

MEKHANIK MOLDOVANOV

IMO No: 9004190 CONTAINER 1991 / 12129 GT

COMPANY:

Far Eastern Shipping Co. Ltd.
(FESCO), Russia

YARD INFORMATION:

Mathias-Thesen-Werft
Wismar (Germany) 191
Design: UCC 14

DEMOLITION:

Chittagong, 16/12/2016



Lyttelton (N.Z.) © A. Calvert (S. Wiedner collection)

2010: Sold to Salam Pacific Indonesia Lines. Renamed AMAZON.

2016: Demolition at Chittagong, 16/12/2016.

BASIC DATA:

GT: 12129
DWT: 14190
TEU: 1158
Reefer: 125
Loa: 156.73
Bmd: 22.86
Draft: 8.64
Engine: 1x oil Sulzer 5RTA58
Power: 7950 kW
Speed: 17.8 kn
Cranes: 2x40t

OWNER & FLAG HISTORY:

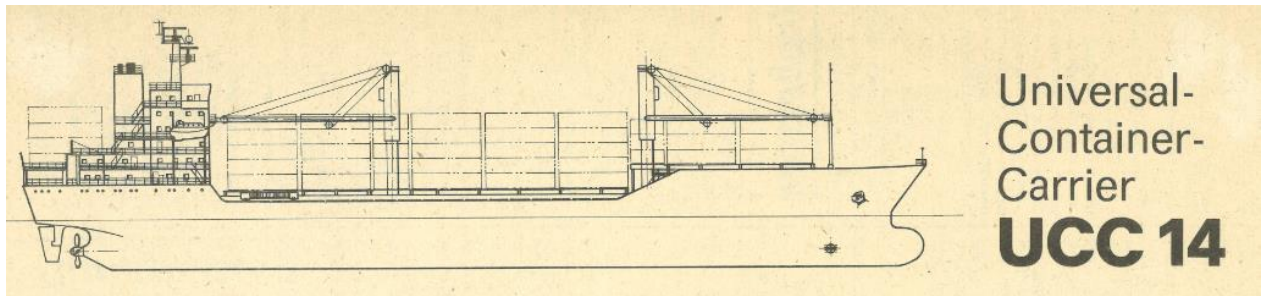
AMAZON since 01/02/2010
MEKHANIK MOLDOVANOV 12-05-2000 LRF
Flag Date of record Source
Indonesia since 01/02/2010
Cyprus since 01/08/2005
Russia 12-05-2000 LRF
Registered owner Date of record Source
SALAM PACIFIC INDONESIA LINES since 25/02/2010
GOLDSMITH SHIPPING CO LTD since 01/04/2008
FESCO 01-11-1997 LRF
Ship manager Date of record Source
SALAM PACIFIC INDONESIA LINES since 25/02/2010
FW SHIPMANAGEMENT LTD since 13/02/2007
WALLEM SHIPMANAGEMENT LTD since 21/02/2006
FESCO 01-01-1997 LRF

NAME HISTORY:

NORDISLE	1991-92	Nordisle Shipping Co Ltd, Cyprus
TSL BRAVO	1992-92	Nordisle Shipping Co Ltd, Cyprus
NORDISLE	1992-95	Nordisle Shipping Co Ltd, Cyprus
MAERSK ASIA OCTAVO	1995-96	Nordisle Shipping Co Ltd, Cyprus
NORDISLE	1996-97	Nordisle Shipping Co Ltd, Cyprus
MEKHANIK MOLDOVANOV	1997-05	Far Eastern Shipping Co. Ltd. (FESCO), Russia
MEKHANIK MOLDOVANOV	2005-08	Far Eastern Shipping Co. Ltd. (FESCO), Cyprus

MEKHANIK MOLDOVANOV	2008-10	Goldsmith Shipping Co Ltd, Cyprus
AMAZON	2010-16	Salam Pacific Indonesia Lines, Indonesia

GENERAL VESSEL INFORMATION:



Two series of the UCC 14 ships were built by the Mathias-Thesen-Werft Wismar, (East) Germany
The ships of the "WATER-series" (1,034 TEU / 60 Reefer / Cranes: 1x40t, 2x25t) were delivered to Joon Shipping BV, Netherlands (which went bankrupt in 1991).
The ships of the "NORD-series" (1,158 TEU / 125 Reefer / Cranes: 2x40t +3rd crane on aft deck) were delivered to the Reederei NORD (K. E. Oldendorff), Cyprus / Germany.
One vessel of the series - TALLHASSEE (Yard No 182) - was initially delivered to another German owner.
The type name UCC 14 reflected the ship's deadweight capacity of approximately 14,000 dwt.

Yard: VEB Mathias-Thesen-Werft Wismar, East Germany (GDR)

No.	Delivered as	IMO	Built	TEU	Cranes	Broken up as	
170	WATERSCHOUT	8708555	1987	1,034	1x40t, 2x25t	VN SAPPHIRE	1/6/2011
171	WATERGRAAF	8715261	1988	1,034	1x40t, 2x25t	VNL DYNAMIC	1/6/2011
172	WATERKONING	8715443	1988	1,034	1x40t, 2x25t	SAI ETERNITY	29/5/2013
173	WATERGEUS	8715455	1988	1,034	1x40t, 2x25t	PHU TAN	16/12/2010 (Total Loss)
174	WATERSTOKER	8715467	1989	1,034	1x40t, 2x25t	DA JI	27/1/2012
175	WATERGIDS	8909355	1989	1,034	1x40t, 2x25t	RISE (ex- SAI SUNRISE)	14/11/2019
176	WATERDRAGER	8912479	1989	1,034	1x40t, 2x25t	PLOVDIV	3/7/2012
177	NORDLIGHT	8801333	1990	1,158	2x40t	MADISON	29/4/2016
178	NORDSKY	8801345	1990	1,158	2x40t	SEAWAYS VALOUR	30/12/2011
179	NORDSUN	8801357	1991	1,158	2x40t	SAADET C	3/10/2012
180	NORDBEACH	8801369	1991	1,158	2x40t	SEAWAYS VENTURE	15/2/2013
181	WATERKLERK	9003392	1990	1,034	1x40t, 2x25t	NITY (ex-UNITY)	17/4/2014
182	TALLHASSEE	9003471	1992	1,166	2x40t, 1x7.5t	SSL TRUST	2/3/2017
190	NORDCLIFF	9004188	1991	1,158	2x40t	FILIPPA C	18/2/2014
191	NORDISLE	9004190	1991	1,158	2x40t	AMAZON	16/12/2016

1997:



Oldendorff sells boxships

2 October 1997 22:00 GMT UPDATED 2 October 1997 22:00 GMT

Cyprus-based shipowner Klaus Oldendorff has reportedly sold the two 1,100-TEU containerships Nordisle (built 1991) and Nordlight (built 1990) for about USD 16m each to FESCO. Brokers describe the price as very good.

CHITTAGONG PORT POSITION 14TH DECEMBER 2016

VESSEL NAME	EX NAME	IMO NO	YOB	TYPE	LDT IN MT	CASH BUYER	END BUYER	PRICE IN USD
AMAZON	MEKHANIK MOLDOVANOV	9004190	1991	CONT	6,668.00	ACE EXIM PTE LTD	S.N CORP	272.00

VESSEL NAME	ARRIVED	BOARDING	BEACHING
AMAZON	09.12.2016	09.12.2016	AWAITING FOR BEACHING

(SOLAR SHIPPING LINES WEEKLY DEMOLITION REPORT - Week 50/2016)



Last 'UCC 14' type sold for demolition

The recent sale for demolition of the Indian-controlled cargo vessel SAI SUNRISE marks the end of a once successful series of containerships.

Before trading as a breakbulk vessel, the SAI SUNRISE used to be a 996 teu cellular containership of the 'UCC 14' type, a popular design of charter market container vessels developed by East Germany's Mathias Thesen Werft in the late 1980s.

In total, fourteen 'UCC 14'-type container vessels were built by the German yard from 1987 to 1991. Most of them were broken up or lost in the past years, the SAI SUNRISE being the last survivor.

Typically rated at 996 to 1,158 teu, depending on versions, and fitted with three cranes, the 'UCC 14s' were popular charter market workhorses in the 1990s, especially on North-South and regional routes.

They were often competing against another trendy design of that era, the Stocznia Szczecinska-developed 'B-183' type, which existed in two versions, the original one, rated at 1,012 teu and fitted with two cranes, and a lengthened one, rated at 1,162 teu and fitted with three cranes.

The SAI SUNRISE was originally built as the WATERGIDS for Dutch owner and liner operator Joon Shipping, which operated several ships of this type on transatlantic services. After the company went bankrupt in 1991, the WATERGIDS and her sister vessels in the Joon fleet were



above: the 'UCC 14' vessel DA JI, originally the WATERSTOKER, upon departure from Chittagong. The type name reflected the ships' deadweight capacity of around 14,000 dwt.
photo: I. Meshkov

sold to other liner interests and to non-operating owners for charter market deployment.

The WATERGIDS featured a deadweight of 14,140 tons, a Loa of 156.70 metres and a beam of 22.86 metres. She was equipped with three cranes of up to 40 tons capacities.

Like several 'UCC 14s', she was de-celled in the second part of her career and ultimately used on non-liner trade routes, catering for bulk and breakbulk cargoes.

(Source: Alphaliner Weekly Newsletter 43/2019)

Last update: 31/12/2023