

# BING N

IMO No: 9002776 ORE CARRIER 1992 / 154030 GT

**COMPANY:**

Neu Seeschiffahrt GmbH,  
Germany

**YARD INFORMATION:**

Hyundai Heavy Industries Co Ltd  
Ulsan (South Korea) 739

**DEMOLITION:**

Chittagong, 01/02/2017



Singapore 3/2/2010 © S. Wiedner

**BASIC DATA:**

GT: 154030  
 DWT: 322941  
 LOA: 338.69  
 Bmd: 55.00  
 Draft: 23.00  
 Engine: 1x oil B&W 7S80MC  
 Power: 21670 kW  
 Speed: 14.5 kn

**OWNER & FLAG HISTORY:**

BING N since 01/07/2008  
 Flag Date of record Source  
 Liberia since 01-07-2008 LRF  
 Registered owner Date of record Source  
 GENERAL ORE CARRIER CORP XII since 07/07/2008  
 Ship manager Date of record Source  
 NEU SEESCHIFFFAHRT GMBH since 07/07/2008

**EX-NAMES:**

BERGELAND	1992-98	Partrederi Bergeland ANS, Norway
BERGELAND	1998-08	Partrederi Bergesen GOIC DA, Norway
BING N	2008-17	General Ore Carrier Corp XII Ltd., Liberia
BING N	2017-17	Murali Maritime Inc, St. Kitts & Nevis

**GENERAL VESSEL INFORMATION:**

1998 Transferred to Partrederi Bergesen GOIC DA (Same manager) Oslo Norway.  
 2003 Merger Bergesen dy Oslo Norway and World Wide Hong Kong.  
 2008 Sold/Transferred to General Ore Carrier Corporation XII Ltd ( Neu Seeschiffahrts GmbH & Co Hamburg Germany as manager ) Monrovia Liberia, renamed " BING N ".

(www.shipsnostalgia.com)

History:							
ON	LR/IMO	ID	Year	Name	Tons	Change	Registered Owner
	9002776	9002776	1992	BERGELAND	154030		PR Bergeland ANS
	9002776	9002776	1992	BERGELAND	154030	1998	PR Bergesen GOIC DA.
	9002776	9002776	1992	BING N	154030	2008	General Ore Carrier Corp., XII Ltd.
	9002776	9002776	1992	BING N	154030	2017	Murali Maritime Inc

(www.aukevisser.nl/)

**2000:**

A long-standing partner of Norway's Bergesen group has emerged as the leading candidate to take over Krupp Shipping.

Well-placed sources say Neu has already made an offer to Krupp and the US businessman is waiting to hear its response.

A spokesman for Richard Neu's US-based Neu Investment Corporation would not comment on his bid for the German company, which promises to have profound consequences in the large bulk sector.

Bergesen owns the world's largest bulk, the 364,767-dwt Berge Stahl (1986), as well as the 322,941-dwt Bergeland (1992), which was co-owned by General Ore.

Neu's family is understood to have worked together with Bergesen for around four decades. They control General Ore International Corp and are investors in several Bergesen bulkers. The Neu family are low profile US based, but foreign flag shipowners, who have a long term relationship with Norway's Bergesen group. A number of Bergesen operated bulk carriers are jointly owned with Neu controlled companies.

(www.tradewindsnews.com - December 7th, 2000)

(www.tradewindsnews.com - July 6th, 2001)

**2001:**

Norwegian owner Bergesen is teaming up with General Ore International Corp (GOIC) to give the two companies the biggest share in the market for bulkers and ore oilers over 200,000 dwt.

In an announcement Thursday Bergesen said it will have a majority share of 51% in the new company, which has yet to be named, while GOIC - a partner with Bergesen for over 40 years - will control the remaining 49%. The company will own a fleet of ten drybulk carriers and two combined oil/ore carriers. In addition it will operate a fleet of nine drybulk carriers that are chartered in, which range down into the more traditional capesize capacity ships.

Detailing its new combined fleet Bergesen said six of the owned vessels will be acquired by the new company.

These are the 225,200-dwt Berge Athene (built 1979), 364,800-dwt Berge Stahl (built 1986), 322,900-dwt Bergeland (built 1992), 220,400-dwt Berge Nord (built 1997), 231,900-dwt Berge Pacific (built 1986), and 200,700-dwt Berge Shan (built 1986), which are currently owned 65% by Bergesen and 35% by GOIC,

The move will reduce Bergesen's ownership share of the ships down to 51%.

(www.tradewindsnews.com - November 15th, 2001)

**2017:**

German shipowner Neu Seeschiffahrt is reported to have offloaded two of its older ore carriers (VLOCs) for demolition in Bangladesh.

It is said to have sold the 322,941-dwt Bing N (built 1992) and the 218,283-dwt Eva N (built 1997) for \$320 per ldt, according to cash buyers GMS.

The Richard Neu-fronted owner will pick up \$11.5m from the sale of the 36,072-ldt Bing N and receive around \$8.8m for the 27,547-ldt Eva N.

The Dubai-based broker said the ships were committed on an "en bloc" basis "as is" Singapore with sufficient bunkers for the voyage.

(www.tradewindsnews.com - January 18th, 2017)

CHITTAGONG PORT POSITION 25 <sup>TH</sup> JANUARY 2017								
VESSEL NAME	EX NAME	IMO NO	YOB	TYPE	LDT IN MT	CASH BUYER	END BUYER	PRICE IN USD
BING N	BERGELAND	9002776	1992	ORE.C	36,027.00	WIRANA	ZUMA ENTERPRISE	337.00
VESSEL NAME		ARRIVED		BOARDING		BEACHING		
BING N		25.01.2017		25.01.2017		AWAITING FOR BEACHING		

(SOLAR SHIPPING LINES WEEKLY DEMOLITION REPORT - Week 04/2017)

BING N (9002776; Liberia) (Bergeland -08) 154,030/92 - ore carrier. By Murali Maritime Inc, St Kitts & Nevis, to Zuma Enterprise, Bangladesh and arrived Chittagong, 25/10/2016. Commenced 01/02/2017.]

(WSS Marine News 08/2017)

Last update: 3/8/2017