

NORDLIGHT

IMO No: 8801333 CONTAINER 1990 / 12129 GT

COMPANY:

Reederei 'Nord' Klaus E. Oldendorff
Ltd., Cyprus

YARD INFORMATION:

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

DEMOLITION:

Chittagong, 29/4/2016



© 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 Pacific Indonesia Lines. Renamed MADISON.



Named MADISON Biak (Indonesia) 19/11/2011 © H. Rosenkranz 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

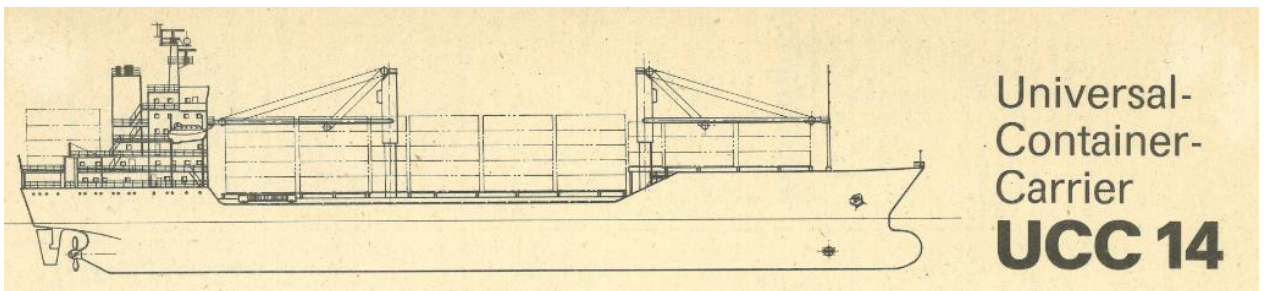
OWNER & FLAG HISTORY:

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	WATERSCHOUT	8708555	1987	1,034	1x40t, 2x25t	VN SAPHIRE	1/6/2011
171	WATERGRAAF	8715261	1988	1,034	1x40t, 2x25t	VNL DYNAMIC	1/6/2011
172	WATERKONING	8715443	1988	1,034	1x40t, 2x25t	SAI ETERNITY	29/5/2013
173	WATERGEUS	8715455	1988	1,034	1x40t, 2x25t	PHU TAN	16/12/2010 (Total Loss)
174	WATERSTOKER	8715467	1989	1,034	1x40t, 2x25t	DA JI	27/1/2012
175	WATERGIDS	8909355	1989	1,034	1x40t, 2x25t	RISE (ex- SAI SUNRISE)	14/11/2019
176	WATERDRAGER	8912479	1989	1,034	1x40t, 2x25t	PLOVDIV	3/7/2012
177	NORDLIGHT	8801333	1990	1,158	2x40t	MADISON	29/4/2016
178	NORDSKY	8801345	1990	1,158	2x40t	SEAWAYS VALOUR	30/12/2011
179	NORDSUN	8801357	1991	1,158	2x40t	SADET C	3/10/2012
180	NORDBEACH	8801369	1991	1,158	2x40t	SEAWAYS VENTURE	15/2/2013
181	WATERKLERK	9003392	1990	1,034	1x40t, 2x25t	NITY (ex-UNITY)	17/4/2014
182	TALLAHASSEE	9003471	1992	1,166	2x40t, 1x7.5t	SSL TRUST	2/3/2017
190	NORDCLIFF	9004188	1991	1,158	2x40t	FILIPPA C	18/2/2014
191	NORDISLE	9004190	1991	1,158	2x40t	AMAZON	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