

ORIENTAL CROWN

IMO No: 8314641 CAR CARRIER 1985 / 15893 GT

COMPANY:

Panstar Shipping Co Ltd,
South Korea

YARD INFORMATION:

VEB Warnowwerft
Warnemunde (East Germany) 127
Design: LORO 18 / Astrakhan-class
2007: Converted from General Cargo
Ship (with Ro-Ro Facility)

DEMOLITION:

Zhangjiagang (China), 08/12/2012
(?)



Masan (South Korea) 31/7/2011 © S. Wiedner

2007: Converted from General Cargo Ship (with Ro-Ro Facility / design: LORO 18 / Astrakhan-class) to car carrier



Named **OS BANGKOK** after buy-out from arrest by auction at Singapore 04/11/2012 © H. Rosenkranz



OS BANGKOK and OS SINGAPORE after buy-out from arrest by auction at Singapore 04/11/2012 © H. Rosenkranz

Both are (East German) built General Cargo Ships (with Ro-Ro Facility / design: LORO 18 / Astrakhan-class) which were converted to car carriers

BASIC DATA:

GT: 19385
 DWT: 17850
 Cars: 1000
 LOA: 173.50
 Bmd: 23.06
 Draft: 10.02
 Engine: 1x oil MAN K5SZ70/125B
 Power: 7600 kW
 Speed: 15.7 kn
 1x Quarter stern door/ramp (s)
 Decks: 2

OWNER & FLAG HISTORY:

OS BANGKOK since 01/02/2012
 ORIENTAL CROWN since 01/06/2009
 MEGA STAR since 01/11/2008
 NOVA SUN since 01/02/2007
 AFRICAN SUN since 01/01/2002
 Flag Date of record Source
 Panama since 01/07/2004
 Registered owner Date of record Source
 OS CONCORD SA during 02/2012
 ORIENTAL SH SA since 01/06/2009
 SH GENERAL SA since 01/11/2008
 EXCELLENT WISE INC since 01/06/2006
 TRANSOCEANIC LINE INC since 01/11/2005
 SUN MARITIME NAVIGATION SA since 06/07/2004
 Ship manager Date of record Source
 SONGWON ENTERPRISE CO LTD during 02/2012
 PANSTAR SHIPPING CO LTD since 01/11/2008
 PARKROAD CORP since 01/11/2005
 V SHIPS LTD since 31/08/2005
 SEKWANG SHIPPING CO LTD since 06/07/2004

EX-NAMES:

BREST	1985-96	Black Sea Shipping Co, Ukraine
SUNDERLAND	1996-96	unspecified owners, Bahamas
GLOBAL ATLANTIC	1996-97	Crescent Marine Corp, St. Vincent & Grenadines
SUNDERLAND	1997-99	Crescent Marine Corp, Bahamas
PPC BUENOS AIRES	1999-99	Bakewell Finance Corp, Bahamas
SUNDERLAND	1999-02	Bakewell Finance Corp, Bahamas
AFRICAN SUN	2002-04	Bakewell Finance Corp, Bahamas
AFRICAN SUN	2004-05	Sun Maritime Navigation SA, Panama
AFRICAN SUN	2005-06	Transoceanic Line Inc, Panama
AFRICAN SUN	2006-07	Excellent Wise Inc, Panama

NOVA SUN	2007-08	Excellent Wise Inc, Panama
MEGA STAR	2008-09	SH General SA, Panama
ORIENTAL CROWN	2009-12	Oriental SH S.A., Panama
OS BANGKOK	2012-12	OS Concord S.A., Panama

GENERAL VESSEL INFORMATION:

Der Typ Lo/Ro 18, auch Serie Astrakhan ist eine Baureihe von 27 Lo/Ro-Containermotorschiffen der Warnow-Werft, die zwischen 1983 und 1993 in Betrieb genommen wurde. Der Schiffstyp war bei seiner Vorstellung die erste Baureihe des seit Ende der 1970er Jahre existierenden Lo/Ro-Typs von einer DDR-Werft. Diese ladungstechnisch flexiblere, aber auch bauaufwändigere Weiterentwicklung des schon seit den 1960er Jahren existierenden ConRo-Schiffs zeichnet sich durch eine Erreichbarkeit aller Laderäume durch Luken und Rampen, sowie einer Ausrüstung mit eigenem Ladegeschrir aus. Der Lo/Ro-Typ ist daher insbesondere für Dienste mit gemischten Ladungsaufkommen von Containern, Stück- Lang- und Schüttgütern und schwerer rollender sowie sperriger Ladung in Regionen, die den Einsatz gleich großer Containerschiffe oder RoRo-Schiffe nicht erlauben, sowie für militärische Versorgungseinsätze geeignet.

Die Laderäume der Serie Lo/Ro 18 haben zwei Decks. Das obere Deck mit 2370 m³ Raum bietet Stellfläche für 232 PKW oder 81 LKW, bzw. Trailerfläche für umgerechnet 89 TEU, die über eine dreiteilige Winkel-Heckrampe mit 5,8 Metern Fahrbahnbreite und 45 Tonnen Tragfähigkeit erreicht werden kann. Für den herkömmlichen Umschlag verfügen die Schiffe der Baureihe Lo/Ro 18 über je zwei 2x12,5-Tonnen-Doppelwippkräne, zwei 25-Tonnen-Schwingladebäume und einen 125-Tonnen Schwergutbaum. Es können weiterhin auch Schüttgüter im Zwischendeck, als auch in den Laderäumen 2 bis 4 geladen werden.

(https://de.wikipedia.org/wiki/Lo/Ro_18)

ALPHALINER

The 'Astrakhan' type was a versatile multipurpose roro cargo vessel able to load a mix of general cargo, containers, projects and rolling stock. It featured a length of 173.50 m and a beam of 23.05 m. The ships were equipped with cranes and derricks with lifting capacities going up to 125 tons (on some of them). The roro capabilities were the Astrakhan's hallmark, distinguishing them from the other popular series of multipurpose cargo vessels built in the 1970s and 1980s (Meridian, Monsun, Neptun etc.) which could handle cargoes in lolo mode only. As the vessel design gradually improved over the years, the 'Astrakhans' were declined in three versions, 'Mark I', 'Mark II' and 'Mark III', with cranes gradually replacing derricks and teu capacities growing from 562 to 728 teu. Their roro capabilities remained an attractive feature especially with the military.

The 27 'Astrakhans' were all built by the Warnemünde (Germany)-based Warnow Werft shipyard for only two shipping companies, the USSR's Baltic Shipping Co (BSC) and Black Sea Shipping Co (BLASCO). After the break-up of the USSR, the fleet of 'Astrakhans' operated by BSC and BLASCO was gradually dispersed and sold to various owners around the globe. 'Astrakhans' could still be frequently found on regular liner services in the 1990's but this became rarer in the following decade. Most vessels were then operated on the tramp market catering for breakbulk cargoes and projects. The 'Astrakhans' will remain as one of the leading multi-purpose cargo series of the 1980s-1990s.

(Source: Alphaliner Weekly Newsletter 37/2017)

2012:

TradeWinds

A Seoul-based car-carrier player has been left with no vessels after Shinhan Capital arrested the trio to recoup the \$26m it claims it is owed.

South Korean investment group Shinhan Capital has pulled the plug on Seoul-based vehicle-carrier operator OSM Shipping, ordering the three ships in the company's fleet to the wall in Singapore.

Arrested this week were the 900-lane-metre vehicle carriers *OS Yangon* (built 1986), *OS Bangkok* (built 1985) and *OS Singapore* (built 1985).

Shinhan claims OSM has been in default of mortgage and interest payments since March and still owes it \$26m on the vessels.

The financier now wants to sell the trio to recoup the outstanding amounts.

Its involvement with the ships began in June 2009, when it forked out \$28m to fund their acquisition from Korean ro-ro operator Panstar Shipping. They were acquired by a specially created investment vehicle called Oriental SS SA, which in turn placed the ships on bareboat charter to Songwon PCS Co. The deal was structured so that Songwon would assume ownership of the vessels after paying charter hire for 72 months.

In December last year, the entire deal was restructured with Oriental changing its name to OS Entity SA. The bareboat hire-purchase deals with Songwon were terminated and new 48-month bareboat hire-purchase agreements set up with OSM. Fresh loans totalling \$28m were issued to finance the deal. OSM was responsible for making the monthly mortgage and interest payments.

It is unclear whether Songwon and OSM are related as Lloyd's Register/Fairplay still lists the ships as being under Songwon's control. Neither company appears to have a functioning website and OSM appears on no shipping databases.

(www.tradewindsnews.com- June 29th, 2012)

Chinese buy OSM ro-ros at auction

Three elderly ro-ro car carriers from failed South Korean vehicle-carrier operator OSM Shipping have been picked up by Chinese interests at auction in Singapore but the proceeds fell short of the money owed on the ships.

Far East Lines of Shanghai emerged as the victor in the sealed-bid auction of OSM's 900-lane-metre vehicle OS Yangon (built 1986), OS Bangkok (built 1985) and OS Singapore (built 1985).

The company bid slightly more than \$3m apiece, bringing the total obtained for the trio close to \$10m — short of the \$26m that Korean investment group Shinhan Capital was hoping to recoup for outstanding mortgages. Shinhan had financed the acquisition and conversion of the ships in 2010 but pulled the plug on OSM in June after it defaulted on mortgage payments.

Despite the low bids, lawyers acting for Shinhan told the Singapore courts the financiers were willing to accept the offers given.

It is unclear whether Far East Lines intends to trade or sell them on for scrap. The company is not listed in any shipping databases and TradeWinds was unable to contact it to obtain comment on its plans.

(www.tradewindsnews.com- October 3rd, 2012)

PCC/ RORO / PASS								
VESSEL'S NAME	DWT	YEAR BUILT	YARD	CARS/LM	PAX	PRICE USD \$	BUYERS	COMMENTS
OS BANGKOK	17,850	9/1985	WARNOFFWERFT, GERMANY	1392CARS	-	10.00M	CHINA (FAR EAST LINES)	ENBLOC
OS SINGAPORE	17,850	12/1985	WARNOFFWERFT, GERMANY	1392CARS	-	10.00M	CHINA (FAR EAST LINES)	
OS YANGON	7,466	7/1986	WARNOFFWERFT, GERMANY	1392CARS	-	10.00M	CHINA (FAR EAST LINES)	

(NILIMAR Ships Sale & Purchase Market Report - 5th October 2012)

AZIMUTH WEEKLY

Ro-Ros


Vessel Name	DWT	Built	Yard	Teus	Gear	\$ (mill)	En Bloc	Buyers	Comments
OS SINGAPORE	17850	1985	WARNOFFWERFT WARNEMU			3.30	No	SINGAPORE BASED BUYERS	RGN USD 10 MILL (3 VSLS ENBLOC OS YANGON - OS BANGKOK - OS SINGAPORE)
OS BANGKOK	17850	1985	WARNOFFWERFT WARNEMU			3.30	No	SINGAPORE BASED BUYERS	RGN USD 10 MILL (3 VSLS ENBLOC OS YANGON - OS BANGKOK - OS SINGAPORE)
OS YANGON	7466	1986	WARNOFFWERFT WARNEMU			3.30	No	SINGAPORE BASED BUYERS	RGN USD 10 MILL (3 VSLS ENBLOC OS YANGON - OS BANGKOK - OS SINGAPORE)

(Azimuth Weekly S+P Report - Week41/2012)

DEMOLITION REPORTS:



OS BANGKOK - IMO n° 8314641

Flag		(Panama)
Call Sign	H8WK	
Gross tonnage	19385	(since 01/01/2008)
DWT	11612	
Type of ship	Vehicles Carrier	(since 01/04/2007)
Year of build	1985	
Status	Broken Up	(since 04/12/2012)

(www.equasis.org)

Ship Scrapping the Ship Scrapping blog

Demolition report 9/5/2013

China

OS Bangkok [PA] IMO 8314641 Vehicle carrier built 1985 - 17,850 dwt

(<http://merseyshipping.blogspot.co>)

FORUM-SCHIFF.DE

Eine Frage zum Thema "Verschrotten" in China.
 > Merseyshipping schreibt am Donnerstag:
 Demolition report 9/5/2013 in China
OS Bangkok [PA] IMO 8314641 Vehicle carrier built 1985 - 17,850 dwt
 > Laut Marinetraffic:
 Reisedaten (zuletzt empfangen)
 Zielhafen: SHANGHAI
 ETA: 2012-11-30 11:00
 Information empfangen: 2012-12-08 06:46

der Dampfer ist am 28.11.2012 in Shanghai angekommen und am 08.12.2012 in Zhangjiagang zum Abbruch angekommen (Hat ein Kollege dort bestätigt). Er lebt leider nicht mehr ...

(<http://forum-schiff.de>)

Last update: 03/10/2017