ 31788T,
 16988NT, 4160DW ■ 162.20(BB)/145.44x27.6 0x15.80/6.5 ■ A.G.
 Weser Seebechwerft, Bremerhaven, no. 1059 ■ 4D 4SA 4x8cyl.
 (450x520), MaK 8M552, 26632bhp, 21.3kn, MaK Maschinenbau
 GmbH, Kiel ■ Passengers: 1600, 1993: 2140, 2006: 2053 ■ Cars:
 550, 1991: 570, 2006: 600

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.

26.02.1987-21.12.1992: Service: Trelleborg-Travemünde. Bareboat charter to Swedcarrier.

29.09.1987: Name of owner now: Walenius Ferry Ab, Trelleborg.

20.02.1992: Sold to SweFerry AB, Helsingborg. Price: 118.5 m.DEM.

12.1992: Sold to Bretagne Angleterre Irlande S.A., Morlaix. Price: 107 m.USD.

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.

11.1993-03.1994: Portsmouth-Santander, Portsmouth-Roscoff-Cork and Portsmouth-Caen.

14.02.2006: Sold to DFDS A/S, København.

27.02.2006: Taken over at Cherbourg and renamed KING OF SCANDINAVIA.

28.02.2006: Left Cherbourg for IJmuiden.

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

Visentini Francesco & C., Donada, no. 185 ■ 2D 4SA 2x9cyl.
(480x600), MAN 9L48/60, 25694bhp, 21.5kn, MAN B&W Diesel
AG, Augsburg, no. 113084/85 ■ Passengers: 240, 2006: 327, 78
cabins ■ Trailers: 172 ■ Cars: 221 ■ Lane length: 2300

1997: Ordered.

25.06.1997: Keel laid.

19.12.1998: Launched.

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.

05.2001: Service now: Valencia-Mallorca.

07.2003: Chartered to Stena Line. Renamed SVEALAND

10.07.2001: Service now: Gothenburg-Travemünde.

26.07.2001: Service now: Trelleborg-Travemünde. Charter to
Scandlines.

17.04.2003: Service now: Kiel-Klaipeda.

08.2004: Sold to Rederi Ab Hornet; Nassau. Same service.

07.2005: Sold to Stena Bermuda Line Ltd. (Northern Marine
Management Ltd.), Nassau.

01.2006-04.2006: Chartered to TT Line for service: Trelleborg-
Travemünde.

26.04.2006: Sold to Lisco Optime Shipping Ltd. (AB DFDS
Seaways), Klaipeda and renamed LISCO OPTIMA.

08.05.2006: Service: Klaipeda-Kiel.

05.2009-16.02.2011: Service: Karlshamn-Klaipeda.

17.02-12.10.2011: Service: Klaipeda-Kiel.

13.10.2011-28.03.2012: Service: Karlshamn-Klaipeda.

28-31.03.2012: Service: Klaipeda-Kiel.

04.04.2012: Renamed OPTIMA SEAWAYS.

14.04.2012-31.03.2014+01.05-22.10.2014: Service: Klaipeda-
Karlshamn.

31.03-26.04.2014: Scrubber installed at Remontowa Shipyard, Gdansk.

22.10-18.12.2014: Service: Klaipeda-Kiel.

18-20.12.2014: Service: Klaipeda-Kiel/Karlshamn.

21.12.2014-05.07.2015+31.08-04.10.2015+09.12.2015-12.02.2016+14.03-03.04.2016: Service: Klaipeda-Kiel.

06.07-31.08+05.10-09.12.2015+13.02-13.03.2016: Service: Klaipeda-Karlshamn.

04.04.2016: Service now: Klaipeda-Karlshamn.

12.05.2016: Sold to AB DFDS Seaways, Klaipeda.

In the present fleet.



LISCO OPTIMA 09.11.2009 Karlshamn

455. **TOR FICARIA** 2006 - 2011
SEAWAYS 2011 -

FICARIA

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

16.04.2004: Ordered.

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.

07.06.2012-29.04.2013: Service: Gothenburg-Brevik-Ghent.

30.04.2013-09.03.2015: Service: Gothenburg-Brevik-Immingham.

10.03-02.12.2015: Service: Immingham-Rotterdam.

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.



FICARIA SEAWAYS 16.07.2013 Gothenburg

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.

28.11.1993-01.09.2002: Service: Devonport-Melbourne.

07.09.2002: Laid up at Sydney.

20.12.2002: Sold to Nordsjøferger KS, Bergen and renamed SPIR. NIS registry. Price: 35 m.USD.

28.01.2003: Arrived Orskov Yard, Frederikshavn to be refurbished. Price: 95 m.NOK.

11.03.2003: Transferred to NOR and renamed FJORD NORWAY.

08.04.2003: In service: Bergen-Haugesund-Egersund-Hanstholm.

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.

09.11.2006-27.05.2007: Service: Bergen-Haugesund-Stavanger-Newcastle.

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.



PRINCESS SEAWAYS 02.02.2014 Gdynia

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.

27.02.2008-04.11.2014: Service: Copenhagen-Klaipeda-Fredericia.

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.

08.11-02.12.2014: Service: Immingham-Vlaardingen.

02-04.12.2014: Trip: Immingham-Klaipeda.

04.12.2014-07.04.2015: Service: Klaipeda-Copenhagen-Fredericia.

23+25.02.2015: Called at Karlshamn.

07-08.04.2015: Trip: Fredericia-Cuxhaven.

08-21.04.2015: Service: Cuxhaven-Immingham.

22-24.04.2015: Trip: Immingham-Fredericia.

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.



TOR CORONA 24.03.2012 Copenhagen

458. **TOR HAFNIA** 2008 - 2011
SEAWAYS 2011 -

HAFNIA

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.
01.09.2008-01.06.2009+08.06-23.12.2009+22.09.2010-22.07.2011+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.
08-19.02.2010+25-31.07.2011: Service: Esbjerg-Immingham.
03.03.2011: Renamed HAFNIA SEAWAYS.
02.02.2013-08.11.2014: Service: Immingham-Vlaardingen/Antwerp.
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.
07.03-30.04.2015: Service: Immingham-Vlaardingen/Antwerp.
04-06.04.2015: Trip: Immingham-Cuxhaven-Immingham.
30.04.2015-31.03.2016: Service: Immingham-Cuxhaven.
31.03-03.04.2016: Trip: Immingham-Gdansk (docking).
11-18.04.2016: Trip: Gdansk-Emden-Bremerhaven-Immingham.
18.04.2016: Service now: Cuxhaven-Immingham.

Still time chartered to DFDS.



HAFNIA SEAWAYS 13.03.2014 Immingham

459. **TOR BOTNIA** 2009 - 2013
SEAWAYS 2013 -

BOTNIA

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.

26.01.2009-23.12.2010: In service: Rotterdam-Immingham.

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.

02.2016: Service: Fredericia-Copenhagen-Klaipeda.

05.04.2013-14.06.2014: Service: Kiel-Klaipeda-Ust Luga-St. Petersburg-Karlshamn.

16.01-06.03.2014: Also calling at Södertälje.

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

14.06-29.07.2014: Service: Travemünde-Klaipeda.

30.07.2014-06.10.2015: Service: Kiel-Ust Luga-St. Petersburg.

06.10.2015: Service now: Fredericia-Copenhagen-Klaipeda.

In the present fleet.



BOTNIA SEAWAYS 23.05.2014 Copenhagen

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

1998: Ordered.

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 Finn carriers Oy Ab for service: Helsinki-Raumo-Hull. Renamed FINNREEL.

07.2003: Sold to Finnreel Ltd., London.

26.01.2009: Sold to Tor Finlandia Shipping Ltd., Klaipeda and renamed TOR FINLANDIA.

15.02.2009-23.12.2010: Service: Rotterdam-Immingham.

04.01.2011-29.05.2012: Service: Rosyth-Zeebrugge.

29.05-27.06.2012: Trip: Zeebrugge-Honningsvåg-Hambukt-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.

10.10.2013-18.04.2014: Service: Copenhagen-Sassnitz-Kiel-Klaipeda-St. Petersburg-Ust Luga.

22.04.2014-11.01.2016: Service: Rosyth-Zeebrugge.

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.



FINLANDIA SEAWAYS 04.04.2014 off Copenhagen.

461. **LISCO MAXIMA** 2009 - 2012
SEAWAYS 2012 -

VICTORIA

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.



VICTORIA SEAWAYS 19.02.2014 Karlshamn

08.01-04.03.2014: Service: Klaipeda-Karlshamn.

04-27.03.2014: Scrubber installed at Remontowa Shipyard, Gdansk.

28-30.03.2014: Trip: Klaipeda-Kiel-Klaipeda.

30.03-07.07+22-28.10.2014: Service: Klaipeda-Karlshamn.

07.07-22.10+28.10.2014-06.10.2015: Service: Klaipeda-Kiel.

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
2011 -

FIONIA SEAWAYS

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



FIONIA SEAWAYS 09.07.2014 Humber River

05.05.2006: Ordered.
21.04.2008: Keel laid.
18.09.2008: Launched.
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.
08.10.2009-07.01.2010+09-15.02.2010: Service: Gothenburg-Tilbury.
11.01-06.02.2010+22.02.2010-21.12.2013: Service: Esbjerg-Immingham. Occasionally called at Cuxhaven.
11.10.2011: Renamed FIONIA SEAWAYS.
26-27.12.2013: Trip: Esbjerg-Vlaardingen.
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 Shipyard, 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+

04.04.2013-29.03+19.04-04.05+20.05-05.10+26.10-11.11.2014:

Service: Esbjerg-Immingham.

20.08.2010: Manager now Ellingsen Ship Management AB.

28.07.2011: Renamed JUTLANDIA SEAWAYS.

02.2012-03.2012+10.2013-03.2014+07.2014-11.2014: Occasionally called at Cuxhaven.

13.03-04.04.2013+05-18.05.2014+03.12.2014-07.03.2015: Service: Immingham-Vlaardingen.

01-18.04+07-25.10.2014: Service: Immingham-Gothenburg.

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 time chartered 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.

16.02.1996: Launched.

04.1996: Delivered to Norfolk Scheep-vaartmaatschappij B.V. (Norfolk Line B.V.), Scheveningen as MAERSK EXPORTER.
08.1998: Sold to Dansk Supermarked Invest A/S, Scheveningen.
01.2009: Manager now: Maersk Ship Management B.V.

12.07.2010: Sold to DFDS Seaways Irish Sea Ship Owners Ltd. (Norfolk Line B.V.), Scheveningen and renamed SCOTIA SEAWAYS. Service: Heysham-Belfast.



SCOTIA SEAWAYS 2010

14.12.2010: Sold to Stena Ropax Ltd., Vlaardingen. Service: Europoort-Killingholme.
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.

14.10.1996: Delivered to Norfolk Scheep-vaartmaatschappij B.V.
(Norfolk Line B.V.), Scheveningen as MAERSK IMPORTER.
Service: Scheveningen-Felixstowe.

11.2006: Service now: Vlaardingen-Felixstowe.

05.2009: Service now: Heysham-Belfast.

12.07.2010: Sold to DFDS Seaways Irish Sea Ship Owners Ltd.
(Norfolk Line B.V.), Scheveningen and renamed HIBERNIA
SEAWAYS. Service: Heysham-Dublin.

14.12.2010: Sold to Stena Ropax Ltd. (Stena Line Ltd.),
Scheveningen.

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

11.2013: Homeport changed to: London. Service now: Liverpool-
Belfast.

Still in service.



STENA HIBERNIA 01.10.2012 © Cees de Bijl

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

1998: Ordered.

10.12.1998: Keel laid.

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.

07.02.2000: In service: Scheveningen-Felixstowe.

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.

21-24.09.2012: Trip: Vlaardingen-Cuxhaven-Immingham-Vlaardingen.

16-19.01.2015: Trip: Vlaardingen-Esbjerg-Immingham-Vlaardingen.

25-28.02.2015: Two trips: Vlaardingen-Immingham-Vlaardingen.

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.

07.07.2000: Arrived Scheveningen.

08.07.2000: In service: Scheveningen-Felixstowe.

18.11.2006: Service now: Vlaardingen-Felixstowe.

09.2009-08.08.2010: Service: Dublin-Heysham.

12.07.2010: Company sold to DFDS A/S.

08-21.08.2010: Service: Belfast-Heysham.

12.08.2010: Renamed ANGLIA SEAWAYS.

23.08.2010-01.2011: Service: Dublin-Heysham.

10.02.2011: Sold to DFDS A/S, København.

14.02.2011-15.01.2012: Chartered to Seatruck for service: Dublin-Heysham.

19.01-27.04.2012: Service: Rotterdam-Immingham (occasionally called at Antwerp too).

29.04-14.05.2012: Service: Rosyth-Zeebrugge.

22.05-09.10.2012: Chartered to Seatruck for service: Belfast/Dublin-Heysham.

09.10.2012-16.03.2014: Chartered to Seatruck for service: Warrenpoint-Heysham.



ANGLIA SEAWAYS 20.11.2012

01-16.04.2014+21.02-11.03+19.05-24.11.2015+01.12.2015-09.01.2016+ 08.02-19.03+14-19.04+ 13-25.06.2016: Service: Vlaardingen-Felixstowe.

18.04-28.07.2014: Service: Kiel-Ust Luga-St. Petersburg-Klaipeda.

29.07-24.08.2014: Service: Travemünde-Klaipeda.

24-28.08.2014: Trip: Klaipeda-Kiel-Vlaardingen.

01.09.2014-21.02.2015+19.04-12.06.2016: Service: Vlaardingen-Immingham (occasionally called at Antwerp too).

14-15.03.2015: Service: Heysham-Dublin.

16.03-16.05.2015: Service: Liverpool-Dublin.

30.05-14.06.2015: Service also: Cuxhaven-Immingham.

12-15.09.2015: Trip: Zeebrugge-Rosyth-Vlaardingen.

25.11-01.12.2015+09.01-06.02+19-25.03+28.03-14.04.2016: Service: Vlaardingen-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.



STRAIT FERONIA 11.10.2015 Wellington H.-H. Fentz

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.

06-12.02.2012: Service: Kiel-Gothenburg.

20.02-07.03.2012: Service: Liverpool-Belfast.

03.2012-06.2012: Service: Kiel-Klaipeda.

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.



STRAIT FERONIA 17.10.2015 Picton H-H Fentz

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.
10.12.2006: Chartered to Norfolkline for service: Liverpool-Dublin.
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.
12.07.2010-21.01.2011: Service: Liverpool-Dublin.
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-Karlshamn.
07-08.01+18-19.10+08-09.11.2014: Trips: Klaipeda-Paldiski.
08.01-18.10.2014+09.11.2014-10.01.2015: Service: Paldiski-Hanko.
27.01.2014: Sold to AB DFDS Seaways, Klaipeda.
10.01.2015: Service now: Paldiski-Kapellskär.

In the present fleet.



LIVERPOOL SEAWAYS 11.04.2012 Karlshamn

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.

23.07.2006: Service: Dover-Dunkirk.

12.07.2010: Company sold to DFDS

24.07.2010: Renamed DOVER SEAWAYS.

01.04.2011: Sold to DFDS A/S, Dover. Service: Dover-Dunkirk.

In the present fleet.



DOVER SEAWAYS 17.01.2012 Strait of Dover

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.

29.12.2004: Launched.

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.

01.04.2011: Sold to DFDS A/S, Dover. Service: Dover-Dunkirk.

In the present fleet.



DUNKERQUE SEAWAYS 17.01.2012 Dunkirk

472. **DELFT SEAWAYS** 2010 -

9293088 ■ Twin screw Ro-pax ferry ■ 3d ■ 2900 lanemetres ■
35293GT, 10776NT, 6874DW ■
186.65(BB)/172.00x29.12/28.40x19.75(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.

01.04.2011: Sold to DFDS A/S, Dover. Service: Dover-Dunkirk.

In the present fleet.



DELFT SEAWAYS 17.01.2012 Dunkirk

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.

13.08.2010: Delivered to Grimaldi Holding S.p.A., Genova as ENERGIA. Laid up at Marina di Carrara.

01.09.2011: Bareboat charter to AB DFDS Seaways, Klaipeda. Renamed REGINA SEAWAYS.

26.09.2011-28.10.2014+06.07-30.08+06.10-01.12.2015: Service: Klaipeda-Kiel.

30.10.2014: Change of flag to Lithuania. Homeport Klaipeda.

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.



REGINA SEAWAYS 01.05.2012 Klaipeda

474. **NORMAN SPIRIT** 2011 - 2013
SEAWAYS 2013 -

CALAIS

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.
1994-02.1997: Service: Ostend-Ramsgate.
02.1997-1998: Laid up at Dunkirk.
05.1998: Sold to Stena Line Ferries Ltd, Bermuda and renamed STENA ROYAL. Service now: Dover-Zeebrugge.
05.1999: Renamed P&OSL AQUITAINE.



NORMAN SPIRIT 17.01.2012 Dunkirk

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.
10.2005: Sold to Louis Dreyfus Ferries SAS, Genua and renamed NORMAN SPIRIT. Service now: Le Havre-Portsmouth.
2006: Transferred to British flag. Homeport Southampton.
11.2009-03.2010: Service: Dover-Boulogne.
03.2010: Manager now Transeurope Shipping Line Ltd. Renamed OSTEND SPIRIT. Service: Ostend-Ramsgate.

04.2011: Manager now LD Lines SAS. Homeport changed to Le Havre. Renamed NORMAN SPIRIT. Service: Le Havre-Portsmouth.

01.12.2011-17.02.2012: Chartered to DFDS for service: Dunkirk-Dover.

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 Shipyard, 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.

04.12.2006: Keel laid.

13.06.2008: Launched.

21.09.2008: Delivered to Fosse Way Shipping Ltd. (Epic Shipping Pte. Ltd.), Bari as NORMAN VOYAGER. Service: Le Havre-Portsmouth/Rosslare.

01.12.2008: Homeport changed to London.

11.2009-10.2010: Service: Rosslare-Cherbourg.

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.

10.2012: Sold to Stena RoRo Navigation Ltd., Le Havre.

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)

/146.35x/23.30x19.75(8.00)/5.400 ■ 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.

26.07.1991: Launched.

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.



DEAL SEAWAYS 19.05.2012 Calais Andreas Wörteler

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.

05.02002: 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.



DIEPPE SEAWAYS 22.11.2012 Calais @RvLiere verkleind

09.2012: Manager now: LD Transmanche Ferries SASU.

10.2012: Bareboat chartered to DFDS. Homeport changed to Le Havre and renamed DIEPPE SEAWAYS.

06.11.2012-30.11.2014: Service: Calais-Dover.

05.2014: Sold to Stena Line North Sea Ltd., Le Havre.

12.2014-01.2015: Rebuilt by Nauta Shipyard, Gdynia.

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.

21.10.2006: Delivered to Lico Leasing SA EFC (SMPAT), Dieppe.

02.11.2006: In service: Dieppe-Newhaven.

06.2010: Sold to LD Transmanche Ferries SASU, Dieppe.

05.2013: Bareboat charter to DFDS A/S, Dieppe. Service: Dieppe-Newhaven.

Still in bareboat charter.



SEVEN SISTERS

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.

21.07.2005: Launched.

16.02.2006: Delivered to Lico Leasing SA EFC (SMPAT), Dieppe.

06.03.2006: In service: Dieppe-Newhaven.

05.12.2007: Sold to LD Transmanche Ferries SASU, Dieppe.

06.2013: Bareboat charter to DFDS A/S, Rouen. Service: Dieppe-Newhaven.

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.

19.10.2005: Keel laid.

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.

09.2010-11.2011: Bareboat charter to Stena Line for service: Hook
of Holland-Killingholme.

03.12.2013: Bareboat charter for five years to DFDS A/S, Klaipeda.
Renamed ATHENA SEAWAYS.

13-19.12.2013: Service: Fredericia-Klaipeda.

08.01.2013-06.07.2014+10-19.02+05.10-24.12.2015+12.02-

13.03.2016: Service: Klaipeda-Kiel.

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-
12.02.2016+13.03-04.04.2016:** Service: Klaipeda-Karlshamn.
04.04.2016: Service now: Klaipeda-Kiel.
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
extend other NATO navies). Price: 128 m.EURO.

25.05.2011: Steel cutting commenced.

05.08.2011: Keel laid.

29.08.2012: Shipyard 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.

30.05-06.07.2016: Special trip: Esbjerg-Aalborg-Kalundborg-Klaipeda-Aalborg-Kalundborg-Rønne-Klaipeda-Rønne-Aalborg-Klaipeda-Kalundborg-Aalborg-Esbjerg.

In the present fleet.



ARK GERMANIA

482. **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.

13.09.2012: Contract cancelled.

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.

10.11.2014: In service: Esbjerg-Immingham. Occasionally called at Cuxhaven.

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.



ARK DANIA 05.11.2014 Esbjerg

483. MALO SEAWAYS 2015 - 2016

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), Wärsilä 18V38 + 12V38, 53840bhp, 25kn, Wärsilä 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, Rauma, 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.

21.11.2000: Keel laid.

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.

16.12.2003: Keel laid.

16.10.2004: Launched.

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.



COTE DES FLANDRES 16.02.2016 Dover

Tugs

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.

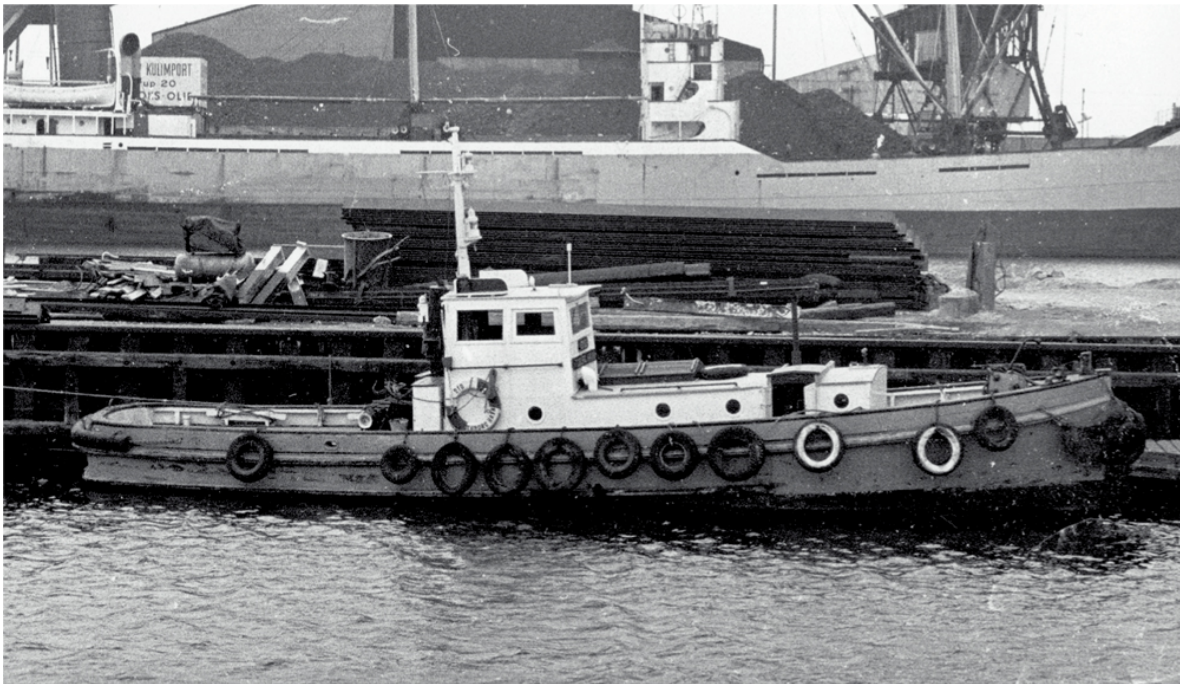
1960: New motor installed.

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 ■ 91grt, 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.

30.07.1970: Sold to A/S Em. Z. Svitzers Bjeragnings-Entreprise, Esbjerg.

03.08.1970: Taken over by her new owner and renamed EIR.
Price: 1.1 m.DKK.

15.10.1974: Sold to A/S Em. Z. Svitzers Bjeragnings-Entreprise & Claus Sørensen A/S (B. Goth-Bendtzen), Esbjerg.

05.1977: Returned to Esbjerg after being reengined at Frederikshavn.



TUNØ 05.07.1969 off Kvæsthusbroen, Copenhagen

15.04.1981: Manager now Claus Sørensen.

05.11.1982: Sold to A/S Em. Z. Svitzers Bjeragnings-Entreprise (23/40 shares) and A/S Skagen Isværk (17/40 shares), Esbjerg.

03.01.1983: Sold to A/S Em. Z. Svitzers Bjeragnings-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).

21A. **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.



ØST 08.12.1970 off Kvæsthusbroen, Copenhagen

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.

05.1997: Sold to Joint Stock Company "Brivais Vilnis", Salacgiva (Latvia).

Still extant?



SEJRØ 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
1974 - 1975

MAREN MO

6609250 ■ Twin screw passenger and car ferry ■ 2d ■ 2445grt, 986nrt, 869dw, 1995: 4051GT, 1220NT ■ 92.66/83.70x16.72/16.50x5.36/4.17 ■ Aalborg Værft A/S, Aalborg, no. 165 ■ 4D 4SA 4x12cyl. (260x400), B&W 1226-MTBF-40V, 9600bhp, 19.5kn, A/S Holeby Dieselmotor Fabrik, Holeby, no. 10490/1/2/3 ■ Passengers: 800 ■ Cars: 135

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.

21.04.1975: Sold to Siculo Regionale di Navigazione S.p.A. (SI.RE.NA.), Messina and renamed CARAVAGGIO.

1975: Name of owner now Sicilia Regionale Marittima S.p.A. (SIREMAR).

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

6906529 ■ Twin screw passenger and car ferry ■ 3d ■ 2430grt, 1003nrt, 803dw, 2004: 3937GT, 1186NT, 803DW ■ 92.66/83.70x16.72/16.50x9.81/4.17 ■ Aalborg Værft A/S, Aalborg, no. 181 ■ 4D 4SA 4x14cyl. (260x400), B&W 1426-VTBF-40V, 11080bhp, 20kn, A/S Burmeister & Wain's Maskin-og Skibsbyggeri, Copenhagen, no. 10752/3/4/5 ■ Passengers: 800 ■ Cars: 135

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.

12.07.1969: Presentation trip.

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.

30.05.1980: Weekly summer service now: Hanstholm-Bergen-Torshavn-Scrabster-Torshavn-Seydisfjordur.

30.09.1980-01.1981: Service: Hanstholm-Bergen-Stavanger-Torshavn-Aberdeen.

01.06.1981: First call in the year at Scrabster.

01-28.02.1982: Chartered to P&O for service: Aberdeen-Stromness.

21.05-10.09.1982: Service: Hanstholm-Bergen-Torshavn-Scrabster-Iceland.

17.09.1982: Last call at Scrabster.

10-18.10.1982: Service: Lerwick-Aberdeen. Relief of ST. CLAIR.

18-27.10.1982: Service: Aberdeen-Stromness. Relief of ST. OLA.

20.02.1984-07.04.1984: Service: Aberdeen-Lerwick during docking and rebuilding of ST. CLAIR.

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.

06.1992-08.1992: Service: Torshavn-Scrabster.

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.

10.2006: Transferred to Luxemburg flag. Homeport Luxemburg.

09.2008: Sold and renamed ISALITA.

2010: Laid up at Dakar.

06.2013: No longer updated.



SMYRIL

9B. **METTE MOLS** (II) 1975 - 1984

7358755 ■ 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. 405 ■ 4D 4SA 4x6cyl. (500x540), B&W 6S50HU, 16400bhp, 21kn, no. 620/1/2/3, 2004: 4D 4SA 4x8cyl. (270x380), MAN 8L27/38, 14792bhp, 20.5kn, MAN B&W Diesel AG, Augsburg ■ Passengers: 1436 deck, 64 berth ■ Cars: 420

01.12.1972 (yard), **06.12.1972** (owner): Ordered.

13.09.1973: Keel laid.

26.07.1974: Named and launched.

07-08.02.1975: Trials.

26.02.1975: Delivered to Mols-Linien A/S, Ebeltøft 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.

17.03.1975-07.07.1996: Service: Odden-Ebeltoft.

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.

10.08.1988: Sold to Mols-Linien K/S (Mols-Linien af 1988 A/S, K/S Difko 62), Ebeltoft.

1988: The passenger accommodation was refurbished.

01.07.1994: Bareboat charter to Mols-Linien A/S (50% owned by K/S Difko 62).

03.08.1996: 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.

10.10.1996: Sold to COMARIT - Compagnie Maritime Maroco-Norvegienne S.A., Tangier.

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.

02.04.2004: Rebuilt by Blohm+Voss Repair A.G., Hamburg. 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.

12.2015: Sold to Moby SpA, Limassol and renamed MOBY KISS.
Service: Leghorn-Bastia.

06.2016: Homeport changed to Napoli.

Still extant.



METTE MOLLS Sea trial

10B. **MAREN MOLLS (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

01.12.1972 (yard), **06.12.1972** (owner): Ordered.

26.07.1974: Keel laid.

19.12.1974: Named and launched.

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.

10.08.1988: Sold to Mols-Linien K/S (Mols-Linien af 1988 A/S, K/S Difko 62), Odden Færgehavn. Service unchanged.

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.

1996: Service: Las Palmas-Morro del Jable.

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.

10.02.2005: Beached and broken up by Arya Ship Breaking Co. Ltd., Alang.



MAREN MOLS

DFDS BAHAMAS COMPANIES

12B. **NOPAL DANA** 1979 - 1982

720819 ■ Twin screw RO/RO cargo vessel ■ 2d ■ 4210gt, 1405nt, 5400dw, 1973: 4538gt, 2083nt, 6710dw, 1979: 4752gt, 2290nt, 6500dw, 1995: 8517GT, 3418NT, 6604DW ■
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

26.11.1971: Launched.

28.04.1972: Delivered to Compagnie Atlantique Maritime (Cie. 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.

20.12.1973: Delivered after rebuilding.

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 Shipyard.

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.

1990: Sold to Consorcio Naviero Venezolano – CONAVEN (Seaboard Ship Management Inc.), La Guaira.

08.1995: Sold to Consorcio Naviera del Occidente S.A. (Seaboard Ship Management Inc.), Panama.

10.2001: Sold to Almacenes del Istmo 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

6815158 ■ Twin screw passenger and car ferry ■ 2d ■ 9963gt, 4759nt, 2337dw, 1982: 9903gt, 4660nt, 2005dw, 1994: 11979GT, 4005NT, 2337DW ■ 134.45(BB)/106.13x21.87/21.51x12.60/5.52 ■ Orenstein-Koppel & Lübecker Maschinenbau A.G., Lübeck, no. 658 ■ 2D 4SA 2x16cyl. (400x460), Pielstick 16PC2V-400, 16000bhp, 18.5kn., Ottensener Eisenwerk GmbH, Hamburg ■ Passengers: 635 berth, 1150 in all ■ 1974: Cars: 180

20.07.1967: Ordered.

26.10.1967: Keel laid.

20.04.1968: Launched.

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.

05.12.1968: Arrived Miami.

07.+08.12.1968: Maiden voyages Miami-Freeport.

12.12.1968: In service Miami-Freeport.

12.1968: Renamed FREEPORT I.

04.1973: Sold to Birka Line AB (Bror Husell), Mariehamn. Price: 14.32 m.USD.

16.05.1973: Renamed FREEPORT. Service: Stockholm-Mariehamn, Helsinki-Stockholm.

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.

06.03.1974-1976: Service: Helsingborg-Tuborg Havn-Travemünde.

14.11.1976: Sold to Bremer Schiffahrts-gesellschaft mbH & Co. KG (Geuther-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.



SCANDINAVIAN SUN

12.02.1994: Seized. Then docked at Öresundsvärvet, Landskrona.

12.05.1994: Left Landskrona for Tallinn.

25.05.1994: Service: Tallinn-Travemünde for the “Tallink - Hansaway” service. Chartered to Tallink. Homeport now Tallinn.

30.11.1994: Last trip from Tallinn. Arrived Travemünde the next day. Later proceeded to Miami.

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.

12.2000: Transferred to Discovery Sun Partnership Inc. (V. Ships Leisure S.A.M.), 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.

13.02.2012: Arrived Chittagong for demolition.

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
BLENHEIM and left the builders for Kristiansand for presentation.
Delivery delayed six months due to strikes at the shipyard.

08.09.1970: Arrived London.

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.

05.1976-05.1979: Service: Bergen-Cuxhaven.

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.

01.11.1981-18.01.1982: Refurbished by Blohm+Voss, Hamburg.

18.01.1982: Left Hamburg for Florida.

09.02.1982: Naming ceremony at Port Canaveral.



SCANDINAVIAN SEA

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.

17.02.1985: Arrived Valencia towed by tug ABEILLE PROVENCE of Papeete (1401/78). Rebuilt at Valencia by Union de Levante. Docking at Barcelona.

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.

1997: Sold to Indian breakers. Price: 0.55 m.USD. Towed from Freeport to India by tug BRITOIL 18 (732/1990).

13.07.1997: Due to heavy weather called at Cape Town.

01.09.1997: Arrived Alang.

15B. **SCANDINAVIA** 1982 - 1985

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
■ Passengers: 1606 berth, 1991: 2104 berth ■ Cars: 530, 1991: 0

12.03.1980: Ordered. Contract price: 414,638,650 FRF.

06.04.1981: Keel laid.

16.10.1981: Launched.

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.

25.09.1982: Arrived New York.

28.09.1982: Naming ceremony at New York.

02.10.1982: Left New York for Freeport on her first regular trip.

11.06.1983: Service: New York-Freeport-Nassau.

11.1983: Scandinavian World Cruises terminated.

29.11.1983: Left New York for Copenhagen.

09.12.1983: Arrived Copenhagen from USA.

19.12.1983: Service: Copenhagen-Oslo.

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.

10-29.04.1985: Refurbished by Blohm & Voss AG, Hamburg.
Service: Vancouver-Skagway, Alaska (summer) and Los Angeles-Puerto Vallarta, Mexico (winter).



SCANDINAVIA 09.12.1983 Copenhagen

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.

1996: Homeport changed to Monrovia.

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.

26.03-22.10.2002: Mediterranean cruises: Palma-Tunis-Civitavecchia-Portofino-Nice-Barcelona or Palma-Valletta-Naples-Leghorn-Toulon-Mahon.

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.

11-29.03.2005: Reposition cruise: Santos-Rio de Janeiro-Salvador-Recife-Las Palmas-Funchal-Lisbon-Palma.

29.03-25.10.2005: Cruises in the Mediterranean.

01-20.11.2005: Reposition cruise: Palma-Lisbon-Funchal-Arrecife-Mindelo-Recife-Salvador-Vitoria-Rio de Janeiro-Santos.

11.2005-03.2006: Cruises in South American waters.

04.03-19.03.2006: Reposition cruise: Rio de Janeiro-Salvador-Recife-Santa Cruz-Funchal-Lisbon.

11.04-07.11.2006: Cruises in the Mediterranean.

11.2015: Sold to Cruise Holdings Inc. (Columbia Cruise Services Ltd.), Nassau and renamed OCEAN GALLA.

Still in service



SCANDINAVIA 04.04.1985 off Toldboden, Copenhagen

16B. HAMBURG 1987 - 1997
SCANDINAVIA 1997 - 2002

ADMIRAL OF

7400778 ■ Twin screw passenger and car ferry ■ 4d ■ 12752gt, 6492nt, 2999dw, 1987: 13141gt, 6757nt, 2999dw, 1999: 18888GT, 8820NT, 1999: 19292GT, 8177NT, 3292DW ■
 156.42(BB)/135.79x23.98/23.47x13.75/6.65 ■ Werft Nobiskrug GmbH, Rendsburg, no. 685 ■ 2D 4SA 2x20cyl. (410x470), Stork-Werkspoor 20TM410, 24000bhp, 22.5kn., Stork-Werkspoor N.V., Amsterdam, 1997: 2D 4SA 2x16cyl. (400x560), Sulzer 16ZAV40S, 33988bhp, 22.5kn, New Sulzer Diesel France, Mantes ■
 Passengers: 619 berth, 1035 in all. ■ Cars: 400

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.

02.04.1976: Left Oslo for Kiel on her maiden voyage. Service: Oslo-Kiel.

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.

04.04.1987: In service Hamburg-Harwich.

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.

22.12.1989: Returned to service.

20.12.1990: Transferred to Scandinavian World Cruises (Bahamas) Limited, Nassau. Service unchanged.

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.

27.02.1997: Arrived Hamburg.

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.

14.06-07.09.1997: Service: IJmuiden-Newcastle-Hamburg.



HAMBURG 05.08.1987 The North Sea

08.09.1997-02.11.1997: Service: IJmuiden-Newcastle.

03.11.1997-23.03.1998: Service: Hamburg-Harwich.

03.04-19.05.1998: Service: IJmuiden-Newcastle.

19.05-06.09.1998: Service: IJmuiden-Newcastle-Hamburg.

06.09.1998-05.01.1999: Service: IJmuiden-Newcastle.

05.01.1999: Left IJmuiden for Gdansk.

08.01-15.02.1999: Rebuilt Gdansk Shiprepair Yard Remontowa S.A. Equipped with sponson tanks. Modification of the bulbous bow and fitting of a duck tail.

26.02-20.05.1999: Service: IJmuiden-Newcastle.

20.05-07.09.1999: Service: IJmuiden-Newcastle-Hamburg.

07.09-20.09.1999: Service: IJmuiden-Newcastle.

21.09.1999-18.04.2000: Service: Hamburg-Harwich.

19.04.2000-07.01.2001: Service: IJmuiden-Newcastle.

27.01.2001-28.02.2002: Service now: Hamburg-Harwich.

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.

14.11.2002: Arrived Cuxhaven from Harwich. After disembarking sailed for Falmouth for docking at A & P Appledore (Falmouth) Limited.

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.

09.2005: Sold to Charm Enterprises S.A. (Access Ferries S.A.), Panama.

11.2005: Sold to Western Holding Group Inc. (Access Ferries S.A.), Panama.

01.2007: Manager now: K. Arne Shipping AS.

26.07.2010: Sold to Carrizona Ltd., Basseterre.

27.10.2010: Arrived Cape Town in tow after dragging her anchor off the South African coast.

25.01.2011: Arrived Alang for demolition.

20.03.2011: Reported as broken up.



HAMBURG 29.03.1995 Harwich

ATLANTIC HEAVY LIFT CORP.

17B. **DANA AMERICA** 1979 - 1984

7725130 ■ RO/RO heavy lift cargo vessel ■ 2d ■ 5093gt, 1909nt, 8002dw, 1994: 12076GT, 3622NT ■
135.01(BB)/124.01x24.29/24.01x14.36/6.68 ■ Nippon Kokan K.K., Shimizu, no. 375 ■ 1D 2SA 6cyl. (550x1380), B&W 6L55GFC, 8040bhp, 15.25kn., Mitsui Engine & Shipbuilding Co. Ltd., Tamano ■
Passengers: 6 ■ TEU: 516

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.

09.07.1979: Naming ceremony at Houston. Service: Nordana Line.

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.



DANA AMERICA

Still in service.

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

7725142 ■ RO/RO heavy lift cargo vessel ■ 2d ■ 5093gt, 1909nt, 8002dw, 1994: 12076GT, 3622NT ■
 135.01(BB)/124.01x24.29/24.01x14.36/6.68 ■ 10.2003: 14775GT, 4441NT, 10470DW ■ 2003:
 161.40(BB)/150.40x24.29/24.01x14.36/6.413 ■ Nippon Kokan K.K., Shimizu, no. 376 ■ 1D 2SA 6cyl. (550x1380), B&W 6L55GFC, 8040bhp, 15.25kn, Mitsui Engine & Shipbuilding Co. Ltd., Tamano ■
 Passengers: 6 ■ TEU: 516

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.

31.07.1979: Left Shimizu chartered for a trip: Busan-Kaohsiung-Hong Kong-the Suez Canal-Harwich-Hamburg-Antwerp. Then in service: Nordana Line.

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.

23.12.1997: Sold to FIH Leasing og Finans A/S, Rungsted. Price: 6.5 m.USD.

02.12.2002: Sold to Skodsborg Ltd. (B Navi S.p.A.), George Town.

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

06.2005: Manager now Dannebrog Rederi AS.

11.06.2010: Sold to Nordana Shipping Singapore Pte. Ltd. (Jutha Maritime Public Co. Ltd.), Singapore.

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

7725154 ■ RO/RO heavy lift cargo vessel ■ 2d ■ 5093gt, 1909nt, 8002dw, 1994: 12076GT, 3622NT ■
135.01(BB)/124.01x24.29/24.01x14.36/6.68 ■ 2002: 14805GT, 4441NT, 10470DW ■ 161.40(BB)/150.4x24.29/24.01x14.36/6.413 ■
Nippon Kokan K.K., Shimizu, no. 377 ■ 1D 2SA 6cyl. (550x1380), B&W 6L55GFC, 8040bhp, 15.25kn., Mitsui Engine & Shipbuilding Co. Ltd., Tamano ■ Passengers: 6 ■ TEU: 516

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.

16.10.1979: Left Shimizu for U.S. Gulf via Nagoya and the Panama Canal. Service: Nordana Line.

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.

23.12.1997: Sold to FIH Leasing og Finans A/S, Rungsted. Price: 6.5 m. USD.

24.09.2002: Sold to Skanderborg Ltd. (B Navi S.p.A.), George Town.

17.09-12.11.2002: Lengthened by Çindemir Tersanecilik Denizcilik Sanayi ve Ticaret Limited Sirketi, Tuzla.



SKANDERBORG 11.05.2003 Korsør

2005: Manager now Dannebrog Rederi AS.

13.04.2010: Homeport now Singapore. Manager now: Jutha Maritime Public Co. Ltd.

2011: Sold to Nordana Shipping Singapore Pte. (Jutha Maritime Public Co. Ltd.), Panama.

10.2014: Sold to Naif Marine Services Co. PSC, Panama and renamed JABAL ALI 7.

Still in service.

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

7725166 ■ RO/RO heavy lift cargo vessel ■ 2d ■ 5093gt, 1909nt, 8002dw, 1994: 12076GT, 3622NT ■

135.01(BB)/124.01x24.29/24.01x14.36/6.68 ■ 2003: 14775GT, 4441NT, 10470DW ■ 161.40(BB)/150.4x24.29/24.01x14.36/6.413 ■ Nippon Kokan K.K., Shimizu, no. 378 ■ 1D 2SA 6cyl. (550x1380), B&W 6L55GFC, 8040bhp, 15.25kn, Mitsui Engine & Shipbuilding Co. Ltd., Tamano ■ Passengers: 6 ■ TEU: 516

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.

21.12.1979: Left Shimizu for Tripoli via Kobe, Hodeidah, Jeddah and the Suez Canal. Service: Nordana Line.

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.

16.10.2002: Sold to Schackenborg Ltd. (B Navi S.p.A.), George Town.

13.09-27.10.2003: Lengthened by Çindemir Tersanecilik Denizcilik Sanayi ve Ticaret Limited Sirketi, Tuzla.

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.



DANA CARIBIA

GRENAA-HUNDESTED LINIEN A/S

24B. **DJURSLAND** 1981 - 1984

7360667 ■ 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.

30.04.1974: Launched.

30.07.1974: Delivered to Jydsk Færgefart A/S, Grenaa as
DJURSLAND II. Service Grenaa-Hundested.

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.

10.8.1988: Sold to Grenaa-Hundested Linien K/S (Grenaa-
Hundested Linien af 1988 A/S), Grenå.

30.04.1994: Last trip Grenå-Hundested. Service terminated.

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.

02.09.1994: Arrived Fredericia Skibsværft A/S for inspection.

02-09.09.1994: Docked.

15.09.1994: Taken over by Transtecina S.A. (Lineas Fred Olsen S.A.), San Sebastian, La Gomera and renamed BENCHIJIGUA II. Sailed Fredericia for Southampton.

28.09.1994: Left A&P Appledore (Southampton) Ltd. for the Canary Islands after refurbishment.

1994: Service: Los Cristianos, Tenerife-San Sebastian-Santa Cruz de La Palma.

1995: Docked at Astilleros Canarios - ASTICÁN, Las Palmas for fitting of internal car ramps.

05.1995: Renamed BENCHIJIGUA, and homeport changed to Gomera.

1998: Homeport changed to San Sebastian.

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.

2003: Chartered in summer periods to COMARIT - Compagnie Maritime Maroc-Norvegienne S.A. (Fred. Olsen & Co), Tangier for service: Al-Hoczima-Almeria.

2006: Charter transferred to Líneas Marítimas Europeas. Service: Tangier-Algeciras.

2010: Sold for demolition renamed WINNER 10.

10.05.2010: Arrived Sachana, India for demolition.



DJURSLAND

PRINZENLINIEN

26B. **PRINZ OBERON** 1981 - 1984

7011515 ■ Twin screw passenger and car ferry, 3 decks ■ 7933gt, 4321nt, 1778dw, 1994: 11403GT, 4756NT ■
134.02(BB)/117.00x21.04/20.81x11.50/4.92 ■ Werft Nobiskrug GmbH, Rendsburg, no. 663. ■ 2D 4SA 2x16cyl. (400x460), Pielstick 16PC2V-400, 16000bhp, 22kn., Blohm + Voss A.G., Hamburg ■
Passengers: 692 berth, 1040 in all, 1986: 650, 1999: 1600 deck ■
Cars: 250, 1999: 0

12.1968: Ordered.

18.08.1969: Keel laid.

21.02.1970: Launched.

06.06.1970: Trials and delivered to AB Bonnierföretagen, Stockholm as PRINS OBERON. Price: 35 m.SEK.

08.06.1970-17.12.1982: Charter to Prinzenlinien Schiffahrtsges. m.b.H & Co. Service Bremerhaven-Harwich.

1972: Stabilizers fitted.

30.09.1978: Sold to Deutsche Leasing A.G., Bremen. Bareboat charter to Prinzenlinien Schiffahrtsges for eight years. m.b.H. & Co. and renamed PRINZ OBERON.

01.05.1981: DFDS became partowner and manager of Prinzenlinien Schiffahrtsges.m.b.H. & Co.

07.1981: DFDS became sole owner of Prinzenlinien.

22.12.1982-10.02.1983: Laid up.

11.02-09.06.1983: Chartered to Stoomvaart 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.

06.06-22.6.1984: Service: Esbjerg-Newcastle-Göthenburg.

23.06-19.08.1984: Service: Göthenburg-Harwich-Cuxhaven.

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.

26.04.1990-1992: Service: Rosslare-Pembroke Dock.

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

02.1994: Blaesbjerg Ferries ApS went bankrupt. Service terminated. Proceeded to Genoa. Laid up.

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.

20.05-04.08.1994: Service: La Goulette-Marseilles.

03.08.1994: Called Sousse.

26.05-30.10.1994: La Goulette-Genoa

19.06-17.09.1994: La Goulette-Naples.

31.10.1994: Left La Goulette for Fredericia for docking.

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.

10.12.1994: Service: Tallinn-Travemünde.

14.01.1995: On voyage Travemünde-Tallinn starboard main engine shut down due to overheating. Proceeded for one engine to Tallinn for inspection.

21.01.1995: Left Tallinn for Travemünde.

24.01.1995: Arrived Travemünde and was laid up pending inspections.

21.03.1995: Handed back to the owners.

30.03.1995: Left Travemünde for Kiel towed by tug HERMES (358/1976).

31.03.1995: Arrived Kiel and repaired by Howaldtswerke-Deutsche Werft AG.

06.07.1995: Left Kiel.

09.07.1995: Passed Gibraltar.

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.



PRINZ OBERON 18.03.1984 Freeport of Copenhagen

TOR Line

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

7321972 ■ Twin screw RO/RO cargo vessel ■ 2d ■ 4168gt, 1619nt, 7480dw, 1977: 5052gt, 2705nt, 9993dw, 1994: 12254GT, 3676NT, 7362DW ■ 137.67(BB)/122.84x21.06/20.60x14.71/7.18, 1977: 163.48(BB)/145.93x21.06/20.60x14.71/7.10 ■ A/S Framnæs Mek. Verksted, Sandefjord, no. 181 ■ 2D 4SA 2x12cyl. (400x460), Pielstick 12PC2V, 12000bhp, 18.25kn., Lindholmen Motor AB, Gothenburg ■ Passengers: 12 ■ TEU: 232, 1977: 458

30.07.1970: Ordered.

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.

20.12.1974: Owners now: Rederi AB Salénia & Salénrederierne AB, Göteborg.

23.12.1974: Amalgamation of Rederi AB Salénia, Rederi AB Salénrederierne and Rederi AB Transatlantic.

01.07.1975: Salénrederierne AB restyled as Saléninvest AB.

20.11.1975: Renamed BANDAR ABBAS EXPRESS during time charter to German MTO. Service: Gothenburg-Hamburg-Le Havre-Red Sea-Bandar Abbas.

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.

15.12.1986: Sold to Tor Line AB, Göteborg. Service mainly: Gothenburg/Helsingborg-Felixstowe/Immingham, Gothenburg-Ghent/Rotterdam and Rotterdam-Immingham.

29.12.1986: Taken over by her new owner.

11-13.10.1988: Service: Gothenburg-Felixstowe.

14-20.10.1988: Service: Rotterdam-Immingham.

20.10.1988: Service: Gothenburg-Immingham, Gothenburg-Felixstowe-Rotterdam, Rotterdam-Immingham, Gothenburg-Immingham, Gothenburg-Ghent and Gothenburg-Rotterdam.

02.1989: Service: Gothenburg-Felixstowe-Chatham-Gothenburg.

04.1989: Service: Gothenburg-Ghent-Felixstowe.

26.04-05.05.1989: Trip: Gothenburg-Ghent-Felixstowe-Chatham-Gothenburg.



TOR HOLLANDIA 16.06.2003 Esbjerg

05-10.08.1989: Trip: Gothenburg-Ghent-Immingham-Gothenburg.

20-25.08.1989: Trip: Gothenburg-Immingham-Felixstowe/Harwich-Gothenburg.

30.03-04.04+20-25.04+18-23.05+15-22.06.1990: Trips Gothenburg-Helsingborg-Felixstowe-Gothenburg.

29.06-03.07.1990: Trip: Gothenburg-Helsingborg-Felixstowe-Rotterdam.

13-17.07.1990: Trip: Gothenburg-Felixstowe-Chatham-Rotterdam.

28-31.07.1990: Trip: Gothenburg-Chatham-Rotterdam.

03-07.08.1990: Trip: Gothenburg-Immingham-Chatham-Rotterdam.

18-21.08+15-18.09.1990: Single trips Gothenburg-Chatham-Felixstowe-Rotterdam.

23.11-03.12.1990: Service: Helsingborg/Göteborg-Felixstowe-Immingham.

05-08.01.1991: Trip: Göteborg-Ghent-Rotterdam.

25.01-08.04.1991: Service: Helsingborg-Felixstowe-Immingham.

03-13.05+27.09-11.10.1991: Service: Helsingborg/Göteborg-Felixstowe-Immingham.

11-17.10.1991: Trip: Helsingborg-Harwich-Immingham.

02-12.11.1991: Trip: Helsingborg-Harwich/Felixstowe-Immingham.

06-09.06.1992: Trip: Göteborg-Felixstowe-Immingham.

23-27.07+06-10.08.1992: Single trips: Immingham-Helsingborg-Immingham.

12-15.12.1992: Trip: Göteborg-Ghent-Rotterdam.

04.01.1993: Renamed TOR DAN.

28.01-01.02.1993: Trip: Immingham-Helsingborg-Immingham.

13-16.02+27-30.03.1993: Single trips: Göteborg-Ghent-Rotterdam.

08-13.04.1993: Trip: Immingham-Helsingborg-Immingham.

18.05.1993: Renamed TOR HOLLANDIA. Service Immingham-Rotterdam.

29.05-01.06.1993: Trip: Göteborg-Harwich-Immingham.

21-27.12.1993: Trip: Immingham-Ghent-Göteborg.

01.1994: Services: Göteborg-Immingham-Göteborg, Immingham-Rotterdam-Immingham, Göteborg-Harwich-Rotterdam-Göteborg and Göteborg-Harwich-Immingham.



TOR HOLLANDIA 26.08.1999 Oslo

01-04.04.1994: Trip: Rotterdam-Ghent-Gothenburg.

05.1994: Service: Gothenburg-Immingham-Rotterdam-Harwich-Gothenburg.

05.07.1994: Service: Gothenburg-Ghent-Gothenburg.

14-16.05.1995: Trip: Gothenburg-Harwich-Ghent.

31.05.1995: Service: Gothenburg-Immingham-Gothenburg and Immingham-Rotterdam-Immingham.

16.11.1995: On voyage Rotterdam-Immingham had a fire in the engine room 30 miles due east of Great Yarmouth. Fire extinguished by the crew. Towed in to Rotterdam by tug ANGLIAN DUKE (762/1977).

18.11.1995: Arrived Rotterdam.

25-28.07.1997: Trip: Immingham-Harwich-Gothenburg.

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.

12.1998: Service: Oslo-Immingham and Oslo-Herøya-Kristiansand-Rotterdam.

01.1999: Service: Oslo-Larvik/Rønningen-Kristiansand-Hamburg.

02.1999: Service: Oslo-Larvik-Kristiansand-Felixstowe-Immingham.

06.1999-07.2000: Service: Oslo-Brevik-Kristiansand-Felixstowe-Immingham.

11.02.2000: Sold to Homer Maritime Corp., (Goliat Shipping A/S), Oslo.

13.04.2000: Taken over at Oslo.

07-13.05.2000: Trip: Oslo-Kristiansand-Rotterdam-Immingham-Oslo.

07.2000-06.2001: Service: Oslo-Brevik-Kristiansand-Immingham-Rotterdam.

01.07.2001-02.02.2002: Service: Brevik-Kristiansand-Immingham.

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

26.07-15.08.2002: Service: Fredericia-Copenhagen-Klaipeda.

19.08.2002-21.12.2003: Service: Cuxhaven-Immingham-Esbjerg.

06.01-25.05.2004: Service: Cuxhaven-Immingham.

25.05.2004-25.06.2005: Service: Brevik-Kristiansand-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.

7707736 ■ Twin screw RO/RO cargo vessel ■ 1d and sh ■ 5127gt, 2033nt, 7100dw, 1979: 5727/14057gt, 2907/9324nt, 7518/-dw, 1989: 13652/5792gt, 9748/2877nt, 10500/-dw, 1994: 17492GT, 5818NT, 8700DW ■ 144.48(BB)/137.67x21.49/21.40x13.77/6.70, 1979: 171.94(BB)/162.57x21.49/21.40x13.77/6.91//- ■ 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).

19.12.1984: Saléninvest AB went bankrupt.

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.

02.10.1986: Sold to Largus Exploration AB, Stockholm. Price: 21,867,200 SEK.

16.12.1986: Sold to Salénia AB, Stockholm. Price: 31.188 mSEK.

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.

11.10.1988-07.1989: Service mainly: Gothenburg-Immingham/Ghent, Gothenburg-Rotterdam and Rotterdam-Immingham.

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

07.1989-11.1991: Service mainly: Gothenburg-Felixstowe and Gothenburg-Felixstowe-Rotterdam.

20.11-02.12.1991: Service: Gothenburg-Ghent-Felixstowe-Gothenburg.

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.

05.06.1992: Arrived Esbjerg towed by ANGLIAN WARRIOR (350/1970).

18.12.1992-04.01.1993: Service: Gothenburg-Helsingborg-Immingham-Helsingborg-Gothenburg.

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

12-15.02+19-22.02+26-29.03.1993: Single trips: Rotterdam-Felixstowe-Gothenburg.

15-19.04.1993: Trip: Gothenburg-Felixstowe-Gothenburg.

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

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

06-12.07.1993: Trip: Gothenburg-Immingham-Rotterdam-Harwich-Gothenburg.



TOR ANGLIA 16.06.2003 Esbjerg



TOR ANGLIA 06.09.1995 off Gothenburg

20-26.07.1993: Trip: Gothenburg-Immingham-Rotterdam-Harwich-Gothenburg.

31.07-05.08.1993: Trip: Gothenburg-Harwich-Immingham-Gothenburg.

08.1993: Services: Gothenburg-Immingham-Harwich-Gothenburg, Gothenburg-Immingham-Gothenburg, Immingham-Rotterdam and Rotterdam-Gothenburg.

08-10.04.1994: Trip: Rotterdam-Ghent-Gothenburg.
21-24.04+05-08.05.1994: Trips: Immingham-Rotterdam-Ghent-Gothenburg.
10-15.06+01-06.07.1994: Trips: Gothenburg-Helsingborg-Immingham-Gothenburg.
26-29.08.1994: Trip: Rotterdam-Harwich-Gothenburg.
02-07.09.1999: Trip: Gothenburg-Helsingborg-Immingham-Gothenburg.
23-26.09.1994: Trip: Rotterdam-Harwich-Gothenburg.
14-19.10+04-09.11.1994: Trips: Gothenburg-Helsingborg-Immingham.
25-28.11+02-05.12+09-12.12.1994: Trips: Rotterdam-Harwich-Gothenburg.
19-24.05.1995: Trip: Gothenburg-Helsingborg-Immingham-Gothenburg.
29.05.1995-11.1998: Service: Gothenburg-Ghent-Gothenburg. Occasional calls at Terneuzen.
13-16.05.1996: Trip: Gothenburg-Immingham-Ghent.
18-20.05+02-04.06.1996: Trips: Gothenburg-Harwich-Ghent.
07-08.1997, 01.1998 and 07.1998: Service: Gothenburg-Immingham-Gothenburg.
05-07.11.1998: Trip: Gothenburg-Rotterdam.
11.1998-18.07.2000: Service: Rotterdam-Immingham-Rotterdam.
03.06.1999: Name of owner changed to DFDS Tor Line AB.
18.07-07.08.2000: Trip: Immingham-Southampton-Montreal-Immingham.
10.08-08.10.2000: Service: Rotterdam-Immingham.
09.10-03.11.2000: Trip: Rotterdam-Montreal-Southampton-Gothenburg.
04.10-18.11.2000: Service: Gothenburg-Ghent.
18.11/19.11-20.11.2000: Trip: Gothenburg-Rotterdam.
20.11.2000-02.06.2001: Rotterdam-Immingham-Rotterdam.
02.06-02.07.2001: Trip: Immingham-Massawa-Esbjerg.
02-03.07.2001: Trip: Esbjerg-Ghent.

03.07-05.09.2001: Service: Ghent-Göteborg.

06.09-10.12.2001: Trip: Immingham-Dundee-Southampton-Salalah-Southampton-Dundee-Göteborg.

12.12.2001-14.06.2002: Service: Göteborg-Ghent.

15.06-06.07.2002: Göteborg-Harwich.

06-06.07.2002: Trip: Harwich-Immingham.

06.07-13.08.2002: Service: Immingham-Rotterdam.

13-14.08.2002: Trip: Rotterdam-Göteborg.

15.08-08.09.2002: Service: Göteborg-Ghent.

10.09-08.10.2002: Service: Göteborg-Harwich.

09.10-04.12.2002: Service: Göteborg-Ghent.

04-08.01.2003: Trip: Göteborg-Immingham-Göteborg.

10.01-16.06.2003: Trip: Göteborg-Harwich-Southampton-Kuwait-Fujairah-Bahrain-Kuwait-Plymouth-Esbjerg.

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".

16.07-29.08.2003: Trip: Esbjerg-Zeebrugge-Thessaloniki-Rijeka-Kalundborg.

29.08-15.09.2003: Trip: Kalundborg-Rostock-Souda Bay-Valletta-Toulon.

16.09-23.10.2003: Trip: Toulon-Thessaloniki-Aqaba-Djibouti-Kuwait-Toulon.

24-30.10.2003: Trip: Toulon-Esbjerg.

10.2003-01.2004: Service: Hamburg-Syria/Lebanon with second hand cars.

30.10-07.12.2003: Trip: Esbjerg-Szczecin-Eemshaven-Hamburg-Tripoli (Libanon)-Latakia-Limassol-Tekirdag-Rotterdam.

07.12.2003-19.01.2004: Trip: Rotterdam-Hamburg-Tartous-Tripoli (Libanon)-Valletta-Toulon-Thessaloniki-Toulon.

20.01-10.02.2004: Trip: Toulon-Abjidan-Las Palmas-La Pallice.

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.

21.09.2004: Homeport changed to København at Aalborg.

06.10.2004: Contract with Danish Forces extended to the end of May 2007.

15-21.01.2005: Trip: Harwich-Göteborg-Harwich-Zeebrugge.

22-24.01.2005: Trip: Zeebrugge-Cuxhaven.

24.01-02.2005: Service: Cuxhaven-Immingham.

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.

18-28.07.2006: Service: Fredericia-Copenhagen-Klaipeda.

19.07-15.08.2006: Service: Cuxhaven-Immingham.

07.08.2006: Called at Antwerp.

15-18.08.2006: Service: Immingham-Maasvlakte.

19-28.08.2006: Trip: Maasvlakte-Esbjerg-Cuxhaven.

28.08-23.09.2006: Service: Cuxhaven-Immingham.

24-25.09.2006: Trip: Immingham-Purfleet.

25.09-26.11.2006: Service: Purfleet-Rotterdam.

26.11-27.12.2006: Trip: Purfleet-Antwerp-Lagos-Hamburg.

28.12.2006-19.01.2007: Trip: Hamburg-Lagos-Las Palmas.

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.

26.06-07.07.2007: Service: Maasvlakte-Immingham.

07-09.07.2007: Trip: Masvlakte-Aalborg.

09.07-05.09.2007: Trip: Aalborg-Kuwait-Karachi-Shuaybah-Aalborg.

07-14.09.2007: Trip: Aalborg-Eemshaven-Vigo-Cadiz.

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 Tennerife-La Palma.

09-12.07.2008: Trip: Cadiz-Marseilles.

12.07.2008-26.09.2009: Service: Marseilles-Casablanca.

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.

03-04.12.2009: Trip: Cuxhaven-Maasvlakte.

04-18.12.2009: Service: Immingham-Maasvlakte/Antwerp.

18-20.12.2009: Trip: Maasvlakte-Kalundborg.

20.12.2009: Sailed Kalundborg for Setubal.

25.12.2009: Sustained engine trouble.

26.12.2009: Arrived Setubal and was repaired.

02-17.01.2010: Trip: Setubal-Fujairah.

05.01.2010: Sold to Minmetals Astralia Pty. Ltd., Melbourne for demolition in China.

18.01.2010: Sailed Fujairah for China.

06.02.2010: Arrived Xinhui Yinhu Ship-breaking Yard.



TOR ANGLIA 17.06.2003 Esbjerg

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

1949: 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.

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

1953: 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.

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

1957: 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.

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

1990: 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.

31.12.1999: Sold to Foreningen Sorø Bådfart af 1997, Sorø.
Cruises on the lake of Sorø.

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

1990: 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.

28.05.2001: Chartered to Maribo Kommune.

11.06.2001: Renamed ANEMONEN

01.03.2002: Sold to Maribo Kommune, Maribo. Cruises on Sønder sø 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

07.1989: 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.

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

03.1991: 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
(Strömme Turism & Sjøfart AB), København.

Still extant.



TOMMELISE 29.07.2016 off The Royal Theater, Copenhagen

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

06.1992: 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 (Strømmen Turism & Sjøfart AB), København.

Still extant.



DEN GRIMME ÆLLING 29.07.2016 Copenhagen

9C. **NATTERGALEN** 1999 - 2011

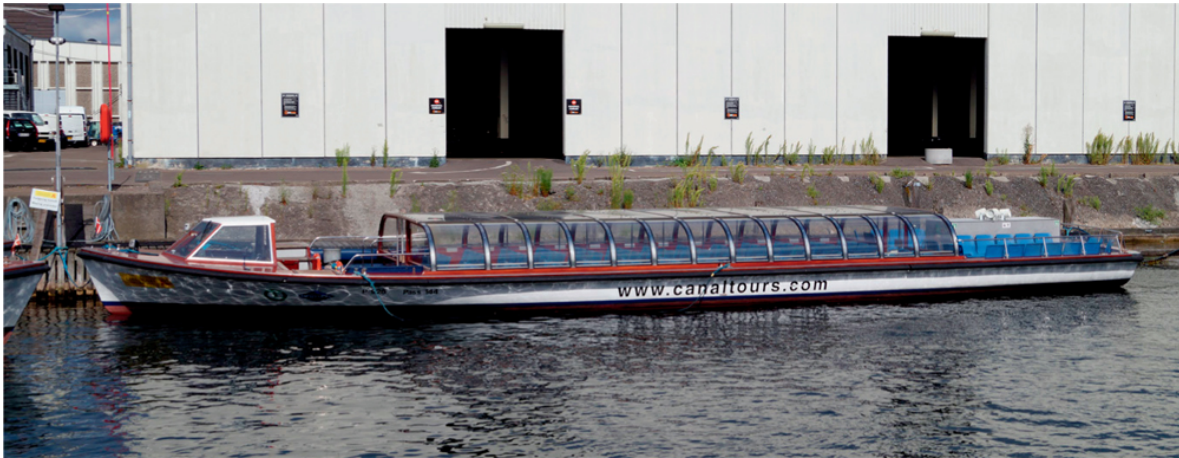
Passenger boat ■ 1d ■ GFP ■ 5.7GT, 2.01NT ■ 20.00/(19.45 x 5.20 x 1.00)reg. ■ Gilleleje Bådebyggeri I/S, Gilleleje, no. 3 ■ 1D 4SA 8cyl., Caterpillar 3208, 112kW ■ Passengers: 144

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 (Strømme Turism & Sjøfart AB), København.

Still extant.



NATTERGALEN 29.07.2016 Copenhagen

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

10.06.1995: Delivered to Havnens Motor Færge A/S, København.
Price: 2.55 m.DKK. Service: Harbour cruises in the port of Copenhagen.

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



SNEDRONNINGEN 29.07.2016 Copenhagen

14.03.2011: Sold to Canal Tours A/S (Strømme Turism & Sjøfart 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 (Strømme Turism & Sjøfart AB), København.

Still extant.



HYRDINDEN 29.07.2016 Copenhagen

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 (Strømme Turism & Sjøfart AB), København.

Still extant.



SKORSTENSFEJEREN 29.07.2016 Nyhavn, Copenhagen

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 (Strømme Turism & Sjøfart AB), København.

Still extant.



FYRTØJET 29.07.2016 Højbro Plads, Copenhagen

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 (Strømme Turism & Sjøfart AB), København.

Still extant.



SVINEDRENGEN 29.07.2016 Copenhagen

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



KLODS HANS 29.07.2016 Copenhagen

24.07.1998: Delivered to Havnens Motor Færge A/S, København.
Price: 2.9 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.

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

23.08.2000: Delivered to DFDS Canal Tours A/S, København.
Price: 3.624 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.



OLE LUKØJE 29.07.2016 Højbro Plads, Copenhagen

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 (Strømme Turism & Sjøfart AB), København.

Still extant.



MOSTER 29.07.2016 Copenhagen

18C. **TINSOLDATEN** 2002 - 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. 12 ■ 1D 4SA 8cyl., Volvo-Penta TMD63, 172kW ■ Passengers: 168

23.04.2002: Delivered to DFDS Canal Tours A/S, København.
Price: 2.756 m. DKK. Service: Harbour cruises in the port of Copenhagen.

14.03.2011: Sold to Canal Tours A/S (Strømmen Turism & Sjøfart AB), København.

Still extant.



TINSOLDATEN 29.07.2016 Højbro Plads, Copenhagen

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 (Strømmen Turism & Sjøfart AB), København.

Still extant.



PRINSESSEN PÅ ÆRTEN 29.07.2016 Nyhavn, Copenhagen

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: Delivered 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 (Strømme Turism & Sjøfart AB), København.

Still extant.



H.C. ANDERSEN 29.07.2016 Copenhagen

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 (Strømme Turism & Sjøfart 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.

11.07.2008: Sold to DFDS Canal Tours A/S, København.

16.07.2008: Taken over at Gilleleje and renamed LILLE TUK.

14.03.2011: Sold to Canal Tours A/S (Strømmen Turism & Sjøfart AB), København.

Still extant.



LILLE TUK 29.07.2016 Copenhagen

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

2008: Delivered to DFDS Canal Tours A/S, København. Service: Harbour cruises in the port of Copenhagen.

14.03.2011: Sold to Canal Tours A/S (Strømmen Turism & Sjøfart AB), København.

Still extant.



STORE CLAUS (right) and H.C. ANDERSEN (left) 29.07.2016 Copenhagen

Small crafts

24C. **SALLY** 1978 - 1997

Boat ■ 1d ■ 4.58grt. 1.71nrt ■ (6.71 x 2.44 x 1.10)reg. ■ Scan-Plast, Esbjerg

07.09.1978: Delivered to DFDS A/S, Esbjerg.

31.07.1997: Sold to Ingolf Henning Hansen, 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
AQUAE 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

BLLENHEIM 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
DELFT 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

K

KAMINA 407
KARAWA 414
KATTEGAT SYD 411
KAUNAS 429
KAUNAS SEAWAYS 429
KESTUTIS 431
KINCRAIG 380
KING OF SCANDINAVIA 400, 410, 453
KING SEAWAYS 453
KIRK CHALLENGER 399
KIRKE 319
KLAIPEDA 427
KLAIPEDA SPIRIT 432
KLAUSUL 2C
KLAYPEDA 427
KLODS HANS 15C
KOLDINGHUS 343
KOMPOZITOR BORODIN 425
KOMPOZITOR MUSORGSKIY 426
KONG OLAV V 348, 386
KRETA 365
KRONPRINS HARALD
KUWAIT EXPRESS 418

L

LABRADOR 377
LAGAN VIKING 469
LANGKAPURI STAR AQUARIUS 423
LARISA 392
LEADER PRINCE 386
LEENA DAN 12B
LILLE CLAUS 4C
LILLE TUK 22C
LINDINGER SATELLITE 380
LINDINGER SURVEYOR 381

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
LYSFOSS 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

MALO SEAWAYS 483
MARAG III 398
MARE DORICO 384
MAREN MO 7B, 10B
MAREN MOLS 7B, 10B
MARINE STAR I 398
MASSIMO M 417
MAYAN EMPRESS 378
MERCANDIAN EXPRESS II 403
MERSEY VIKING 468
MERZARIO GALLIA 28B
MESKEREM 398
METTE MO 394
METTE MOLS 394, 9B
MICHIGAN 371
MIE 50
MIKKEL MOLS 395
MIN FUNG 348
MINERVA 414
MISSOURI 369
MOBY ALE 395
MOBY CORSE 396
MOBY DREA 402
MOBY KISS 395, 9B
MOBY OTTA 401
MOLIERE 477
MONACO 379
MONT LAURIER 12B
MONTE STELLO 424
MORTEN MOLS 8B
MOSTER 17C
MTL 117 18A
MUNSTER 26B
MØEN 50
MÖLLE 50

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
PRINSESEN 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

TOR FIONIA 462
TOR FLANDRIA 422
TOR FREESIA 452
TOR FUTURA 413
TOR GOTHIA 412
TOR HAFNIA 411, 458
TOR HOLLANDIA 27B
TOR HUMBRIA 416
TOR JUTLANDIA 463
TOR MAGNOLIA 447
TOR MAXIMA 397
TOR MINERVA 414
TOR NERINGA 417
TOR NORVEGIA 417
TOR PETUNIA 448
TOR PRIMULA 449
TOR SCANDIA 418
TOR SCANDINAVIA 401
TOR SELANDIA 415
TOR SUECIA 419
TORM SENEGAL 430
TORM AUKSE 434
TREKRONER 390
TRESNES 381
TRILLINGEN 382
TRISTEIN 431
TROPIC STAR 379
TT-TRAVELLER 450
TUMLINGEN 381
TUNØ 19A
TURISTEN 3C

U

ULUSOY-6 412
UNION SYDNEY 12B
UNITED 370

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



ØST 21A



AALBORGHUS 388