

NORDWELLE

IMO No: 9004243 CONTAINER 1993 / 14865 GT

COMPANY:

Brise Bereederungs GmbH,
Germany

YARD INFORMATION:

Kvaerner Warnow Werft GmbH
Rostock (Germany) 421
Design: CS 1400

DEMOLITION:

Chittagong, 17/01/2019



Hamburg 5/4/2003 © S. Wiedner

2001: Sold by Reederei "Nord" Klaus E. Oldendorff (Germany/Cyprus) to Briese Schifffahrt (Germany) incl. 2 ½ year charter back to Oldendorff.

2004: Renamed **RINKENIS**.



Named RINKENIS Saigon 2/12/2006 © H. Rosenkranz www.rosenkranz-shipphotos.de (S. Wiedner collection)

2007: Renamed **DELMAS SEYCHELLES** (charter name).

2008: Renamed **MSC EQUATOR** (charter name).



Named MSC EQUATOR Istanbul 3/10/2015 © S. Wiedner

2015: Sold to Continental Investment Holdings CIH (Myanmar/Singapore). **Renamed ANDAMAN STAR.**

2018: Sold to cash buyers and **renamed ANDAMAN** for demolition at Chittagong 17/1/2019.

BASIC DATA:

GT: 14865
DWT: 20211
TEU: 1388
Reefer: 150
Loa: 167.24
Bmd: 25.00
Draft: 9.84
Engine: 1x oil Sulzer 7RTA58
Power: 11130 kW
Speed: 17.3 kn
Cranes: 3x40t

OWNER & FLAG HISTORY:

ANDAMAN since 01/12/2018
ANDAMAN STAR since 01/11/2015
MSC Equator since 01/04/2008
DELMAS SEYCHELLES since 01/05/2007
RINKENIS since 01/06/2004
NORDWELLE since 01/04/2003
P&O NEDLLOYD BORGES since 01/07/2002
NORDWELLE since 01/11/2001
CITY OF STUTTGART since 01/05/2001
CSAV CHARLESTON since 01/06/2000
NORDWELLE 12-05-2000 LRF
Flag Date of record Source
Palau (Republic of) since 01/12/2018
Liberia since 01/11/2015
Antigua and Barbuda 28-01-2002 LRF
Cyprus 19-11-2001 LRF
Antigua and Barbuda 15-10-2001 LRF
Cyprus 12-05-2000 LRF
Registered owner Date of record Source
GEMINI MARINE LTD during 12/2018
ANDAMAN STAR PTE LTD during 11/2015
EUROPE STAR 28-01-2002 LRF
NORDWELLE NAVIGATION 22-01-2002 LRF
EUROPE STAR SHIPPING 15-10-2001 LRF
NORDWELLE NAVIGATION 01-01-1993 LRF
Ship manager Date of record Source
GREEN OCEAN SHIP MANAGEMENT during 12/2018
CONTINENTAL SHIPPING LINE PTE during 11/2015
BRISE BEREEDERUNGS 02-02-2004 LRF
BRISE SCHIFFFAHRTS 28-01-2002 LRF
OLDENDORFF K.E. 22-01-2002 LRF
BRISE SCHIFFFAHRTS 15-10-2001 LRF
OLDENDORFF K.E. 01-01-1993 LRF

NAME HISTORY:

NORDWELLE	1993-93	name when launched
KHALEEJ BAY	1993-95	Nordwelle Nav. Co. Ltd., Cyprus
NORDWELLE	1995-00	Nordwelle Nav. Co. Ltd., Cyprus
CSAV CHARLESTON	2000-01	Nordwelle Nav. Co. Ltd., Cyprus
CITY OF STUTTGART	2001-01	Nordwelle Nav. Co. Ltd., Cyprus
NORDWELLE	2001-03	MS "EUROPE STAR" Schiffahrtsges. mbH KG, Antigua and Barbuda
P&O NEDLLOYD BORGES	2003-03	MS "EUROPE STAR" Schiffahrtsges. mbH KG, Antigua and Barbuda
NORDWELLE	2003-04	MS "EUROPE STAR" Schiffahrtsges. mbH KG, Antigua and Barbuda
RINKENIS	2004-07	MS "EUROPE STAR" Schiffahrtsges. mbH KG, Antigua and Barbuda
DELMAS SEYCHELLES	2007-08	MS "EUROPE STAR" Schiffahrtsges. mbH KG, Antigua and Barbuda
MSC EQUATOR	2008-15	MS "EUROPE STAR" Schiffahrtsges. mbH KG, Antigua and Barbuda
ANDAMAN STAR	2015-18	Andaman Star Pte Ltd, Liberia
ANDAMAN	2018-18	Gemini Marine Ltd, Palau

GENERAL VESSEL INFORMATION:

Yard: (Kvaerner) Warnow Werft, Rostock-Warnemünde (Germany)

No.	Delivered as	IMO	Built	TEU	Cranes	Broken up as	
405	AURIGA / ANNABELLA D	9007518	1992	1,388	3x40t ¹⁾	THERAPS	03/05/2012
406	CHARLOTTE SCHULTE	9031466	1992	1,388	3x40t	CS CHRISTINE	04/10/2012
421	NORDWELLE	9004243	1993	1,388	3x40t	ANDAMAN	23/01/2019
422	NORDWOGÉ	9004255	1993	1,388	3x40t	MALA	08/11/2018
423	WESTERMÜHLEN	9064190	1993	1,388	3x40t	CHARLOTTA	27/08/2013
424	NAUTIQUE	9064762	1993	1,468	Gearless	PATH STAR	24/01/2019
425	WIELAND	9064774	1993	1,452	3x40t	ELISABETH	25/07/2013
426	MARWAN	9070008	1994	1,388	3x40	GLORY 2	19/12/2012
427	TEVAL	9081734	1994	1,338	3x40t	EVA	10/01/2013
428	MERIAN	9081007	1994	1,452	3x45t	PADDY	13/05/2017
429	CONCORD	9085314	1994	1,452	Gearless	CONCORD	12/02/2013
430	COURIER	9101481	1995	1,452	3x45t	COURIER	28/03/2013
431	BIRTE RITSCHER	9101493	1995	1,452	3x40t	MANOLIS P	21/02/2020
432	NOVIA	9101508	1995	1,452	3x45t	ANYA	25/09/2017
433	OLIVIA	9101510	1995	1,452	3x45t	WAVE	24/08/2017
434	NAUPLIUS	9101522	1995	1,452	3x40t	NAVIGATOR	15/03/2013
435	ASTORIA	9112806	1995	1,452	Gearless	THANLWIN	26/12/2018

¹⁾ Cranes were removed later.

All vessels were solely delivered to German owners (or to their affiliated companies in Cyprus).

No.	Delivered as	IMO	Built	Delivered to
421	NORDWELLE	9004243	1993	Reederei "Nord" Klaus E. Oldendorff, Germany / Cyprus

2001:



Reederei Nord sells two containerships to Briese

13 September 2001 22:00 GMT UPDATED 13 September 2001 22:00 GMT

Reederei Nord of Cyprus has reportedly sold two 1,388-teu containerships to Briese Schiffahrts of Germany.

The 1993-built Nordwelle and Nordwoege reportedly fetched \$27m en bloc. The deal includes two two-and-a-half-year charters back to Oldendorff at \$10,800 per day.

2015:



CIH swoops Brise 1,400 teu duo

Fast expanding Myanmar owner Continental Investment Holdings (CIH) is reported to have bought the 1,388 teu sister vessels ULSNIS and RINKENIS from Germany's Brise Schiffahrt. Both vessels have been on charter to MSC until recently, with the RINKENIS still named MSC EQUATOR. These ships were built by Germany's Kvaerner Warnow shipyard in Warnemunde in 1993 for Reederei 'Nord' (Klaus Oldendorff) as the NORDWOGUE and NORDWELLE.

They belong to the 'CS 1400' series, a popular design of which 17 units were built from 1992 to 1995, mostly for operation on the tramp container market. In July 2001 'Nord' sold the pair to Brise Schiffahrt with a 30 months charter attached. They continued to be operated on the tramp market. These ships present a deadweight of 20,150 tons, an Loa of 167.24 metres and a beam of 25 metres. They are fitted with three cranes of 40 tons.

As for CIH, it has built-up a significant fleet of containerships in a short time frame, with 17 ships of 1,000-1,700 teu purchased on the secondhand market since 2013. Its fleet already includes three 'CS 1400' type container vessels, the IRRAWADDY STAR (ex MERIAN), PINYA STAR (ex NOVIA) and INNWA STAR (ex OLIVIA).

(Source: Alphaliner Weekly Newsletter 45/2015)



Htoo picks up second Brise feedership

Brokers say Continental Investment Holdings (CIH), the Singapore-headquartered shipowning arm of Myanmar owner Captain U Ko Ko Htoo, has acquired the 1,388-teu boxship MSC Equator (ex-Rinkenis, built 1993) from Brise Schiffahrt for \$3.

Htoo's ships are operated under the banner of Continental Shipping Lines (CSL).

(www.tradewindsnews.com - November 5th, 2015)

CONTAINERS

VESSEL	TEU	BUILT	YARD	GEAR	PRICE	BUYER
MSC Equator	1,388	1993	Kvaerner Warnow	CR 3x40t	\$3.2m	Clients of Continental Investment

(Sterling Market Report - WEEK 44/2015)

2019:

ANDAMAN (9004243; Palau) (Andaman Star -18, MSC Equator -15, Delmas Seychelles -08, Rinkenis -07, Nordwelle -04, P&O Nedlloyd Borges -03, Nordwelle -02, City of Stuttgart -01, CSAV Charleston -01, Nordwelle -00, Khaleej Bay -95, I/a Nordwelle) 14,865/93 - Container Ship (Fully Cellular). By Gemini Marine Ltd (Green Ocean Ship Management Pvt Ltd), St Kitts & Nevis, to Bangladesh breakers and arrived Chittagong, 17/01/2019. Commenced 23/01/2019.

(WSS Marine News 11/2019)

'CS 1400': end of the road for a popular charter market ship type

The recent sale for demolition of the 1,388 teu, Euroseas-controlled MANOLIS P (originally built as BIRTE RITSCHER in 1995) marks the end of the road for a popular charter market container vessel type, the 'CS 1400', of which the MANOLIS P was the last surviving ambassador.

Seventeen vessels of the 'CS 1400' type were built by Germany's Kvaerner Warnow yard at Warnemunde from 1992 to 1995, essentially in geared version, although three ships were gearless.

The very first vessel in the series was the AURIGA/ANNABELLA D, delivered to Peter Doehle in June 1992.

The last vessel, ASTORIA, delivered in November 1995 was also a Doehle ship.

'CS 1400' type ships typically featured a deadweight of 20,300 tons, a Loa of 168.15 metres and a beam of 25.00 metres.

Geared versions of the vessel type offered three cranes of 40 tons and reefer capacities averaged 150 plugs.

The 'CS 1400' was a popular charter market container vessel throughout the 1990s and in the early 2000s.

It fitted nicely between the smaller 'B-183' and 'UCC-14' units (1,000 teu class) and the larger 'B-170s' (1,700 teu class) which were equally popular market workhorses in those days.

(Source: Alphaliner Weekly Newsletter 12/2020)