

# OS YANGON

IMO No: 8600492 CAR CARRIER 1986 / 21376 GT

## COMPANY:

Songwon PCS Co. Ltd.,  
South Korea

## YARD INFORMATION:

VEB Warnowwerft  
Warnemunde (East Germany) 131  
Design: LORO 18 / Astrakhan-class  
**2008:** Converted from General Cargo  
Ship (with Ro-Ro Facility)

## DEMOLITION:

10/12/2012



Singapore 5/11/2012 © H. Rosenkranz (S. Wiedner collection)

Seen prior her demolition after being purchased by Chinese buyers in October, 2012. Reported to be broken up in December, 2012.

## BASIC DATA:

GT: 21376  
DWT: 10503  
Lanes-length: 900  
Vehicles: 1000  
LOA: 173.50  
Beam: 23.06  
Draft: 10.02  
Engine: 1x oil MAN K5SZ70/125BL  
Power: 7599 kW  
Speed; 15.7 kn  
Decks: 2  
1x Quarter stern door/ramp (s)

## OWNER & FLAG HISTORY:

OS YANGON since 01/02/2012  
ORIENTAL ELF since 01/06/2009  
MEGA SKY since 01/11/2008  
NOVA SKY since 01/12/2007  
AFRICAN SKY since 01/04/2002  
Flag Date of record Source  
Panama since 01/05/2004  
Registered owner Date of record Source  
OS ENTITY SA during 02/2012  
ORIENTAL SH SA since 08/06/2009  
SH CONFIDENCE since 01/12/2008  
CASTLE LORD INC since 01/09/2008  
CELESTIAL OCEAN INC since 01/12/2005  
SKY MARITIME during 05/2004  
Ship manager Date of record Source  
SONGWON PCS CO LTD during 02/2012  
PANSTAR SHIPPING CO LTD since 01/12/2008  
PARKROAD CORP since 01/12/2005  
V SHIPS MONACO SAM since 19/10/2004  
SEKWANG SHIPPING CO LTD during 05/2004  
V SHIPS LTD since 11/06/2002

**EX-NAMES:**

KORSUN SHEVCHENKOVSKIY	1986-96	Black Sea Shipping Co., Soviet Union / Ukraine
HOUSTON	1996-97	Beck Ltd, Bahamas
ANDREA S	1997-98	Beck Ltd, Bahamas
HOUSTON	1998-02	Beck Ltd, Bahamas
AFRICAN SKY	2002-04	Beck Ltd, Bahamas
AFRICAN SKY	2004-05	Sky Maritime, Panama
AFRICAN SKY	2005-07	Celestial Ocean Inc, Panama
NOVA SKY	2007-08	Celestial Ocean Inc., Panama
MEGA SKY	2008-09	Castle Lord Inc / SH Confidence S.A., Panama
ORIENTAL ELF	2009-12	Oriental SH S.A., Panama
OS YANGON	2012-12	OS Entity S.A., Panama

**GENERAL VESSEL INFORMATION:**

Der Typ Lo/Ro 18, auch Serie Astrakhan ist eine Baureihe von 27 Lo/Ro-Containermotorschiffen der Warnow-Werft, die zwischen 1983 und 1993 in Betrieb genommen wurde. Der Schiffstyp war bei seiner Vorstellung die erste Baureihe des seit Ende der 1970er Jahre existierenden Lo/Ro-Typs von einer DDR-Werft. Diese ladungstechnisch flexiblere, aber auch bauaufwändigere Weiterentwicklung des schon seit den 1960er Jahren existierenden ConRo-Schiffs zeichnet sich durch eine Erreichbarkeit aller Laderäume durch Luken und Rampen, sowie einer Ausrüstung mit eigenem Ladegeschirr aus. Der Lo/Ro-Typ ist daher insbesondere für Dienste mit gemischten Ladungsaufkommen von Containern, Stück- Lang- und Schüttgütern und schwerer rollender sowie sperriger Ladung in Regionen, die den Einsatz gleich großer Containerschiffe oder RoRo-Schiffe nicht erlauben, sowie für militärische Versorgungseinsätze geeignet.

Die Laderäume der Serie Lo/Ro 18 haben zwei Decks. Das obere Deck mit 2370 m<sup>3</sup> Raum bietet Stellfläche für 232 PKW oder 81 LKW, bzw. Trailerfläche für umgerechnet 89 TEU, die über eine dreiteilige Winkel-Heckrampe mit 5,8 Metern Fahrbahnbreite und 45 Tonnen Tragfähigkeit erreicht werden kann. Für den herkömmlichen Umschlag verfügen die Schiffe der Baureihe Lo/Ro 18 über je zwei 2x12,5-Tonnen-Doppelwippkräne, zwei 25-Tonnen-Schwingladebäume und einen 125-Tonnen Schwergutbaum. Es können weiterhin auch Schüttgüter im Zwischendeck, als auch in den Laderäumen 2 bis 4 geladen werden.

([https://de.wikipedia.org/wiki/Lo/Ro\\_18](https://de.wikipedia.org/wiki/Lo/Ro_18))

**ALPHALINER**

The 'Astrakhan' type was a versatile multipurpose roro cargo vessel able to load a mix of general cargo, containers, projects and rolling stock. It featured a length of 173.50 m and a beam of 23.05 m. The ships were equipped with cranes and derricks with lifting capacities going up to 125 tons (on some of them). The roro capabilities were the Astrakhan's hallmark, distinguishing them from the other popular series of multipurpose cargo vessels built in the 1970s and 1980s (Meridian, Monsun, Neptun etc.) which could handle cargoes in lolo mode only. As the vessel design gradually improved over the years, the 'Astrakhans' were declined in three versions, 'Mark I', 'Mark II' and 'Mark III', with cranes gradually replacing derricks and teu capacities growing from 562 to 728 teu. Their roro capabilities remained an attractive feature especially with the military.

The 27 'Astrakhans' were all built by the Warnemünde (Germany)-based Warnow Werft shipyard for only two shipping companies, the USSR's Baltic Shipping Co (BSC) and Black Sea Shipping Co (BLASCO). After the break-up of the USSR, the fleet of 'Astrakhans' operated by BSC and BLASCO was gradually dispersed and sold to various owners around the globe. 'Astrakhans' could still be frequently found on regular liner services in the 1990's but this became rarer in the following decade. Most vessels were then operated on the tramp market catering for breakbulk cargoes and projects. The 'Astrakhans' will remain as one of the leading multipurpose cargo series of the 1980s-1990s.

(Source: Alphaliner Weekly Newsletter 37/2017)

2012:

## TradeWinds

A Seoul-based car-carrier player has been left with no vessels after Shinhan Capital arrested the trio to recoup the \$26m it claims it is owed.

South Korean investment group Shinhan Capital has pulled the plug on Seoul-based vehicle-carrier operator OSM Shipping, ordering the three ships in the company's fleet to the wall in Singapore.

Arrested this week were the 900-lane-metre vehicle carriers *OS Yangon* (built 1986), *OS Bangkok* (built 1985) and *OS Singapore* (built 1985).

Shinhan claims OSM has been in default of mortgage and interest payments since March and still owes it \$26m on the vessels.

The financier now wants to sell the trio to recoup the outstanding amounts.

Its involvement with the ships began in June 2009, when it forked out \$28m to fund their acquisition from Korean ro-ro operator Panstar Shipping. They were acquired by a specially created investment vehicle called Oriental SS SA, which in turn placed the ships on bareboat charter to Songwon PCS Co. The deal was structured so that Songwon would assume ownership of the vessels after paying charter hire for 72 months.

In December last year, the entire deal was restructured with Oriental changing its name to OS Entity SA. The bareboat hire-purchase deals with Songwon were terminated and new 48-month bareboat hire-purchase agreements set up with OSM. Fresh loans totalling \$28m were issued to finance the deal. OSM was responsible for making the monthly mortgage and interest payments.

It is unclear whether Songwon and OSM are related as Lloyd's Register/Fairplay still lists the ships as being under Songwon's control. Neither company appears to have a functioning website and OSM appears on no shipping databases.

(www.tradewindsnews.com- June 29th, 2012)

## Chinese buy OSM ro-ros at auction

Three elderly ro-ro car carriers from failed South Korean vehicle-carrier operator OSM Shipping have been picked up by Chinese interests at auction in Singapore but the proceeds fell short of the money owed on the ships.

Far East Lines of Shanghai emerged as the victor in the sealed-bid auction of OSM's 900-lane-metre vehicle OS Yangon (built 1986), OS Bangkok (built 1985) and OS Singapore (built 1985).

The company bid slightly more than \$3m apiece, bringing the total obtained for the trio close to \$10m — short of the \$26m that Korean investment group Shinhan Capital was hoping to recoup for outstanding mortgages. Shinhan had financed the acquisition and conversion of the ships in 2010 but pulled the plug on OSM in June after it defaulted on mortgage payments.

Despite the low bids, lawyers acting for Shinhan told the Singapore courts the financiers were willing to accept the offers given.

It is unclear whether Far East Lines intends to trade or sell them on for scrap. The company is not listed in any shipping databases and TradeWinds was unable to contact it to obtain comment on its plans.

(www.tradewindsnews.com- October 3rd, 2012)

PCC/ RORO / PASS								
VESSEL'S NAME	DWT	YEAR BUILT	YARD	CARS/LM	PAX	PRICE USD \$	BUYERS	COMMENTS
OS BANGKOK	17,850	9/1985	WARNOWWERFT, GERMANY	1392CARS	-	10.00M	CHINA (FAR EAST LINES)	ENBLOC
OS SINGAPORE	17,850	12/1985	WARNOWWERFT, GERMANY	1392CARS	-	10.00M	CHINA (FAR EAST LINES)	
OS YANGON	7,466	7/1986	WARNOWWERFT, GERMANY	1392CARS	-	10.00M	CHINA (FAR EAST LINES)	

(NILIMAR Ships Sale & Purchase Market Report - 5th October 2012)

**AZIMUTH WEEKLY**

**Ro-Ros**


Vessel Name	DWT	Built	Yard	Teus	Gear	\$ (mill)	En Bloc	Buyers	Comments
OS SINGAPORE	17850	1985	WARNOWWERFT WARNEMU			3.30	No	SINGAPORE BASED BUYERS	RGN USD 10 MILL (3 VSLS ENBLOC OS YANGON - OS BANGOK - OS SINGAPORE)
OS BANGKOK	17850	1985	WARNOWWERFT WARNEMU			3.30	No	SINGAPORE BASED BUYERS	RGN USD 10 MILL (3 VSLS ENBLOC OS YANGON - OS BANGOK - OS SINGAPORE)
OS YANGON	7466	1986	WARNOWWERFT WARNEMU			3.30	No	SINGAPORE BASED BUYERS	RGN USD 10 MILL (3 VSLS ENBLOC OS YANGON - OS BANGOK - OS SINGAPORE)

(Azimuth Weekly S+P Report - Week41/2012)

**DEMOLITION REPORTS:**



**OS YANGON - IMO n° 8600492**

<b>Flag</b>		(Panama)
<b>Call Sign</b>	H8KC	
<b>Gross tonnage</b>	21376	(since 01/02/2008)
<b>DWT</b>	7466	
<b>Type of ship</b>	Vehicles Carrier	(since 01/02/2008)
<b>Year of build</b>	1986	
<b>Status</b>	Broken Up	(since 10/12/2012)

(www.equasis.org)

Last update: 03/11/2017