

**COMPANY:**

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

**YARD INFORMATION:**

Mathias-Thesen-Werft  
Wismar (Germany) 179  
Design: UCC 14

**DEMOLITION:**

Alang 3/10/2012



**Named KENT SCOUT** Delaware River 2/2/1998 © J. Curdy (S. Wiedner collection)

**1997: Renamed KENT SCOUT** (charter name).

**1998: Renamed CHILE STAR II** (new charter name / previous charter expired).



**Named CHILE STAR II** Lyttelton (N.Z.) 25/6/1999 © A. Calvert (S. Wiedner collection)

**1999: Renamed NORDSUN** (charter expired).





Marsaxlokk (Malta) 11/2005 © S. Wiedner collection

**2006:** Sold to Hansen & Lange I/S / Fabricius Marine A/S / Erria A/S (Denmark). Renamed **DELMAS ANGOLA** (charter name) / internal project name: **KAROLINE**.

**2008:** Renamed **VENTO DI GRECALE** (charter name).

**2010:** Sold to Canbaz Denizcilik Ve Nakliyat Ticaret Sanayi Ltd. Sti.(Turkey). Renamed **SAADET C**.

**2012:** Demolition at Alang 3/10/2012.

**BASIC DATA:**

GT: 11998  
 DWT: 14140  
 TEU: 1158  
 Reefer: 125  
 Loa: 156.88  
 Bmd: 22.86  
 Draft: 8.62  
 Engine: 1x oil Sulzer 5RTA58  
 Power: 7950 kW  
 Speed: 17.8 kn  
 Cranes: 2x40t

**OWNER & FLAG HISTORY:**

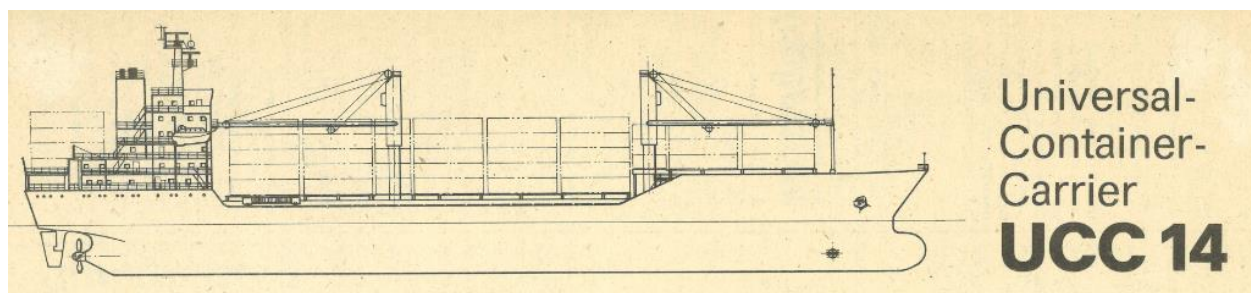
SAADET C since 01-07-2010  
 VENTO DI GRECALE 2008-02-25 LRF  
 DELMAS ANGOLA 08-05-2006 LRF  
 NORDSUN 12-05-2000 LRF  
 Flag Date of record Source  
 Panama since 01-07-2010  
 Antigua and Barbuda 08-05-2006 LRF  
 Cyprus 12-05-2000 LRF  
 Registered owner Date of record Source  
 GROUP NSCVO INC during 07-2010  
 KAROLINE SHIPPING CO LTD 19-06-2006 LRF  
 NORDSUN NAVIGATION 01-01-1991 LRF  
 Ship manager Date of record Source  
 CANBAZ DENIZCILIK VE NAKLIYAT during 07-2010  
 ERRIA A/S 2006-06-19 LRF  
 FABRICIUS BR MARINE 19-06-2006 LRF  
 OLDENDORFF K.E. 31-12-1979 LRF

**NAME HISTORY:**

NORDSUN	1991-92	Nordsun Navigation Co. Ltd., Cyprus
LANKA ABHAYA	1992-97	Nordsun Navigation Co. Ltd., Cyprus
NORDSUN	1997-97	Nordsun Navigation Co. Ltd., Cyprus
CGM LA BOURDONNAIS	1997-97	Nordsun Navigation Co. Ltd., Cyprus
KENT SCOUT	1997-98	Nordsun Navigation Co. Ltd., Cyprus
CHILE STAR II	1998-99	Nordsun Navigation Co. Ltd., Cyprus
NORDSUN	1999-06	Nordsun Navigation Co. Ltd., Cyprus

DELMAS ANGOLA	2006-08	Karoline Shipping Co Ltd, Antigua & Barbuda
VENTO DI GRECALE	2008-10	Karoline Shipping Co Ltd, Antigua & Barbuda
SAADET C	2010-12	Group NSCVO Inc., Panama

#### 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 SAPPHIRE</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>SAADET 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

#### 2005:

In collision with MSC KATIE (77/35599) off Port Louis, Mauritius 21/4/2005. MSC KATIE sustained two large cracks, one below the waterline, the engine-room and No. 7 hold were flooded and she was grounded on a reef to avoid sinking. Refloated 7/5/2005 and berthed in order to discharge her containers. Damage to NORDSUN was confined to a crushed bow and she was anchored in Port Louis roads and later placed under arrest.



2006:

In co-operation with the very good partners Hansen & Lange I/S, Fabricius Marine A/S has again purchased a container feeder ship. The new ship in the fleet is M/V NORDSUN which was taken over in the end of April. The ship is a container ship with an intake of 1666 TEUs and a deadweight capacity of 14.245 tons. She was built in 1991 and will after take over be transferred to the Antigua and Barbuda flag. The ship will be renamed M/V CAROLINE M/V CAROLINE will continue in a time charter under the chartername DELMAS ANGOLA to CMA CGM until ultimo 2007

(FABRIC NEWS No. 21 June 2006 ([www.eria.dk/fileadmin/fabricius\\_root/fabric\\_news/NO\\_21-1.pdf](http://www.eria.dk/fileadmin/fabricius_root/fabric_news/NO_21-1.pdf)))

2010:

**TradeWinds**  
The Global Shipping News Source

## Erria sheds boxship brace

21 May 2010 14:06 GMT    UPDATED 27 June 2012 8:45 GMT

By **Andy Pierce**

**Danish owner Erria has sold two laid-up containerships as it continues to cut back its activity in the sector.**

It has offloaded the 1,100-teu pair **Karoline** (ex-Vento Di Grecale) and **Filippa** (both built 1991), it tells investors Friday.

Erria does not reveal a price for the ships, which have been stacked in Malmo for some time.

2012:

SAADET C (Vento Di Grecale -10, Delmas Angola -08, Nordsun -06, Chile Star II -99, Kent Scout -98, CGM la Bourdonnais -97, Nordun -97, Lanka Abhaya -97, Nordsun -92), 11,998/91 – container ship. By Group NSCVO Inc. (Canbaz Shipping Group), Panama, to Arti Ship Breaking, India, and arrived Alang 28/9/2012. Beached 3/10/2012.

(WSS Marine News 12/2012)

**ALPHALINER**  
Weekly Newsletter

### 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: 31/12/2023