

TONG CHENG

IMO No: 7526845 GENERAL CARGO 1977 / 11959 GT

COMPANY:

Xiamen Ocean Shipping Co., China

YARD INFORMATION:

SCRAPPING INFORMATION:



Shanghai 22/1/2006 © S. Wiedner

GENERAL INFORMATION:

Operator Xiamen Ocean Shipping Co.
Flag China
Port of Registry Xiamen
Call Sign BODV
IMO No. 7526845
Type of Ship General Dry Cargo Ship Hull
Date of build 01 Mar 1977
Length(LOA) 147.7
Moulded Breadth(B) 22.86
Moulded Depth(D) 13.0
Gross Tonnage 11959
Deadweight 18861

OWNER & FLAG HISTORY:

TONG CHENG 12-05-2000 LRF
Flag Date of record Source
China Peoples's Republic 12-05-2000 LRF
Registered owner Date of record Source
COSCO XIAMEN 01-01-1998 LRF
Ship manager Date of record Source
COSCO XIAMEN LRF

SALES, TRANSFERS & RENAMINGS:

GENERAL VESSEL INFORMATION:

Chinese M/V **TONG CHENG** -- sitting just offshore of Honolulu's airport. But it's what we don't know that may be of concern. U.S. Coast Guard Officials say they really have no idea what's inside the containers. The crew gave them a list that mentions ammunition, but there is no idea what kind or how much. Overnight crews will pump water from the hull of the ship. The crack on the hull is more than 4 feet long and a cargo hold filled quickly with water. De-watering operation of M/V **TONG CHENG** continues. The ammunition & other cargo will be offloaded at the congested Barbers Point Harbor. After repairs are made, ship will return to China. www.cargolaw.com/presentations_casualties.html - Jan.26 2007

Posted on: Thursday, January 25, 2007

Damaged ship carrying ammo

By David Waite

A Coast Guard cutter and tugs sat with the **TONG CHENG** yesterday about 2 miles south of Ke'ehi Lagoon. Water was being pumped out of the 485-foot-long ship to lighten it enough to get into the shallower waters of the Barbers Point harbor for repairs. The 56-inch-long underwater crack, top, in the **TONG CHENG's** hull was photographed Saturday. Navy divers on Sunday put on a temporary patch, shown above, and the Chinese-flagged cargo ship is being allowed to stop for repairs in Honolulu. But its cargo of ammunition may be headed for Cuba and that could be a sticking point -- since a U.S. embargo would prevent such cargo from shipping out again once it's in Hawai'i.

A ship owned by the People's Republic of China that made an unscheduled stop in the port of Honolulu to repair a crack in its hull is carrying an unspecified type of ammunition, the U.S. Coast Guard said yesterday.

High-ranking officials from the Coast Guard and the U.S. Department of Customs and Border Protection now are conferring with the U.S. State Department on what to do with the damaged ship and its cargo, officials said.

Lt. Nikki Samuel, a spokeswoman for the Coast Guard, said a manifest submitted by the ship indicated it is carrying general cargo, including plywood and steel, as well as ammunition. The manifest was filed so the 485-foot Chinese-flagged **TONG CHENG** could get permission to enter Hawai'i waters to repair a crack in the hull.

But the manifest does not specify what kind of ammunition the ship is carrying, Samuel said. Samuel said the ship and its owner indicated the ship was en route from Busan, South Korea, to the Caribbean when a crack 56 inches long and an eighth of an inch wide developed in the ship's hull, below the waterline under the No. 2 cargo hold.

Cargo in the No. 2 hold came in contact with the seawater that leaked in, Samuel said.

The ship was granted permission on Monday to enter the port in Honolulu for hull repairs.

Repair workers spent yesterday pumping water out of the hold into a barge.

That was done to lessen the ship's draft so it can enter Barbers Point Deep Draft Harbor for more permanent repairs, Samuel said.

Samuel said she called officials at the Customs office in Honolulu to find out specifics of the cargo and munitions the ship was carrying but was told that a formal request under the federal Freedom of Information Act would have to be filed to obtain that information.

Port director Lamar Witmer of the Department of Homeland Security's Customs and Border Protection office in Hawai'i did not return phone messages left for him.

The office's media contact also did not return calls.

But an official familiar with the circumstances, who asked not to be identified because the situation is still developing, said Coast Guard and Customs officials had not been able to inspect the ship's cargo as of mid-afternoon yesterday.

"They don't know yet what all is aboard the ship, and the ship's crew is being evasive about what's aboard and where they were headed other than for a 'small island' in the Caribbean," the official said.

The official said that if the cargo is bound for Cuba, a problem arises because an embargo prevents cargo from being shipped out of any U.S. port to Cuba.

"Even if it were unloaded here, no other ship would be able to transport ... (the cargo) to Cuba. And if the cargo were to be unloaded here and presented a safety issue, there are concerns as to who would be responsible for addressing those concerns," the official said.

After the ship first contacted the Coast Guard, a C-130 aircraft, a multi-purpose vessel and a team were dispatched to conduct a preliminary assessment of the damage and determine if there was any pollution as a result, the Coast Guard said.

A sheen was initially observed; however, the source could not be identified, it said. Overflights reported no further sighting of pollution.

A team of technical experts from the USCG Salvage Engineering Response Team, the Navy's Mobile Diving Salvage Unit One, and commercial companies assessed the vessel's structural integrity while offshore, the Coast Guard said.

Based on that assessment, the vessel was granted permission to enter the port of Honolulu zone for repairs.

Reach David Waite at dwaite@honoluluadvertiser.com.

485-foot cargo M/V **TONG CHENG** has been repaired & March 17 departed Barbers Point-Kalaeloa Harbor en route China. Repairs were made to crack in the vessel's hull and the repair was certified by the vessel's Classification Society. U.S. Coast Guard marine inspectors conducted consistent oversight of the repairs. All cargo & debris was reloaded for the vessel's return to China. The vessel entered Barbers Point-Kalaeloa Jan. 26 after suffering damage to hull in heavy weather in late Dec. 2006. (Mon. March 19 2007)
http://www.cargolaw.com/presentations_casualties.html

Last update: 17/4/2008