

XIANG KAI

IMO No: 8415017 CONTAINER 1985 / 14505 GT

COMPANY:

China Shipping Container Lines Co.
Ltd., China

YARD INFORMATION:

Jiangnan Shipyard
Shanghai (China) 21250

DEMOLITION:

Digang Dili Material Recycling, China
25/09/2013



Shanghai 21/1/2006 © S. Wiedner

BASIC DATA:

Converted from Bulk Carrier-1999
GT: 14505
DWT: 19207
TEU: 1020
Reefer: 100
LOA: 164.90
Bmd: 22.86
Draft: 9.49
Engine: 1 x oil Sulzer
Power: 6620 kW
Speed: 14.0 kn

OWNER & FLAG HISTORY:

XIANG KAI 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 01-01-1999 LRF
Ship manager Date of record Source
CHINA SHIPPING CONTAINER LINES 31-12-1979 LRF

EX-NAMES:

| | | |
|------------|---------|--|
| ZHEN FEN 4 | 1985-99 | Shanghai Haixing Shipping Co. Ltd., China |
| XIANG KAI | 1999-13 | China Shipping 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)

By China Shipping Container Lines, China, **to Digang Dili Material Recycling, China for demolition** (Marine News 03/2014)

Last update: 15/3/2014