

UASC YANBU

IMO No: 9415844 CONTAINER 2009 / 75604 GT

COMPANY:

Schiffahrtsgesellschaft Oltmann mbH
& Co. KG, Germany

YARD INFORMATION:

Hyundai Heavy Industries Co Ltd
(South Korea) 1946
Design: Hyundai 6500

DEMOLITION:



Algeciras 1/6/2011 © S. Wiedner

2012: Renamed RDO CONCERT (UASC charter expired).

2021: Reportedly sold to OM Maritime Pte Ltd, Singapore for US\$110 million - single ship sale (!). Renamed TIMON.

2023: To Sea Lead Shipping Pte Ltd / Draco Buren Shipping Pte Ltd, Singapore.

2025: Sanctioned by OFAC due to links to Iran. Sea Lead long-term charter terminated.

BASIC DATA:

GT: 75604
DWT: 85622
TEU: 6969
Reefer: 550
Loa: 304.19 (BB)
Bmd: 40.00
Draft: 14.50
Engine: 1x oil MAN-B&W 10K98MC
Power: 57199 kW
Speed: 25.6 kn

OWNER & FLAG HISTORY:

TIMON since 01/12/2021
RDO CONCERT since 01/01/2012
UASC YANBU since 01/12/2009
RDO CONCERT since 01/12/2009
Flag Date of record Source
Liberia since 01/12/2009
Registered owner Date of record Source
XIANG T98 HK INTERNATIONAL since 03/06/2024
TIMON SHIPPING INC since 13/07/2023
OCM TIMON LLC since 03/12/2021
DEOCON SCHIFFAHRTSGESELLSCHAFT
since 27/06/2019
DEOCON NAVIGATION INC since 01/12/2009
Ship manager Date of record Source
SEA LEAD SHIPPING PTE LTD since 13/07/2023

DRACO BUREN SHIPPING PTE LTD since 03/12/2021
ANGLO-EASTERN GERMANY GMBH since 29/06/2019
ANGLO-EASTERN SHIP MANAGEMENT since 22/05/2010
OLTMANN D GMBH & CO KG since 01/12/2009

NAME HISTORY:

RDO CONCERT	2009-09	name when completed
UASC YANBU	2009-12	Deocon Navigation Inc, Liberia
RDO CONCERT	2012-19	Deocon Navigation Inc, Liberia
RDO CONCERT	2019-21	Deocon Schiffahrtsgesellschaft mbH & Co. KG, Liberia
TIMON	2021-23	OCM Timon LLC, Liberia
TIMON	2023-24	Timon Shipping Inc, Liberia
TIMON	2024-	Xiang T98 HK International Ship Lease Co Ltd, Liberia

GENERAL VESSEL INFORMATION:

2009:



The RDO CONCERT (6,966 teu) joins UASC

German owner D. Oltmann has received the RDO CONCERT, second of three 6,966 teu ships ordered at Hyundai H.I. in July 2006 and May 2007. The new ship has joined her charterer, UASC, this week-end as the UASC YANBU. UASC has chartered her in view of the stretching by one week (from 9 to 10 weeks) of its Far East-ME-Europe service (AEC-2) in order to save fuel. She follows the RDO CONCORD, delivered in July.

(Source: Alphaliner Weekly Newsletter 50/2009)

2021:



The 6,966 teu RDO CONCERT (Hyundai 6500), controlled by Bremen-based D. Oltmann Reederei has reportedly been sold for USD 110 M, with Singapore-based OM Maritime believed to be the buyer.

OM Maritime has been expanding its fleet rapidly in recent months, having purchased no fewer than ten ships this year, among which the 6,882 teu CAPE CHRONOS, reportedly paid USD 132 M.

The RDO CONCERT was built in 2009 by South Korea's Hyundai Heavy Industries. She features a deadweight of 85,600 tons, a Loa of 304 metres and a beam of 40 metres. She is fitted with 550 reefer plugs.

The RDO CONCERT is currently on charter to ONE, with her employment believed to end in the last quarter, as per Alphaliner data.

She has one sister vessel in the D. Oltmann fleet, the RDO CONCORD, which was fixed to Hapag-Lloyd in July at USD 55,000 per day for a five year charter ending in 2026.

(Source: Alphaliner Weekly Newsletter 40/2021)

2025:



SeaLead Terminates Charters on Sanctioned Ships Linked to Iran

The Loadstar
Total Views: 1800
August 1, 2025

By [Alison Koo](#) (The Loadstar) –

Singapore carrier SeaLead Shipping yesterday terminated charters on 16 ships caught up in the US Office of Foreign Asset Control's (OFAC) [sanctions](#) on an Iranian political adviser.

The Loadstar has identified the ships as *Dhanu* (1,726 teu, 2001-built), *Bertie* (2,478 teu, 2003-built), *Tex* (2,492 teu, 2003-built), *Moana* (4,992 teu, 2004-built), *Bigli* (6,350 teu, 2005-built), *Rantanplan* (5,888 teu, 2006-built), *Yogi* (5,888 teu, 2006-built), *Pumba* (5,060 teu, 2006-built), *Ale* (3,398 teu, 2006-built), *Zagor* (2,702 teu, 2006-built), *Lidia* (3,450 teu, 2007-built), *Hakuna Matata* (6,661 teu, 2008-built), *Pinocchio* (4,860 teu, 2009-built), *Timon* (6,966 teu, 2009-built), *Star* (3,534 teu, 2009-built) and *Simba* (6,865 teu, 2015-built).

SeaLead is understood to have taken the ships on long-term charters between 2022 and 2025, as the carrier expanded its network beyond its traditional Persian Gulf/Red Sea focus, amid the Covid-induced boom. As mainline operators shunned the Suez Canal due to the Houthi scourge, SeaLead filled the gap by expanding its Red Sea offerings.

Although international vessel databases showed several of the vessels are owned by Chinese finance lessors, OFAC said the ships were linked to Marvise SMC DMCC, a Dubai-registered entity, said to be part of the “vast shipping empire” controlled by Mohammad Hossein Shamkhani. All the vessels are technically managed by Draco Buren Shipping, a Singapore-registered company that was also sanctioned yesterday, and is also alleged to be linked to Mr Shamkhani.

Last update: 8/9/2025