

# EVER DECENT

IMO No: 9134244 CONTAINER 1997 / 52090 GT

## COMPANY:

Evergreen Marine Corp Ltd,  
Taiwan

## YARD INFORMATION:

Mitsubishi Heavy Industries Ltd  
(Japan) 1222  
Design: Evergreen D-Class

## DEMOLITION:

Alang, 04/11/2020



Under repair after collision in English Channel at Blohm & Voss yard in Hamburg 9/1999 © S. Wiedner

2020: Sold to cash buyers and renamed **DECENT** for demolition at Alang, 04/11/2020.

## BASIC DATA:

GT: 52090  
DWT: 55604  
TEU: 4211  
Reefer: 476  
Loa: 294.13 (BB)  
Bmd: 32.20  
Draft: 12.60  
Engine: 1x oil Sulzer 12RTA84C  
Power: 48635 kW  
Speed: 25.0 kn

## OWNER & FLAG HISTORY:

DECENT since 01/09/2020  
EVER DECENT 12-05-2000 LRF  
Flag Date of record Source  
St.Kitts and Nevis since 01/09/2020  
Singapore since 01/08/2009  
Panama 12-05-2000 LRF  
Registered owner Date of record Source  
RUYEK MARITIME INC since 22/09/2020  
EVERGREEN MARINE SINGAPORE since 11/08/2009  
EVERGREEN INTERNATIONAL 01-01-1997 LRF  
Ship manager Date of record Source  
NABEEL SHIPMANAGEMENT FZE since 22/09/2020  
EVERGREEN MARINE SINGAPORE since 11/08/2009  
EVERGREEN MARINE 01-01-1997 LRF

**EX-NAMES:**

EVER DECENT	1997-09	Evergreen International SA, Panama
EVER DECENT	2009-20	Evergreen Marine (Singapore) Pte Ltd, Singapore
DECENT	2020-20	Ruyek Maritime Inc, St.Kitts and Nevis

**GENERAL VESSEL INFORMATION:****Evergreen D-class**

The **Evergreen D-Class** is a series of [container ships](#) . All ships were built between 1997 and 1998 by the Mitsubishi Heavy Industries shipyard for the Taiwanese shipping company [Evergreen Marine](#) . The ships of the class have been scrapped since 2020.

The ships are from a [twelve-cylinder - diesel engine](#) of the manufacturer [Sulzer](#) (Type: 12RTA84C-UG) with 49,325 [kW power](#) driven. The engine, built under license by Mitsubishi Heavy Industries, acts on a [propeller](#) . The service speed of the ship is 25 [kn](#) . The ship is equipped with a [bow thruster](#) .

Four diesel generators, each with an output of 1770 kW, are available for the power supply on board.

The [deckhouse](#) is located in the aft area about three quarters of the ship's length. The ship has nine holds equipped with [cell guides](#) . There are fourteen 40-foot bays in front of the superstructure, and another four behind the superstructure, the rearmost bay only being able to accommodate deck containers. Cell guides are also on deck for the two lower layers. On deck, the ship can load thirteen [containers](#) side by side (from the second tier) and up to six tiers on top of each other. There is a breakwater in front of hatch 1 to protect the deck containers from overflowing water.

The container capacity is 4,211 [TEU](#) . There are 476 connections for [refrigerated containers](#) . The ships do not have their own [loading gear](#) .

Building name	Build number	IMO number	delivery
<i>Ever dainty</i>		9134232	1997
<i>Ever Decent</i>		9134244	1997
<i>Ever Dynamic</i>		9142198	1998
<i>Ever devote</i>		9134268	1998
<i>Ever Delight</i>		9142162	1998
<i>Ever diadem</i>		9134270	1998
<i>Ever deluxe</i>		9134256	1998
<i>Ever Develop</i>		9142174	1998
<i>Ever Divine</i>		9134282	1998
<i>Ever Diamond</i>		9142186	1998

([https://de.zxc.wiki/wiki/Evergreen\\_D-Klasse](https://de.zxc.wiki/wiki/Evergreen_D-Klasse))

**1999:**

**EVER DECENT** in collision 23/8/1999 with the cruise liner NORWEGIAN DREAM in position 51.26N, 01.56E in the English Channel. A fire started in containers of paint and was not extinguished until 30/8/1999. She was initially listing by some 40 but this was soon corrected and a number of ballast tanks were reported ruptured. When the fire was extinguished she was towed to Zeebrugge for examination. The bows of NORWEGIAN DREAM were heavily damaged and she proceeded to Dover where the 2,338 passengers onboard disembarked. (WSS Marine News)

**EVER DECENT** was moving ex Hamburg for Los Angeles with 3,092 containers. EVER DECENT resumed service following the completion of temporary repairs at the German yard Blohm & Voss. She sailed later toward to the U.S. before crossing the transpacific. Final repairs were carried out in Japan where she was dry-docked in October 1999.

**2016:**

In light of the business opportunity presented by the expansion of the Canal, Evergreen recently upgraded the size of the ships it utilizes on its Far East - USEC services, introducing 8,452 TEU L-class containerships to replace the 4,211 TEU D-type vessels previously deployed. Evergreen's internal research indicates that the eco-friendly L-class vessel can offer the equivalent capacity as two traditional Panamax ships while at the same time reducing fuel consumption by 40% and lowering carbon emissions by the same percentage.

(<https://www.evergreen-line.com>)

**2020:**

DECENT (9134244; St Kitts & Nevis) (Ever Decent -20) 52,090/97 - Container Ship (Fully Cellular). By Ruyek Maritime Inc (Nabeel Shipmanagement FZE), St Kitts & Nevis, to Baijnath Melaram, India and arrived Alang, 04/11/2020. Commenced 15/11/2020.

(WSS Marine News 06/2021)

Last update: 10/8/2021