



Ship Fact Sheet



ULSTER PRINCE (1967)

Base data at 26 February 1971. Compiled January 2010

* indicates entries changed during P&O Group service.

Type	Roll-on/roll-off passenger ferry
P&O Group service	1971-1982
P&O Group status*	Owned by subsidiary company
Former name(s)	
Registered owners*, managers* and operators*	Belfast Steam Ship Company Ltd
Builders	Harland & Wolff Ltd
Yard	Belfast
Country	UK
Yard number	1667
Registry	Belfast, UK
Official number	305572
Call sign	
IMO/LR number	6622587
Classification society	Lloyd's Register
Gross tonnage	4,270 grt
Net tonnage	2,115 nrt
Deadweight	1,367 tons
Length	114.92m (377.1ft)
Breadth	16.48m (54.1ft)
Depth	9.06m (29.8ft)
Draught	4.130m (13.5ft)
Engines	2 x 12-cylinder 4 SCSA Pielstick Vee diesel engine
Engine builders	Crossley Premier Engines Ltd
Works	Manchester
Country	UK
Power	7,200 bhp
Propulsion	2 controllable-pitch propellers
Speed	17.5 knots
Passenger capacity	1,022 (428 berthed)
Cargo capacity	
Crew	85
Employment	Liverpool/Belfast ferry service

Career

- 13.10.1966: Launched by Lady Erskine of Rerrick, wife of the Governor of Northern Ireland.
- 06.04.1967: Delivered as *Ulster Prince* for Belfast Steam Ship Company Ltd, Belfast.
- 19.04.1967: Maiden sailing Liverpool/Belfast.
- 26.02.1971: Owners Belfast Steam Ship Company Ltd became a subsidiary of The Peninsular and Oriental Steam Navigation Company through their takeover of Coast Lines Group.
- 01.10.1971: Management and operations transferred to P&O Short Sea Shipping Ltd.
- 31.03.1975: Management and operations transferred to P&O Ferries.
- 21.09.1978: Ownership transferred to P&O Ferries Ltd.
- 10.12.1981: Left Liverpool to be laid up at Ostend.
- 27.08.1982: Sold to Panmar Ferries Services Ltd (Sidra Shipping Enterprises SA, managers) Cyprus, and renamed *Lady M*.
- 1984: Sold to Varsity SA, Panama, and renamed *Tangpakorn* and placed on the Hong Kong/China service.
- 1988: Sold to China Ocean Shipping Co., China and renamed *Long Hu*.
- 1988: Sold to Shun Tak Enterprises, Bahamas and renamed *Macmosa* and placed on Macau/Taiwan service.
- 1989: Sold to Chin Hing Ltd, Bahamas.
- 1995: Sold to Aquila Maritime Services, Panama. Firstly she was renamed *Neptunia II* and then *Neptunia*.
- 1995: Chartered to Neckar Reisen for their Bari/Cesme service.
- 1996: Sold to Panther Marine Corp, Panama and renamed *Panther*.
- 1998: Management transferred to Hellenic Mediterranean Lines Co Ltd.
- 2000: Chartered to Superferries and renamed *Vatan*. Placed on the Cesme/Brindisi service.
- 2000: Sold to Manar Marine Services Inc, Panama, and renamed *Manar*.
- 2001: Sold to Al Thuraya Marine Service Co, Dubai. Placed on the Port Rashid/Umm Qasr (Iraq) service.
- 03.2004: Sold for breaking up in India.
- 24.03.2004: Arrived at Alang, India for demolition.

- ends -