

ZHEN HUA 23

IMO No: 8414738 HEAVYLIFT 1986 / 37879 GT

COMPANY:

Shanghai Zhenhua Shipping Co.
Ltd., China

YARD INFORMATION:

Kasado Dock Co.Ltd. 359
Kudamatsu (Japan)

SCRAPPING INFORMATION:



Felixstowe (U.K.) 18/3/2008 © D. Hazell



Delaware River 12/10/2000 © J. Curdy

GENERAL INFORMATION:**OWNER & FLAG HISTORY:**

ZHEN HUA 23 2007-12-03 LRF
 RICH DUCHESS 2000-05-12 LRF
 Flag Date of record Source
 Hong Kong, China 2007-12-03 LRF
 Bahamas 2000-05-12 LRF
 Registered owner Date of record Source
 SHANGHAI ZHENHUA SHPG CO LTD 2007-12-03 LRF
 Ship manager Date of record Source
 SHANGHAI ZHENHUA SHPG CO LTD 2007-12-03 LRF
 V SHIPS NORWAY AS 1997-01-01 LRF

SALES, TRANSFERS & RENAMINGS:

RICH DUCHESS	1986-07	SPT Rich Duchess Inc., Bahamas
ZHEN HUA 23	2007-	Shanghai Zhenhua Shg. Co. Ltd., Hong Kong

GENERAL VESSEL INFORMATION:

The RICH DUCHESS (50,285-gt, 81,279-dwt motor tanker built in 1986 by Kasado Dock Co. Ltd. at Kudamatsu, Japan) reportedly has been sold to Greek interests in New York for U.S.\$23.5 million. The ship has double sides and coated cargo tanks with three cargo pumps for 7,500 tons per hour, as well as crude oil washing, an inert gas system and segregated ballast tanks. It was operated by Skaugen Petrotrans Inc.

World Maritime News - 18 Apr., 1997

www.transport.ru/2_period/wmn/97/18_04_97.htm

MT RICH DUCHESS, built 1986, is on timecharter until 10/1998 with a purchase obligation as part of a financial lease
 SKAUGEN PETROTRANS - ANNUAL REPORT 1995

'RICH DUCHESS' 81,279tdw Blt 10/86 Kasado Kudamat,Jpn M/E Sulzer D.Sides, Coiled, Coated

'REGENT' 81,279tdw Blt 07/86 Kasado Kudamat,Jpn M/E Sulzer

Sold En Bloc To Undisclosed Chinese Buyers At 13.25mil USD and 13.00mil USD respectively

www.optimashipbrokers.com - May 25th , 2007

'ZHEN HUA 23' (Hong Kong) is a tanker that was recently converted into a heavy lift ship. There are quite a number of them operated by this company. She arrived at Felixstowe on February 29th , 2008, with 5 new dock cranes welded to her deck, 3 for Felixstowe, 1 for Thamesport and 1 for Gothenburg. It was decided to lay her by on the Landguard Terminal as heavy weather was forecast and a stretch of quay was cleared of cranes and obstacles on her behalf. The predicted gales duly arrived on March 1st and the ship parted its mooring ropes, then going astern and running aground on the beach, one of its cranes, the Gothenburg one, coming into contact with 2 of the landbased cranes. The rest speaks for itself. Ironically, the crane still standing of the 3 at the eastern end of Landguard Terminal is decommissioned and they would probably have been doing the port a favour if they'd knocked that one down!

<http://eastcoasters.fotopic.net/c1490206.html#>

Last update: 17/4/2007