

# AN YUE JIANG

IMO No: 8414946 GENERAL CARGO 1986 / 11115 GT

## COMPANY:

COSCO Shipping Co., Ltd.,  
China

## YARD INFORMATION:

Guangzhou Shipyard  
(China)

## SCRAPPING INFORMATION:



Shanghai 2006 © Courtesy U.Weiche

## GENERAL INFORMATION:

Name of Ship: AN YUE JIANG  
IMO No.: 8414946  
Type of Ship: General Dry Cargo Ship  
Call Sign: BOAS  
Flag: China  
Port of Registration: Guangzhou  
General Dry Cargo Ship  
Strengthened for Heavy Cargoes  
Ice Class B  
Owner: COSCO Shipping Co., Ltd.  
Operator: COSCO Shipping Co., Ltd.  
Length(LOA): 149.70 Length(LBP): 140.00  
Moulded Breadth: 21.80 Moulded Depth: 12.50  
Deadweight: 14913.00 Draft: 9.05  
Date of Built: 1986-12-08

## OWNER & FLAG HISTORY:

AN YUE JIANG 12-05-2000 LRF  
Flag Date of record Source  
China Peoples's Republic 12-05-2000 LRF  
Registered owner Date of record Source  
COSCOL 25-10-2004 LRF  
COSCO GUANGZHOU 31-12-1979 LRF  
Ship manager Date of record Source  
COSCOL 01-11-2004 LRF  
COSCO GUANGZHOU 31-12-1979 LRF

## SALES, TRANSFERS & RENAMINGS:


### GENERAL VESSEL INFORMATION:

1986 Guangzhou/4103 Freighter 11115 8414946

AN YUE JIANG-, Guangzhou Ocean Sh Co, Vrc;

Measures: 2B-; 4B-; 14.913 tdw, Sulzer, 5.590 kW, 14,5 kn;

[www.rosenkranz-shipphotos.de](http://www.rosenkranz-shipphotos.de)

The **AN YUE JIANG** is a People's Republic of China container vessel operated by the state-run shipping firm COSCO. It became notable because of controversy surrounding a cargo of arms and ammunition destined for Zimbabwe. The cargo reportedly includes some 3 million rounds of small arms ammunition, 1,500 rocket propelled grenades, and 2,500 mortar rounds.[1] The vessel originally planned to dock at a South African port and unload its cargo for shipment to landlocked Zimbabwe. However, there were widespread protests by persons concerned that the arms would be used by Robert Mugabe's regime in suppressing political opposition in the wake of disputed elections. Dock workers stated that they would not unload the cargo, and others threatened to stop the shipment on South African roads. Finally, a South African judge ruled that the ship could not dock as planned.

Subsequently, the **AN YUE JIANG** remained in the area of the Cape of Good Hope, pending a rumored decision by the Chinese to recall the ship. It has recently been announced that the ship will proceed to Angola, where it may dock but not unload any Zimbabwean weapons.

On April 14, the scrutiny committee of South Africa's National Conventional Arms Control Committee (NCACC) approved the shipment's conveyance permit, although it said shipment still had to be inspected and approved by the NCACC.[2] According to South African government spokesperson Themba Maseko, the government was not going to prevent the shipment from being transported to Zimbabwe.[3]

Critics suggested that the South African government would have been acting irresponsibly or even aiding the Zimbabwean government by letting the shipment through.[2][3] The issue compounded the dissatisfaction felt by many critics of the Zimbabwean government regarding South Africa's nonconfrontational approach to dealing with Mugabe, exemplified by Mbeki's claim that the post-election situation was not a crisis.[2] However, on April 17, the South African Transport and Allied Workers Union (SATAWU) said that members of the union would not unload the ship or handle its cargo.[3] [4]

The Durban High Court issued an order on April 18 effectively barring the shipment; another order allowed a German development bank to seize the cargo in compensation for an unpaid debt owed by the Zimbabwean government.[5] The **AN YUE JIANG** abandoned its attempt to make port in South Africa on the same day,[6] and it reportedly headed instead for Luanda, Angola.[7] The Mozambican government said on April 19 that the An Yue Jiang would not be allowed into its waters, and on April 21, the Director of the Institute of Angolan Ports, Filomeno Mendonça, said that the ship was "not authorised to enter Angolan ports".[6]

On April 21, Zambian President Mwanawasa appealed to SADC governments to forbid entry to the ship, expressing concern that the arms would increase tension in Zimbabwe. Meanwhile, Justice Minister Chinamasa dismissed the controversy as a "hullabaloo about a lone ship", asserting that Zimbabwe had the sovereign right to legitimately purchase arms to defend itself.[8] Jiang Yu, a spokesperson for the Chinese Foreign Ministry, said on April 22 that the ship might be forced to turn back due to its failure to find a place to unload the shipment. She asserted that the shipment involved only "perfectly normal trade in military goods between China and Zimbabwe", with no connection to the events surrounding the election, and that the contract for it had been signed in 2007.[4] In a statement on the same day, the MDC said that the arms were "clearly meant to butcher innocent civilians whose only crime is rejecting dictatorship and voting change".[9]

According to the Lloyd's Marine Intelligence Unit, the ship was moving northwest up the coast on April 22, but subsequently the ship's location could not be precisely determined, either because it had switched off its Automatic Identification System or because it was more than 40-50 nautical miles from the coast (outside of the range of the Automatic Identification System).[10] The United States requested that countries in the region not accept the ship, and it asked China "to refrain from making additional shipments and, if possible, to bring this one back". On April 22, it was reported that the China Ocean Shipping Company had decided to recall the ship due to its inability to deliver its cargo, and on April 23, the ship was reported to have turned around and was near the Cape of Good Hope.[5]

On May 17, The Weekender reported that the arms had arrived in Harare. The cargo was reportedly offloaded at Pointe-Noire in the Republic of the Congo and then flown to Zimbabwe.[11] Matonga declined to comment on this, while the Chinese Foreign Ministry described the reports as "baseless and purely fictitious" on May 21, saying that the An Yue Jiang was returning to China with the arms still on board.[12]

[http://en.wikipedia.org/wiki/An\\_Yue\\_Jiang](http://en.wikipedia.org/wiki/An_Yue_Jiang)

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