

# PHU TAN

IMO No: 8715455 CONTAINER 1988 / 11982 GT

**COMPANY:**

VIMC Shipping Co,  
(Vinalines Shipping Co)  
Vietnam

**YARD INFORMATION:**

VEB Mathias-Thesen-Werft  
Wismar (East Germany) 173  
Design: UCC 14

**DEMOLITION:**

Sank 16/12/2010  
in the Gulf of Tonkin



Saigon 29/5/2008 © A. Wiedner (S. Wiedner collection)

2010: Sank 16/12/2010 in the Gulf of Tonkin.

**BASIC DATA:**

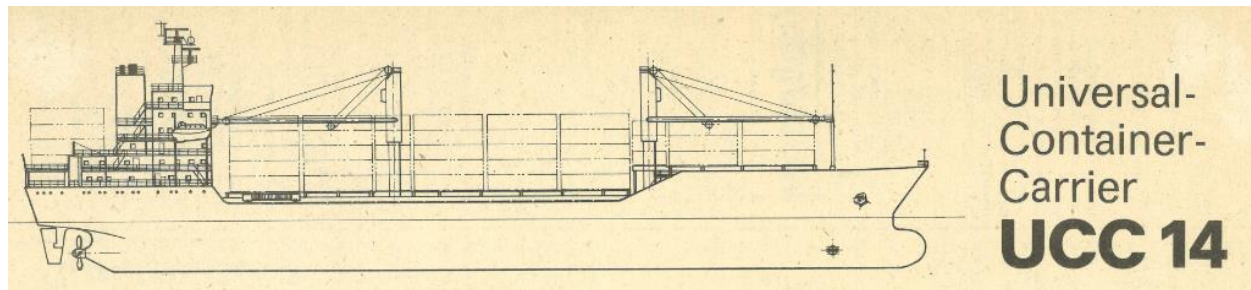
GT: 11982  
 DWT: 14205  
 TEU: 1034  
 Reefer: 60  
 Loa: 156.70  
 Bmd: 22.86  
 Draft: 8.58  
 Engine: 1x oil Sulzer 5RTA58  
 Power: 7950 kW  
 Speed: 16.0 kn  
 Cranes: 1x40t, 2x25t

**OWNER & FLAG HISTORY:**

PHU TAN 2004-08-23 LRF  
 ORIENT AISHWARYA 2000-05-12 LRF  
 Flag Date of record Source  
 Vietnam since 01/05/2001  
 Panama 2000-05-12 LRF  
 Registered owner Date of record Source  
 VIMC SHIPPING CO since 01/04/2008  
 VAN LANG SHIPPING CO since 01/01/2004  
 VIMC since 14/05/2001  
 LITTLETON SERVICES 1998-01-20 LRF  
 Ship manager Date of record Source  
 VINALINES CONTAINER SHIPPING during 02/2009  
 VIMC SHIPPING CO since 01/04/2008  
 VIMC since 01/05/2001  
 ORIENT EXPRESS SHIP MANAGEMENT before 2000  
 ORIENT EXPRESS LINES 1998-01-20 LRF

**NAME HISTORY:**

WATERGEUS	1988-89	Rederij "De Nieuwe Waterweg" B.V., Netherlands
TRANZTAS TRADER	1989-98	ANL Ltd., Australia
ORIENT AISHWARYA	1998-01	Littleton Service Inc., Panama
ORIENT AISHWARYA	2001-04	VIMC, Vietnam
PHU TAN	2004-08	Van Lang Shipping Co, Vietnam
PHU TAN	2008-10	VIMC Shipping Co, Vietnam

**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 - TALLAHASSEE (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	<b>WATERSTOKER</b>	8715467	1989	1,034	1x40t, 2x25t	<b>DA JI</b>	27/1/2012
175	<b>WATERGIDS</b>	8909355	1989	1,034	1x40t, 2x25t	<b>RISE</b> <b>(ex- SAI SUNRISE)</b>	14/11/2019
176	<b>WATERDRAGER</b>	8912479	1989	1,034	1x40t, 2x25t	<b>PLOVDIV</b>	3/7/2012
177	<b>NORDLIGHT</b>	8801333	1990	1,158	2x40t	<b>MADISON</b>	29/4/2016
178	<b>NORDSKY</b>	8801345	1990	1,158	2x40t	<b>SEAWAYS VALOUR</b>	30/12/2011
179	<b>NORDSUN</b>	8801357	1991	1,158	2x40t	<b>SAADET C</b>	3/10/2012
180	<b>NORDBEACH</b>	8801369	1991	1,158	2x40t	<b>SEAWAYS VENTURE</b>	15/2/2013
181	<b>WATERKLERK</b>	9003392	1990	1,034	1x40t, 2x25t	<b>NITY (ex-UNITY)</b>	17/4/2014
182	<b>TALLAHASSEE</b>	9003471	1992	1,166	2x40t, 1x7.5t	<b>SSL TRUST</b>	2/3/2017
190	<b>NORDCLIFF</b>	9004188	1991	1,158	2x40t	<b>FILIPPA C</b>	18/2/2014
191	<b>NORDISLE</b>	9004190	1991	1,158	2x40t	<b>AMAZON</b>	16/12/2016

#### 2010:

Took water, developed list and sank 16/12/2010 in heavy weather in the Gulf of Tonkin, 125 miles west of Sanya, Hainan in position 18.14N, 107.36E. She was on passage from Da Nang for Haiphong with containers.

(WSS Marine News 2/2011)



### 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)