

HYANG RO BONG

IMO No: 8102115 GENERAL CARGO 1982 / 8985 GT

COMPANY:

Sinhung Shipping Co.,
North Korea.,

YARD INFORMATION:

Austin & Pickersgill Ltd.
Southwick Sunderland (U.K.) 1418

DEMOLITION:



Singapore 24/11/2006 © H. Rosenkranz

BASIC DATA:

GT: 8985
DWT: 15175
TEU: 114
LOA: 144.02
Bmd: 20.43
Draught: 8.87
Engine: 1 x oil Sulzer
Power: 5600 kW
Speed: 15.0 kn
Derricks: 1 x 30 t, 6 x 10 t, 4 x 5 t
Decks: 1, 2nd deck in No.5 hold

OWNER & FLAG HISTORY:

HYANG RO BONG 2003-07-14 LRF
CHAO YANG 2001-08-02 LRF
NAVAL LADY 2000-05-12 LRF

Flag Date of record Source
Korea Democratic Republic 2003-07-14 LRF
Singapore 2001-08-02 LRF
Malta 2000-05-12 LRF
Registered owner Date of record Source
SINHUNG TRADING CORP 2006-02-06 LRF
SINHUNG SHPG CO 2005-05-16 LRF
CHANG SHUN SHIPPING PTE LTD 2001-08-23 LRF
PAPADOPOULOS DREDGING 2001-08-02 LRF
NAVAL LADY MARINE 1995-11-30 LRF
Ship manager Date of record Source
CHINESE-TANZANIAN SHIPPING 2006-11-20 LRF
SINHUNG TRADING CORP 2006-02-06 LRF
SINHUNG SHPG CO 2005-05-16 LRF
CHINESE-TANZANIAN SHIPPING 2002-03-19 LRF
MARITIME CONSULTANTS 2001-08-23 LRF
CHANG CHUN SHIPPING 2001-08-13 LRF
SEA PARTNER 2001-08-02 LRF
NICOLAKIS SHIPPING 2000-10-17 LRF

EX-NAMES:

UNITED SPIRIT	1982-87	
TRADE FREEDOM	1987-88	
FAREAST CHEER	1988-91	
SEA CORAL	1991-95	Sea Coral Marine S.A., Panama
NAVAL LADY	1995-01	Naval Lady Marine Ltd., Malta
CHAO YANG	2001-03	Chang Shun Shg. Pte. Ltd., Singapore
HYANG RO BONG	2003-11	Sinhung Trading Corp., North Korea

GENERAL VESSEL INFORMATION:

I served on three late build SD14's (built 1981-83) from 1984-1987. "UNITED ENTERPRISE", "UNITED EFFORT", and "UNITED DRIVE". They were registered in Hong Kong, (a dependency of the UK then), and as such had to have British Certificated senior officers, IE Master, Mate, Chief Engineer (me), and Second Engineer. All other junior officer ranks were of either Indian, or Hong Kong Chinese certification, British colonial influence again, and the ratings were from The communist "Peoples Republic Of China".

It was an interesting experience, as this was a joint venture between western capitalist, and PRC communist ideologies, as part of the new Chinese "open door" policy. The ships sailed mostly empty from China, Shanghai, Dalian, Xingang etc., to the USA, Canada, Australia, Europe etc., and brought back to China the raw materials needed to sustain the growth of the Chinese economy. Very uneconomic by western standards, running vessels empty halfway round the world, but then it was a one way trade, though not now judging by the number of "made in China" stickers on everyday goods.

Only one of the six sister vessels, in that joint venture, the ex "**UNITED SPIRIT**" seems to be trading now, (Jan 2003), as the "**HYANG RO BONG**", and is owned by North Korea. (<http://forums.avsim.net>)

Sank 6/4/2011 following a collision with BANGA LANKA whilst entering the anchorage at Chittagong in position 22.12N, 91.44E. The hull cracked and the engine-room flooded and the crew of 31 were evacuated. She settled on the bottom with the hull completely submerged and only the masts and superstructure visible. A salvage contract has been awarded to Prantik Mariners Ltd. She was on passage from Port Muhammad Bin Qasim for Chittagong with 13.492 tonnes of rice.

Marine News 6/2011

Last update: 30/12/2011