

# MADISON

IMO No: 8801333 CONTAINER 1990 / 12129 GT

**COMPANY:**

Salam Pacifica Indonesia Lines,  
Indonesia

**YARD INFORMATION:**

VEB Mathias-Thesen-Werft  
Wismar (Germany) 177  
Design: UCC 14

**DEMOLITION:**

Chittagong, 29/4/2016



Named **NORDLIGHT** © S. Wiedner collection

**1990: Renamed NANTAI QUEEN** (charter name).

**1992: Renamed NORDLIGHT** (charter expired).

**1997: Sold to FESCO (Russia). Renamed MEKHANIK KALYUZHNIY.**



Named **MEKHANIK KALYUZHNIY** Melbourne 28/2/2000 © A. Calvert (S. Wiedner collection)

**2010: Sold to Salam Pacifica Indonesia Lines. Renamed MADISON.**



Biak (Indonesia) 19/11/2011 © H. Rosenkranz [www.rosenkranz-shipphotos.de](http://www.rosenkranz-shipphotos.de) (S. Wiedner collection)

**2016: Demolition at Chittagong, 29/4/2016.**

**BASIC DATA:**

GT: 12129  
 DWT: 14140  
 TEU: 1158  
 Reefer: 125  
 Loa: 156.70  
 Bmd: 22.86  
 Draft: 8.62  
 Engine: 1x oil Sulzer 5RTA58  
 Power: 7950 kW  
 Speed: 17.8 kn  
 Cranes: 2x40t

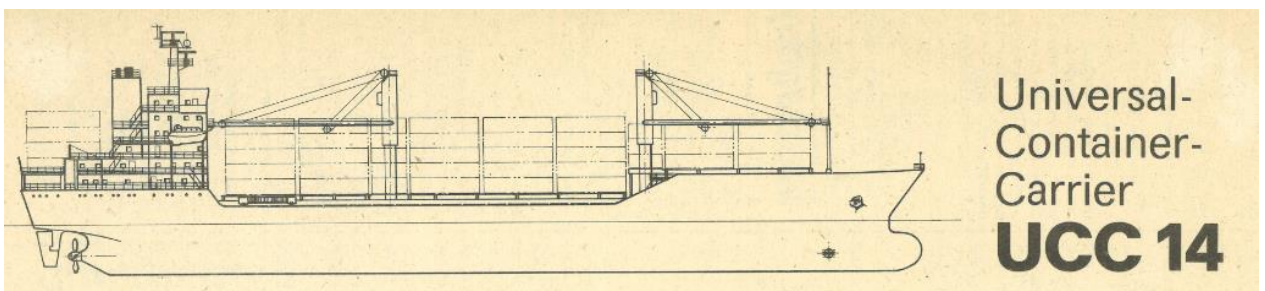
**OWNER & FLAG HISTORY:**

MADISON since 01-03-2010  
 MEKHANIK KALYUZHNIY 12-05-2000 LRF  
 Flag Date of record Source  
 Indonesia since 01/03/2010  
 Cyprus since 01/10/2005  
 Russia 12-05-2000 LRF  
 Registered owner Date of record Source  
 SALAM PACIFIC INDONESIA LINES during 03-2010  
 FANDAX SHIPPING CO LTD since 01-10-2007  
 FESCO 01-11-1997 LRF  
 Ship manager Date of record Source  
 SALAM PACIFIC INDONESIA LINES during 03-2010  
 FESCO WALLEM SHIPMANAGEMENT since 13-02-2007  
 FESCO 01-11-1997 LRF

**NAME HISTORY:**

NORDLIGHT	1990-90	Nordlight Shipping Co. Ltd., Cyprus
NANTAI QUEEN	1990-92	Nordlight Shipping Co. Ltd., Cyprus
NORDLIGHT	1992-97	Nordlight Shipping Co. Ltd., Cyprus
MEKHANIK KALYUZHNIY	1997-05	Far Eastern Shipping Co. Ltd. (FESCO), Russia
MEKHANIK KALYUZHNIY	2005-07	Far Eastern Shipping Co. Ltd. (FESCO), Cyprus
MEKHANIK KALYUZHNIY	2007-10	Fandax Shipping Co Ltd, Cyprus
MADISON	2010-16	Salam Pacific Indonesia Lines, Indonesia

**GENERAL VESSEL INFORMATION:**



Two series of the UCC 14 ships were built by the Mathias-Thesen-Werft Wismar, (East) Germany

The ships of the "WATER-series" (1,034 TEU / 60 Reefer / Cranes: 1x40t, 2x25t) were delivered to Joon Shipping BV, Netherlands (which went bankrupt in 1991).

The ships of the "NORD-series" (1,158 TEU / 125 Reefer / Cranes: 2x40t +3rd crane on aft deck) were delivered to the Reederei NORD (K. E. Oldendorff), Cyprus / Germany.

One vessel of the series - TALLAHASSEE (Yard No 182) - was initially delivered to another German owner.

The type name UCC 14 reflected the ship's deadweight capacity of approximately 14,000 dwt.

Yard: VEB Mathias-Thesen-Werft Wismar, East Germany (GDR)

No.	Delivered as	IMO	Built	TEU	Cranes	Broken up as	
170	<b>WATERSCHOUT</b>	8708555	1987	1,034	1x40t, 2x25t	<b>VN SAPHIRE</b>	1/6/2011
171	<b>WATERGRAAF</b>	8715261	1988	1,034	1x40t, 2x25t	<b>VNL DYNAMIC</b>	1/6/2011
172	<b>WATERKONING</b>	8715443	1988	1,034	1x40t, 2x25t	<b>SAI ETERNITY</b>	29/5/2013
173	<b>WATERGEUS</b>	8715455	1988	1,034	1x40t, 2x25t	<b>PHU TAN</b>	16/12/2010 (Total Loss)
174	<b>WATERSTOKER</b>	8715467	1989	1,034	1x40t, 2x25t	<b>DA JI</b>	27/1/2012
175	<b>WATERGIDS</b>	8909355	1989	1,034	1x40t, 2x25t	<b>RISE</b> (ex- SAI SUNRISE)	14/11/2019
176	<b>WATERDRAGER</b>	8912479	1989	1,034	1x40t, 2x25t	<b>PLOVDIV</b>	3/7/2012
177	<b>NORDLIGHT</b>	8801333	1990	1,158	2x40t	<b>MADISON</b>	29/4/2016
178	<b>NORDSKY</b>	8801345	1990	1,158	2x40t	<b>SEAWAYS VALOUR</b>	30/12/2011
179	<b>NORDSUN</b>	8801357	1991	1,158	2x40t	<b>SADET C</b>	3/10/2012
180	<b>NORDBEACH</b>	8801369	1991	1,158	2x40t	<b>SEAWAYS VENTURE</b>	15/2/2013
181	<b>WATERKLERK</b>	9003392	1990	1,034	1x40t, 2x25t	<b>NITY (ex-UNITY)</b>	17/4/2014
182	<b>TALLAHASSEE</b>	9003471	1992	1,166	2x40t, 1x7.5t	<b>SSL TRUST</b>	2/3/2017
190	<b>NORDCLIFF</b>	9004188	1991	1,158	2x40t	<b>FILIPPA C</b>	18/2/2014
191	<b>NORDISLE</b>	9004190	1991	1,158	2x40t	<b>AMAZON</b>	16/12/2016

1997:



## Oldendorff sells boxships

2 October 1997 22:00 GMT *UPDATED 2 October 1997 22:00 GMT*

Cyprus-based shipowner Klaus Oldendorff has reportedly sold the two 1,100-TEU containerships Nordisle (built 1991) and Nordlight (built 1990) for about USD 16m each to FESCO. Brokers describe the price as very good.

2016:



**Robbie Cox**

Just can't stay away

Posts: 147

**Re: ships sold for scrap**

« Reply #202 on: April 01, 2016, 11:07:36 AM »

Ships sold for Scrap April 2016

Chittagong

Madison Imo 8801333 Loa 156x23m Built 1990 Container...Beached 29/4/16



## Last 'UCC 14' type sold for demolition

The recent sale for demolition of the Indian-controlled cargo vessel SAI SUNRISE marks the end of a once successful series of containerships.

Before trading as a breakbulk vessel, the SAI SUNRISE used to be a 996 teu cellular containership of the 'UCC 14' type, a popular design of charter market container vessels developed by East Germany's Mathias Thesen Werft in the late 1980s.

In total, fourteen 'UCC 14'-type container vessels were built by the German yard from 1987 to 1991. Most of them were broken up or lost in the past years, the SAI SUNRISE being the last survivor.

Typically rated at 996 to 1,158 teu, depending on versions, and fitted with three cranes, the 'UCC 14s' were popular charter market workhorses in the 1990s, especially on North-South and regional routes.

They were often competing against another trendy design of that era, the Stocznia Szczecinska-developed 'B-183' type, which existed in two versions, the original one, rated at 1,012 teu and fitted with two cranes, and a lengthened one, rated at 1,162 teu and fitted with three cranes.

The SAI SUNRISE was originally built as the WATERGIDS for Dutch owner and liner operator Joon Shipping, which operated several ships of this type on transatlantic services. After the company went bankrupt in 1991, the WATERGIDS and her sister vessels in the Joon fleet were



above: the 'UCC 14' vessel DA JI, originally the WATERSTOKER, upon departure from Chittagong. The type name reflected the ships' deadweight capacity of around 14,000 dwt.  
photo: I. Meshkov

sold to other liner interests and to non-operating owners for charter market deployment.

The WATERGIDS featured a deadweight of 14,140 tons, a Loa of 156.70 metres and a beam of 22.86 metres. She was equipped with three cranes of up to 40 tons capacities.

Like several 'UCC 14s', she was de-celled in the second part of her career and ultimately used on non-liner trade routes, catering for bulk and breakbulk cargoes.

(Source: Alphaliner Weekly Newsletter 43/2019)

Last update: 30/12/2023