Sitamia

IMO/off nr	8715508
Call Signal	YJXL7 / LATX5
Flag	VTU
Ship type	Motorskip, produkt tanker motor ship, product tanker.
Year Built	1988/11
Shipyard	Burmeister & Wains Skibsværft A/S, København, Danmark.
Sno	922
Cargo Handling	12 lastetanker; 6 bb–6 sb. 12 Framo lossepumper, hver med kapasitet 860 m3/time.
Tonnage	84.040 tdw, 43.414 brt, 20.078 nrt.
Size	L: 228,60 m, B: 32.24 m, D: 21.60 m.
Propulsion	1 dieselmotor, Burmeister & Wain 5-L70MCE. 2- takt/enkeltv., 5-sylindret, syl. dim.: 700 x 2.268 mm. 11.005 BHK ved 84 o. min. Bygget av Hyunday Heavy Industries Co. Ltd, Ulsan, Sør-Korea.
Boiler	1 Aalborg AQ9 hjelpekjele (aux. boiler), arbeidstrykk 9,0 bar. 1 Aalborg AQ16/16W kombinasjons kjele (combination boiler), arbeidstrykk 9,0 bar.
Power	2.400kW/440-220VAC/60Hz.
Class	DnV +1A1 Tanker for oil and caustic soda E0 Cow Inert +MV.
Vessel:	OSL499199701
Manager	Tschudi & Eitzen International A/S, Charlottenlund, Danmark.
Owner	Kommanditselskapet 16 Sønerjysk Ervervsinvistering, Port Vila, Vanuatu.
Port	Port Vila
Aux	1 B&W 7-L28/32 dieselgen. 1.200 kW. 2 B&W 5-L23/30 dieselgen; hver 600 kW. 1 Scania dieselgen. (Nød) 156 kW.
Year (y)	1997



OSL49919970120001 SITAMIA. Foto: Henk Guddee.

History in Norwegian

1988 Kjølstrukket 09/05. Bygget som PETROBULK MARS av Burmeister & Wains Skibsværft A/S, København, Danmark for Kommanditselskapet 16 Sønerjysk Ervervsinvistering (Naess Shipping (Holland) B. V., Amsterdam, Nederland), Port Vila, Vanuatu. Sjøsatt 01/10, ferdigstilt 31/11. 1995 Thome Ship Management Pte. Ltd, Singapore ble managers. Fremdeles registrert i Port Vila, Vanuatu. 1997 Tschudi & Eitzen International A/S, Charlottenlund, Danmark ble managers. Omdøpt til SITAMIA. Fremdeles registrert i Port Vila, Vanuatu. 2002 Solgt til Sininni Ltd (Tschudi & Eitzen International A/S, Charlottenlund, Danmark), Oslo-NIS. 2003 Solgt til Yellowfin Shipping Inc. (Tschudi & Eitzen International A/S, Charlottenlund, Danmark), Oslo-NIS. 2006 Tesma Holding A/S, Oslo ble managers. 2007 EMS Ship Management A/S, Oslo ble managers. 2008 Solgt til Lydia Shipping Co. Pte. Ltd, Singapore (Raffels Shipmanagement Service, Singapore), Funafuti, Tuvalu. Omdøpt til THERESA ARCTIC. 2017 Fikk maskinskade og grunnstøtte 20/06 på Bofa Beach i Kilifi, Kenya nord for Mombasa, Kenya mens hun var på reise fra Port Klang, Malaysia til Mombasa med 46.000 tonn palmeolje. Bragt flott 3 uker senere av 15 eksperter fra Smit Salvage. Det ble brukt 7 taubåter for å få henne av. Tidligere hadde endel av lasta blitt overført til MT THERESA DUMAI. 13/07 ble skipet tauet til Mombasa og dokket. Skroget var mye ødelagt og hun ble kondemnert og solgt for USD 350/LTD til indiske hoggere. Ankom 14/08 til Alang, India for hogging.

History

1988 Keel laid 09/05. Built as PETROBULK MARS by Burmeister & Wains Skibsværft A/S, København, Denmark for Kommanditselskapet 16 Sønerjysk Ervervsinvistering (Naess Shipping (Holland) B. V., Amsterdam, the Netherlands), Port Vila, Vanuatu. Launched 01/10, completed 30/11. 1995 Thome Ship Management Pte. Ltd, Singapore became managers. Still registered in Port Vila, Vanuatu. 1997 Tschudi & Eitzen International A/S Charlottenlund, Denmark became managers. Renamed SITAMIA. Still registered in Port Vila, Vanuatu. 2002 Sold to Sininni Ltd (Tschudi & Eitzen International A/S, Charlottenlund, Denmark), Oslo-NIS. 2003 Sold to Yellowfin Shipping Inc. (Tschudi & Eitzen International A/S, Charlottenlund, Denmark), Oslo-NIS. 2006 Tesma Holding A/S, Oslo became managers. 2007 EMS Ship Management A/S, Oslo became managers. 2008 Sold to Lydia Shipping Co. Pte. Ltd, Singapore (Raffels Shipmanagement Service, Singapore), Funafuti, Tuvalu. Renamed THERESA ARCTIC. 2017 Suffered an engine failure and ran aground 20/06 on Bofa Beach in Kilifi, Kenya, North of Mombasa, Kenya whilst on a voyage from Port Klang, Malaysia to Mombasa with 46.000 tons of palm oil. Refloated 3 week later by 15 experts from Smit Salvage. 7 tugboats were involved in the salvage. Part of the cargo had previously been transferred to MT THERESA DUMAI. Towed 13/07 to Mombasa and docked. The hull was badly damaged. Condemned and sold to Indian breakers for USD 350/LTD. Arrived 14/08 at Alang, India for demolition.