

XIANG HAO

IMO No: 8715845 GENERAL CARGO 1991 / 13253 GT

COMPANY:

China Shipping Container Lines
Co. Ltd., China

YARD INFORMATION:

Guangzhou Wenchong Shipyard
(China) 81010

DEMOLITION:



Shanghai 30/11/2004 © S. Wiedner

BASIC DATA:

converted from Bulk Carrier-1999
GT: 13253
DWT: 20412
TEU: 996
LOA: 164.00
Bmd: 22.00
Draught: 9.80
Engine: 1 x oil Sulzer
Power: 5826 kW
Speed: 14.5 kn

OWNER & FLAG HISTORY:

WEI HU LING before 2011
XIANG HAO 12-05-2000 LRF
Flag Date of record Source
China Peoples's Republic 12-05-2000 LRF
Registered owner Date of record Source
CHINA SHIPPING CONTAINER LINES before 02-2011
GUANGZHOU MARITIME TRANSPORT 2005-11-07 LRF
CHINA SHIPPING CONTAINER LINES 01-01-1999 LRF
Ship manager Date of record Source
CHINA SHIPPING CONTAINER LINES LRF

EX-NAMES:

WEI HU LING	1991-99	Guangzhou Maritime Transport (Group) Co. Ltd., China
XIANG HAO	1999-11	Guangzhou Maritime Transport (Group) Co. Ltd., China
WEI HU LING	2011-	China Shg. Container Lines Co. Ltd., China

GENERAL VESSEL INFORMATION:

2013: **CSCL is to dispose of ten aged containerships of 1,000 teu that have become uneconomical to operate.** They are operated on China domestic routes under Chinese flag. Actually, eight of these ten ships have already left the container trade since the

beginning of the year and are either employed on non-container trades or are lying at anchor or are at repair yards, possibly for de-celling.

The eight other ships are the XIANG KAI (built 84), XIANG HUAN (84), XIANG WAN (84), XIANG PU (85), XIANG HONG (90), **XIANG HAO (91)**, XIANG CANG (93), XIANG ZHOU (93). They were phased out progressively in January-April.

CSCCL intends to have them scrapped.

These ten ships are part of a set of 15 units of 950-1,020 teu that were originally built as bulk carriers in 1983-1993, mostly for Shanghai Hai Xing and Guangzhou Maritime Transport.

These ships were all converted in Chinese shipyards with the installation of cell guides in their cargo holds and of deck container sockets. **They have an unusually high DWT to TEU ratio as hold space is poorly utilized due to their bulk carrier design.** Operating costs and FO costs are therefore comparable to those of genuine containerships of 1,500 teu, which render them uneconomical to operate. (Source: Alphaliner 21/2013)

Last update: 24/8/2013