

XIANG PU

IMO No: 8409367 CONTAINER 1984 / 14505 GT

COMPANY:

China Shipping Container Lines Co.
Ltd., China

YARD INFORMATION:

Jiangnan Shipyard
Shanghai (China) 2147

DEMOLITION:

Zhoushan, Zhejiang, 23/07/2013



Shanghai 23/1/2006 © S. Wiedner

BASIC DATA:

Converted from Bulk Carrier-1999

GT: 14505

DWT: 18715

TEU: 1020

Reefer: 100

LOA: 164.90

Bmd: 22.86

Draft: 9.50

Engine: 1 x oil Sulzer

Power: 6620 kW

Speed: 14.0 kn

EX-NAMES:

ZHEN FEN 1	1984-00	
XIANG PU	2000-10	China Shipping Container Lines Co. Ltd., China

OWNER & FLAG HISTORY:

XIANG PU 16-08-2000 LRF

ZHEN FEN 1 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 during 1999

Ship manager Date of record Source

CHINA SHIPPING CONTAINER LINES during 1999

GENERAL VESSEL INFORMATION:

2010: **China Shipping Development Corp (CSDC) is looking to lease two vessels, the 1,005-teu containership XIANG NING (built 1995) and the 21,100-dwt bulker XIANG PU (built 1985), from affiliate China Shipping Container Lines.**

(www.tradewindnews.com/shipsales/572410/csdc-scrap-seven - 2010-12-10)

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.

CSCL 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)

XIANG PU (8409367; China) (ZHEN FEN 1 -00) 14,505/84 - container ship. By China Shipping Container Lines Co Ltd, China, **to Zhejiang Hongying Ship Breaking Co and arrived Zhoushan, Zhejiang, 23/07/2013.** (Marine News 10/2014)

In a regulatory filing **China Shipping Container Lines (CSCL) said it has received RMB 77.7m (\$1.2m)** from the Ministry of Finance **following the disposal of seven ships that were torched between January 2013 and April 2014. The company noted the 21,100-dwt bulker XIANG PU (built 1985) was among the seven** but didn't identify the other six by name.

(:www.tradewindsnews.com/liner/351556/CSCL-secures-subsidies - December 29th, 2014)

Last update: 2/1/2016