

# PERU STAR

IMO No: 8801345 CONTAINER 1990 / 11998 GT

## COMPANY:

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

## YARD INFORMATION:

VEB Mathias-Thesen-Werft  
Wismar (Germany) 178  
Design: UCC 14

## DEMOLITION:

Alang 30/12/2011



Lyttelton (N.Z.) © A. Calvert (S. Wiedner collection)

**1997: Renamed PERU STAR (charter name).**

**2000: Renamed NORDSKY (charter expired).**

**2006: Sold to 3A Marine Holdings Ltd (UK) / deployment by Contaz Line (Turkey). Renamed CONTAZ ANKARA.**

**2008: Sold to Seaways Shipping Ltd (India). Renamed SEAWAYS VALOUR.**

**2011: Demolition at Alang 30/12/2011.**

## BASIC DATA:

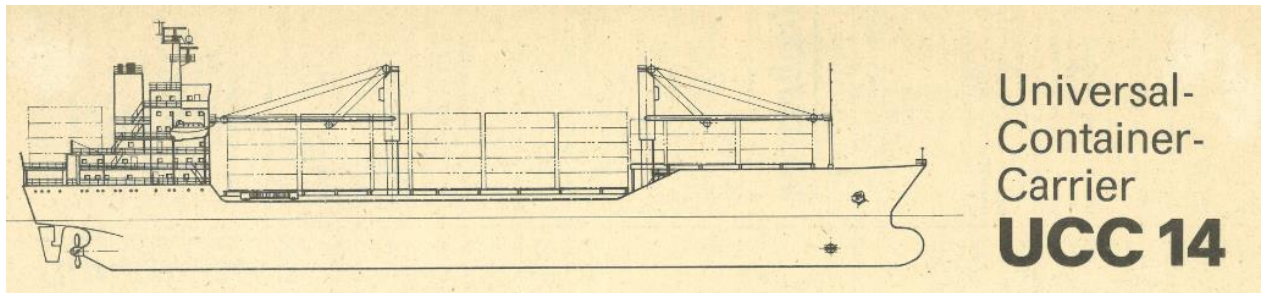
GT: 11998  
DWT: 14100  
TEU: 1158  
Reefer: 125  
Loa: 156.88  
Bmd: 22.86  
Draft: 8.62  
Engine: 1x oil Sulzer 5RTA58  
Power: 7950 kW  
Speed: 17.8 kn  
Cranes: 2x40t

## OWNER & FLAG HISTORY:

SEAWAYS VALOUR since 01/08/2008  
CONTAZ ANKARA since 01/09/2006  
NORDSKY since 01/02/2000  
Flag Date of record Source  
India since 01/08/2008  
Liberia since 01/09/2006  
Cyprus 12-05-2000 LRF  
Registered owner Date of record Source  
SEAWAYS SHIPPING LTD since 05/08/2008  
CONTAZ ANKARA INC since 01/09/2006  
NORDSKY SHIPPING LRF  
Ship manager Date of record Source  
QUADRANT MARITIME PVT LTD since 01/12/2011  
SEAWAYS SHIPPING LTD since 05/08/2008  
FLEET MANAGEMENT INDIA PVT LTD since 16/07/2008  
CONTAZ SHIP MANAGEMENT LTD since 01/09/2006  
OLDENDORFF K.E. LRF

**NAME HISTORY:**

NORDSKY	1990-92	Nordsky Shipping Co Ltd, Cyprus
KARAWA	1992-92	Nordsky Shipping Co Ltd, Cyprus
NORDSKY	1992-92	Nordsky Shipping Co Ltd, Cyprus
ALASKA	1992-96	Nordsky Shipping Co Ltd, Cyprus
NORDSKY	1996-97	Nordsky Shipping Co Ltd, Cyprus
PERU STAR	1997-00	Nordsky Shipping Co Ltd, Cyprus
NORDSKY	2000-06	Nordsky Shipping Co Ltd, Cyprus
CONTAZ ANKARA	2006-08	Contaz Ankara Inc., Liberia
SEAWAYS VALOUR	2008-11	Seaways Shipping Ltd, India

**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>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

2008:



Indian carrier Seaways Shipping Ltd has purchased the 1,158 teu CONTAZ ANKARA and CONTAZ ISTANBUL from UK based 3A Marine Holdings. Seaways expects to operate them on its Bay of Bengal services, connecting East Indian ports to Bangladesh and Myanmar, as the SEAWAYS VALOUR and SEAWAYS VENTURE respectively. They will be the first containerships owned by Seaways. 3A Marine bought them two years ago from Reederei 'Nord' (Klaus Oldendorff) (ex NORDSKY / NORDBEACH) for deployment by Contaz Line.

(AXS-Alphaliner News - Week 2008/29)

2011:

Demolition by Harikrishna Steel Corp., India

(WSS Marine News 3/2012)



### 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)

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