

PU TRUSTY

IMO No: 9003471 CONTAINER 1992 / 11872 GT

COMPANY:

Orient Express Ship Management
Ltd, India
(Pan-United Shipping Pte Ltd,
Singapore)

YARD INFORMATION:

Mathias-Thesen-Werft
Wismar (Germany) 182
Design: UCC 14

DEMOLITION:

Chittagong, 02/03/2017



Singapore 15/1/2007 © S. Wiedner

2007: Renamed OEL TRUST.

2016: Renamed SSL TRUST.

2017: Demolition at Chittagong, 02/03/2017.

BASIC DATA:

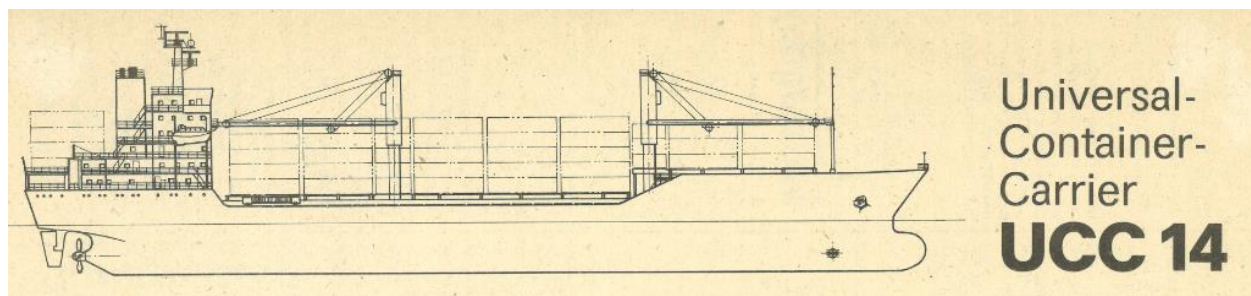
GT: 11872
DWT: 14342
TEU: 1166
Reefer: 125
Loa: 156.70
Bmd: 22.86
Draft: 8.62
Engine: 1x oil Sulzer 5RTA58
Power: 7950 kW
Speed: 17.8 kn
Cranes: 2x40t, 1x7.5t

OWNER & FLAG HISTORY:

SSL TRUST since 01/02/2016
OEL TRUST since 01/04/2007
PU TRUSTY since 01/01/2005
CLIPPER since 01/06/2002
SINAR AMBON since 01/05/2000
CLIPPER 2000-05-12 LRF
Flag Date of record Source
India since 01/08/2006
Singapore since 01/01/2005
Antigua and Barbuda 2000-05-12 LRF
Registered owner Date of record Source
SHREYAS SHIPPING & LOGISTICS since 24/08/2006
TINGGI SHIPPING during 01/2005
CLIPPER SHIPPING 1992-06-15 LRF
Ship manager Date of record Source
ORIENT EXPRESS SHIP MANAGEMENT since 24/08/2006
PAN-UNITED SHIPPING PTE LTD during 01/2005
MOLLER W. 1992-06-15 LRF

NAME HISTORY:

TALLAHASSEE	1992-92	Clipper Shipping Co Ltd
CLIPPER	1992-97	Clipper Shipping Co Ltd.
ZIM URUGUAY	1997-97	Clipper Shipping Co Ltd.
CLIPPER	1997-00	Clipper Shipping Co Ltd.
SINAR AMBON	2000-02	Clipper Shipping Co Ltd., Antigua & Barbuda
CLIPPER	2002-05	Clipper Shipping Co Ltd., Antigua & Barbuda
PU TRUSTY	2005-06	Tinggi Shipping Pte Ltd, Singapore
PU TRUSTY	2006-07	Shreyas Shipping & Logistics Ltd, India
OEL TRUST	2007-16	Shreyas Shipping & Logistics Ltd, India
SSL TRUST	2016-17	Shreyas Shipping & Logistics Ltd, India

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	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	TALLAHASSEE	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

2006:

Shreyas snaps up boxship

10 July 2006 5:52 GMT UPDATED 27 June 2012 7:52 GMT

By **Dale Weinwright**

India's Shreyas Shipping has bought Pan United Corp's (PUC) 1,166-teu containership PU Trusty (built 1992) for \$14.25m.

The Mumbai-based coastal containership owner is expected to take delivery of the ship in the third quarter of 2006.

2017:

CHITTAGONG PORT POSITION 1ST MARCH 2017

VESSEL NAME	EX NAME	IMO NO	YOB	TYPE	LDT IN MT	PRICE IN USD
SSL TRUST	OEL TRUST	9003471	1992	CONT	6,412.00	320.00

VESSEL NAME	ARRIVED	BOARDING	BEACHING
SSL TRUST	22.02.2017	22.02.2017	AWAITING FOR BEACHING

(SOLAR SHIPPING LINES WEEKLY DEMOLITION REPORT - Week 09/2017)



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)