

XIANG ZHOU

IMO No: 9050541 GENERAL CARGO 1993 / 13253 GT

COMPANY:

China Shipping Container Lines Co.
Ltd., China

YARD INFORMATION:

Shanghai Shipyard
(China) 149

DEMOLITION:

Jingjiang, Jiangsu, 10/06/2014



Shanghai 1/12/2004 © S. Wiedner

BASIC DATA:

Converted from Bulk Carrier-1999
GT: 13253
DWT: 20156
TEU: 1004
Reefer: 100
LOA: 164.00
Bmd: 22.00
Draft: 9.84
Engine: 1 x oil Sulzer
Power: 5649 kW
Speed: 14.0 kn

OWNER & FLAG HISTORY:

XIANG ZHOU since 01/05/1999
Flag Date of record Source
China Peoples's Republic during 1993
Registered owner Date of record Source
GUANGZHOU MARITIME TRANSPORT since 01/01/2005
CHINA SHIPPING CONTAINER LINES 01-05-1999 LRF
Ship manager Date of record Source
CHINA SHIPPING CONTAINER LINES 01-01-1993 LRF

EX-NAMES:

FENG XIANG LING	1993-99	
XIANG ZHOU	1999-05	
XIANG ZHOU	2005-14	Guangzhou Maritime Transport (Group) 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 weekly newsletter 21/2013)

XIANG ZHOU (9050541; China) (FENG XIANG LING -99) 13,253/93 - container ship. By Guangzhou Maritime Transport (Group) Co Ltd (China Shipping Container Lines Co Ltd), China, **to Jingjiang Xinmin Ship Breaking, China and arrived Jingjiang, Jiangsu, 10/06/2014.**

(Marine News 10/2014)

Last update: 2/1/2016