



Ship Fact Sheet



MEYNELL (1973) later EYNE, then MEYNELL

Base data at 21 December 1973. Last amended January 2010

* indicates entries changed during P&O Group service.

Type	Bulk carrier
P&O Group service	1973-1983
P&O Group status*	Owned by parent company
Former name(s)	
Registered owners*	The Peninsular and Oriental Steam Navigation Company
Managers* and operators*	P&O Bulk Shipping Division
Builders	Mitsubishi Heavy Industries Ltd
Yard	Hiroshima
Country	Japan
Yard number	234
Registry	London, UK
Official number	360901
Call sign	GSHF
IMO/LR number	7334515
Classification society	American Bureau of Shipping
Gross tonnage	69,911 grt
Net tonnage	45,000 nrt
Deadweight	129,346 tons
Length	260.92m (858.3ft) loa inc b/b; 246.90m (810.3ft) b/p
Breadth	40.62m (33.3ft)
Depth	24.00m (78.8ft)
Draught	17.577m (57.7ft)
Engines	8-cylinder 2 SCSA diesel engine
Engine builders	Mitsubishi Heavy Industries Ltd
Works	Kobe
Country	Japan
Power	11,600 bhp
Propulsion	1 variable-pitch screw
Speed	17 knots
Passenger capacity	Nil
Cargo capacity	139,480 cubic metres (4,926,415 cubic feet)
Crew	
Employment	Long term charter to Associated Bulk Carriers Ltd

Career

- 25.09.1973: Launched.
21.12.1973: Delivered as *Meynell* for The Peninsular and Oriental Steam Navigation Company (P&O Bulk Shipping Division, managers).
25.03.1977: Ownership transferred to Orient Steam Navigation Co Ltd.
03.1981: Managers and operators restyled P&O Deep Sea Cargo Division.
1983: Management and operation transferred to P&O Bulk Shipping Ltd. Ownership transferred to Moss Hutchison Line Ltd.
24.02.1983: Renamed *Eyne* for one return voyage on charter through the Mediterranean to Israel.
06.05.1983: Renamed *Meynell*.
14.12.1983: Sold to Singapore Bulk Carriers Private Ltd (Thome & Co Pvt Ltd, managers) Singapore, and renamed *Timur Light*.
1986: Sold to Tampere Ltd, Hong Kong (Van Ommera marine (Hong Kong) Ltd, managers) and renamed *Glendale*.
1987: Sold to Emblem Shipping Ltd, Greece, and renamed *Irene*.
1988: Sold to K/S Ancora (CH Sorensen & Sonner A/S) Arendal, Norway and renamed *El Ancora*.
1989: Owners now Bonita A/S, Arendal.
1992: Sold to Springbows Shipping Corp, Monrovia, Liberia (Polembros Shipping, London) and renamed *Alina*.
12.08.1998: Arrived at Gadani Beach, Pakistan, for breaking up.
09.1998: Demolition begun by Imran Shipbreaking Co.

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